



Reading Link Retail Park Drive Thru
Reading

Transport Statement

for

Sorbon Estates

Document Control Sheet

Transport Statement

Reading Link Retail Park Drive-Thru, Reading

Sorbon Estates

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
28/06/2018	1 st Draft	Graham Smith	Chris Saunders
03/07/2018	Final	Graham Smith	Chris Saunders

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Sorbon Estates to accompany a planning application for a new 190m² Drive-Thru coffee shop with associated changes to the car park layout at Reading Link Retail Park, Reading.
- 1.2 The site currently consists of 6 retail units with a 308 space car park and is bound by Rose Kiln Lane to the west, an access road to the south, undeveloped land to west, and the Holy Brook to the north. The site is located circa 1 kilometre to the south of Reading Town Centre, within the administrative boundary of Reading Borough Council.
- 1.3 The site currently benefits from the ability to gain vehicular access to the local highway network via the A33 Rose Kiln Lane Gyratory.
- 1.4 The site is accessible by sustainable transport modes of travelling including, foot, cycle and public transport. Existing footways and cycleway link the site to nearby bus stops and Reading Town Centre. It is therefore considered that the proposed development is well located to encourage people to travel by modes of transport other than the private car.
- 1.5 It is proposed that the existing car park layout is altered to provide better circulation, whilst also creating additional space to provide a new Drive-Thru coffee shop to the eastern edge of the site. It is proposed that an additional site access will be provided along Rose Kiln Lane, approximately 120 metres to the north of the A33 Rose Kiln Lane signalised gyratory.
- 1.6 This report, which has been prepared in accordance with current best practice guidance, demonstrates that:
 - ▶ The site accords with national, regional and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ The highway network is not subject to any defects that lead to an abnormally high accident rate;
 - ▶ Suitable and appropriate access to the site can be achieved from the existing site access and a new site access on to Rose Kiln Lane that accord with current and best practice guidelines; and
 - ▶ The residual impact of the proposed development will not be severe.
- 1.7 Following this introduction, this Transport Statement is split into five sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - ▶ Section 3 considers the existing use of the site including a review of the parking demands, reviews the accessibility of the site by all modes of the transport and assesses local road safety records.
 - ▶ Section 4 provides an overview of the proposed development together with the details related to the access, parking and servicing strategies that will be adopted.
 - ▶ Section 5 Assess the trip generating potential of the proposal by all travel modes.
 - ▶ Section 6 summarises the key findings and conclusion of the report.

2.0 Transport Planning Policy

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. Those that set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – March 2012;
- ▶ Planning Policy Guidance – March 2014;
- ▶ Reading Borough Local Development Framework, Core Strategy – January 2008; and
- ▶ Reading Borough Council Sites and Detailed Policies Document Policy Document – 2012.

National Planning Policy Guidance

2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 29 of the NPPF states:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

2.2 Similarly, paragraph 30 states that:

"In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

2.3 Moreover, paragraph 34 notes:

"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas."

2.4 Paragraph 35 therefore requires developments (where practical to do so) to be located and designed to:

"...give priority to pedestrian and cycle movements, and have access to high quality public transport facilities..."

2.5 Ultimately, the NPPF requires local planning authorities to:

"...consider whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and,*
- *Improvements can be undertaken within the transport network that cost effectively limit the impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe" (NPPF, paragraph 32)*

Planning Practice Guidance

- 2.6 The Planning Practice Guidance (PPG), which is available on the Department for Communities and Local Government (DCLG) website, supports the overarching aims of the NPPF. Highways and transportation matters are dealt with at Section ID42 of the NPPG under the heading of “*Travel plans, transport assessments and statements in decision taking*”.
- 2.7 Paragraph 11 of ID42 recommends that Travel Plans submitted in support of a planning application should, where possible to do so, include:
- *benchmark travel data including trip generation databases;*
 - *Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;*
 - *relevant information about existing travel habits in the surrounding area;*
 - *proposals to reduce the need for travel to and from the site via all modes of transport; and*
 - *provision of improved public transport services.*
- 2.8 With respect to Transport Assessments and Transport Statements paragraph 15 of ID42 notes a planning application should typically consider the following:
- *information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
 - *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
 - *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
 - *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*
 - *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*
 - *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
 - *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
 - *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
 - *measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
 - *a description of parking facilities in the area and the parking strategy of the development;*
 - *ways of encouraging environmental sustainability by reducing the need to travel; and*
 - *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

Reading Borough Local Development Framework

- 2.9 Planning applications within Reading Borough are assessed against the planning policies contained within the Core Strategy adopted in January 2008 and The Sites and Detailed Policies Document adopted in October 2012.
- 2.10 A summary of the policies which are relevant to the proposals are as follows:
- ▶ Core Strategy Policy CS22 - Transport Assessments: Developments should ensure an adequate level of accessibility.
 - ▶ Core Strategy Policy CS24 - Car/Cycle Parking: Car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations to sustainable transport facilities.
 - ▶ Sites and Detailed Policies Document Policy DM12: Access and servicing arrangements to developments should be safe and comply with the Highway Authorities standards.
- 2.11 RBCs parking standards are contained within their document titled 'Revised Parking Standards and Design – 2011', whilst there are no parking standards relevant to the proposed development, it is identified as being within within the 'Primary Core Area' and well served by public transport.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a review of the local highway network in the vicinity of the site has been undertaken. The following text summarises this review and makes reference to the location of the site and baseline traffic conditions. It also sets out an overview of the accessibility of the site by a variety of modes of transport and includes a review of road safety records.

Site Details

- 3.2 The application site is located to the west of Rose Kiln Lane and is bound to the south by the existing access road, undeveloped land to west, and the Holy Brook to the north. The site is located circa 1 kilometre to the south of Reading Town Centre, within the administrative boundary of Reading Borough Council. A plan showing the location of the site in relation to the local highway network is shown below.



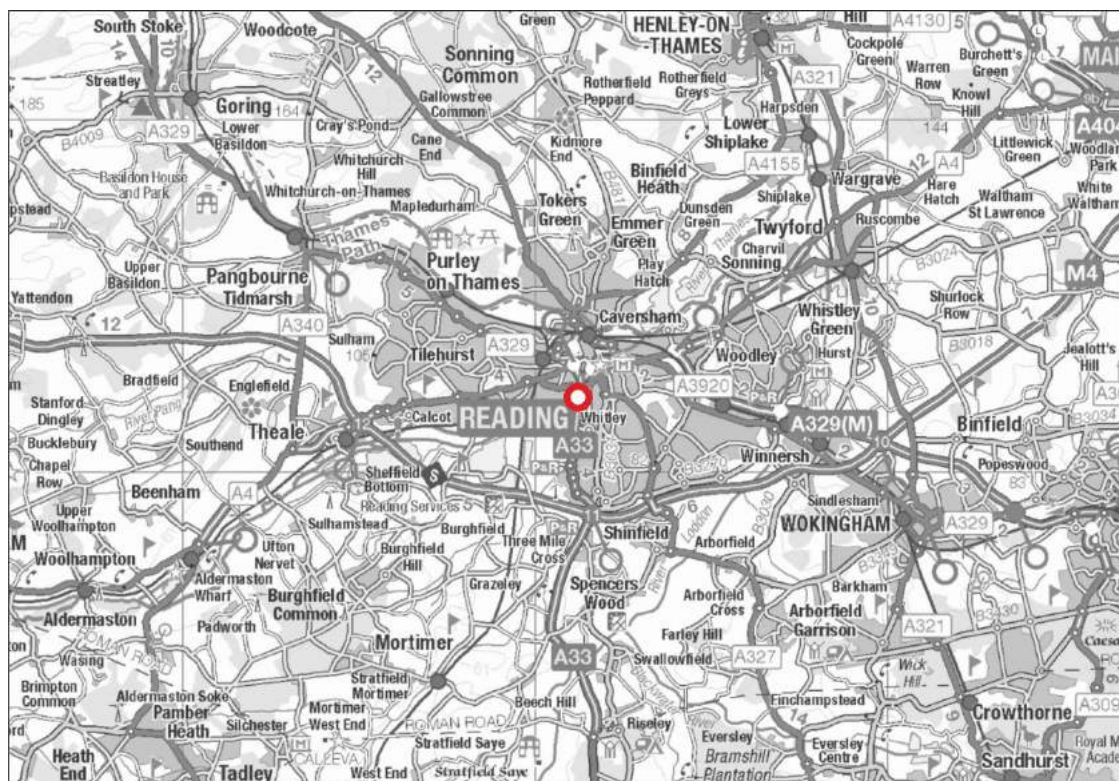
Site Location

- 3.3 At present the site consists of six occupied retail units comprise approximately 7,014m² retail floor space provided with a 308 space car park that includes 11 disabled spaces. The site is currently accessed via a single access off the A33 Rose Kiln Lane signalised gyratory junction, a copy of the existing layout is contained within **Appendix A**.

Highway Network

- 3.4 Rose Kiln Lane is a two way single carriageway road that is subject to a 40 mile per hour speed limit. The carriageway is approximately 7.3 metres wide. The road has footways on both sides of the carriageway which are approximately 2.0 metres wide.
- 3.5 The site access road is a two-way single carriageway road that is subject to a 30 mile per hour speed limit. The carriageway is circa 7.5 metres wide, and provides access to the site's car parking, servicing area and a neighbouring petrol station.

- 3.6 The location of the site in the context of the wider highway network can be seen below.



Local Highway Network

- 3.7 In order to determine the actual speed of vehicles along Rose Kiln Lane, an Automatic Traffic Count (ATC) was installed on the week commencing the 19th June 2018 for collection of data for a full week. The results of this survey shows that the average speed along the road was recorded as 22.9 and 28.5 miles per hour in the northbound and southbound direction respectively.
- 3.8 The 85th percentile speeds were recorded as 30.5 and 33.0 miles per hour northbound and southbound respectively. For completeness a copy of the speed survey is enclosed within **Appendix B**.

Sustainable Transport Accessibility

- 3.9 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015);
 - ▶ Walking distances to bus stops should not generally exceed 400 metres, and it is recognised that people are prepared to walk twice as far to rail stations (Planning for Walking, 2015); and,
 - ▶ However, walking distances of 500 metres can be applied to bus stops served by two or more high frequency routes (Buses in Urban Developments, 2018).

- 3.10 Notwithstanding the above, it should be noted that the NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being 'characterised by having a range of facilities within 10 minutes (up to about 800 m) walking distance of residential area which residents may access comfortably on foot'.

- 3.11 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to 2 kilometres and 2 miles respectively. Finally, it is also important to recognise that two thirds of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2014)

Accessibility by Foot

- 3.12 Rose Kiln Lane benefits from street lighting and wide footways that link the site to the town centre and The Oracle shopping and leisure centre, 1 kilometre to the north. The town centre has extensive network of pedestrianised streets which provide direct access to the railway station and main bus interchange.

Accessibility by Cycle

- 3.13 Reading has an extensive network of cycle routes and these are shown within **Appendix C**. The A33 Reading Relief is a designated cycle route linking the site to the station and town centre where access to various Reading cycle routes providing access to all areas of the town and suburbs can be obtained.

Accessibility by Bus

- 3.14 The nearest bus stops from the site are located approximately 320 metres to the north on St. Saviours Road. These stops can be accessed via a pedestrian bridge over Holy Brook, that provides connection into Admirals Court, and through a connecting footpath to St. Saviours Road. These stops are served by the Route 11 (Bronze) service, which operates a 24-hour service with an average hour frequency of one bus every 20 minutes.

- 3.15 This route provides connection between Reading Station, Reading Town Centre and the residential area of Coley. A copy of the bus route is contained within **Appendix D**.

Accessibility by Rail

- 3.16 Reading Railway Station is located 1.4 kilometres to the north of the site and is easily accessible by foot. Reading Railway Station is the second busiest interchange station outside London after Birmingham New Street and is located at the point of the Great Western Mainline and north south cross-country lines. Destination including Newbury, Bournemouth, Birmingham, Manchester Piccadilly, London Paddington, Oxford, Penzance, London Waterloo, Cardiff Central, Newcastle, Bristol Temple Meads and Gatwick Airport can be accessed from Reading Railway Station.

Road Safety Records

- 3.17 The NPPF recommends that a Transport Statement should include:

"...an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five year period if the proposals has been identified as within a high accident area"

- 3.18 Whilst there is nothing to suggest that the local highway network is subject to an abnormally high accident rate, Personal Injury Collision (PIC) data recorded within the immediate vicinity of the proposed site access has been obtained from Crashmap for the last available five year period covering 2013 to 2017. This information indicated that only one slight collision has occurred within the last five years and comprised of a rear end shunt between two cars. To this end it is concluded that there is not a particular highway safety problem on the local highway network. A copy of the study area, and associated collision details are contained within **Appendix E**.

Summary of Baseline Conditions

- 3.19 The above review demonstrates the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. In addition to this it has been established that the site is well located to a range of key local amenities. It is therefore considered that the location accords with the guiding principles of the National Planning Policy Framework.

4.0 Proposed Development

- 4.1 The proposals seek to erect a Drive-Thru, with a gross floor area of approximately 190 sqm, in the north-east corner of the site. In order to accommodate these works the car park layout is to be rationalised across the entire site in order to maintain the current parking provision. A copy of the proposed masterplan layout is contained within **Appendix F**.

Proposed Parking Provision

- 4.2 Similar to the current layout, the proposed car park layout provides 319 spaces that includes 21 disabled car parking spaces. This results in an increase of 1 standard parking space, and 10 additional disabled parking spaces. It is proposed that four parking spaces, including two disabled spaces are positioned directly adjacent to the Drive-Thru coffee shop entrance.
- 4.3 The Drive-Thru coffee shop also makes provision for additional six cycle parking spaces adjacent to the proposed building.
- 4.4 This parking provision is adequate and will accommodate the demand, especially as there will be a high proportion of linked trips between the retail park and coffee shop.

Proposed Access Strategy

- 4.5 It is proposed that a new access be created to serve the proposals, this is to take the form of a simple priority junction with Rose Kiln Lane just south of the bridge over Holy Brook. This access will also serve as a secondary access for the rest of the site, re-assigning some of the existing right turning traffic from the Rose Kiln Lane gyratory, which is known to suffer from queues and delays during peak hours.
- 4.6 With regards to the visibility requirements at the new site access, reference has been made to the recorded 85th percentiles speeds and the stopping sight distance calculations set out within Manual for Streets 2 (MfS2) and Design Manual for Roads and Bridges (DMRB), a copy of which is enclosed within **Appendix G**.
- 4.7 Based on the recorded 85th percentile speeds the proposed site access needs to achieve at least 43.9 metres to the left and 38.9 metres to the right of the junction in accordance with MfS2. Both of these distances are achievable, as shown on Drawing 1804032-01 enclosed within **Appendix H**.
- 4.8 However, visibility splays of 67.6 metres to the left and 59.4 metres to the right in accordance with the DMRB are also achievable and these are also shown on Drawing 1804032-01 (**Appendix H**).

Proposed Delivery and Servicing Strategy

- 4.9 It is proposed that deliveries to the Drive-Thru coffee shop will be undertaken via a 7.5 tonne vehicle, accessing and egressing the site via the new site access as shown on Drawing 1804032-TK01 (**Appendix I**). It is proposed that the delivery vehicle will dwell within the car park for a short period of time whilst goods are transferred to the store. Deliveries will be timed such that the car park will be empty save for a small number of staff.
- 4.10 A private refuse collection contract will be taken out and a suitable vehicle, able to access the site, will be used.

5.0 Development Impact

Overview

- 5.1 The following text evaluates the likely impact of the proposed development, making reference to similar applications in the local area in order to estimate the trip generating potential of the development.

Trip Generation

- 5.2 In order to assess the trip generating potential of the proposals, reference has been made to the recently approved planning application at Worton Grange (Ref: 15/1944). This application, for a large mixed use scheme, included proposals for a Drive-Thru coffee shop with a floor area of 185m². The trip rates approved with RBC for the weekday peak hours and Saturday afternoon peak hour are contained in Table 5.1, below.

Land Use	Trip Rate (100m ²)			Trips (190m ²)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Weekday AM Peak (08:00 – 09:00)	7.535	6.427	13.962	14	12	27
Weekday PM Peak (08:00 – 09:00)	8.947	8.947	17.894	17	17	34
Saturday Peak (13:00 – 14:00)	16.611	16.111	32.722	32	31	62

Table 5.1 – Worton Grange Drive-Thru Approved Trip Rates

- 5.3 It is generally accepted that retail development attracts a mixture of the following:
- ▶ New Trips – These trips are new to the network and would not take place without the proposed development being in place;
 - ▶ Transferred Trips – Trips diverted from a similar destination, generally nearby, some of these trips will already be present on the local highway network however other will not;
 - ▶ Pass-by Trips – These trips represent traffic that is already passing the site, these trips simply divert in and re-join the network afterwards;
 - ▶ Diverted Trips – These trips represent traffic passing nearby that diverts into the site, this traffic is already present on the network but the route it takes will vary; and,
 - ▶ Linked Trips – These trips represent traffic that already enters the site for some other purpose and simply includes a trip to the new development as part of this. These trips have no impact on the study network.
- 5.4 In the case of both the Worton Grange application and an application for a Drive-Thru restaurant at the Forbury Retail Park (Ref: 15/0085), RBC accepted that Drive-Thru facilities generally attract different trip types in the following ratios:
- ▶ New Trips – 20%
 - ▶ Pass-by Trips – 40%
 - ▶ Linked Trips – 40%
- 5.5 Based on the above, Table 5.2 sets out the proposed increase in new trips to the site as a result of the development proposals using these ratios.

Land Use	New Trips (20%)		
	Arrivals	Departures	Two-Way
Weekday AM Peak (08:00 – 09:00)	3	2	5
Weekday PM Peak (08:00 – 09:00)	3	3	7
Saturday Peak (13:00 – 14:00)	6	6	12

Table 5.2 – Proposed New Primary Trips

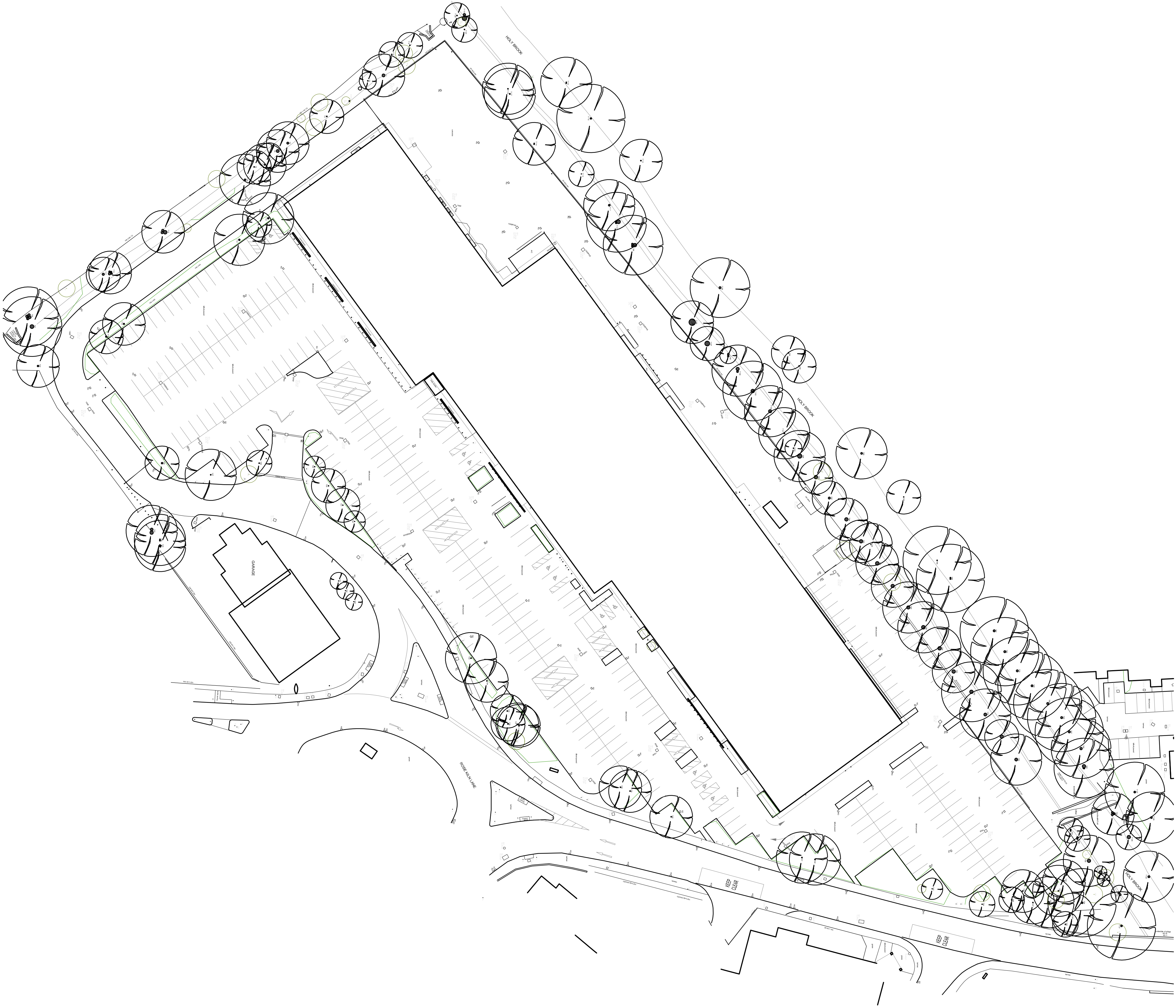
- 5.6 On the basis of the above, it is anticipated that the proposed development will attract approximately 25 linked trips, 25 pass-by trips and 12 new trips in the Saturday afternoon peak period. This level of trip generation represents a negligible increase on the local highway network and equates to approximately 1 additional vehicle every 5 minutes.
- 5.7 In addition, the proposal for an additional site access will provide added benefit to the local highway network through the re-assignment of traffic that currently accesses the retail park from Rose Kiln Lane away from the A33 Rose kiln Lane gyratory.
- 5.8 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will lead to an increase in vehicle movements associated with the site during the identified morning and evening peak hours, compared to the established use. However, the net increase during these times based on the analysis shows an increase of circa 7 vehicle movements in the peak hours. As such, there is no requirement for further detailed junction assessment.
- 5.9 In addition, the proposed redevelopment will not result in any adverse disruption to the free flow of traffic on the local highway network. In this regard, it is considered the proposals are consistent with national and local transportation policies with respect to traffic impact. To this end, it is concluded that the proposals would not result in a material impact from a highway and transportation perspective, let alone the severe impact that is referred to within the National Planning Policy Framework.

6.0 Summary and Conclusions

- 6.1 Motion has been appointed to prepare a Transport Statement (TS) in support of a planning application for a new Drive-Thru coffee shop and at Reading Link Retail Park, Reading on behalf of Sorbon Estates.
- 6.2 The proposals seek to provide a Drive-Thru coffee shop, with a gross floor area of approximately 190 sqm, in the north-east corner of the site. In order to accommodate these works the car park layout is to be rationalised across the entire site in order to maintain the current parking provision. In addition, it is proposed that a new site access will be provided along Rose Kiln Lane.
- 6.3 In summary, the key findings of this statement are as follows:
- ▶ The proposal accord with national and local policies relevant to transport;
 - ▶ There are no significant safety problems within the surrounding area that are caused by the design of the local highway network.
 - ▶ The proposal benefits from good pedestrian and cycle connections to local public transport services, and the town centre.
 - ▶ The development proposals retain the existing level of car parking at the retail park, whilst also providing additional cycle parking facilities at the Drive-Thru.
 - ▶ The proposed development will result in a increase of 5 and 7 two-way vehicle movements in the weekday AM and PM peak hours, and an additional 12 movements within the Saturday afternoon peak.
- 6.4 In light of the above, it is concluded that the proposals accord with land-use and transport policy on the basis of the above, it is considered that the proposals can be accommodated without detriment to the operation of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Existing Site Layout



Consultant

SURVEYED BY
groundsurveys ltd

land & engineering surveys
The Old Forge
Unit 1, Padlocks Yard
Pearson Road
Sonning on Thames
Berkshire
RG4 6JH
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© This drawing is the copyright of SORBON ESTATES
All dimensions and levels must be checked on site and verified
prior to construction

Notes

Rev	Description	Date

Project

READING LINK RETAIL PARK

Drawing Title

EXISTING TOPO



Sorbon, Aylesbury End, Beaconsfield,
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Tel: 01494 671331
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Drawn By: Date: 02.07.2018

Scale: 1/500 A1

Drawing No. RLRPR_TOPO_001 Revision

Appendix B

Speed Survey



Intelligent Data Collection Limited

Rose Kiln Lane, Reading

Client:
Project Number:
Site Number:
Week Commencing:
Road Name:
Survey Type:
Direction AB
Direction BA

Motion
ID03991
Site 1
18/06/2018
Rose Kiln Lane
ATC
Flow from A33 (S)
Flow from Laud Close (N)
to Laud Close (N)
to A33 (S)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A		
Date	26.06.2018		
Prepared by	Richard Collins		
Signature			
Checked by	David Collinge		
Signature			
Project Director	Paul O'Neill		
Signature			
Project Number	ID03991		
File Ref	ID03991 Rose Kiln Lane, Reading - ATC Site 1		

Issue Sheet

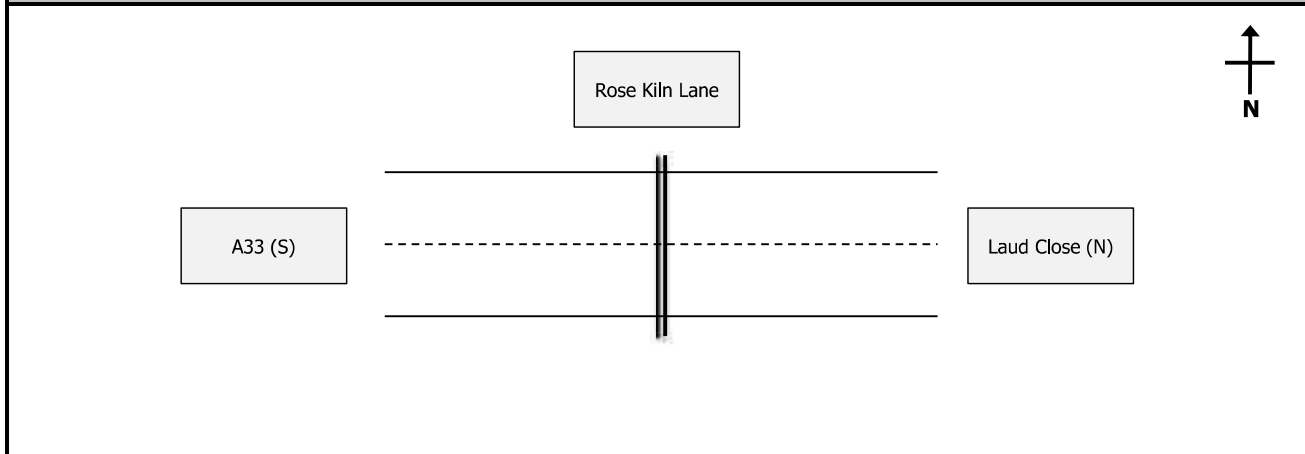
[illegible]

Intelligent Data - Automatic Traffic Count Output



Road Name	Rose Kiln Lane		
Direction AB	A33 (S)	to:	Laud Close (N)
Direction BA	Laud Close (N)	to:	A33 (S)
Site Co-Ordinates	51.445561,-0.975926	ATC Start Date	19/06/2018
		ATC Finish Date	26/06/2018
		PSL	40
Link to location on Google Maps			
Click Here			

Location Plan



Photograph Record



Comments

Prepared by	Richard Collins	Checked by	David Collinge	Project Director	Paul O'Neill
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Motion

Rose Kiln Lane, Reading

Flow Reporting

Table 1 - Two Way Flow Analysis

Time Interval	Average Car/LGV Tue-Thur (Dir AB)	Average Car/LGV Tue-Thur (Dir BA)	Average OGVs Tue-Thur (Dir AB)	Average OGVs Tue-Thur (Dir BA)	Profile All
00:00	15	17	1	0	37
00:15	12	12	0	0	24
00:30	8	8	0	0	16
00:45	6	9	1	0	16
01:00	7	8	0	0	15
01:15	8	8	0	1	16
01:30	7	7	0	0	14
01:45	4	4	0	1	9
02:00	6	8	0	0	15
02:15	5	4	1	0	10
02:30	7	4	0	0	11
02:45	5	4	1	0	9
03:00	7	3	0	0	14
03:15	3	3	1	0	6
03:30	7	4	0	0	11
03:45	8	2	0	1	10
04:00	9	6	0	0	15
04:15	11	1	1	0	12
04:30	13	4	1	2	19
04:45	21	6	0	0	27
05:00	17	7	1	1	25
05:15	38	9	2	0	49
05:30	70	9	3	1	81
05:45	81	14	5	2	101
06:00	74	25	5	1	105
06:15	119	19	4	1	143
06:30	137	26	8	1	172
06:45	198	39	8	2	246
07:00	185	45	8	2	239
07:15	196	57	7	3	263
07:30	175	61	6	2	243
07:45	154	57	3	2	216
08:00	181	70	5	5	259
08:15	142	78	2	3	224
08:30	160	82	6	4	252
08:45	162	60	3	2	227
09:00	155	60	1	3	218
09:15	166	59	10	4	238
09:30	149	78	6	3	236
09:45	167	71	7	6	250
10:00	165	73	6	4	247
10:15	150	98	4	4	256
10:30	140	92	6	3	240
10:45	131	86	7	3	227
11:00	130	81	5	4	219
11:15	137	99	5	4	246
11:30	148	93	4	4	249
11:45	132	105	2	3	242
12:00	139	102	3	3	248
12:15	126	100	8	3	237
12:30	106	124	5	4	239
12:45	119	94	5	4	221
13:00	130	104	3	3	241
13:15	141	93	4	2	240
13:30	138	100	6	2	246
13:45	137	106	5	1	249
14:00	129	117	3	3	252
14:15	138	107	5	3	253
14:30	135	121	6	2	265
14:45	111	111	6	4	230
15:00	140	120	3	2	264
15:15	168	100	7	2	277
15:30	153	100	8	6	263
15:45	138	117	6	2	262
16:00	128	132	4	3	266
16:15	144	107	3	1	255
16:30	138	128	3	1	269
16:45	118	142	4	4	268
17:00	119	153	3	2	278
17:15	124	146	2	2	274
17:30	123	149	3	3	278
17:45	133	139	3	1	275
18:00	127	150	2	2	281
18:15	130	136	1	2	270
18:30	114	147	2	4	267
18:45	126	141	3	2	271
19:00	117	119	4	3	242
19:15	115	113	1	3	232
19:30	116	114	1	1	232
19:45	93	103	2	1	199
20:00	83	108	1	2	194
20:15	78	78	1	1	156
20:30	74	74	1	1	150
20:45	63	64	1	1	128
21:00	76	64	3	1	144
21:15	82	63	0	1	146
21:30	70	59	1	1	130
21:45	65	57	1	2	125
22:00	47	73	2	1	123
22:15	47	58	1	1	107
22:30	37	46	0	1	85
22:45	30	33	1	1	64
23:00	36	38	1	1	75
23:15	25	27	1	1	54
23:30	22	22	1	0	46
23:45	21	17	0	0	38

Fig 1 - Average Two Way Flows Tue-Thur

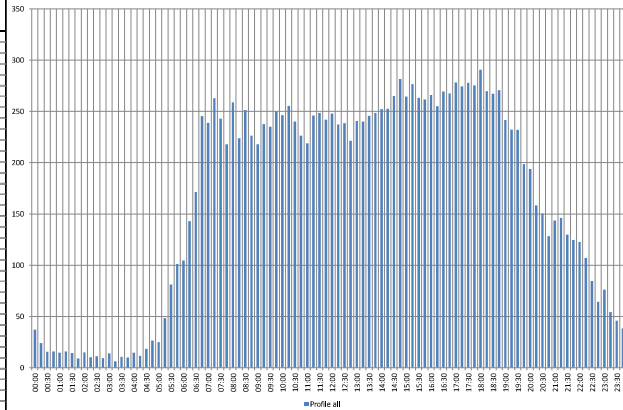
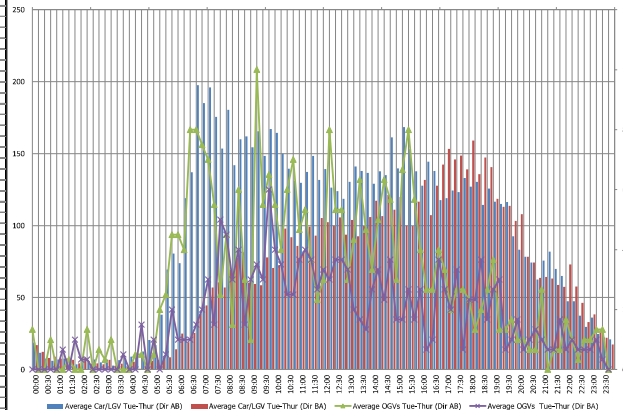


Fig 2 - Average Flow by Vehicle Type



Peak Interval Analysis - Tue-Thurs

Table 2 - Peak Interval Analysis

Peak	Time From	Time To	Two Way Flow
AM Peak	07:15:00	07:30:00	263
Inter-Peak	14:45:00	15:00:00	282
PM Peak	18:00:00	18:15:00	291

Table 3 - Average HGV Content (Excluding PSV, M/C, P/C)

Category	%HGV - (AB)	%HGV - (BA)	%HGV - (All)
All	3.0%	2.5%	2.8%

Fig 3 - Peak Interval Analysis

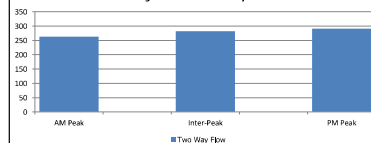
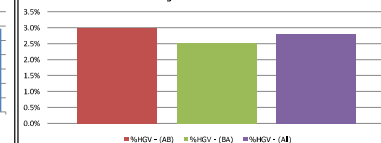


Fig 4 - % HGV Content



Variation Analysis - Week on Week (By Direction)

Fig 5 - Summary of Total Vehicles by Week - Channel AB

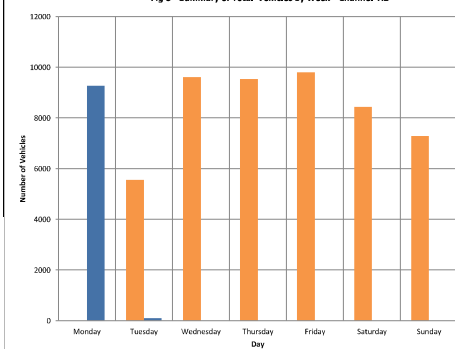
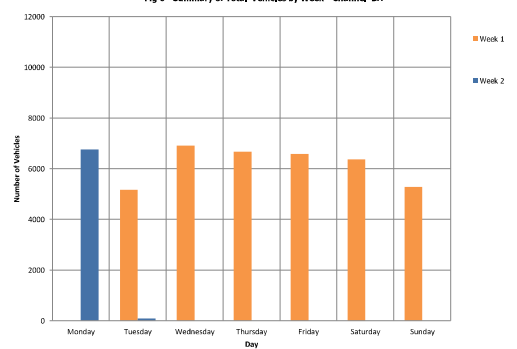
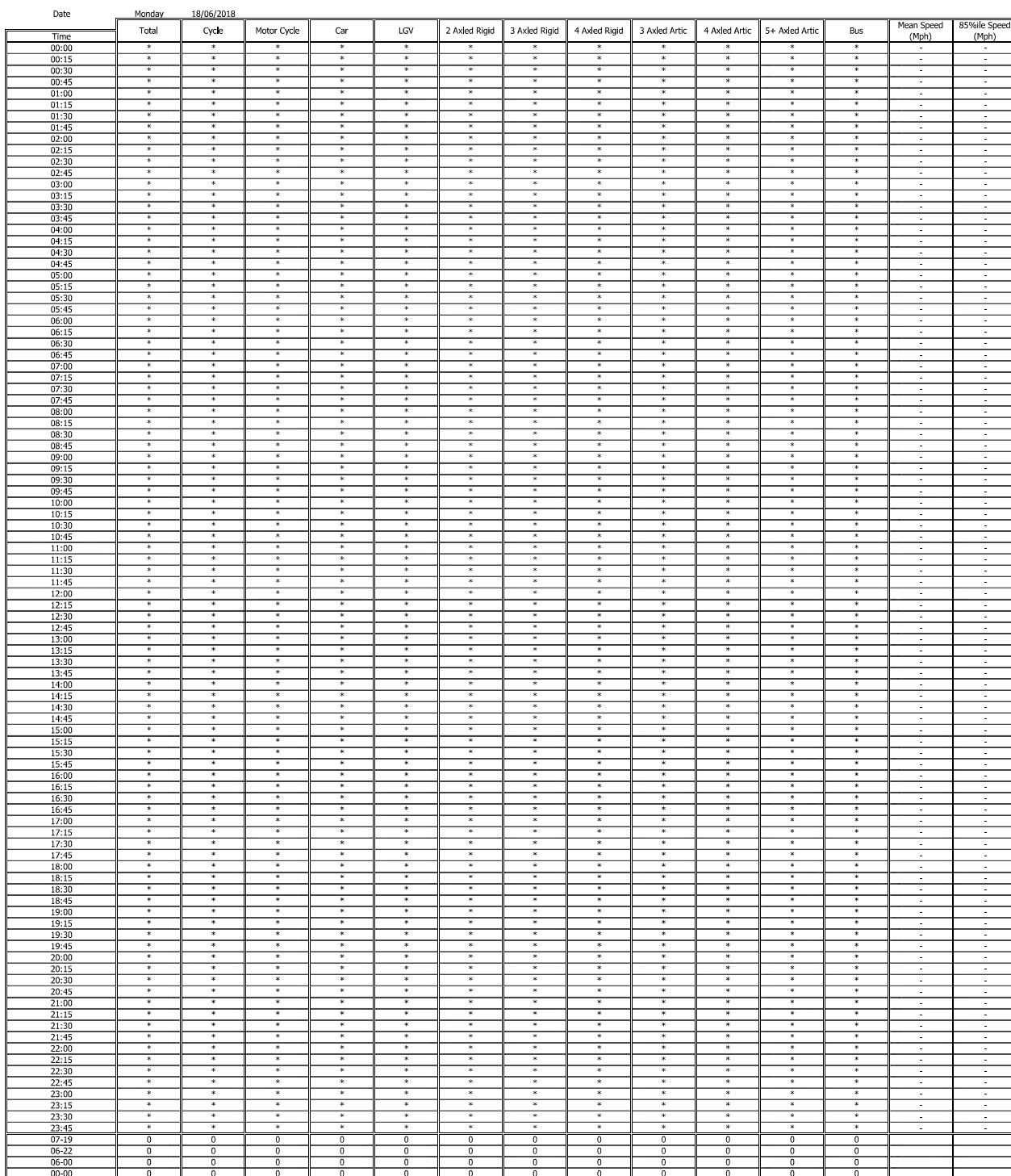


Fig 6 - Summary of Total Vehicles by Week - Channel BA



Client: Motion
Project Number: ID03991
Junction Number: Site 1
Flow from: A33 (S) **to:** Laud Close (N)



Date	Tuesday 19/06/2018														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:00	120	0	0	66	50	2	0	0	0	0	1	1	22.2	28	
11:15	147	1	1	84	53	6	0	1	1	0	0	0	24.5	29.6	
11:30	143	0	1	92	43	4	0	1	1	0	1	0	21.6	27.8	
11:45	148	0	2	80	62	1	0	0	1	0	1	1	22.4	28.6	
12:00	133	0	1	74	56	0	0	0	1	0	0	1	25.7	30.6	
12:15	133	0	0	84	40	8	1	0	0	0	0	0	18.2	25.9	
12:30	114	0	0	72	37	2	2	0	1	0	0	0	12.9	17.5	
12:45	100	0	0	63	34	2	0	0	1	0	0	0	12.4	17.3	
13:00	138	0	1	81	51	1	2	0	1	0	0	1	19.8	27.2	
13:15	152	0	0	92	56	2	1	0	0	0	1	0	23.7	29.2	
13:30	140	0	2	74	55	5	1	0	2	0	1	0	22.3	29.3	
13:45	141	0	1	91	45	4	0	0	0	0	0	0	23.5	30.5	
14:00	139	0	1	74	59	3	1	0	0	0	0	1	23.4	29.2	
14:15	130	0	1	83	43	1	0	0	1	0	1	0	25.2	30	
14:30	152	0	1	89	55	6	0	0	1	0	0	0	16.6	24.6	
14:45	180	0	0	118	55	2	0	1	3	0	0	1	19.4	26.2	
15:00	151	0	0	94	51	2	0	0	2	0	1	1	23.6	29.9	
15:15	174	0	1	113	53	4	2	0	1	0	0	0	21.4	29.5	
15:30	153	0	1	84	60	8	0	0	0	0	0	0	18.8	26.9	
15:45	141	0	1	85	51	2	1	1	0	0	0	0	24.3	29.8	
16:00	128	0	0	71	53	2	1	1	0	0	0	0	21.2	27.7	
16:15	137	0	0	91	43	1	0	0	1	0	0	1	15.3	24.5	
16:30	143	0	2	87	53	1	0	0	0	0	0	0	23.4	30	
16:45	135	1	0	86	42	4	0	0	1	0	0	2	22.3	28.5	
17:00	121	0	2	72	42	2	0	0	3	0	0	0	23.4	29.8	
17:15	136	0	1	85	48	2	0	0	0	0	0	0	17.9	25.8	
17:30	134	0	0	85	45	3	0	0	1	0	0	0	24.7	29.5	
17:45	122	0	0	95	25	2	0	0	0	0	0	0	22.9	30.6	
18:00	119	0	1	70	46	1	0	0	1	0	0	0	24.8	30.4	
18:15	128	0	0	90	36	0	0	0	2	0	0	0	22	28.2	
18:30	120	0	0	81	36	1	0	0	1	0	0	1	21.7	29.1	
18:45	122	0	0	78	40	1	0	0	2	0	0	1	27.3	31.9	
19:00	113	0	0	71	36	1	2	0	2	0	0	1	26.2	31.9	
19:15	109	0	2	72	33	1	0	0	0	0	0	1	26.5	31.1	
19:30	104	0	0	63	40	1	0	0	0	0	0	0	29.2	34.4	
19:45	93	0	1	63	28	0	0	0	1	0	0	0	28.1	32.9	
20:00	71	0	0	41	27	1	0	0	1	0	0	1	29.7	33.9	
20:15	61	1	0	36	24	0	0	0	0	0	0	0	29.9	35.1	
20:30	66	0	0	36	29	1	0	0	0	0	0	0	29.4	33.6	
20:45	61	0	0	40	21	0	0	0	0	0	0	0	31.3	35.7	
21:00	70	0	1	37	30	2	0	0	0	0	0	0	29.3	32.9	
21:15	80	1	0	46	33	0	0	0	0	0	0	0	27.9	32	
21:30	55	0	1	31	22	0	0	0	0	0	0	0	29.3	33.8	
21:45	55	0	0	36	19	0	0	0	0	0	0	0	27.7	30.6	
22:00	43	0	0	28	14	1	0	0	0	0	0	0	29.1	33	
22:15	47	0	0	29	18	0	0	0	0	0	0	0	29.5	33.4	
22:30	36	0	0	20	16	0	0	0	0	0	0	0	29.5	34.2	
22:45	30	1	0	17	11	1	0	0	0	0	0	0	28.7	33.7	
23:00	30	0	0	18	11	1	0	0	0	0	0	0	30.1	34.8	
23:15	24	0	1	10	11	2	0	0	0	0	0	0	30.6	36.4	
23:30	23	0	0	11	9	3	0	0	0	0	0	0	30.7	36	
23:45	12	0	1	6	5	0	0	0	0	0	0	0	30.9	37.6	
07:19	4374	2	21	2684	1518	85	12	5	28	0	7	12	21.6	28.8	
06:22	5312	4	26	3256	1860	93	14	5	32	0	7	15	22.8	29.8	
06:00	5557	5	28	3395	1955	101	14	5	32	0	7	15	23.1	30.2	
00:00	5557	5	28	3395	1955	101	14	5	32	0	7	15	23.1	30.2	

Date	Wednesday 20/06/2018												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	18	0	0	10	7	1	0	0	0	0	0	0	30.4	38.8
00:15	10	0	1	6	3	0	0	0	0	0	0	0	33.8	-
00:30	10	0	0	9	1	0	0	0	0	0	0	0	32	-
00:45	10	0	0	5	4	1	0	0	0	0	0	0	31.7	-
01:00	5	0	0	3	2	0	0	0	0	0	0	0	27.9	-
01:15	5	0	0	2	3	0	0	0	0	0	0	0	36.6	-
01:30	3	0	0	2	1	0	0	0	0	0	0	0	27.8	-
01:45	4	0	0	2	2	0	0	0	0	0	0	0	31.6	-
02:00	6	0	0	4	2	0	0	0	0	0	0	0	30.5	-
02:15	9	0	0	3	3	3	0	0	0	0	0	0	30.6	-
02:30	9	0	0	5	4	0	0	0	0	0	0	0	32.4	-
02:45	8	0	0	1	6	1	0	0	0	0	0	0	34.2	-
03:00	7	0	0	5	2	0	0	0	0	0	0	0	31.3	-
03:15	2	0	0	0	1	0	0	0	0	0	0	0	25.2	-
03:30	5	0	0	1	4	0	0	0	0	0	0	0	34.3	-
03:45	6	0	2	1	3	0	0	0	0	0	0	0	34	-
04:00	9	0	0	4	5	0	0	0	0	0	0	0	33.2	-
04:15	10	0	0	6	3	1	0	0	0	0	0	0	31.7	-
04:30	14	0	1	8	4	1	0	0	0	0	0	0	28.8	33.9
04:45	23	0	0	14	9	0	0	0	0	0	0	0	29.4	34.2
05:00	19	0	0	10	9	0	0	0	0	0	0	0	31.3	35.8
05:15	42	1	1	23	14	2	1	0	0	0	0	0	29.5	33.2
05:30	80	1	4	45	27	3	0	0	0	0	0	0	28.7	33.4
05:45	85	1	2	36	41	4	0	0	1	0	0	0	30.7	35.5
06:00	85	0	0	42	37	4	0	0	1	0	0	1	30	34.5
06:15	130	0	1	86	38	4	0	0	1	0	0	0	28.7	32.9
06:30	153	1	2	88	55	6	0	1	0	0	0	0	27.9	31.6
06:45	208	0	2	119	80	5	0	2	0	0	0	0	23.8	29.8
07:00	197	1	2	113	71	9	0	0	1	0	0	0	22.4	29
07:15	197	1	1	127	60	7	0	0	0	0	1	0	20.1	27.3
07:30	172	0	2	107	60	3	0	0	0	0	0	0	14.4	21.3
07:45	137	0	2	96	36	2	0	0	0	0	0	1	14	19.2
08:00	204	0	2	128	68	4	0	0	2	0	0	0	15.6	21.6
08:15	153	0	1	109	42	0	0	0	0	0	1	0	14.1	20.1
08:30	196	2	0	139	49	5	0	0	1	0	0	0	15.8	20.4
08:45	161	0	0	103	52	4	0	0	0	0	1	1	13.6	18.9
09:00	171	0	1	113	57	0	0	0	0	0	0	0	12.9	16.7
09:15	177	1	0	99	64	10	0	0	1	0	2	0	16.4	24.8
09:30	134	0	0	86	41	3	0	0	2	0	0	2	13.4	18.7
09:45	159	0	0	100	51	6	1	1	0	0	0	0	14.9	22.2
10:00	178	0	1	106	64	6	0	0	0	0	0	1	22	27.6
10:15	149	0	1	84	59	4	0	0	1	0	0	0	24	27.1
10:30	139	0	1	75	56	3	1	0	1	0	1	1	24.4	29
10:45	151	0	0	91	51	8	0	0	0	0	1	0	20.9	26.6
11:00	145	0	0	90	48	2	1	0	2	0	1	1	21.8	29.2
11:15	137	0	0	72	61	2	2	0	0	0	0	0	21.2	27.6
11:30	146	0	1	77	64	2	1	0	0	0	0	1	24.2	29.3
11:45	127	0	2	78	44	1	0	0	1	0	0	1	24	28.4
12:00	154	0	1	100	48	3	1	0	1	0	0	0	22.8	28
12:15	133	0	0	85	44	3	0	0	1	0	0	0	22.6	29.3
12:30	136	0	0	86	43	6	0	0	0	0	1	0	16	22.4
12:45	133	0	0	75	51	6	0	0	1	0	0	0	23.9	29.7
13:00	124	0	1	78	41	3	0	0	0	0	0	1	16.9	26.3
13:15	151	0	0	90	56	2	1	0	2	0	0	0	21.3	29.1
13:30	133	0	0	90	40	2	0	0	0	0	0	1	26.2	32
13:45	149	0	1	76	68	4	0	0	0	0	0	0	19.9	26.1
14:00	124	0	1	78	44	1	0	0	0	0	0	0	25.4	28.4
14:15	154	0	0	98	52	3	0	0	0	0	0	1	15.5	25.1
14:30	138	0	1	83	46	5	0	0	2	0	1	0	22.6	28.4
14:45	170	0	0	110	53	4	1	1	0	0	0	1	19.6	26.8
15:00	157	0	0	98	57	2	0	0	0	0	0	0	21.3	29.1
15:15	175	1	1	103	65	4	0	0	1	0	0	0	21.3	27.8
15:30	183	0	2	108	61	8	0	0	2	0	0	2	17.3	23.3
15:45	162	0	1	90	64	5	1	1	0	0	0	0	22	28.1
16:00	122	0	0	67	53	2	0	0	0	0	0	0	22	28.7
16:15	144	0	1	100	39	3	0	0	1	0	0	0	13.5	19.7
16:30	163	0	0	106	53	3	0	0	1	0	0	0	15.2	21.3
16:45	127	0	1	79	44	2	1	0	0	0	0	0	23.5	27.9
17:00	130	0	1	80	44	1	2	0	0	1	0	1	24.8	29.9
17:15	117	0	0	73	42	1	0	0	1	0	0	0	22.4	32.3
17:30	119	0	1	72	42	3	0	0	0	0	0	1	21.5	28.3
17:45	143	1	1	104	33	0	1	0	2	0	0	1	21.9	29.4
18:00	143	1	3	100	37	1	0	0	1	0	0	0	24.3	29.8
18:15	147	0	0	90	57	0	0	0	0	0	0	0	25	30.1
18:30	113	0	1	75	36	1	0	0	0	0	0	0	25	31.5
18:45	108	0	0	65	38	1	1	0	2	0	0	1	28.3	33.2
19:00	141	2	0	88	46	4	0	0	0	0	0	1	26.6	32.1
19:15	125	0	1	71	52	0	0	0	1	0	0	0	29.1	32.6
19:30	116	0	1	73	42	0	0	0	0	0	0	0	27.5	31.2
19:45	113	0	1	65	42	2	0	0	0	0	0	3	26.7	30.6
20:00	96	0	0	57	37	1	0	0	0	0	0	1	27.5	32.6
20:15	89	0	2	52	34	1	0	0	0	0	0	0	28.3	32.8
20:30	91	0	2	59	29	1	0	0	0	0	0	0	28.4	32.8
20:45	55	0	0	34	20	0	0	0	1	0	0	0	29.7	35
21:00	87	0	0	56	28	3	0	0	0	0	0	0	28.9	33
21:15	82	0	1	45	36	0	0	0	0	0	0	0	29.3	34
21:30	85	0	1	51	32	1	0	0	0	0	0	0	26.4	30.5
21:45	64	0	0	39	25	0	0	0	0	0	0	0	28.8	33
22:00	55	0	0	36	18	1	0	0	0	0	0	0	29.5	33.1
22:15	59	0	0	28	29	1	0	0	1	0	0	0	29.1	34.2
22:30	32	0	1	26	5	0	0	0	0	0	0	0	29.7	33
22:45	26	0	0	14	12	0	0	0	0	0	0	0	30.3	34.8
23:00	40	0	0	17	22	1	0	0	0	0	0	0	31.1	38.7
23:15	28	0	1	12	14	1	0	0	0	0	0	0	30.8	33.6
23:30	31	0	0	12	18	1	0	0	0	0	0	0	28.7	33.2
23:45	32	1	0	13	18	0	0	0	0	0	0	0	32.2	37
07:19	7182	8	35	4452	2449	160	15	3	31	0	10	19	20.0	27.5
06:22	8902	11	49	5477	3082	192	15	4	37	0	10	25	21.4	29.1
06:00	9205	12	51	5635	3218	197	15	4	38	0	10	25	21.7	29.4
00:00	9604	15	62	5840	3378	215	16	4	39	0	10	25	22.1	29.8

Date	Thursday 21/06/2018												Mean Speed (Mph)	85%ile Speed (Mph)	
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	22	0	0	11	10	1	0	0	0	0	0	0	0	32.2	35.1
00:15	14	0	1	7	6	0	0	0	0	0	0	0	0	28.8	35
00:30	6	0	0	4	2	0	0	0	0	0	0	0	0	33.1	-
00:45	7	0	0	5	1	1	0	0	0	0	0	0	0	31.9	-
01:00	8	0	0	6	2	0	0	0	0	0	0	0	0	30.8	-
01:15	13	0	0	6	7	0	0	0	0	0	0	0	0	35.8	42.5
01:30	9	0	0	4	4	1	0	0	0	0	0	0	0	32	-
01:45	6	0	1	4	1	0	0	0	0	0	0	0	0	33.5	-
02:00	7	0	0	3	4	0	0	0	0	0	0	0	0	30.1	-
02:15	5	0	0	3	2	0	0	0	0	0	0	0	0	33.3	-
02:30	8	0	0	4	4	0	0	0	0	0	0	0	0	32.7	-
02:45	4	0	0	0	4	0	0	0	0	0	0	0	0	33.1	-
03:00	9	0	0	3	5	1	0	0	0	0	0	0	0	27.4	-
03:15	6	0	0	4	1	1	0	0	0	0	0	0	0	35.1	-
03:30	8	0	0	2	6	0	0	0	0	0	0	0	0	32.5	-
03:45	12	0	0	6	6	0	0	0	0	0	0	0	0	34.3	39.6
04:00	10	0	1	4	5	0	0	0	0	0	0	0	0	29.9	-
04:15	12	0	0	8	4	0	0	0	0	0	0	0	0	30.7	38.7
04:30	13	0	0	6	7	0	0	0	0	0	0	0	0	30.6	38.8
04:45	18	0	0	9	9	0	0	0	0	0	0	0	0	32.8	36.1
05:00	17	0	1	7	8	0	0	0	1	0	0	0	0	31.6	35.3
05:15	42	1	1	22	17	0	1	0	0	0	0	0	0	30	36.4
05:30	73	1	3	45	22	2	0	0	0	0	0	0	0	29.5	34
05:45	90	0	2	37	47	3	1	0	0	0	0	0	0	30.7	35.2
06:00	76	0	2	38	31	4	0	0	0	0	0	1	0	30.5	33.9
06:15	117	0	0	66	48	3	0	0	0	0	0	0	0	29.5	32.9
06:30	141	0	0	84	47	8	0	0	1	0	0	1	0	27.6	32.6
06:45	207	1	1	105	91	8	0	0	1	0	0	0	0	27.2	30.8
07:00	192	0	1	106	80	5	0	0	0	0	0	0	0	23.9	30
07:15	214	2	1	139	66	6	0	0	0	0	0	0	0	20.8	27.3
07:30	195	0	3	119	65	7	0	0	1	0	0	0	0	17.9	24.3
07:45	180	0	0	109	66	1	0	2	0	0	0	2	0	15.9	21.4
08:00	170	1	1	111	54	3	0	0	0	0	0	0	0	16.2	20.7
08:15	136	1	0	95	38	2	0	0	0	0	0	0	0	13.8	21.4
08:30	140	0	0	96	36	4	0	0	2	0	0	2	0	12.8	17.9
08:45	171	1	0	116	53	1	0	0	0	0	0	0	0	12.3	17.3
09:00	142	0	1	91	48	1	0	0	1	0	0	0	0	15.5	22.3
09:15	178	0	2	108	60	6	0	0	0	0	1	1	0	14.4	22.1
09:30	176	0	0	97	73	5	1	0	0	0	0	0	0	20.2	28.4
09:45	188	0	0	110	73	4	0	0	1	0	0	0	0	19	26.9
10:00	168	1	2	101	58	2	0	1	1	0	1	1	0	16.3	23.5
10:15	161	0	1	97	60	0	1	0	2	0	0	0	0	21.1	27.4
10:30	156	1	0	98	50	5	0	0	1	0	0	1	0	23	29.1
10:45	128	1	0	81	39	4	1	0	0	0	0	2	0	21.6	27.6
11:00	141	0	1	85	50	4	0	0	1	0	0	0	0	23	30.1
11:15	146	0	0	91	51	3	1	0	0	0	0	0	0	22.7	29.2
11:30	172	0	1	109	60	1	0	0	0	0	0	1	0	23	28.6
11:45	137	0	3	78	53	2	0	0	0	0	0	1	0	23.1	29.6
12:00	143	0	0	93	47	1	1	0	1	0	0	0	0	20.9	27.6
12:15	141	1	2	78	48	8	0	0	3	0	0	1	0	18.7	26.4
12:30	140	0	1	81	53	2	2	0	0	0	0	1	0	24	29.1
12:45	140	0	0	91	42	4	1	0	1	0	0	1	0	21.4	28.1
13:00	143	0	0	89	51	0	1	0	1	0	0	1	0	23.9	29.1
13:15	134	0	1	81	48	3	0	0	1	0	0	0	0	23.8	29.5
13:30	164	0	0	100	55	6	0	0	2	0	0	1	0	16.4	24.9
13:45	141	0	3	91	39	5	1	0	0	0	0	2	0	17.1	24.6
14:00	137	0	0	86	46	4	0	0	1	0	0	0	0	23.4	28.9
14:15	147	0	1	85	52	5	0	1	3	0	0	0	0	20.4	26.7
14:30	137	0	0	94	38	2	0	0	2	0	0	1	0	20.4	27.5
14:45	155	0	1	92	56	4	0	0	1	0	0	1	0	19.5	28.3
15:00	124	0	1	72	47	1	0	0	1	0	0	2	0	17.2	26.2
15:15	179	0	0	104	67	6	0	0	2	0	0	0	0	23.2	29.5
15:30	152	0	0	104	42	2	0	0	4	0	0	0	0	24.3	29.9
15:45	130	0	0	57	66	4	1	0	1	0	0	1	0	23.2	29.3
16:00	147	0	2	86	53	4	0	0	2	0	0	0	0	22.3	27.3
16:15	166	0	4	90	70	1	0	0	0	0	1	0	0	19.2	26.2
16:30	122	0	3	74	41	3	0	0	0	0	0	1	0	22.9	30
16:45	109	0	1	66	36	3	0	0	1	0	1	1	0	25.7	30.3
17:00	122	1	0	78	41	1	0	0	0	0	0	1	0	22.7	28.7
17:15	128	0	1	90	35	2	0	0	0	0	0	0	0	17.9	24.7
17:30	131	0	3	79	47	1	0	0	0	0	0	1	0	26.7	31.2
17:45	145	0	0	94	48	3	0	0	0	0	0	0	0	21.6	29.2
18:00	131	0	0	77	51	1	0	0	2	0	0	0	0	23.6	28.4
18:15	120	0	0	73	45	1	0	0	1	0	0	0	0	27.6	31.6
18:30	121	2	0	73	42	3	0	0	0	0	0	1	0	23.2	30.3
18:45	158	0	0	107	49	0	0	0	1	0	0	1	0	23.3	28.3
19:00	112	0	0	75	34	1	0	0	1	0	0	1	0	25.9	30.5
19:15	0	0	0	119	0	66	51	2	0	0	0	0	0	27	31
19:30	134	0	0	86	45	3	0	0	0	0	0	0	0	28.2	32.6
19:45	84	0	1	53	27	2	0	0	0	0	0	1	0	30.9	35.8
20:00	89	0	0	58	30	0	0	0	0	0	0	1	0	27	32.4
20:15	92	0	1	44	45	2	0	0	0	0	0	0	0	29.4	35
20:30	70	0	0	44	26	0	0	0	0	0	0	0	0	31.6	36.7
20:45	75	0	1	33	40	1	0	0	0	0	0	0	0	30.9	34.4
21:00	80	0	1	52	24	1	0	0	2	0	0	0	0	30.2	33.5
21:15	88	0	2	50	36	0	0	0	0	0	0	0	0	29.7	33.8
21:30	76	0	2	48	26	0	0	0	0	0	0	0	0	29	33.9
21:45	78	0	0	45	31	2	0	0	0	0	0	0	0	26.7	30.7
22:00	49	0	0	32	14	3	0	0	0	0	0	0	0	27.9	32
22:15	41	0	2	24	14	1	0	0	0	0	0	0	0	28.1	32.3
22:30	47	0	1	26	19	1	0	0	0	0	0	0	0	28.2	32.2
22:45	37	0	0	22	13	2	0	0	0	0	0	0	0	29.6	34.9
23:00	41	0	0	27	13	1	0	0	0	0	0	0	0	29.3	34.2
23:15	29	0	1	14	13	1	0	0	0	0	0	0	0	28.4	32
23:30	17	0	0	8	9	0	0	0	0	0	0	0	0	32.7	37.8
23:45	22	0	1	13	8	0	0	0	0	0	0	0	0	30.8	37.3
07:19	7198	12	41	4422	2488	146	11	2	43	0	4	29	0	20.5	27.9
08:22	8836	13	52	5369	3120	183	11								

Date	Friday 22/06/2018												Mean Speed	85%ile Speed
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	(Mph)	(Mph)
00:00	21	0	0	8	12	1	0	0	0	0	0	0	31.2	38
00:15	13	0	0	8	5	0	0	0	0	0	0	0	33.5	37.9
00:30	13	0	1	8	4	0	0	0	0	0	0	0	33.4	38.3
00:45	8	0	0	1	6	1	0	0	0	0	0	0	31.6	-
01:00	6	0	0	1	5	0	0	0	0	0	0	0	30.7	-
01:15	10	0	0	6	4	0	0	0	0	0	0	0	31.1	-
01:30	7	1	0	4	2	0	0	0	0	0	0	0	26.8	-
01:45	8	0	1	2	5	0	0	0	0	0	0	0	33.6	-
02:00	8	0	0	4	2	2	0	0	0	0	0	0	31.4	-
02:15	7	0	0	3	4	0	0	0	0	0	0	0	33.3	-
02:30	4	0	0	2	2	0	0	0	0	0	0	0	33.5	-
02:45	10	0	0	5	4	1	0	0	0	0	0	0	34.3	-
03:00	6	0	0	3	3	0	0	0	0	0	0	0	29.4	-
03:15	5	0	0	2	3	0	0	0	0	0	0	0	32.6	-
03:30	7	0	0	2	5	0	0	0	0	0	0	0	31.9	-
03:45	7	0	0	3	4	0	0	0	0	0	0	0	31.9	-
04:00	10	0	1	3	6	0	0	0	0	0	0	0	30.6	-
04:15	14	0	0	10	4	0	0	0	0	0	0	0	30.9	34.5
04:30	19	0	1	12	6	0	0	0	0	0	0	0	30.1	36.4
04:45	22	0	1	12	8	1	0	0	0	0	0	0	32.1	37.4
05:00	17	1	3	8	5	0	0	0	0	0	0	0	29.1	34
05:15	44	2	1	24	15	2	0	0	0	0	0	0	30.1	35.6
05:30	70	0	0	42	27	1	0	0	0	0	0	0	29.3	34.3
05:45	76	0	1	30	38	6	0	0	1	0	0	0	31	34.9
06:00	70	0	0	42	27	0	0	0	0	0	0	1	31.2	35.8
06:15	103	0	1	62	37	3	0	0	0	0	0	0	30.9	35.3
06:30	136	0	1	61	65	8	0	0	0	0	0	1	28.3	33.4
06:45	204	0	2	115	78	9	0	0	0	0	0	0	24.9	29.7
07:00	171	0	1	88	72	7	0	0	2	0	0	1	26.8	31.3
07:15	183	1	2	114	60	6	0	0	0	0	0	0	22.4	28.7
07:30	193	1	1	132	53	5	0	0	1	0	0	0	17.3	23.5
07:45	155	0	1	104	46	2	0	0	0	0	1	1	15.6	22.3
08:00	162	0	2	106	49	2	0	0	1	0	0	2	13.6	19.2
08:15	172	1	0	100	65	4	1	0	1	0	0	0	14.9	20.1
08:30	190	0	1	132	55	2	0	0	0	0	0	0	16.2	22.8
08:45	176	0	0	108	62	4	0	0	1	0	0	1	15.3	20.5
09:00	141	1	2	82	49	5	0	0	2	0	0	0	12.4	15.5
09:15	168	0	0	99	64	3	0	0	1	0	0	1	12.4	16.8
09:30	163	0	0	90	69	3	0	0	1	0	0	0	20.5	27
09:45	151	0	1	101	47	2	0	0	0	0	0	0	12	16.7
10:00	154	0	3	94	47	7	2	0	0	0	0	1	23.5	31.3
10:15	135	0	2	71	56	5	0	0	1	0	0	0	23.9	30.1
10:30	140	0	0	86	50	3	0	0	0	0	1	0	22.3	27.8
10:45	144	0	1	79	55	3	1	0	2	0	0	3	24.8	30.4
11:00	154	0	0	85	61	3	2	0	1	0	1	1	15.8	23.1
11:15	150	0	0	95	49	0	0	1	1	0	2	2	12.9	18.6
11:30	182	0	0	112	66	3	0	0	1	0	0	0	14.8	20.7
11:45	177	0	1	123	48	3	1	0	1	0	0	0	13.9	20.3
12:00	180	1	0	118	53	5	1	0	1	0	0	1	17.8	24.6
12:15	146	0	0	91	48	5	0	0	0	0	0	1	16	22.1
12:30	137	0	2	79	53	3	0	0	0	0	0	1	17	25.1
12:45	177	0	1	108	56	8	2	0	1	0	0	1	19.2	27.1
13:00	131	0	0	71	51	7	0	0	1	0	0	1	20.1	26.1
13:15	156	0	2	89	60	3	2	0	0	0	0	0	22.5	29.5
13:30	148	0	1	87	56	2	1	0	1	0	0	0	20.9	26.8
13:45	161	0	3	84	68	3	0	0	2	0	0	1	23.7	28.6
14:00	145	0	1	88	53	2	0	0	0	0	0	1	23.3	31.1
14:15	128	0	1	76	49	1	0	0	1	0	0	0	19.7	28.4
14:30	151	1	0	97	46	5	0	0	1	0	0	0	16.2	22
14:45	159	0	1	92	62	2	0	0	0	0	0	1	20.2	27.2
15:00	144	0	1	88	51	3	0	1	0	0	0	0	21.9	29.4
15:15	181	0	1	98	78	2	0	0	2	0	0	0	20.1	27.2
15:30	167	0	0	106	50	4	0	0	5	0	0	2	17	23.8
15:45	179	0	1	100	71	6	0	0	1	0	0	0	24.2	29.5
16:00	157	1	1	95	55	2	0	0	3	0	0	0	22.3	30.1
16:15	138	0	1	76	56	3	0	0	0	0	1	1	21.7	27.7
16:30	155	0	2	101	46	4	0	0	1	0	0	1	21.7	28.6
16:45	135	0	0	87	44	3	0	0	1	0	0	0	23	29.4
17:00	126	1	1	80	42	2	0	0	0	0	0	0	22.5	28.9
17:15	105	0	0	63	39	2	1	0	0	0	0	0	24.4	32
17:30	89	0	2	55	31	1	0	0	0	0	0	0	23	26.4
17:45	146	1	0	94	43	5	0	0	2	0	0	1	14.3	20.2
18:00	136	0	0	96	38	1	0	0	0	0	0	1	24.6	30.5
18:15	148	0	1	97	47	2	0	0	1	0	0	0	26.3	29.8
18:30	133	0	1	82	46	3	0	0	0	0	0	1	27.5	31.7
18:45	150	0	0	100	48	1	0	0	0	0	0	1	24.6	30
19:00	130	0	1	84	44	0	0	0	1	0	0	0	25.8	30.3
19:15	123	0	0	83	40	0	0	0	0	0	0	0	27.3	32.6
19:30	128	0	2	85	38	2	0	0	0	0	0	1	27.5	32.3
19:45	110	0	0	68	41	1	0	0	0	0	0	0	28.7	32.5
20:00	107	0	1	66	37	2	0	0	0	0	0	1	28.2	32.4
20:15	92	0	0	54	37	1	0	0	0	0	0	0	30.5	36.1
20:30	73	0	0	41	31	0	0	0	1	0	0	0	28.5	32.3
20:45	59	0	0	32	26	1	0	0	0	0	0	0	31.3	34.5
21:00	73	0	1	43	26	0	1	0	2	0	0	0	28.9	33.3
21:15	77	0	3	45	27	2	0	0	0	0	0	0	28.7	32.8
21:30	78	1	1	54	21	0	1	0	0	0	0	0	27.5	31.6
21:45	71	0	1	43	27	0	0	0	0	0	0	0	27.4	31.4
22:00	68	0	1	39	27	1	0	0	0	0	0	0	29	35.2
22:15	52	1	0	28	22	1	0	0	0	0	0	0	27.2	31.1
22:30	47	0	1	30	16	0	0	0	0	0	0	0	29.6	33.5
22:45	53	0	1	29	22	1	0	0	0	0	0	0	28.2	32.6
23:00	54	0	0	33	19	2	0	0	0	0	0	0	28	33.6
23:15	37	0	0	21	16	0	0	0	0	0	0	0	27.4	31.6
23:30	43	0	0	21	20	2	0	0	0	0	0	0	27.9	33.3
23:45	33	0	0	12	20	1	0	0	0	0	0	0	36	30
07:19	7369	9	43	4499	2563	162	14	2	42	0	7	28	19.5	27.3
06:22	9003	10	57	5477	3165	191	16	2	46	0	7	32	21.1	29.0
06:00	9390	11	60	5698	3319	199	16	2	46	0	7	32	21.4	29.4
00:00	9802	15	70	5901	3498	214	16	2	47	0	7	32	21.8	29.9

Date	Saturday 23/06/2018												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	35	0	0	21	12	2	0	0	0	0	0	0	30.5	36.1
00:15	31	0	0	16	14	1	0	0	0	0	0	0	29.8	35.9
00:30	19	0	0	9	10	0	0	0	0	0	0	0	29.7	32.9
00:45	20	0	0	12	8	0	0	0	0	0	0	0	32.7	36.3
01:00	16	0	0	5	11	0	0	0	0	0	0	0	30.8	34.9
01:15	8	0	0	4	3	1	0	0	0	0	0	0	32.3	-
01:30	11	0	0	6	5	0	0	0	0	0	0	0	29.2	36
01:45	9	0	0	5	3	1	0	0	0	0	0	0	32.1	-
02:00	11	0	0	7	4	0	0	0	0	0	0	0	28.4	33.7
02:15	6	0	0	3	3	0	0	0	0	0	0	0	35.7	-
02:30	12	0	0	10	2	0	0	0	0	0	0	0	34	39
02:45	9	0	0	5	4	0	0	0	0	0	0	0	30.5	-
03:00	12	0	0	5	6	1	0	0	0	0	0	0	33.1	38.8
03:15	8	0	0	5	3	0	0	0	0	0	0	0	28.9	-
03:30	12	0	0	4	8	0	0	0	0	0	0	0	36.3	47.1
03:45	9	0	0	1	7	0	0	0	0	0	1	0	33.1	-
04:00	11	0	0	7	4	0	0	0	0	0	0	0	32.8	37.5
04:15	12	0	0	8	4	0	0	0	0	0	0	0	31.9	35.1
04:30	10	0	0	5	5	0	0	0	0	0	0	0	30.7	-
04:45	17	0	0	5	12	0	0	0	0	0	0	0	31.3	35.4
05:00	17	0	0	10	6	1	0	0	0	0	0	0	32.7	36.9
05:15	23	1	0	13	7	2	0	0	0	0	0	0	32	39.6
05:30	43	0	1	23	17	2	0	0	0	0	0	0	30.9	37.8
05:45	38	0	1	25	12	0	0	0	0	0	0	0	30.3	35.5
06:00	33	0	0	20	12	0	0	0	0	0	0	1	29.4	34.1
06:15	47	0	0	23	22	2	0	0	0	0	0	0	31.7	38
06:30	57	0	1	33	16	7	0	0	0	0	0	0	32	35.8
06:45	71	1	1	37	28	4	0	0	0	0	0	0	28.8	31.6
07:00	65	0	1	40	23	0	0	0	0	0	0	1	30.5	35
07:15	77	0	0	46	24	7	0	0	0	0	0	0	30.1	34.5
07:30	82	0	0	43	37	1	0	0	0	0	0	1	29	33.2
07:45	113	0	0	54	57	1	1	0	0	0	0	0	28.3	32.6
08:00	130	1	1	74	51	2	0	0	0	0	0	1	26.8	30.9
08:15	132	0	3	72	53	4	0	0	0	0	0	0	26.2	30.2
08:30	116	2	2	65	46	0	0	0	0	0	0	1	28	32.6
08:45	141	0	2	84	53	1	0	0	0	0	0	1	26.9	32
09:00	147	0	0	85	56	4	0	1	1	0	0	0	22.4	28.2
09:15	145	2	1	85	52	2	1	0	2	0	0	0	21.1	28.2
09:30	136	0	0	71	63	1	0	0	0	0	0	1	23.1	28.3
09:45	162	0	1	101	57	1	0	0	1	0	0	1	22.5	28.6
10:00	153	0	0	106	42	4	0	0	0	0	0	1	18.5	27.8
10:15	159	1	0	101	52	4	0	0	1	0	0	0	13.2	19.2
10:30	155	0	1	103	49	1	0	0	0	0	0	1	13.6	20.6
10:45	147	0	0	97	46	2	0	0	1	0	0	1	13	17.5
11:00	152	0	0	98	52	2	0	0	0	0	0	0	13.5	18.3
11:15	184	0	0	122	61	1	0	0	0	0	0	0	17.5	24.1
11:30	155	0	0	100	52	0	1	0	0	0	1	1	13.7	18
11:45	145	0	0	92	46	2	0	0	0	0	0	5	12.5	18.2
12:00	110	0	1	75	32	2	0	0	0	0	0	0	10.9	14.1
12:15	97	0	0	70	23	2	1	0	0	0	0	1	9.2	12.1
12:30	127	0	1	100	25	1	0	0	0	0	0	0	12.4	21.6
12:45	133	0	1	97	31	2	0	0	0	1	0	0	11.5	16.7
13:00	129	0	1	91	35	1	0	0	1	0	0	0	9.8	11.9
13:15	148	0	0	107	39	1	0	0	0	0	0	1	12.8	18.2
13:30	155	0	1	107	45	0	0	0	0	0	0	2	13.6	17.4
13:45	145	0	0	96	47	1	0	0	0	0	0	1	13.9	20.6
14:00	160	0	0	96	60	1	0	0	2	0	0	1	15.8	22
14:15	143	0	0	89	51	1	1	0	0	0	0	0	13.5	21.2
14:30	62	0	0	43	17	0	1	0	0	0	0	1	8.7	11.4
14:45	113	0	0	70	42	1	0	0	0	0	0	0	10.3	13.5
15:00	185	0	2	119	61	3	0	0	0	0	0	0	17	21.9
15:15	157	0	0	101	54	2	0	0	0	0	0	0	21.6	27.9
15:30	158	1	0	105	48	3	0	0	1	0	0	0	19.9	27
15:45	134	0	2	78	51	1	0	1	1	0	0	0	25.5	30.3
16:00	152	0	0	99	52	0	0	0	1	0	0	0	25.9	30.8
16:15	149	0	1	75	71	0	0	0	2	0	0	0	23.7	30.8
16:30	154	0	0	90	63	0	0	0	0	0	0	1	26.2	31.6
16:45	135	0	1	83	48	1	0	1	0	0	0	1	27.1	30.9
17:00	135	0	0	86	48	0	0	0	0	0	0	1	23.7	29.2
17:15	134	0	0	77	56	0	0	0	0	0	0	0	27.4	31.2
17:30	131	0	3	85	42	0	0	0	1	0	0	0	27.3	30.6
17:45	118	0	1	65	49	2	0	0	0	0	0	1	27.4	31.7
18:00	124	0	0	87	36	0	0	0	0	0	0	1	26.8	32.8
18:15	138	0	1	84	52	1	0	0	0	0	0	0	26.9	32.3
18:30	127	0	0	79	47	1	0	0	0	0	0	0	26.9	31.1
18:45	119	0	0	68	49	1	0	0	0	0	0	1	27	30.8
19:00	131	0	0	74	54	2	0	0	0	0	0	1	27.3	31.3
19:15	98	0	1	53	42	2	0	0	0	0	0	0	27.7	33.9
19:30	97	0	0	58	38	0	0	0	0	0	0	1	29.2	33.7
19:45	77	0	2	46	27	1	0	1	0	0	0	0	29.9	34.6
20:00	81	0	0	46	32	2	0	0	0	0	0	1	29.5	33
20:15	60	0	2	32	24	2	0	0	0	0	0	0	30.6	34.2
20:30	63	0	0	35	28	0	0	0	0	0	0	0	29.8	34.6
20:45	57	1	0	39	16	1	0	0	0	0	0	0	30.5	35.9
21:00	76	0	1	35	37	3	0	0	0	0	0	0	29	34.2
21:15	88	0	1	54	32	1	0	0	0	0	0	0	27.8	33.7
21:30	66	0	1	33	31	1	0	0	0	0	0	0	28.2	31.7
21:45	73	0	0	49	24	0	0	0	0	0	0	0	28.1	31.7
22:00	38	0	0	17	20	1	0	0	0	0	0	0	28.8	33.3
22:15	54	0	0	27	26	1	0	0	0	0	0	0	28.4	33.7
22:30	59	0	1	27	31	0	0	0	0	0	0	0	28.8	34.8
22:45	49	0	0	25	23	0	0	0	1	0	0	0	29.2	35
23:00	56	0	1	26	28	1	0	0	0	0	0	0	29.5	37.9
23:15	55	0	0	24	29	2	0	0	0	0	0	0	28.9	33.6
23:30	50	0	1	23	26	0	0	0	0	0	0	0	29.8	33.8
23:45	30	0	1	16	13	0	0	0	0	0	0	0	31.2	36.3
07:19	6468	7	28	4061	2246	69	6	3	16	0	3	29	20.0	28.9
06:22	7643	9	38	4728	2709	97	6	4	16	0	3	33	21.4	30.0
06:00	8034	9	42	4913	2905	102	6	4	17	0	3	33	21.8	30.3
00:00	8433	10	44	5127	3075	113	6	4	17	0	4	33	22.2	30.8

Date	Sunday 24/06/2018													
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	34	0	0	8	24	2	0	0	0	0	0	0	29.2	35.9
00:15	21	0	0	9	11	0	1	0	0	0	0	0	28.9	34
00:30	27	0	0	17	9	1	0	0	0	0	0	0	31.2	34.9
00:45	20	0	2	12	5	1	0	0	0	0	0	0	31.8	36.8
01:00	14	0	0	8	5	1	0	0	0	0	0	0	28.9	33.7
01:15	19	0	0	8	9	2	0	0	0	0	0	0	31.5	38.8
01:30	6	0	0	3	3	0	0	0	0	0	0	0	33	-
01:45	11	0	0	5	6	0	0	0	0	0	0	0	29.6	34.8
02:00	14	0	0	7	4	3	0	0	0	0	0	0	31.6	35.7
02:15	11	0	0	3	7	1	0	0	0	0	0	0	32.4	36.8
02:30	8	0	1	3	4	0	0	0	0	0	0	0	30.1	-
02:45	9	0	0	3	6	0	0	0	0	0	0	0	33.7	-
03:00	10	0	0	7	3	0	0	0	0	0	0	0	32.7	-
03:15	4	0	2	0	2	0	0	0	0	0	0	0	21.9	-
03:30	13	1	0	3	9	0	0	0	0	0	0	0	31.7	40.1
03:45	9	0	0	3	6	0	0	0	0	0	0	0	31	-
04:00	13	0	0	8	5	0	0	0	0	0	0	0	31.7	37.5
04:15	7	0	0	4	3	0	0	0	0	0	0	0	32.7	-
04:30	13	0	0	4	9	0	0	0	0	0	0	0	28	34.1
04:45	16	0	0	8	7	0	0	0	0	0	1	0	30.7	36.4
05:00	12	0	0	3	9	0	0	0	0	0	0	0	31.1	33.2
05:15	14	0	1	8	5	0	0	0	0	0	0	0	28.7	34.8
05:30	19	0	0	12	7	0	0	0	0	0	0	0	31	35.3
05:45	17	0	0	7	8	2	0	0	0	0	0	0	33.1	39.5
06:00	22	0	0	13	8	1	0	0	0	0	0	0	30.3	36.2
06:15	34	0	0	21	12	1	0	0	0	0	0	0	32.6	37.7
06:30	45	0	2	25	18	0	0	0	0	0	0	0	31.4	35.1
06:45	56	0	0	24	30	2	0	0	0	0	0	0	31	34.7
07:00	58	0	1	30	27	0	0	0	0	0	0	0	31.4	36
07:15	46	0	0	26	19	1	0	0	0	0	0	0	31.2	36.5
07:30	54	0	0	28	26	0	0	0	0	0	0	0	29.9	35.4
07:45	60	0	0	34	25	1	0	0	0	0	0	0	29.2	34.4
08:00	57	1	0	26	29	1	0	0	0	0	0	0	30.5	35.9
08:15	73	0	0	41	29	3	0	0	0	0	0	0	29.1	32.2
08:30	58	0	0	27	29	1	0	0	1	0	0	0	29.6	34
08:45	93	1	2	52	36	2	0	0	0	0	0	0	28.6	33.5
09:00	75	0	1	39	31	4	0	0	0	0	0	0	28.8	31.9
09:15	82	0	1	51	30	0	0	0	0	0	0	0	29.8	35
09:30	124	0	3	71	48	2	0	0	0	0	0	0	28	32.5
09:45	142	0	2	88	50	2	0	0	0	0	0	0	26.3	31.1
10:00	154	0	1	99	53	1	0	0	1	0	0	0	26.5	30.7
10:15	168	0	1	100	66	1	0	0	0	0	0	0	24.7	30
10:30	146	1	2	91	50	1	0	0	1	0	0	0	26.5	30.5
10:45	158	0	1	91	63	3	0	0	0	0	0	0	24.7	30.9
11:00	170	0	1	102	63	2	0	0	2	0	0	0	15.7	25.7
11:15	161	0	0	106	51	3	0	0	1	0	0	0	14.9	21.2
11:30	169	0	0	115	52	0	0	0	1	0	0	1	14.3	19.4
11:45	147	0	2	99	42	1	2	0	0	0	0	1	10.5	14
12:00	152	0	1	112	36	0	0	0	1	0	0	2	15.7	21.8
12:15	176	0	1	116	57	0	0	0	2	0	0	0	14.7	23.5
12:30	154	1	1	94	57	1	0	0	0	0	0	0	18.7	25.8
12:45	160	0	0	106	50	0	1	0	1	0	1	1	23.4	29.9
13:00	136	1	0	88	43	1	0	0	3	0	0	0	24.8	29.9
13:15	122	0	0	68	53	1	0	0	0	0	0	0	27.6	31.8
13:30	144	0	2	92	49	0	0	0	0	0	0	1	27.2	31.5
13:45	140	0	1	84	52	1	0	0	2	0	0	0	27.1	30.6
14:00	117	0	1	74	41	0	0	0	0	0	0	1	27.8	32.4
14:15	125	0	2	82	39	1	0	0	1	0	0	0	27	30.4
14:30	113	0	2	65	45	1	0	0	0	0	0	0	27.3	29.5
14:45	120	0	1	76	42	0	0	0	0	0	0	1	28.2	32.4
15:00	168	0	2	97	65	2	0	0	1	0	0	1	24.4	29.9
15:15	139	0	0	85	54	0	0	0	0	0	0	0	26.2	30.4
15:30	139	0	1	85	50	2	0	0	0	0	0	1	27.3	32.5
15:45	108	0	0	70	35	1	1	0	1	0	0	0	26.8	32.4
16:00	112	0	1	70	39	1	0	0	0	0	0	1	28.7	32.3
16:15	116	0	2	68	43	2	0	0	1	0	0	0	29.1	33.7
16:30	89	2	0	50	35	2	0	0	0	0	0	0	29.1	33.8
16:45	87	0	0	50	33	2	0	0	1	0	0	1	29.6	33.7
17:00	102	0	0	64	37	1	0	0	0	0	0	0	28.9	32.1
17:15	90	1	0	53	35	0	0	0	0	0	0	1	29.2	32.8
17:30	106	0	0	62	42	2	0	0	0	0	0	0	30.3	34.1
17:45	98	0	0	65	32	1	0	0	0	0	0	0	29.2	34.4
18:00	112	0	1	78	31	1	0	0	0	0	0	1	27.7	32.4
18:15	116	0	0	64	48	4	0	0	0	0	0	0	28.7	32.8
18:30	106	0	2	59	43	1	0	0	0	0	0	1	29.3	33.9
18:45	105	1	2	56	46	0	0	0	0	0	0	0	28.3	31.7
19:00	84	0	0	43	39	1	0	0	0	0	0	1	30.2	34.2
19:15	80	0	2	49	29	0	0	0	0	0	0	0	29.3	32.3
19:30	84	0	0	44	39	0	0	0	0	0	0	1	29.3	32.8
19:45	58	0	2	40	16	0	0	0	0	0	0	0	30.3	34.3
20:00	84	0	0	48	36	0	0	0	0	0	0	0	28.8	33.1
20:15	70	1	0	45	24	0	0	0	0	0	0	0	31.1	35.6
20:30	78	0	0	44	33	1	0	0	0	0	0	0	30.4	34.8
20:45	82	0	1	43	37	1	0	0	0	0	0	0	29.7	34.2
21:00	60	0	0	34	25	1	0	0	0	0	0	0	29.5	34.1
21:15	66	1	0	34	31	0	0	0	0	0	0	0	30.7	34.6
21:30	80	0	0	51	27	2	0	0	0	0	0	0	28.3	31.9
21:45	65	0	0	39	24	1	0	0	1	0	0	0	27.3	31.2
22:00	46	0	0	25	21	0	0	0	0	0	0	0	30	35.4
22:15	37	0	0	21	16	0	0	0	0	0	0	0	29.4	32.3
22:30	35	0	0	21	12	1	0	0	1	0	0	0	28.4	32.2
22:45	41	0	0	21	18	2	0	0	0	0	0	0	28.7	33.2
23:00	24	0	0	13	9	2	0	0	0	0	0	0	31.3	36.7
23:15	29	0	2	12	14	1	0	0	0	0	0	0	31.9	36
23:30	18	0	1	8	9	0	0	0	0	0	0	0	29.5	34.8
23:45	20	0	1	11	8	0	0	0	0	0	0	0	29	32.6
07:19	5647	9	40	3449	2051	57	4	0	21	0	1	15	25.0	31.4
06:22	6695	11	47	4046	2479	68	4	0	22	0	1	17	25.8	32.0
06:00	6945	11	51	4178	2586	74	4	0	23	0	1	17	25.9	32.1
00:00	7286	12	57	4331	2752	87	5	0	23	0	2	17	26.1	32.4

Date	Monday 25/06/2018												Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus		
00:00	13	0	1	9	3	0	0	0	0	0	0	0	31.3	40.1
00:15	13	0	0	10	3	0	0	0	0	0	0	0	30.9	35.8
00:30	13	0	0	8	3	2	0	0	0	0	0	0	30.5	35
00:45	10	0	1	3	6	0	0	0	0	0	0	0	30.7	-
01:00	7	0	0	2	4	0	0	0	1	0	0	0	28.5	-
01:15	3	0	0	2	1	0	0	0	0	0	0	0	28.6	-
01:30	8	0	0	2	6	0	0	0	0	0	0	0	33.1	-
01:45	5	0	0	3	2	0	0	0	0	0	0	0	30.7	-
02:00	2	0	0	2	0	0	0	0	0	0	0	0	31.9	-
02:15	10	0	0	3	6	1	0	0	0	0	0	0	30.4	-
02:30	6	0	0	2	3	0	0	0	1	0	0	0	29.9	-
02:45	5	0	0	3	1	1	0	0	0	0	0	0	33.1	-
03:00	7	0	0	2	5	0	0	0	0	0	0	0	30.7	-
03:15	5	0	0	4	1	0	0	0	0	0	0	0	31	-
03:30	8	0	0	4	4	0	0	0	0	0	0	0	30.7	-
03:45	13	0	1	5	7	0	0	0	0	0	0	0	34.5	42.9
04:00	8	0	1	2	4	1	0	0	0	0	0	0	31.8	-
04:15	18	1	0	11	5	1	0	0	0	0	0	0	31	37.3
04:30	22	0	0	12	10	0	0	0	0	0	0	0	31.9	37.1
04:45	26	0	1	10	14	1	0	0	0	0	0	0	32.5	38.6
05:00	18	0	2	7	7	2	0	0	0	0	0	0	32.7	34.9
05:15	42	1	3	20	18	0	0	0	0	0	0	0	30.4	33.8
05:30	54	2	4	24	23	1	0	0	0	0	0	0	28.8	34.3
05:45	69	1	1	29	35	2	0	0	1	0	0	0	30.2	34.8
06:00	74	0	1	34	33	4	1	0	0	0	0	1	30.5	35
06:15	111	0	1	67	40	2	1	0	0	0	0	0	28.5	32.4
06:30	138	0	1	69	59	7	0	0	1	0	0	1	28.3	33.3
06:45	188	0	1	104	76	6	1	0	0	0	0	0	23.8	29.2
07:00	181	0	0	112	62	5	1	0	1	0	0	0	23.9	28.7
07:15	191	0	1	114	70	4	1	0	1	0	0	0	22.9	30.1
07:30	194	0	4	114	69	4	0	0	2	0	0	1	18.4	26.5
07:45	148	0	0	96	48	1	0	0	2	0	1	0	12.8	17.4
08:00	131	0	0	78	50	3	0	0	0	0	0	0	13.4	19.9
08:15	170	1	0	106	59	3	1	0	0	0	0	0	14.8	20.9
08:30	171	0	0	121	43	4	2	0	1	0	0	0	12.8	19.4
08:45	181	0	0	108	68	2	0	0	1	0	0	2	13.6	19.5
09:00	179	2	1	121	51	2	2	0	0	0	0	0	14.8	21.6
09:15	159	0	2	98	55	2	0	0	2	0	0	0	15.2	22.8
09:30	159	1	0	84	69	3	0	0	1	0	0	1	23.3	28.2
09:45	150	0	1	86	58	3	1	0	0	0	0	1	23.6	29.8
10:00	147	0	0	84	58	4	0	0	1	0	0	0	26.6	29.5
10:15	167	0	0	99	62	6	0	0	0	0	0	0	23.8	30.5
10:30	146	2	1	69	66	7	1	0	0	0	0	0	19.2	28
10:45	130	0	0	75	51	3	0	0	0	0	0	1	24.3	29
11:00	130	0	0	81	44	4	0	0	0	0	0	1	25.4	30.2
11:15	144	0	0	84	57	2	1	0	0	0	0	0	26.1	31.1
11:30	137	0	4	76	51	3	0	0	1	0	1	1	24.6	29.6
11:45	143	0	0	79	58	5	0	0	0	0	0	1	23.4	27.7
12:00	160	0	1	102	52	2	0	0	2	0	0	1	16.8	26.2
12:15	143	0	1	93	43	3	1	0	2	0	0	0	16.3	22.8
12:30	145	0	1	86	55	2	0	0	1	0	0	0	23.5	29.3
12:45	138	0	1	76	55	3	1	0	1	0	0	1	22.4	27.6
13:00	158	1	1	90	59	5	1	0	1	0	0	0	21.6	28.6
13:15	134	0	1	69	59	5	0	0	0	0	0	0	23.8	29.1
13:30	148	0	0	88	53	6	0	0	1	0	0	0	20.1	27.4
13:45	153	0	0	94	56	2	0	0	1	0	0	0	22	29
14:00	141	0	3	82	49	3	0	0	2	0	0	2	22.8	29.6
14:15	129	0	0	75	49	3	0	0	2	0	0	0	24.9	30.7
14:30	141	0	0	85	50	2	0	0	2	0	1	1	17.7	23.2
14:45	144	0	0	91	48	4	0	0	1	0	0	0	16.8	26.4
15:00	134	0	2	78	48	4	0	0	1	0	0	1	23.3	29.4
15:15	142	0	0	78	61	2	0	0	1	0	0	0	23.8	29.2
15:30	165	0	1	92	67	4	0	0	0	0	0	1	20.2	27.1
15:45	163	0	1	94	59	8	0	0	0	0	0	1	20.1	28
16:00	160	0	0	106	50	1	1	0	0	0	1	1	17.9	25.7
16:15	133	2	1	85	43	1	1	0	0	0	0	0	23.6	30.4
16:30	126	0	1	73	48	2	0	0	1	0	0	1	19.9	27.9
16:45	126	0	1	76	40	7	0	0	1	0	0	1	26.2	32.3
17:00	149	1	2	95	48	2	0	0	0	0	0	0	19.2	27.8
17:15	135	1	1	83	47	0	0	0	2	0	1	0	21.6	28.4
17:30	125	0	1	83	36	2	1	0	0	0	0	2	25.4	31.5
17:45	130	0	0	84	44	1	0	0	1	0	0	0	23.4	30.3
18:00	137	0	3	78	51	2	0	0	2	0	0	1	23.8	29.3
18:15	138	0	1	86	50	1	0	0	0	0	0	0	24.6	29.6
18:30	138	0	0	86	51	1	0	0	0	0	0	0	24.1	30.2
18:45	116	0	0	73	37	4	0	0	1	0	0	1	28	32.4
19:00	131	0	2	80	46	2	0	0	1	0	0	0	27.1	32.2
19:15	104	0	0	57	46	1	0	0	0	0	0	0	23	30
19:30	89	0	0	57	32	0	0	0	0	0	0	0	17.6	27.3
19:45	87	0	0	49	37	0	0	0	1	0	0	0	24.5	28.4
20:00	93	0	1	60	30	1	0	0	0	0	0	1	26.7	31.1
20:15	91	0	1	55	32	2	0	0	1	0	0	0	28.2	31.3
20:30	68	0	1	43	22	2	0	0	0	0	0	0	31.7	35.5
20:45	65	0	0	41	23	1	0	0	0	0	0	0	31.3	36.3
21:00	68	0	1	36	29	2	0	0	0	0	0	0	28.1	33.2
21:15	82	0	0	49	33	0	0	0	0	0	0	0	28.9	33.7
21:30	69	1	0	42	25	1	0	0	0	0	0	0	29.2	33.4
21:45	64	0	0	39	24	1	0	0	0	0	0	0	29.5	33.1
22:00	49	0	0	26	21	1	0	0	1	0	0	0	28.4	34.1
22:15	49	0	2	25	21	1	0	0	0	0	0	0	31.7	35.9
22:30	43	0	0	32	11	0	0	0	0	0	0	0	30.1	33.9
22:45	26	0	0	16	10	0	0	0	0	0	0	0	29	33
23:00	27	0	0	16	9	2	0	0	0	0	0	0	30	37.7
23:15	15	0	0	6	8	1	0	0	0	0	0	0	32.2	37.1
23:30	22	0	0	10	11	1	0	0	0	0	0	0	28.4	35.1
23:45	17	0	1	6	9	1	0	0	0	0	0	0	30.9	36.9
07:19	7109	11	38	4266	2557	152	16	0	40	0	5	24	20.9	28.5
06:22	8631	12	48	5148	3144	184	19	0	44	0	5	27	22.0	29.5
06:00	8879	12	51	5285	3244	191	19	0	45	0	5	27	22.2	29.7
00:00	9264	17	66	5464	3415	203	19	0	48	0	5	27	22.6	30.1

Date	Tuesday 26/06/2018														
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	20	0	0	10	8	2	0	0	0	0	0	0	32	38.1	
00:15	13	0	0	4	9	0	0	0	0	0	0	0	32	37.1	
00:30	8	0	0	4	3	0	0	0	0	0	0	1	29.8	-	
00:45	4	0	0	2	1	1	0	0	0	0	0	0	34.8	-	
01:00	8	0	0	4	4	0	0	0	0	0	0	0	31.7	-	
01:15	5	0	0	3	2	0	0	0	0	0	0	0	28.7	-	
01:30	11	0	0	5	6	0	0	0	0	0	0	0	30.2	41.8	
01:45	2	0	0	1	1	0	0	0	0	0	0	0	33.9	-	
02:00	6	0	0	3	3	0	0	0	0	0	0	0	32.6	-	
02:15	4	0	0	1	2	1	0	0	0	0	0	0	31.7	-	
02:30	4	0	0	2	2	0	0	0	0	0	0	0	37.8	-	
02:45	6	0	1	3	1	0	0	0	1	0	0	0	28.3	-	
03:00	6	0	0	5	1	0	0	0	0	0	0	0	27	-	
03:15	3	0	0	0	2	1	0	0	0	0	0	0	32.9	-	
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-	
07:19	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
06:22	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
00:00	100	0	1	47	45	5	0	0	1	0	0	1	31.4	36.8	

Wednesday 27/06/2018

Date	Frequency		27/09/2018											Mean Speed (Mph)	85%ile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
00:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
00:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
00:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
01:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
01:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
01:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
01:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
02:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
02:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
02:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
02:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
03:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
03:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
03:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
03:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
04:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
04:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
04:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
04:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
05:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
05:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
05:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
05:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
06:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
06:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
06:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
06:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
07:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
07:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
07:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
07:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
08:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
08:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
08:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
08:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
09:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
09:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
09:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
09:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
10:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
10:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
10:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
10:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
11:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
11:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
11:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
11:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
12:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
12:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
12:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
12:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
13:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
13:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
13:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
13:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
14:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
14:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
14:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
14:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
15:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
15:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
15:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
15:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
16:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
16:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
16:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
16:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
17:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
17:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
17:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
17:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
18:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
18:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
18:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
18:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
19:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
19:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
19:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
19:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
20:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
20:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
20:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
20:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
21:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
21:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
21:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
21:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
22:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
22:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
22:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
22:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
23:00	x	x		x	x	x	x	x	x	x	x	x	--	--	
23:15	x	x		x	x	x	x	x	x	x	x	x	--	--	
23:30	x	x		x	x	x	x	x	x	x	x	x	--	--	
23:45	x	x		x	x	x	x	x	x	x	x	x	--	--	
07:19	0	0	0	0	0	0	0	0	0	0	0	0	--	--	
06:22	0	0	0	0	0	0	0	0	0	0	0	0	--	--	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	--	--	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	--	--	

Date _____

Thursday 28/06/2018

Time	Cycle		Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
	Total													
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:00	0	0	0	0	0	0	0	0	0	0	0	0		
06:22	0	0	0	0	0	0	0	0	0	0	0	0		
06:00	0	0	0	0	0	0	0	0	0	0	0	0		
00:00	0	0	0	0	0	0	0	0	0	0	0	0		

Friday 29/06/2018

[illegible]

Date _____

Saturday 30/06/2018

[illegible]