Land at Clay Lane, Fishbourne

Transport Assessment

Client: Gleeson Land

i-Transport Ref: DS/GT/ITB12230-002B R

Date: 14 October 2022

Land at Clay Lane, Fishbourne

Transport Assessment

Client: Gleeson Land

i-Transport Ref: DS/GT/ITB12230-002B R

Date: 14 October 2022

i-Transport LLP
Grove House
Lutyens Close
Chineham Court
Basingstoke
Hampshire
RG24 8AG

Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

Quality Management

Report No.	Comments	Date	Author	Authorised
ITB12230-002A	Draft	29/04/2021	MG/GT	MG
ITB12230-002A	Final Draft	11/02/2022	GT/RC	DS
ITB12230-002A	For Issue	16/03/2022	GT/RC	DS
ITB12230-002B	For Issue	14/10/2022	GT/RC	DS

File Ref: T:\Projects\12000 Series Project Numbers\12230ITB Land at Clay Lane\Admin\Report and Tech Notes\002B TA\ITB12230-002B TA.docx

Contents

Figures

Traffic Flow Figures

Drawings

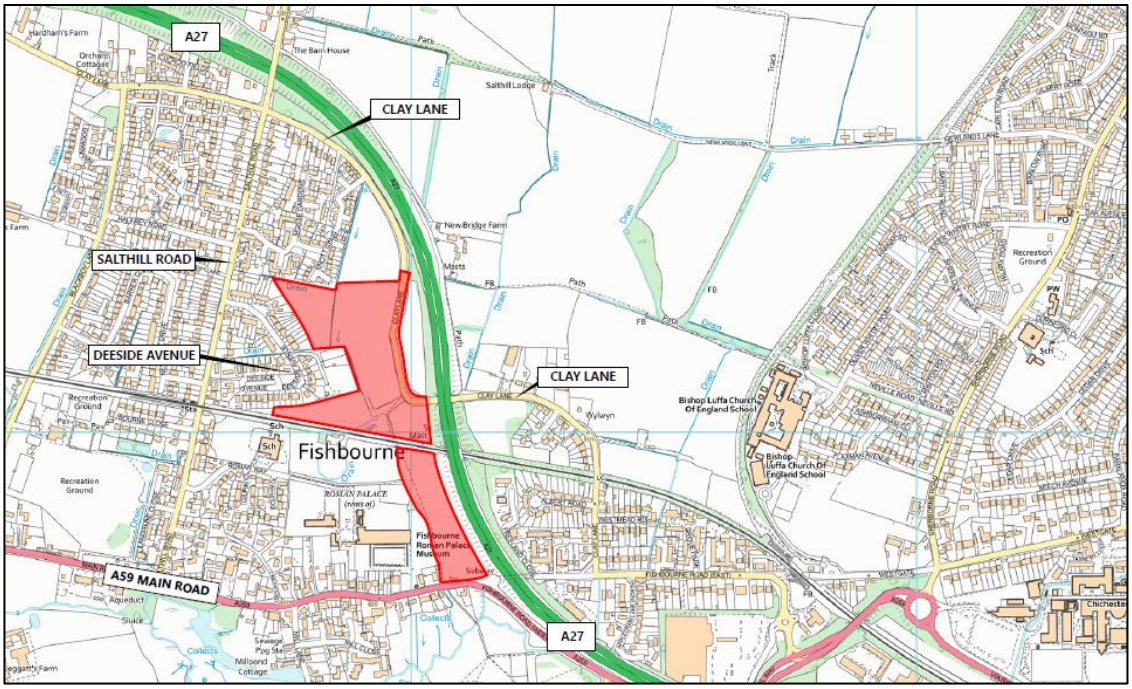
Appendices

SECTION 1 Introduction

1.1 Background

1.1.1 Gleeson Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development comprising up to 105 dwellings on land at Clay Lane, Fishbourne. A site location plan is provided in **Figure 1** with an extract provided in **Image 1.1**.

Image 1.1: Site Location Plan



1.2 Scope

1.2.1 Scoping discussions have taken place with the local highway authority, West Sussex County Council, and Highways England (now National Highways – the highway authority for the A27).

1.2.2 This Transport Assessment (TA) has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport planning policy. The TA has been produced in accordance with guidance contained in the National Planning Practice Guidance (NPPG) and, where appropriate, other local and national transport planning guidance.

1.2.3 A separate Framework Travel Plan (TP) has also been prepared (*report ref: ITB12230-007*). The primary purpose of the TP is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport to reduce the demand for travel by less sustainable modes.

1.3 Structure

1.3.1 The remainder of the TA is structured as follows:

- Section 2 – Proposed Development;
- Section 3 – Policy Context;
- Section 4 – Existing Conditions and Committed Development;
- Section 5 – Proposed Site Access Arrangements;
- Section 6 – Promoting Sustainable Transport Modes;
- Section 7 – Traffic Impact; and
- Section 8 – Summary and Conclusions.

SECTION 2 Proposed Development

2.1.1 The description of the proposed development is as follows:

> ***'Outline planning application (with all matters reserved except for access) for the erection of up to 105 residential dwellings including affordable housing with the provision of vehicular and pedestrian and cycle access from Clay Lane, alongside open spaces, biodiversity enhancement, sustainable urban drainage systems, landscaping, infrastructure, and earthworks'***

2.1.2 To inform the planning application, an indicative accommodation schedule has been produced, as set out in **Table 2.1**. The final development mix will be determined through reserved matters applications.

Table 2.1: Indicative Accommodation Schedule

	Beds	Type	No.
Private	2-bed	House	27
	3-bed	House	31
	4-bed	House	15
		Sub-Total	**73**
Affordable	1-bed	Apartment	10
	2-bed	Apartment	9
	2-bed	House	5
	3-bed	House	7
	4-bed	House	1
		Sub-Total	**32**
Total Dwellings			**105**

2.1.3 The illustrative masterplan and parameter plans are provided at **Appendix A.** An extract of the illustrative masterplan is provided at **Image 2.1**.

Image 2.1: Extract of Illustrative Masterplan

Source: Richards Urban Design Ltd

2.1.4 Vehicular access to the site is proposed from a simple priority junction on the western side of Clay Lane. Further details on the proposed site access arrangements are set out in Section 5 of this document.

SECTION 3 Policy Context

3.1 Introduction

3.1.1 This section of the TA provides and overview of relevant national and local transport planning policy documents, which provide the framework against which the transport and highway aspects of the proposed development have been assessed.

3.2 National Policy

National Planning Policy Framework (July 2021)

3.2.1 Section 9 of the NPPF discusses promoting sustainable transport. Paragraphs 110 to 113 set out transport matters when considering development proposals.

3.2.2 Paragraph 110 states that:

> ***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***safe and suitable access to the site can be achieved for all users; and***
>
> ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

3.2.3 Paragraph 111 states that:

> ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."***

3.3 Local

Chichester District Councils Adopted Chichester Local Plan (2014-2029)

3.3.1 The Chichester Local Plan: Key Policies (CDCLP) was adopted in July 2015 and provides the broad policy framework and a long-term strategy to manage development within Chichester District through to the end of the Plan period in 2029.

3.3.2 In terms of transport related policies, Chapter 8 outlines the requirements new development should meet to facilitate more sustainable forms of transport. Policy 8 outlines the importance on developers to improve accessibility to key services and facilities, and states:

- ***"Ensuring that new development is well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including through travel plans;***
- ***Working with relevant providers to improve accessibility to key services and facilities and to ensure that new facilities are readily accessible by sustainable modes of travel; and***
- ***Planning to achieve timely delivery of transport infrastructure needed to support new housing, employment and other development identified in this Plan."***

3.3.3 These requirements are also reiterated and expanded upon in Policy 39, which states:

"Transport, Accessibility and Parking

Planning permission will be granted for development where it can be demonstrated that all the following criteria have been considered:

1. All development provides for the access and transport demands they create, through provision of necessary improvements to transport networks, services and facilities, either directly by the developer or indirectly in the form of financial contributions;

2. Development is located and designed to minimise additional traffic generation and movement, and should not create or add to problems of safety, congestion, air pollution, or other damage to the environment;

3. The proposal has safe and adequate means of access and internal circulation/turning arrangements for all modes of transport relevant to the proposal;

4. The proposal encourages development that can be accessed by sustainable modes of transport, in part, through the creation of links between new development and existing pedestrian, cycle and public transport networks;

5. The proposal provides for safe, easy and direct movement for those with mobility difficulties;

6. The proposal does not create residual cumulative impacts which are severe; and

7. Proposals provide for high quality linkage direct from the development to the broadband network.

Developments with significant transport impacts must submit a Transport Assessment in accordance with the NPPF, and a Travel Plan including defined targets, implementation, funding, and monitoring regime.

Where development is likely to have an impact on an Air Quality Management Area, an air quality assessment will be required.

The level of car parking provision should be in accordance with current West Sussex County Council guidance. This, together with residential parking and the level of cycle parking, will be assessed on a flexible site by site basis depending on the provision of public transport and access to local facilities."

Fishbourne Neighbourhood Plan

3.3.4 The Fishbourne Neighbourhood Plan (FNP) was 'made' on 31 March 2016. The FNP establishes a vision for the evolution and long-term sustainability of Fishbourne Parish and village over the period 2014-2029.

3.3.5 The FNP sets out a vision for the future of Fishbourne and provides policies that will influence Housing, Planning & Design, Local Economy & Tourism, Environment (Historic, Built and Natural), Travel and Transport and provide a Sense of Community.

3.3.6 In terms of transport related policies, Policy T1: Sustainable Transport states:

"Development proposals will be supported only if they show how they will contribute to a policy of sustainable travel in the village. Development Proposals will be supported where they contribute to sustainable travel behaviour in the village through enhancements to cycleways and footpaths."

3.3.7 Policy T2: Encouraging Sustainable Transport, goes on to state:

"Development proposals which enhance the delivery of sustainable transport including traffic calming and enhancing pedestrian safety will be supported. Where proposed development is likely to cause harm to the objective of delivering sustainable transport, planning permission will normally be refused unless proportionate mitigation measures are offered sufficient to make the proposed development acceptable. Mitigation measures may include contributions towards the improvements specified under Project 7 b to the Plan within Areas 1 & 2 as defined on pages 11 – 12."

West Sussex County Council's Transport Plan 2011-2026

3.3.8 The West Sussex County Council (WSCC) Local Transport Plan 3 was published in February 2011 and sets out a long-term strategy and implementation plan for making improvements to the transport system throughout the county over the 15-year plan period.

3.3.9 The Plan seeks to ensure that regeneration aspirations are delivered, and the identified transport issues are addressed. The Plan seeks for all new schemes and developments to contribute to and support in some way to following:

- Increasing use of sustainable modes of transport;

- Improving network efficiency in order to improve journey times and air quality;
- Improving safety for all road users;
- Discouraging HGVs from using unsuitable roads; and
- Improving accessibility between communities within the District.

3.3.10 This Transport Assessment has been prepared in accordance with the strategies set out in the Local Transport Plan. The Transport Assessment provides a comprehensive assessment of the impact of the development proposal.

West Sussex Transport Plan 2022 to 2036 (Draft)

3.3.11 The draft West Sussex Transport Plan will cover the period up to 2036 and will build on the Local Plans prepared by the Local Authorities.

3.3.12 The vision for the plan is to help address the spatial economic challenges of the County, level up the costal economy and provide access to employment and services countrywide. As part of the Transport Plan, 17 objectives have been developed and these are summarised in Table 3.1.

Table 3.1: Draft Transport Plan Objectives

Objective	
1	Support sustainable economic prosperity across the County by levelling-up underperforming areas and recovering from the COVID-19 pandemic.
2	Support development and regeneration plans across the County by enabling local living and through strategic investments at the right time and place to ensure the transport network is fit for the future.
3	Accommodate the needs of an ageing population that is expected to grow most in existing settlements in the Gatwick Diamond and Coastal West Sussex areas.
4	Minimise air, noise and light pollution from use of the transport network to minimise impacts on public health and well-being.
5	Ensure the transport network allows residents to live healthy lifestyles with good access to green and blue spaces, particularly on the West Sussex coast and in the protected South Downs, High Weald and Chichester Harbour.
6	Ensure rural communities can live locally by accessing nearby towns.
7	Enable the transport network to be on a pathway to net zero carbon by 2050.
8	Minimise the impacts of the transport network on areas that are protected for their landscape, ecological or historic characteristics.

Objective	
9	Improve the transport network whilst protecting or enhancing the natural, built and historic environment.
10	To monitor and adapt infrastructure to the effects of climate change.
11	Reduce the need to travel by car by enabling local living.
12	Improve the efficiency of the County Strategic Road Network, particularly east-west routes including A27, through targeted improvements to address congestion, pollution, rat-running and road safety issues.
13	Minimise the impacts on the transport network of surface access to Gatwick Airport by passengers and employees and ensure transport network improvements take the needs of other users and communities that share these routes into account.
14	Ensure the rail network is an attractive option for travel between West Sussex towns and to surrounding cities by improving the speed and quality of West Coastway and Arun Valley Line services and capacity on the Brighton Main Line.
15	Improve bus network efficiency by reducing the effects of congestion into and within West Sussex towns, particularly where there are gaps in the rail network.
16	Ensure the bus network is customer focussed to provide an attractive option for journeys to nearby towns.
17	Extend and improve the network of active travel facilities, taking account of potential usage and stakeholder support, so it is coherent and high quality enough to make active travel an attractive option for short distance trips.

West Sussex County Council Guidance on Parking at New Developments (September 2020)

3.3.13 WSCC's adopted car and cycle parking standards are set out in the Guidance on Parking at New Developments Supplementary Planning Document (SPD) (dated September 2020).

Car Parking

3.3.14 The expected level of car parking demand per dwelling is identified in a Parking Behaviour Zone (PBZ). Table 2 of the SPD sets out the parking standards for residential development, reproduced as **Image 3.1**. The proposed development site is situated within PBZ 2.

Image 3.1: Table of Car Parking Standards SPD

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

3.3.15 In addition, if over half of the parking provision is allocated, then a further 0.2 spaces per dwelling is to be provided for visitors.

Electric Vehicle (EV) Parking

3.3.16 The expected level of EV car parking is set out in paragraph 4.7 of the SPD, which states:

> ***'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future."***

Cycle Parking

3.3.17 The minimum cycle parking provision for residential developments is set out in Table 1 of the SPD, reproduced as **Image 3.2** below.

Image 3.2: Table of Minimum Cycle Parking Standards SPD

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

SECTION 4 Existing Conditions and Committed Development

4.1 Introduction

4.1.1 This section of the TA summarises the existing conditions in the vicinity of the site, covering the local highway network and walking / cycling routes, and public transport. In addition, it summarises the committed development in the local area.

4.2 Site Location

4.2.1 The site is located on Clay Lane. The site is bounded to the north by open greenfield land, to the east by Clay Lane, to the south by the West Coastway railway line and to the west by residential dwellings. A site location plan is provided at **Figure 1**.

4.3 Local Highway Network

4.3.1 Clay Lane is a single carriageway road with a varying carriageway width of between 5.3m and 6.6m. Clay Lane is subject to the national speed limit (60mph) along the site frontage, however, some 200m north of the site and some 140m east of the site the speed limit changes to 30mph.

4.3.2 To the southeast, Clay Lane crosses the railway line via a level crossing before forming a junction with Fishbourne Road East. Fishbourne Road East routes to the east and forms a junction with the A259 Cathedral Way, which in-turn provides onward access to Chichester.

4.3.3 To the north, Clay Lane forms a 4-arm junction with Salthill Road. Clay Lane continues to the west and crosses to the north side of the A27 and beyond. Salthill Road runs broadly in a north south direction – to the north it routes towards West Boyle (proving an alternative route to Chichester via the B2178) and to the south it routes through Fishbourne and forms a junction with the A259.

4.3.4 There are no dedicated footways present along the Clay Lane in the immediate vicinity of the site. To the southeast the footway along Clay Lane starts at the Fredrick Road junction, providing a footway connection to Fishbourne Road East and beyond. To the north, the footway along Clay Lane starts near Follis Gardens providing a footway connection to Salthill Road and beyond.

Public Rights of Way

4.3.5 There are a number of public rights of way that either route through or are located in the vicinity of the site. The Public Rights of Way local to the site are shown at **Appendix B** and these are summarised below:

- Public footpath 3053 – routing from Clay Lane, through the site across the railway line and to the A259; and
- Public footpath 3015 routing from Clay Lane (east of the A27 to the east and towards Bishop Luffa School and western Chichester).

National Cycle Network Route

4.3.6 National Cycle Network (NCN) Route 2 routes along Roman Way and past Roman Place to the south of the site – see **Appendix B**. It provides a route into Chichester to the east and Havant to the west.

4.3.7 Access to NCN Route 88, also known as 'Centurion Way', can be gained to the west of the site, from Clay Lane. NCN route 88 is a rural leisure route primarily comprising off-carriageway, traffic free infrastructure. NCN route 88 provides a link between Fishbourne and West Dean, via Mid Lavant.

4.4 Existing Traffic Volumes and Speeds

4.4.1 A series of traffic surveys have been carried out to in order to identify existing traffic patterns, volumes and speeds on the local highway network. The surveys comprise:

- Automatic Traffic Count (ATC) surveys to measure speeds and volumes, undertaken between 9 May 2019 and 24 May 2019 on Clay Lane, at the following locations:
  - ATC 1 – placed approximately 50m south of the proposed site access (70m north of the 90-degree bend in Clay Lane after passing under the A27); and
  - ATC 2 - placed some 120m north of the proposed site access, at the existing field gate access.
- Weekday Manual Classified Counts (MCC's) were undertaken on 27 June 2019 during the morning and evening peak periods, at the following junctions:
  - Salthill Road / Clay Lane crossroads;
  - Fishbourne Road E / Tesco Roundabout; and

- Fishbourne Road E / A259 Cathedral Way Roundabout.

4.4.2 The average weekday peak hour traffic flows on Clay Lane in the vicinity of the site are summarised in **Table 4.1**, below.

Table 4.1: Average Weekday Peak Hour Traffic Volumes

Direction	Volumes	
	Morning	Evening
Northbound	107	198
Southbound	406	204
Two-Way	**513**	**402**

Source: ATC Surveys / Consultant's Calculations

4.4.3 The observed 85th percentile vehicle speeds along Clay Lane in the vicinity of the site are summarised in **Table 4.2** and **Appendix C**.

Table 4.2: Weekday Speed Survey Results Summary - Clay Lane

Location	Direction	85th percentile speeds
ATC 1 (South of site access)	Northbound	34..5mph
	Southbound	32.27mph
ATC 2 (North of site access)	Northbound	40.88mph
	Southbound	36.69mph

Source: ATC Surveys / Consultant's Calculations

4.4.4 It is noted that the actual recorded 85th percentile vehicle speeds along this section of Clay Lane are significantly below the posted speed limit (60mph).

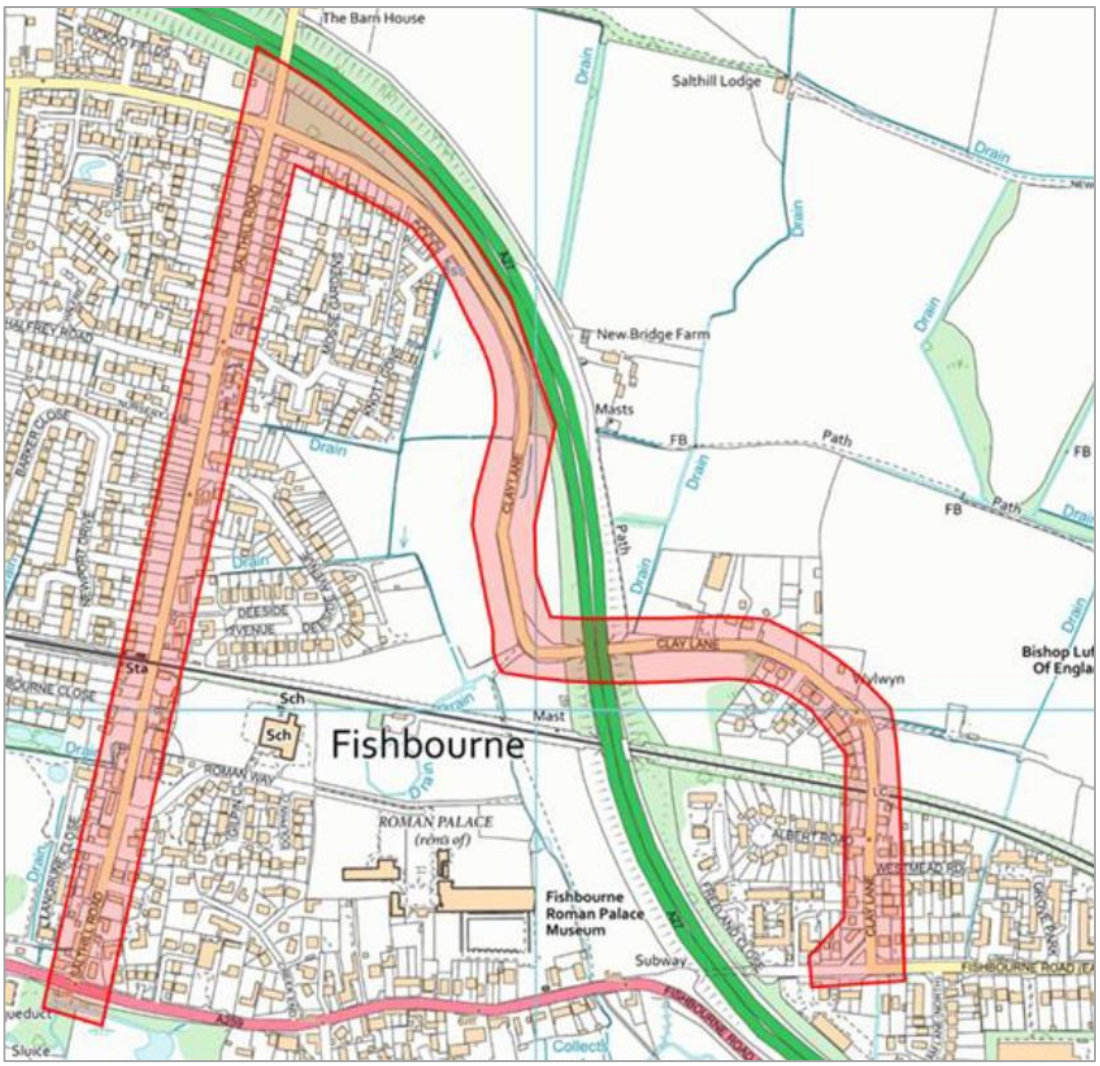
4.4.5 The observed morning and evening peak hour flows on the local highway network are shown on **Figures TF1** and **TF2**.

Personal Injury Accident Data

4.4.6 Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads for the period from 1 October 2015 to 31 December 2021. A copy of the PIA data is provided at **Appendix D**.

4.4.7 The data covers a comprehensive study area comprising Clay Lane and Salthill Road and their associated junctions with the A259 Fishbourne Road West and Fishbourne Road East respectively. The study area covered is shown on **Image 4.1**, overleaf.

Image 4.1: PIA Data Collection Area



Source: Google Maps

4.4.8 A total of 10 injury accidents have been recorded within the study area during the assessment period (details of a PIA recorded on the A27 corridor was inadvertently provided as part of the puts, but these have been excluded since there is no direct interface between the local and strategic network at this location. A summary of the accidents recorded in the study area is provided in Table 4.3, overleaf.

Table 4.3: Summary of Personal Injury Accident Data

Location	Frequency of Accidents			Total
	Slight	Serious	Fatal	
Clay Lane	1			1
Clay Lane / Fishbourne Road East	1	1		2
Salthill Road / Clay Lane	3	1		4
Salthill Road	1			1
A259 Main Road / Salthill Road	1		1	2
Total	**7**	**2**	**1**	**10**

Source: Sussex Safer Roads

Clay Lane

4.4.9 One 'slight' PIA was recorded on Clay Lane. The PIA occurred at the 90^0 right hand bend adjacent to the A27 and was the result of a driver travelling too fast in wet conditions causing the vehicle to leave the road and collide with road furniture.

Clay Lane / Fishbourne Road East

4.4.10 Two injury accidents occurred at the Clay Lane / Fishbourne Road East Junction. Both accidents involved cyclists, with one being recorded as 'slight' in nature and the other being recorded as 'serious' in nature. The first PIA occurred when a vehicle turning left onto Fishbourne Road East stuck the rear wheel of a bicycle causing the rider to fall from their bicycle, resulting in 'slight' injuries. The second PIA, 'serious' in nature, occurred when a vehicle turning left out of Clay Lane pulled into the path of a cyclist travelling eastbound on Fishbourne Road East.

Salthill Road / Clay Lane

4.4.11 One 'serious' PIA was recorded at the Salthill Road / Clay Lane crossroads junction. The accident was the result of a car travelling eastbound on Clay Lane colliding with a van travelling southbound on Salthill Road at the temporary traffic lights, losing control, resulting in 'serious' injuries.

4.4.12 Three 'slight' PIA's were recorded at the crossroads junction. The first PIA was the result of a driver failing to look properly while attempting to turn left out of Clay Lane thus pulling out into the path of another vehicle. The second PIA occurred when a vehicle in a hurry overtook another vehicle travelling along Clay Lane on the approach to the junction, however, failed to notice the give way thus overshooting the junction and colliding with a vehicle travelling southbound on

Salthill Road. The final 'slight' PIA occurred when a car stalled at the temporary traffic lights, and another car drove into the rear causing damage.

Salthill Road

4.4.13 One 'slight' PIA was recorded on Salthill Road. The collision occurred when a vehicle stopped to wait behind parked cars in order to give way to oncoming traffic but the vehicle behind failed to notice this and collided with the rear of the waiting vehicle.

A259 Main Road / Salthill Road

4.4.14 Two PIA's were recorded at the A259 Main Road / Salthill Road junction; both PIA's involved cyclists with one being recorded as 'slight' in nature and the other as 'fatal'. The first PIA, 'slight' in nature, occurred when a vehicle traveling westbound failed to notice a cyclist travelling in the opposite direction and subsequently turned right into Salthill Road, into the path of the cyclist. The second PIA occurred when a cyclist undertook a heavy goods vehicle (HGV) turning right onto the A259 from Salthill Road and passed too close to the HGV resulting in the cyclist coming off the bicycle and suffering fatal injuries.

4.4.15 Whilst any accident is regrettable, the nature, frequency and distribution of the accidents do not indicate that there is a deficiency within the local highway network contributing to the recorded PIA's which would be exacerbated by the proposed development. Indeed, the safety record of the local road network in the immediate vicinity of the site is good, with no recorded PIA's within the vicinity of the proposed site access.

4.5 Public Transport

Bus

4.5.1 Stagecoach Route 56 (Chichester – Fishbourne - Old Bosham) runs along Clay Lane and past the site – the timetable is provided at **Appendix E**. The closest bus stops are located on Clay Lane approximately 450m south of the site. Facilities in the form of bus flags and timetable information are available at the stops.

4.5.2 A summary of Stagecoach Route 56 is presented in **Table 4.4**.

Table 4.4: Local Bus Services

Service	Route	Service Frequency			Average Journey Time
		Monday-Friday	Saturday	Sunday	
56	Old Bosham - Chichester	6-8 services per day. First bus to Chichester at 08:34, to Bosham at 07:35. Last bus from Chichester at 17:18, from Bosham at 18:10*	7-8 services per day. First bus to Chichester at 08:27, to Bosham at 09:11. Last bus from Chichester at 17:18, from Bosham at 18:10	-	To Chichester – circa 20mins, from Chichester circa 33mins. To Bosham – circa 14mins, from Bosham circa 12mins.

Source: bustimes.org

*Operates on alternate Mondays and Fridays

4.5.3 Service 56 provides opportunities to travel between Chichester and Bosham via Fishbourne and provides a realistic alternative to using the car to travel to these destinations.

Rail

4.5.4 The nearest railway station is Fishbourne Railway Station, located to the west of the site. Fishbourne Station is located on the West Coastway Line that runs between Brighton and Southampton.

4.5.5 Chichester railway station is located circa 2.7km to the east of the site and is the next closest railway station. Both railway stations can be accessed by the bus service 56.

4.5.6 **Table 4.5** summarises the key destinations served from Fishbourne and Chichester railway stations, including the journey time and service frequency.

Table 4.5: Rail Service Summary

Station	Destination	Typical Frequency		Average Journey Duration
		Peak	Off-Peak	
Fishbourne	Chichester	1-2 services per hour	Hourly service	3 minutes
	Emsworth	1-2 services per hour*	2 services per hour*	12 / 28 minutes
	Ford	1 service per hour	1 service per hour	16 minutes
	Littlehampton	1 service per hour	1 service per hour	26 minutes
	Portsmouth and Southsea	2 direct services per hour	1 direct service per hour	34 minutes

Station	Destination	Typical Frequency		Average Journey Duration
		Peak	Off-Peak	
Chichester	Littlehampton	2 services per hour*	1 direct service per hour	23 minutes
	Portsmouth and Southsea	3 direct services per hour	3 direct services per hour	33 minutes
	Southampton Central	1-3 direct services per hour	2 services per hour	58 minutes
	Brighton	3 services per hour	2 services per hour	57 minutes
	London Victoria	3 services per hour*	2 services per hour*	95 minutes

Source: National Rail

*some services will require one change at Barnham, Chichester or East Croydon

4.5.7 There are direct services from Fishbourne to several key destinations, such as Chichester (with the earliest train at 06:30 and the latest returning at 23:16) and Portsmouth and Southsea (with the earliest train at 05:16 and the latest returning at 23:19). Services to/from Fishbourne and Chichester have an average journey time of approximately only 3 minutes. Chichester railway station serves a number of additional key destinations, such as Southampton Central (with an average journey time of 58 minutes) and London Victoria (with an average journey time of 95 minutes).

4.6 Committed Development

4.6.1 The following local committed developments are allowed for specifically within the transport assessment:

- Land West of Centurion Way And West Of Old Broyle Road - CDC planning application number 14/04301/OUT - Outline planning application with all matters reserved (except for access) for the first phase of development for up to 750 homes with access from Old Broyle Road, temporary access from Clay Lane, a local centre (with associated employment, retail and community uses), primary school, informal and formal open space (including a Country Park), playing pitches, associated landscaping, utilities and drainage infrastructure with on-site foul sewage package treatment plant or pumping station with connection to Tangmere Waste Water Treatment Works; and
- Land West of Frederick Road Chichester - CDC planning application number 17/03117/FUL - Erection of 25 no. dwellings with the associated vehicular and pedestrian access, parking and secure cycle storage, landscaping and open space.

SECTION 5 Proposed Site Access Arrangements

5.1 Introduction

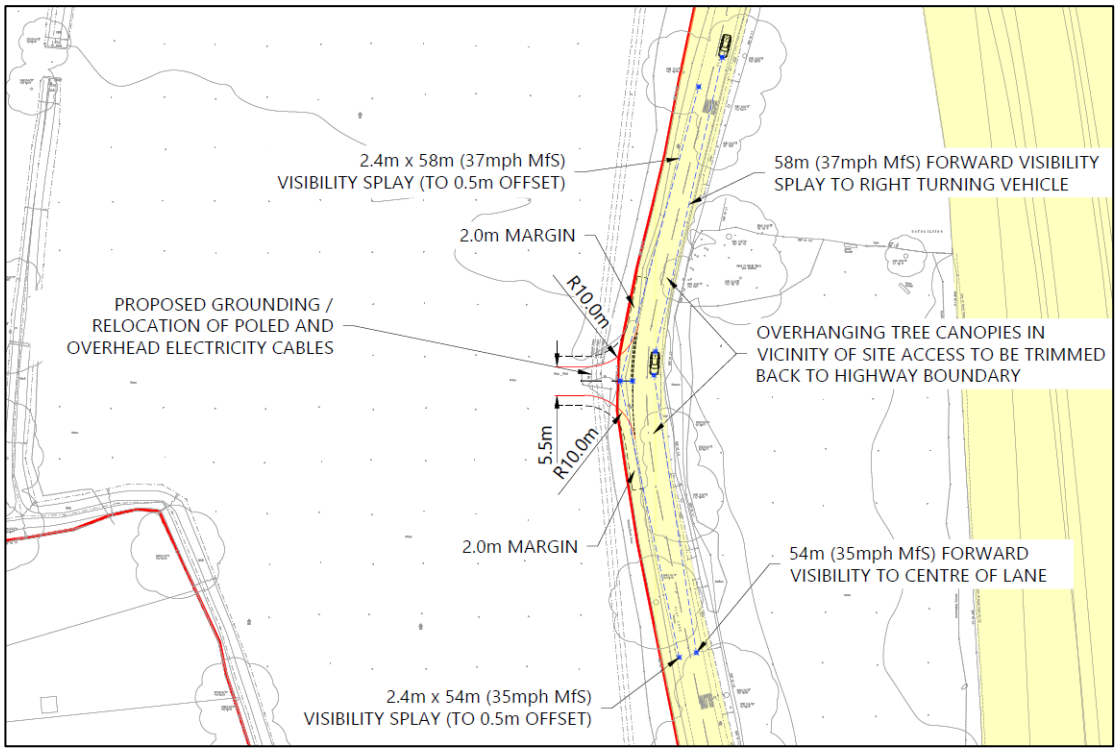
5.2 This section of the TA summarises the proposed site access arrangements. It also provides commentary on the illustrative masterplan in terms of servicing and parking provision.

5.3 Proposed Site Access Arrangements

Vehicular Access from Clay Lane

5.3.1 Vehicular access to the site is proposed from the west side of Clay Lane in the form of a simple priority junction situated around 320m south of the Hannah Place / Taylor's Copse junction with Clay Lane. The proposed site access arrangement is shown on drawing **ITB12230-GA-003** and an extract is provided at **Image 5.1**.

Image 5.1: Extract of Site Access Drawing



5.3.2 Key features of the proposed site access arrangements are summarised below:

- 5.5m wide carriageway;
- 10m junction radii to Clay Lane; and

- 2m margins either side of the site access road leading onto Clay Lane.

5.3.3 With reference to Section 4 of this document, the recorded 85th percentile speeds on Clay Lane are recorded as being 36.7mph (59.1kph) southbound (north of the proposed access) and 34.5mph (55.5kph) northbound (south of the proposed access). Vehicle speeds are below 60kph; therefore Manual for Streets visibility splay requirements on the approaches to the site access are applicable, with paragraph 1.3.6 of MfS stating **"It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended"**. Visibility splays of 2.4m x 58m to the north and 2.4m x 54m to the south are therefore shown on the site access drawing in accordance with the requirements of Manual for Streets.

5.3.4 The site access drawing also shows that a driver routing south along Clay Lane has forward visibility of 58m to a car waiting to turn right into the site access and that a driver waiting to turn right has forward visibility of 54m to approaching northbound vehicles.

5.3.5 Swept path analysis of a large car, 7.5t box van and a refuse vehicle at the site access junction is provided at **Appendix F**. The large car and 7.5t box van can turn at the junction without encroaching into opposing lanes. The refuse vehicle does slightly encroach into opposing lanes however as this will only be a very small percentage of the total number of vehicle movements that will use the junction this is considered acceptable.

Footway Connection Along Clay Lane

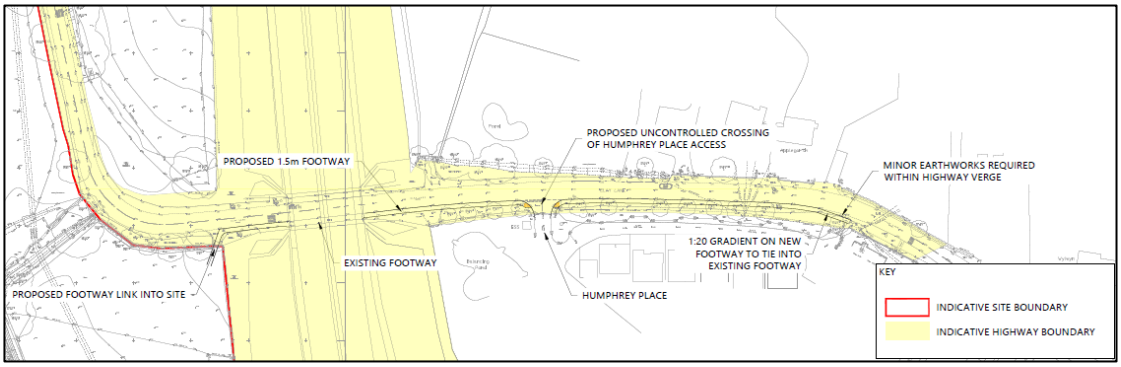
5.3.6 The highway boundary plans are provided at **Appendix G**. This shows generous highway verges along Clay Lane.

5.3.7 Drawing **ITB12230-GA-013** shows that a footway connection to Clay Lane is proposed in the south east corner of the site. A 1.5m wide footway is to be provided in the highway verge on the south side of Clay Lane, under the A27 (using the existing hard standing / footway) past Humphrey Place, connecting to the existing footway on Clay Lane near Frederick Road and beyond. There is also an alternative route via Humphrey Place – signage states it is a private estate however the owners give the rights for passengers to pass and re-pass at all times.

5.3.8 Paragraph 3.1 of Inclusive Mobility confirms that "**... 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another.**" A 1.5m footway is therefore considered adequate given the expected usage and to minimise impacts along Clay Lane. An extract of the drawing

showing the proposed footway link along Clay Lane to Frederick Road is provided in **Image 5.2** below.

Image 5.2: Proposed Footway Link to Frederick Road



5.3.9 An independent Stage One Road Safety Audit (RSA) has been undertaken of the proposed site access arrangements and footway links along Clay Lane. A copy of the Stage One Road Safety Audit and associated Designer's Response is provided at **Appendix H**. The proposed site access arrangements submitted as part of this application address the road safety concerns identified and as such there are no residual road safety concerns (as agreed by the safety auditor).

5.3.10 In summary, the site access proposals accord with Policy INF1 Transport Network and the NPPF (para 110b) by providing safe and efficient access to the highway network.

Public Footpath 3053

5.3.11 Public footpath 3053 routes through the southeast corner of the site crossing the railway line (Palace level crossing), providing a convenient and direct link to the facilities in Fishbourne and Chichester (via NCN Route 2).

5.3.12 In addition to the pedestrian access opportunities outlined above, the applicant is discussing with Network Rail the most appropriate provision of enhanced / accessible access across the railway line, likely in the form of a new bridge alongside the diversion of existing public footpath 3053 which passes through the site. The new crossing would be subject to a separate planning application to be submitted following agreement from Network Rail on its proposed design and location. The development would provide funding for this application and the improvement works, thereby securing an enhanced railway line crossing for existing and future users.

5.4 Site Layout, Servicing and Parking

Site Layout

5.4.1 The internal site layout will be designed in accordance with 'West Sussex County Council's Local Design Guide Supplementary Guidance for Residential Development Proposals' and contemporary design guidance, particularly the DfT's 'Manual for Streets' (MfS). The following highway parameters have been used during the preparation of the illustrative masterplan (**Appendix A**): -

- **Primary Street** – 5.5m wide carriageway with 2.0m footways and/or 2m wide service margins adjacent;
- **Shared surface street** – 4.1m to 4.8m wide street with 2m wide service margin on one side. Designed to enable refuse vehicles access and where provision for pedestrians is on-carriageway;
- **Private Driveways / Mews / Courtyard Squares** – narrower shared surface areas (3.7m – 4.1m) where refuse vehicles do not need to enter; and
- **Design Speed** - A 20mph design speed will be adopted on primary streets, with 15mph design speeds on secondary streets and private driveways.

Servicing and Parking

5.4.2 Layout, mix and scale are reserved matters and as such the provision for car and cycle parking cannot be accurately determined at this stage.

5.4.3 It is proposed to provide both car and cycle parking in accordance with the guidance contained within the WSCC's Guidance on Parking at New Developments SPD for PBZ2. Applying the illustrative development mix in **Table 2.1** yields a requirement for 261 spaces. This is presented in **Table 5.1**.

Table 5.1: Car Parking Provision Calculation

Dwelling Size	No Dwellings	Parking Standard	Total
1 bed unit	10	1.4	14
2 bed unit	41	1.7	70
3 bed unit	38	2.1	80
4+ bed unit	16	2.7	43
Visitor	0.2 spaces per dwelling		21
Total	**105**		**228**

5.4.4 Notwithstanding the above, the design, location and layout of car and cycle parking will be determined at the reserved matters stage.

5.4.5 Electric Vehicle (EV) parking will also be provided having regard to WSCC's Guidance on Parking at New Developments SPD.

5.4.6 Cycle parking will be provided in accordance with WSCC's Guidance on Parking at New Developments SPD and will be provided in sheds in gardens or garages for houses, and secure covered communal areas for apartments.

SECTION 6 Promoting Sustainable Transport Modes

6.1 Introduction

6.1.1 This section of the Transport Assessment summarises whether appropriate opportunities to promote sustainable transport modes can be – or have been - taken up. The analysis is covered in the following sub sections:

- Key destinations;
- Walking, cycling and public transport; and
- Travel Plan.

6.2 Key Destinations

6.2.1 There are a number of local facilities and key destinations for future residents of the proposed development including:

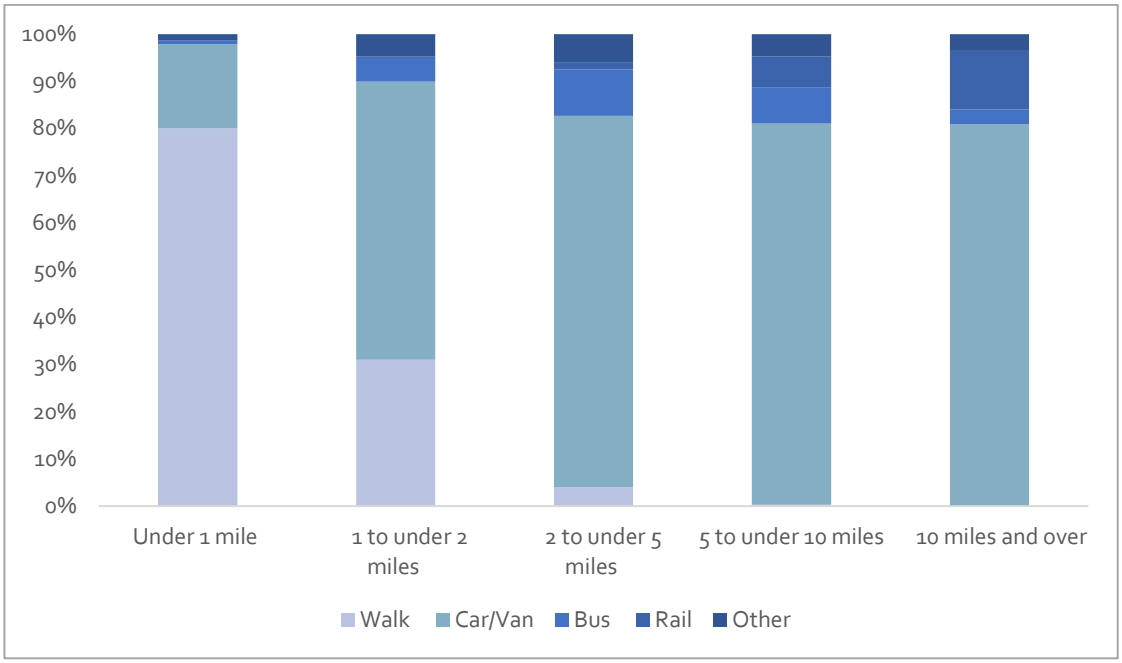
- On-site open space / play facilities;
- Fishbourne Church of England Primary School;
- Chichester High School;
- Bishop Luffa Church of England School;
- Tesco Extra including Pharmacy
- Terminus Road Industrial Estate;
- The Fishbourne Centre / Playing Fields / Pre School;
- Chichester and its facilities / employment;
- Clay Lane bus stops; and
- Fishbourne Station.

6.2.2 A plan showing the location of these facilities is provided at **Figure 2**.

6.3 Walking, Cycling and Public Transport

6.3.1 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths:

Image 6.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2019

6.3.2 The National Travel Survey 2019 (Table NTS0308)) confirms that some 80% of all trips under 1 mile (circa 1.6km) are walk trips, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles (2 to under 4 miles = 4% walking).

6.3.3 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

> ***"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while more than 90% live within a 15 minute walk or bus journey from a primary school."***

6.3.4 The DfT's Gear Change A bold vision for cycling and walking states (page 11) that:

> ***"In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking.***

6.3.5 The on-site open space and play facilities are within a reasonable walk distance of the site.

6.3.6 Fishbourne Church of England Primary School is within a reasonable walk distance of the site. Residents would have the opportunity to access it via Footpath 3053, National Cycle Network 2 and Roman Way or a longer route via the proposed footway link along Clay Lane and Salthill Road and Roman Way.

6.3.7 Chichester High School is located within a reasonable cycling distance of the site and is accessible via Clay Lane (on-carriageway cycling) and Fishbourne Road East / National Cycle Network Route 2.

6.3.8 Bishop Luffa Church of England School is located within a reasonable walking distance of the site and is accessible via the proposed footways along Lay Lane and public footpath 3015 (or Fishbourne Road East / Centurion Way).

6.3.9 Tesco Extra including Pharmacy and Terminus Road Industrial Estate are located within a reasonable walk distance of the site and are accessible via the proposed footway link along Clay Lane and Fishbourne Road East.

6.3.10 The Fishbourne Centre / Playing Fields / Pre School / Fishbourne Station are located within a reasonable walk distance of the site. Residents would have the opportunity to access these services via Footpath 3053, National Cycle Network 2 and Roman Way or a longer route via the proposed footway link along Clay Lane and Salthill Road and Roman Way;

6.3.11 Chichester and its facilities / employment are located to the east and are within a reasonable walk / cycle distance. Residents would have the opportunity to access Chichester via the proposed footway link along Clay Lane and Fishbourne Road East / National Cycle Network Route 2.

6.3.12 In addition, alongside residential dwellings, the permitted Land West of Centurion Way and West of Old Broyle Road development will be providing a variety of amenities i.e. a local centre (with associated employment, retail and community uses), primary school, informal and formal open

space (including a Country Park) and playing pitches, all of which will be accessible via the proposed footway link along Clay Lane and PROW 3015.

6.3.13 The local bus stops on Clay Lane are also within a reasonable walk distance of the site. Residents will be able to access these bus stops via the proposed footway links along Clay Lane. Route 56 provides for a regular bus service link into central Chichester including the opportunity for some work trips (first bus arriving in Chichester before 09:00 and last bus leaving Chichester after 17:00). Route 56 also serves western Fishbourne including stops close to the Fishbourne Centre / Playing Fields / Pre School.

6.3.14 Fishbourne Station is within a reasonable walk distance of the site, serving a number of destinations including Chichester and Portsmouth & Southsea. Residents would have the opportunity to access it via Footpath 3053, National Cycle Network 2, Roman Way and Salthill Road or a longer route via the proposed footway link along Clay Lane and Salthill Road and Roman Way. Residents with destinations in the central Chichester shopping area may prefer bus to rail given the close proximity of bus services and that Chichester Station is located a little way to the south of the shopping area.

6.3.15 A review of the 2011 Census data indicates that over 51% of Fishbourne residents travel to/from Chichester for work journeys. The site is very well located to take advantage of the good access to walking, cycling and public transport links to Chichester, which will encourage future residents to travel by sustainable transport modes for journeys to/from Chichester.

6.3.16 Whilst many local facilities and key destinations are located to the east, some local facilities are located to the southwest of the site including Fishbourne Primary School and Fishbourne Station. There are two existing pedestrian route options between the site and these facilities. The first is via a footway connection along Clay Lane to the north and then via Knott Gardens, Mosse Gardens and Salthill Road although this is a circuitous route. The more direct route is via public footpath 3053 which routes through the site and to the south connecting with the National Cycle Route Network 2 and Roman Way.

6.3.17 There are no services or facilities located to the north that would be accessed by residents of the proposed development. Connections have therefore been focussed towards enhancing conditions to the south and east of the development site.

6.4 Travel Plan

6.4.1 In line with the draft *'West Sussex County Council Development Travel Plan Policy'* document, a separate Travel Plan (TP) has also been prepared (*i-Transport report ref:ITB12230-007B*). The WSCC Development Travel Plan Policy identifies that Residential Travel Plans should provide a **"commitment to delivering a range of measures to promote sustainable modes of transport"**. In this regard, the TP identifies the following measures;

- Provision of a 'Travel Welcome Pack', to provide information of travel opportunities and to promote travel;
- Creation of a community travel website, to provide travel information;
- Creation of a steering group consisting of local residents;
- Community noticeboards to identify travel opportunities and incentives;
- Promotion of West Sussex car sharing scheme;
- Promotion of home supermarket delivery services; and

6.4.2 The TP identifies a delivery and management strategy for these measures and commits to future monitoring of the success of the TP. In combination with the hard measures identified earlier, these will ensure opportunities to travel sustainably are taken up.

6.4.3 An Indicative Action Plan is provided in **Table 6.1**, overleaf, which summarises the comprehensive package of measures proposed to be delivered to encourage sustainable access to and from the site. Further detail is provided within the TP that accompanies the application.

Table 6.1: Sustainable Transport Strategy – Indicative Action Plan

Measure		Timescale
Travel Plan Co-Ordinator		Appointed prior to first occupation and retained through the TP period
Full Travel Plan		Agreed with WSCC prior to first occupation
Information Development and Provision	Production of travel information packs	Prior to first occupation.
	Community Notice Boards	To be phased in line with development.
	Website/Twitter feed	Prior to first occupation.
Promote car share schemes through liftshare.com		Within travel information pack and on website / notice boards.
Walking and cycling maps		Within travel information pack and on website /notice boards.
Promote Cycle maintenance groups and negotiate discounts with providers		Ongoing
Include good quality walking and cycling connections within the site		To be phased in line with development.
Promote health benefits with walking and cycling		On-going
Public Transport Information		On-going
Liaise with bus operators to negotiate discounted or incentivised fares for local bus journeys		On-going
Steering Group		On-going

6.4.4 In summary, it is clear that the proposed development does provide appropriate opportunities to promote the use of sustainable transport modes.

SECTION 7 Traffic Impact

7.1 Introduction

7.1.1 This section of the Transport Assessment establishes the likely traffic generation of the proposed development, whether it will result in significant impacts on the operation of the transport network that require cost effective mitigation. It is set out in the following sub sections:

- Development traffic generation, distribution and assignment;
- Existing traffic flows;
- Assessment years;
- Future year traffic flows;
- Operational analysis; and
- A27 impacts.

7.2 Development Traffic Generation, Distribution and Assignment

Trip Rates and Traffic Generation

7.2.1 The analysis has been undertaken using residential trip rates derived from comparable survey data contained within the TRICS trip generation database.

7.2.2 This Transport Assessment uses a trip rate assuming 100% 'private' houses[1] on the site – see **Appendix I**. This is robust as an element of the housing provision will be affordable which typically exhibits lower trip rates during highway network peak hours.

7.2.3 A summary of the vehicular trip rates and resultant development traffic generation is presented in **Table 7.1**.

[1] Based on sites in England (excluding Greater London), between 80 and 350 dwellings in Edge of Town and Neighbourhood Centre locations. Weekday surveys only.

Table 7.1: Trip Rates and Traffic Generation – 105 Dwellings

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.172	0.316	0.488	18	33	51
Evening Peak (17:00 – 18:00)	0.325	0.136	0.461	34	14	48

Source: TRICS and Consultant's Estimates

7.2.4 **Table 7.1** demonstrates the proposed development is expected to generate 51 vehicular movements during the weekday morning peak hour and 48 vehicular movements during the weekday evening peak hour. This equates to the development generating less than one vehicle movement every minute on the local highway network.

Traffic Distribution and Assignment

7.2.5 To distribute the development generated traffic onto the local highway network, the Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys.

7.2.6 The likely journey purpose for the estimated development generated car driver peak hour trips has been determined using data derived from the National Travel Survey (NTS) 2019 (DfT). The proportion of peak hour trips by journey purpose by car is presented in **Table 7.2**.

Table 7.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	Morning Peak (08:00-09:00)	Evening Peak (17:00-18:00)
Commuting / Business	36.8%	43.2%
All Other Journey Purposes	63.2%	56.8%
Total	**100%**	**100%**

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2015/19, National Travel Survey, DfT, 2020

7.2.7 The data set out in **Table 7.2** has been used to distribute the generated traffic. For the purpose of this assessment, the analysis has been undertaken on the basis that 43.2% of the total vehicular trips generated by the development will be for employment journeys and the remaining 56.8% of the vehicle journeys will be for all other purposes for both the morning and evening peak periods.

7.2.8 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the National Census Journey to Work statistics (for car drivers) for the Chichester 011 Super Output Area – Middle Layer has been used. This identifies the location of existing resident's employment locations and so identifies existing commuting patterns; and
- For other journey purpose trips a P/T2 gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 30-minute drive from the site (estimated from Google Maps Directions facility).

7.2.9 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment (**Table 7.3**).

Table 7.3: Distribution of Car Driver Trips (All Purpose)

Broad Destination	Employment Trips %	Non Employment Trips %	Combined %
Chichester	20.3%	8.7%	29.0%
Portsmouth	2.5%	20.4%	22.9%
Bognor Regis	2.5%	9.8%	12.3%
Havant	2.1%	8.5%	10.6%
Fishbourne	3.1%	5.8%	8.9%
Littlehampton	0.9%	3.6%	4.5%
Southbourne	1.4%	0.0%	1.4%
Hampshire	1.2%	0.0%	1.2%
Worthing	0.7%	0.0%	0.7%
London	0.5%	0.0%	0.5%
Other	8.0%	0.0%	8.0%
Total	**43.2%**	**56.8%**	**100.0%**

Source: 2011 Census / Consultant Gravity Model (some rounding applied)

7.2.10 This identifies that Chichester is the main attractor, with 29% of total travel demand, followed by Portsmouth (23%), Bognor Regis (12%), Havant (11%) and Fishbourne (9%). The remainder of trips are well distributed across various destinations.

7.2.11 The expected traffic that would be generated by the development is then assigned onto the local network to the destinations identified in **Table 7.3**.

7.2.12 To determine the routing of vehicle trips to these destinations, trips were assigned to the road network based on the quickest route from the site to the destination location using the Google Maps 'Directions' Facility. Within the Directions facility, a start time for journeys of 08:00 was utilised to reflect peak period traffic conditions. In some cases, a single route option was

identified by the assessment, however for the majority of destinations the assessment identified multiple routes. In these cases, development trips were distributed to the possible routes based upon the journey times identified, with the quickest route assigned a larger number of trips.

7.2.13 The full distribution and assignment model is included at **Appendix J**. The percentage assignment of development generated traffic is illustrated on **Figure TF3**.

7.2.14 The resultant two-way morning and evening peak hour development traffic assignment is illustrated on Figures **TF4** and **TF5** respectively and summarised in **Table 7.4**.

Table 7.4: Summary of Traffic Assignment

Junction		Morning Peak			Evening Peak		
		Arr	Dep	Two-Way	Arr	Dep	Two-Way
Site Access	North	10	18	28	19	8	27
	South	8	15	23	15	6	21
Clay Ln / Salthill Rd		10	18	28	19	8	27
Salthill Rd / A259 Fishbourne Rd W		5	9	14	10	4	14
Fishbourne Rd East / Supermarket / Petrol Station		8	15	23	15	6	21
Fishbourne Rd East / A259 Cathedral Way		8	26	34	15	11	26
A259 Cathedral Way / Westgate / A259 Via Ravenna		2	15	17	4	6	10
Clay Ln / Fishbourne Rd East		8	15	23	15	6	21
A27 / A259 Cathedral Way / Terminus Rd (Fishbourne Roundabout)		7	13	20	13	6	19

Source: 2011 National Census Journey to Work and P/T2 gravity model

7.2.15 Based on the above, it can be seen that 28 vehicle movements route to / from the north and 23 vehicles route to / from the south in the morning peak hour. Conversely, in the evening peak hour, 27 vehicle movements route to / from the north and 21 vehicles route to / from the south. This equates to around one vehicle movement every two to three minutes.

7.2.16 It is demonstrated above that only existing junction that will experience an increase in excess of 30 two-way vehicle movements in any hour is the Fishbourne Road East / A259 Cathedral Way junction. WSCC's Transport Assessment Guidance identifies that there is a predicted increase in total entry flows of 30 or more vehicles in any hour, junction capacity assessments would only

be required at the Fishbourne Road East / A259 Cathedral Way junction. However, to provide a robust assessment, junction capacity assessments are undertaken at the following junctions:

- Clay Lane / site access junction;
- Clay Lane / Salthill Road junction; and
- Fishbourne Road East / A259 Cathedral Way.

7.3 Existing Conditions

7.3.1 As set out in Section 3, Weekday Manual Classified Counts (MCC's) were undertaken on 27 June 2019 to obtain peak period traffic flows in the local area. In addition, Automatic Traffic Count (ATC) surveys were carried out between 9 May 2019 and 24 May 2019 on Clay Lane.

7.3.2 The observed morning and evening peak hour flows are shown on **Figures TF1** and **TF2**,

7.4 Assessment Years

2024 – Development Year of Opening

7.4.1 The first future year is the initial opening year of the development, which is assumed to be the year when the first part of the development is open for occupation. For the purposes of the traffic modelling, the opening year of the development is assumed to be 2024. As such, in the first instance the assessment needs to establish 2024 local highway network conditions (without the proposed development), taking into account committed development traffic and appropriate background traffic growth.

7.4.2 Establishing the 2024 opening year local highway network conditions is important because this is then used as the base situation to establish whether the impact of the proposed development on the operation of the local and strategic highway network would be severe and if mitigating measures are warranted.

2027 – Five Years After Submission of the Application

7.4.3 To accord with WSCC's Transport Assessment Methodology guidance, it is also proposed to undertake traffic impact assessments for five years from the submission of a planning application (i.e. 2027).

7.5 Future Year Traffic Flows

Committed Development

7.5.1 To consider the cumulative impact of local development that has been permitted but not built, the assessment of traffic impacts on the local network has been undertaken including the additional traffic associated with committed development in the area. The traffic assessment of the local road network therefore makes an allowance for the following committed developments:

- Land West of Centurion Way and West of Old Broyle Road - CDC planning application number 14/04301/OUT - Outline planning application with all matters reserved (except for access) for the first phase of development for up to 750 homes with access from Old Broyle Road, temporary access from Clay Lane, a local centre (with associated employment, retail and community uses), primary school, informal and formal open space (including a Country Park), playing pitches, associated landscaping, utilities and drainage infrastructure with on-site foul sewage package treatment plant or pumping station with connection to Tangmere Waste Water Treatment Works; and
- Land West of Frederick Road Chichester - CDC planning application number 17/03117/FUL - Erection of 25 no. dwellings with the associated vehicular and pedestrian access, parking and secure cycle storage, landscaping and open space.

7.5.2 The morning and evening traffic flows associated with the 'Land West of Centurion Way and West of Old Broyle Road' have been obtained from the accompanying Transport Assessment and re-produced as **Figures TF6** and **TF7** respectively.

7.5.3 For the 'Land At Bethwines Farm' and the 'Land West of Frederick Road' developments, the accompanying Transport Statements did not include traffic flow diagrams. As a result, the development traffic has been distributed onto the local highway network on the basis of the methodology utilised as part of this planning application. **Figures TF8** to **TF11** present the resultant morning and evening peak hour traffic flows.

7.5.4 The flows have been combined to provide Total Committed Development morning and evening peak period flows; shown on **Figures TF12** and **TF13** respectively.

Appropriate Background Traffic Growth

7.5.5 To establish forecast growth between the collection of baseline data and identified assessment years, TEMPRO growth rates have been sourced for the Chichester 011 mid-layer super output area.

7.5.6 The default derived growth factors take account of local housing and employment projections, so considers the cumulative impact of development in Fishbourne. At this stage, no adjustments have been made to the projected household growth within TEMPRO as the listed committed developments fall outside the mid-layer super output area to which the site falls.

7.5.7 The calculated growth factors are summarised in **Table 7.5**. Figures **TF14** to **TF19** illustrate the associated future year traffic flows.

Table 7.5: Growth Rates

Date Range	Morning Peak	Evening Peak
2019-2024	1.0487	1.0482
2019-2027	1.0738	1.0735

Source: TEMPRO

7.5.8 The future year traffic flows (with committed development but without the proposed development) are provided on the following figures:

- **Figure TF20** – 2024 Traffic Flows - Morning Peak Hour;
- **Figure TF21** – 2024 Traffic Flows - Evening Peak Hour;
- **Figure TF22** – 2027 Traffic Flows – Morning Peak Hour; and
- **Figure TF23** – 2027 Traffic Flows – Evening Peak Hour.

7.5.9 The future year traffic flows (with the proposed development) are provided in the following figures:

- **Figure TF24** – 2024 plus Development – Morning Peak Hour;
- **Figure TF25** – 2024 Plus Development – Evening Peak Hour;
- **Figure TF26** – 2027 'Plus Development – Morning Peak Hour; and
- **Figure TF27** – 2027 Plus Development – Evening Peak Hour.

7.6 Operational Analysis

7.6.1 Operational analysis has been undertaken at the following junctions:

- Clay Lane / Site Access junction;
- Clay Lane / Salthill Road junction; and
- Fishbourne Road East / A259 Cathedral Way.

7.6.2 Tests for the junctions have been undertaken using the weekday morning and evening peak hour traffic flows (08:00 to 09:00 and 17:00 to 18:00) and the peak hour traffic generation of the development (08:00 to 09:00 and 17:00 to 18:00). The assessment results are therefore a worst case. The junctions have been assessed using the industry standard TRL software Junctions 9 and LINSIG.

7.6.3 The principal outputs derived from the traffic models are the Ratio of Flow to Capacity (RFC[2]) (for roundabouts and priority junctions), the Degree of Saturation (DOS) (for traffic signals) and queue length (for all types of junction).

7.6.4 Detailed modelling assessments have been undertaken considering the following scenarios:

- 2019 Observed;
- 2024;
- 2024 plus Development;
- 2027; and
- 2027 plus Development.

7.6.5 **Appendix K** presents the full junction modelling output with the results of the assessments summarised in the following paragraphs.

Clay Lane / Site Access Junction

7.6.6 Operational assessments of the proposed simple priority site access have been undertaken for the design year 'With Development' scenarios.

[2] An RFC of 1 means that the traffic demand equals the available capacity. An RFC of less than 1 means that the junction is operating below capacity. An RFC of 0.85 is often used as a threshold – less than this and the junction will be generally 'free flowing'.

7.6.7 The junction capacity assessment results are summarised in **Table 7.6**.

Table 7.6: Clay Lane / Site Access

Arm	Morning Peak Period			Morning Peak Period		
	RFC	Delay (s)	Queue (Veh)	RFC	Delay (s)	Queue (Veh)
2024 'With Development'						
Site Access	0.07	<1	8	0.03	<1	8
Clay Lane (North – Right Turn)	0.03	<1	5	0.04	<1	5
2027 'With Development'						
Site Access	0.07	<1	8	0.03	<1	8
Clay Lane (North – Right Turn)	0.03	<1	5	0.04	<1	5

Source: Junction 9

7.6.8 The analysis demonstrates that the proposed site access will operate with substantial spare capacity and will not result in any material queueing that would impact on vehicles traveling on the Clay Lane during the highway network weekday peak hours.

Salthill Road / Clay Lane Junction

7.6.9 The Salthill Road / Clay Lane junction is located north of the site access and takes the form of a crossroads. The junction capacity assessment results are summarised in **Table 7.7**.

Table 7.7: Salthill Road / Clay Lane Junction

Arm	Morning Peak Period			Morning Peak Period		
	RFC	Delay (s)	Queue (Veh)	RFC	Delay (s)	Queue (Veh)
2019 Observed						
Clay Lane (East)	0.28	12	<1	0.52	18	1
Salthill Road North (Right turn)	0.07	7	<1	0.12	6	<1
Clay Lane (West)	0.44	16	<1	0.24	11	<1
Salthill Road South (Right Turn)	0.49	10	1	0.25	7	<1
2024 'Without Development'						
Clay Lane (East)	0.32	1	13	0.56	1	20
Salthill Road North (Right turn)	0.08	<1	7	0.13	<1	6
Clay Lane (West)	0.49	1	18	0.26	<1	12
Salthill Road South (Right Turn)	0.53	1	11	0.28	1	7
2024 'With Development'						
Clay Lane (East)	0.36	1	14	0.58	1	21
Salthill Road North (Right turn)	0.08	<1	7	0.13	<1	6

Arm	Morning Peak Period			Morning Peak Period		
	RFC	Delay (s)	Queue (Veh)	RFC	Delay (s)	Queue (Veh)
Clay Lane (West)	0.49	1	18	0.26	<1	12
Salthill Road South (Right Turn)	0.55	2	11	0.30	1	8
2027 'Without Development'						
Clay Lane (East)	0.32	1	13	0.58	1	21
Salthill Road North (Right turn)	0.08	<1	7	0.13	<1	6
Clay Lane (West)	0.49	1	18	0.26	<1	12
Salthill Road South (Right Turn)	0.54	1	11	0.28	1	7
2027 'With Development'						
Clay Lane (East)	0.37	1	14	0.60	2	22
Salthill Road North (Right turn)	0.08	<1	7	0.13	<1	6
Clay Lane (West)	0.50	1	19	0.26	<1	12
Salthill Road South (Right Turn)	0.56	2	11	0.31	1	8

Source: Junction 9

7.6.10 **Table 7.7** demonstrates that the Salthill Road / Clay Lane junction currently operates well within capacity in both peak periods (i.e. with minimal queueing and delay). The results go on to demonstrate that in the 2027 'with' and 'without' development scenarios, the junction will continue to operate well within capacity with negligible queuing and delay.

Fishbourne Road East / A259 Cathedral Way Priority Junction

7.6.11 The Fishbourne Road East / A259 Cathedral Way junction is located to the south-east of the site and comprises of a left out only from Fishbourne Road E onto the A259 Cathedral Way and dedicated left and right only give way lanes on the approach to the Fishbourne Road E arm.

7.6.12 Given the type of junction arrangement, and the limitations of Junctions 9, the junction has been modelled using LINSIG. In this instance the parameters based on the geometric layout at the give way locations have been input into Junctions 9 to identify the slope and intercept values. The calculated slope and intercept values have then been added to the LINSIG model to inform capacity constraints at the give way locations.

7.6.13 When observing the operation of the junction at peak times it was noted that slow rolling traffic develops on the A259 Cathedral Way arms of the junction. This slow rolling traffic was observed to form back from the adjacent A27 Chichester Bypass / A259 Cathedral Way roundabout ('Fishbourne Roundabout') located to the west. Indeed, as demonstrated in **Table 7.8**, when modelled in isolation, the junction operates well within capacity in all scenarios.

Table 7.8: Fishbourne Road E / A259 Cathedral Way

Arm	Morning Peak Period			Morning Peak Period		
	DoS	MMQ	Av. Delay	DoS	MMQ	Av. Delay
2019 Observed						
A259 (West) - Left Turn	31.0%	<1	4	29.0%	<1	4
A259 (East) - Right Turn	31.1%	<1	6	49.4%	1	7
2024 'Without Development'						
A259 (West) - Left Turn	33.0%	<1	4	31.2%	<1	4
A259 (East) - Right Turn	35.2%	<1	7	55.8%	1	9
2024 'With Development'						
A259 (West) - Left Turn	34.0%	<1	4	32.7%	<1	4
A259 (East) - Right Turn	35.7%	<1	7	53.6%	1	8
2027 'Without Development'						
A259 (West) - Left Turn	33.5%	<1	4	31.7%	<1	4
A259 (East) - Right Turn	36.0%	<1	7	56.9%	1	9
2027 'With Development'						
A259 (West) - Left Turn	34.4%	<1	4	33.5%	<1	4
A259 (East) - Right Turn	36.5%	<1	7	57.7%	1	9

Source: LINSIG

7.6.14 On the basis of the above analysis, it can be concluded that the junction will operate within capacity with negligible queuing in all scenarios.

Impacts on the A27

7.6.15 In addition, given the proximity of the site to the A27 strategic road network, an A27/A259 Fishbourne Roundabout Impact Assessment Technical Note (report ref: ITB12230-005) has previously been submitted to Highways England (HE) assessing the impact of 120 dwellings at the proposed site – see **Appendix L**. The Technical Note identified the likely traffic impact resulting from the proposed development on the A27 Fishbourne Roundabout and concluded that the proposed development is predicted to add up to 26 two-way vehicle movements (equating to approximately one additional vehicle every two minutes) through the junction.

7.6.16 Discussions have been held with HE regarding the development generated impact and HE have agreed modelling of the A27 Fishbourne Roundabout is not required provided that a relevant contribution of the A27 Local Plan mitigations is made based on Chichester District Council's SPD 'Approach for securing development contributions to mitigate additional traffic impacts on the A27 Chichester Bypass'.

7.6.17 Previous discussions regarding an appropriate financial contribution towards the A27 Fishbourne Roundabout improvements were based on 120 dwellings and requested £1,803 per dwelling (totalling £216,360) in accordance with CDC's SPD. This TA supports a planning application of 105 dwellings, therefore the total contribution required is £189,315.

7.6.18 These improvements will look to improve not only the 'Fishbourne Roundabout' capacity itself but reduce the level of rolling traffic on its approaches, including the A259 corridor.

7.6.19 In summary, the proposed development is expected to generate 51 vehicular movements during the weekday morning peak hour and 48 vehicular movements during the weekday evening peak hour. This equates to the development generating less than 1 vehicle every minute on the local highway network. This level of traffic flow increase does not result in significant impacts on the operation of the local highway network and as such mitigation measures are not necessary. A contribution will be paid to fund improvements on the A27 corridor. The residual cumulative impacts certainly fall short of the severe tests set in the NPPF.

SECTION 8 Summary and Conclusions

8.1 Summary

8.1.1 Gleeson Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development comprising up to 105 dwellings on land at Clay Lane, Fishbourne.

Proposed Site Access Arrangements

8.1.2 Vehicular access to the site is proposed from the west side of Clay Lane in the form of a simple priority junction situated around 320m south of the Hannah Place / Taylor's Copse junction with Clay Lane.

8.1.3 Footway connections along Clay Lane to the southeast and north are proposed to connect to the existing footways.

8.1.4 An independent Stage One Road Safety Audit (RSA) has been undertaken of the proposed site access arrangements and footway links along Clay Lane. The proposed site access arrangements submitted as part of this application address the road safety concerns identified and as such there are no residual road safety concerns.

8.1.5 Public footpath 3053 routes through the southeast corner of the site crossing the railway line (Palace level crossing) and providing a convenient and direct link to the facilities in Fishbourne and Chichester (via NCN Route 2).

8.1.6 In addition to the pedestrian access opportunities outlined above, the applicant is discussing with Network Rail the most appropriate provision of enhanced / accessible access across the railway line, likely in the form of a new bridge alongside the diversion of existing public footpath 3053 which passes through the site. The new crossing would be subject to a separate planning application to be submitted following agreement from Network Rail on its proposed design and location. The development would provide funding for this application and the improvement works, thereby securing an enhanced railway line crossing for existing and future users.

8.1.7 In summary, the site access proposals accord with Local Plan Policy 39 and the NPPF (para 110) by providing safe and efficient access to the highway network.

Opportunities to Promote Sustainable Transport Modes

8.1.8 Whilst many local facilities and key destinations are located to the east, some local facilities are located to the south west of the site including Fishbourne Primary School and Fishbourne Station. There are two existing pedestrian route options between the site and these facilities. The first is via a footway connection along Clay Lane to the north and then via Knott Gardens, Mosse Gardens and Salthill Road although this is a circuitous route. The more direct route is via public footpath 3053 which routes through the site and to the south connecting with the National Cycle Route Network 2 and Roman Way.

8.1.9 Public footpath 3053 however crosses the railway line at grade at a level crossing known as Palace. Sighting / visibility for pedestrians at the crossing is good and a level crossing safety event has not been known to occur at Palace level crossing in the last 12 months to March 2020. Network Rail has no current plans for any improvements to the crossing, although if funding becomes available, they may remove the steps and the skew at the crossing. The crossing operates safely. The applicant is discussing with Network Rail the most appropriate provision of improved pedestrian access across the railway line. This is likely to be in the form of a new footbridge alongside the diversion of existing public footpath 3053 which passes through the site. The new crossing would be subject to a separate planning application to be submitted following agreement from Network Rail on its proposed design and location.

8.1.10 Chichester and its facilities / employment are located to the east and are within a reasonable walk / cycle distance. Residents would have the opportunity to access Chichester via the proposed footway link along Clay Lane and Fishbourne Road East / National Cycle Network Route 2.

8.1.11 The local bus stops on Clay Lane are also within a reasonable walk distance of the site. Residents will be able to access these bus stops via the proposed footway links along Clay Lane. Route 56 provides for a reasonable bus service link into central Chichester including the opportunity for some work trips (first bus arriving in Chichester before 09:00 and last bus leaving Chichester after 17:00). Route 56 also serves western Fishbourne including the bus stops closest to Fishbourne Centre / Playing Fields / Pre School.

8.1.12 Fishbourne Station is within a reasonable walk distance of the site, serving a number of destinations including Chichester and Portsmouth & Southsea.

8.1.13 A Travel Plan is also provided which provides a commitment to delivering a range of measures to promote sustainable modes of transport.

8.1.14 In summary, there are opportunities to promote sustainable transport modes in accordance with Local Plan Policy 39 and the NPPF (para 110).

Traffic Impact

8.1.15 The proposed development is expected to generate 51 vehicular movements during the weekday morning peak hour and 48 vehicular movements during the weekday evening peak hour. This equates to the development generating less than 1 vehicle every minute on the local highway network. This level of traffic flow increase does not result in significant impacts on the operation of the local highway network. The Clay Lane / Site Access junction, Clay Lane / Salthill Road junction and Fishbourne Road East / A259 Cathedral Way junction have been assessed and remain within capacity when development traffic is added. As such mitigation measures are not necessary on the local highway network. The developer has engaged with Highways England to discuss whether it is appropriate for the proposed development to make a contribution to the identified A27 Fishbourne Roundabout junction improvements and a contribution in accordance with CDC's SPD has been proposed. The residual cumulative impacts certainly fall short of the severe tests set in the NPPF.

8.1.16 In summary, the impact of traffic generated by the proposed development on the operation of the local highway network is not significant and falls well short of the severe test set in Local Plan Policy 39 and the NPPF (paras 110 and 111).

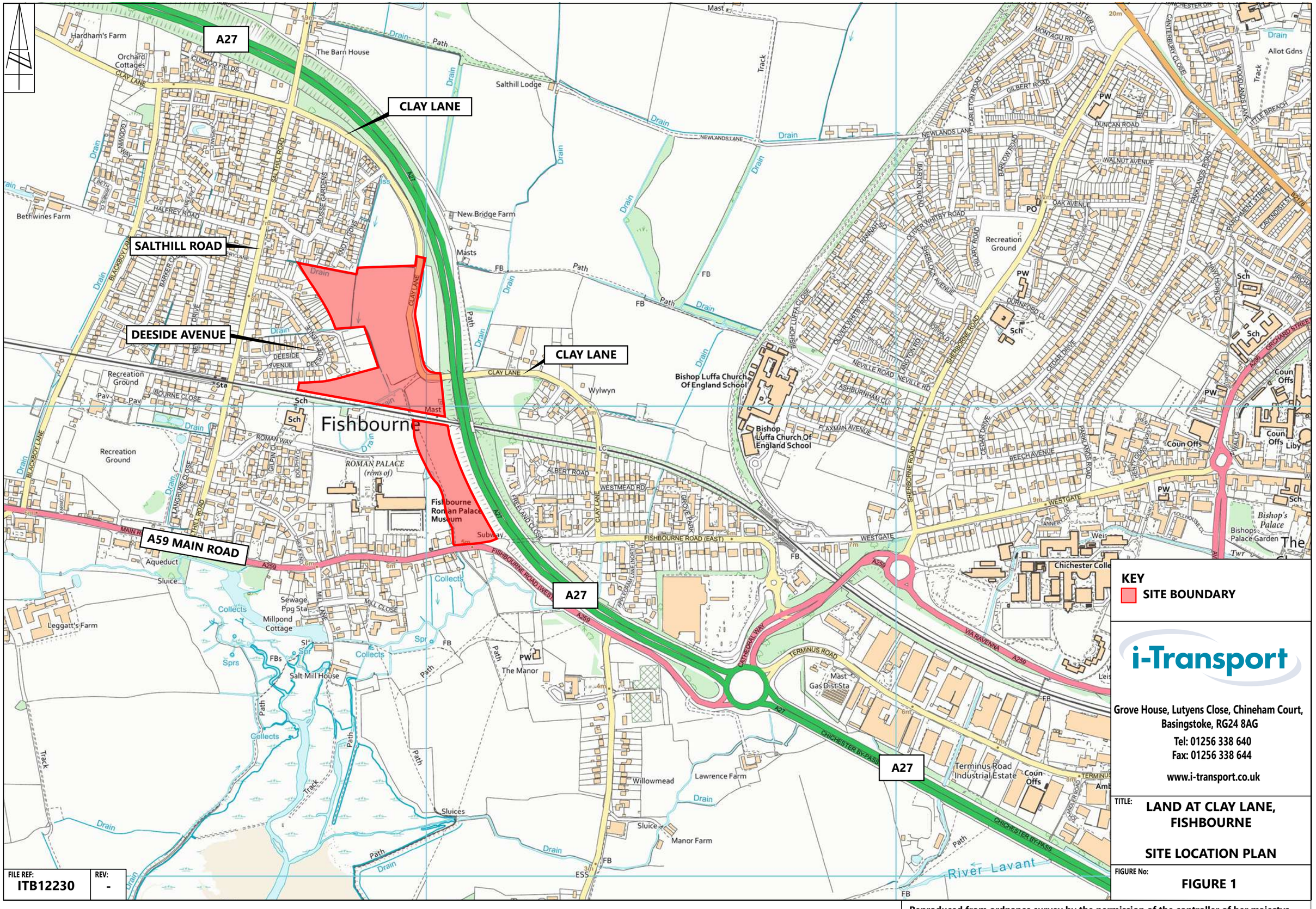
8.2 Conclusions

8.2.1 In conclusion:

- The proposed development provides for safe and suitable access from Clay Lane;
- The site is within a reasonable walking and cycling distance of facilities in Fishbourne and Chichester. Bus and rail services stop within a reasonable walk distance of the site. There are opportunities to promote sustainable transport modes; and
- The impact of traffic generated by the proposed development on the operation of the highway network is not significant and falls well short of the severe test.

8.2.2 The proposals therefore meet the requirements of Chichester Local Plan Policy 39 and the requirements for sustainable transport set out in the National Planning Policy Framework (paras 110 and 111).

FIGURES



KEY

SITE BOUNDARY

i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640

Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LAND AT CLAY LANE, FISHBOURNE

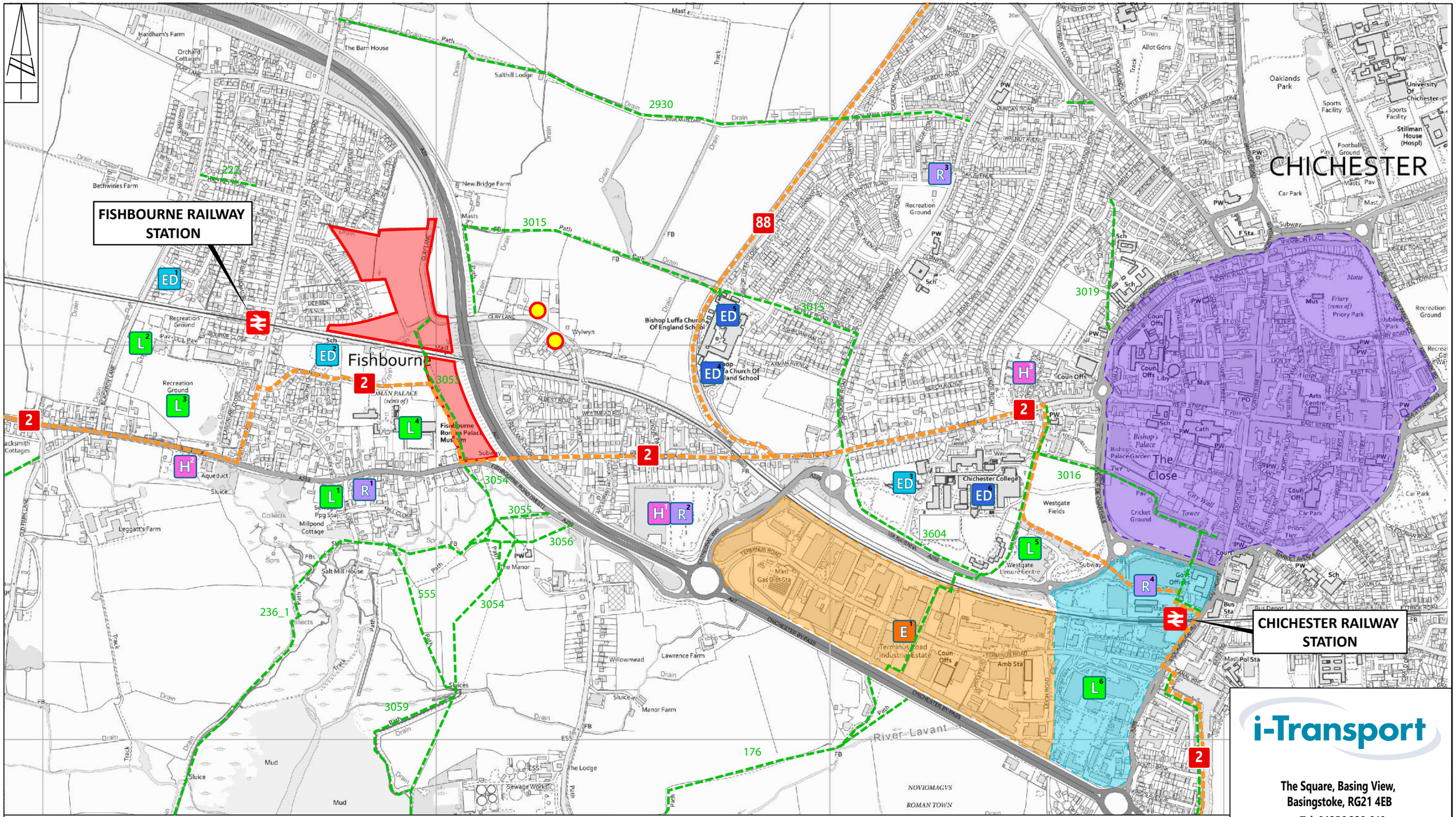
SITE LOCATION PLAN

FIGURE No:

FIGURE 1

FILE REF: **ITB12230**

REV: **-**



KEY

- SITE BOUNDARY
- RAIL STATION
- CHICHESTER TOWN CENTRE
- EMPLOYMENT AREA
- RETAIL AND LEISURE AREA
- BUS STOP

LEISURE

- L1 THE BULLS HEAD PUB
- L2 THE FISHBOURNE CENTRE
- L3 FISHBOURNE RECREATION GROUND
- L4 FISHBOURNE ROMAN PALACE AND CAFE
- L5 WESTGATE LEISURE CENTRE
- L6 CHICHESTER GATE LEISURE PARK

EMPLOYMENT

- E1 TERMINUS INDUSTRIAL ESTATE

RETAIL

- R1 O'HAGAN'S FARM SHOP
- R2 TESCO EXTRA
- R3 CO-OP
- R4 WAITROSE

EDUCATION

- ED1 FISHBOURNE PRE-SCHOOL
- ED2 FISHBOURNE C OF E PRIMARY SCHOOL
- ED3 FIRST STEPS CHILDCARE
- ED4 BISHOP LUFFA SCHOOL
- ED5 STAGECOACH PERFORMING ARTS CHICHESTER
- ED6 CHICHESTER COLLEGE

HEALTHCARE

- H1 TESCO PHARMACY
- H2 THE BOSHAM CLINIC
- H3 PARKLANDS SURGERY
- 2 NATIONAL CYCLE NETWORK
- PROW

0m 250m 500m

Indicative Scale Bar

FILE REF:	REV:
ITB12230	-

i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

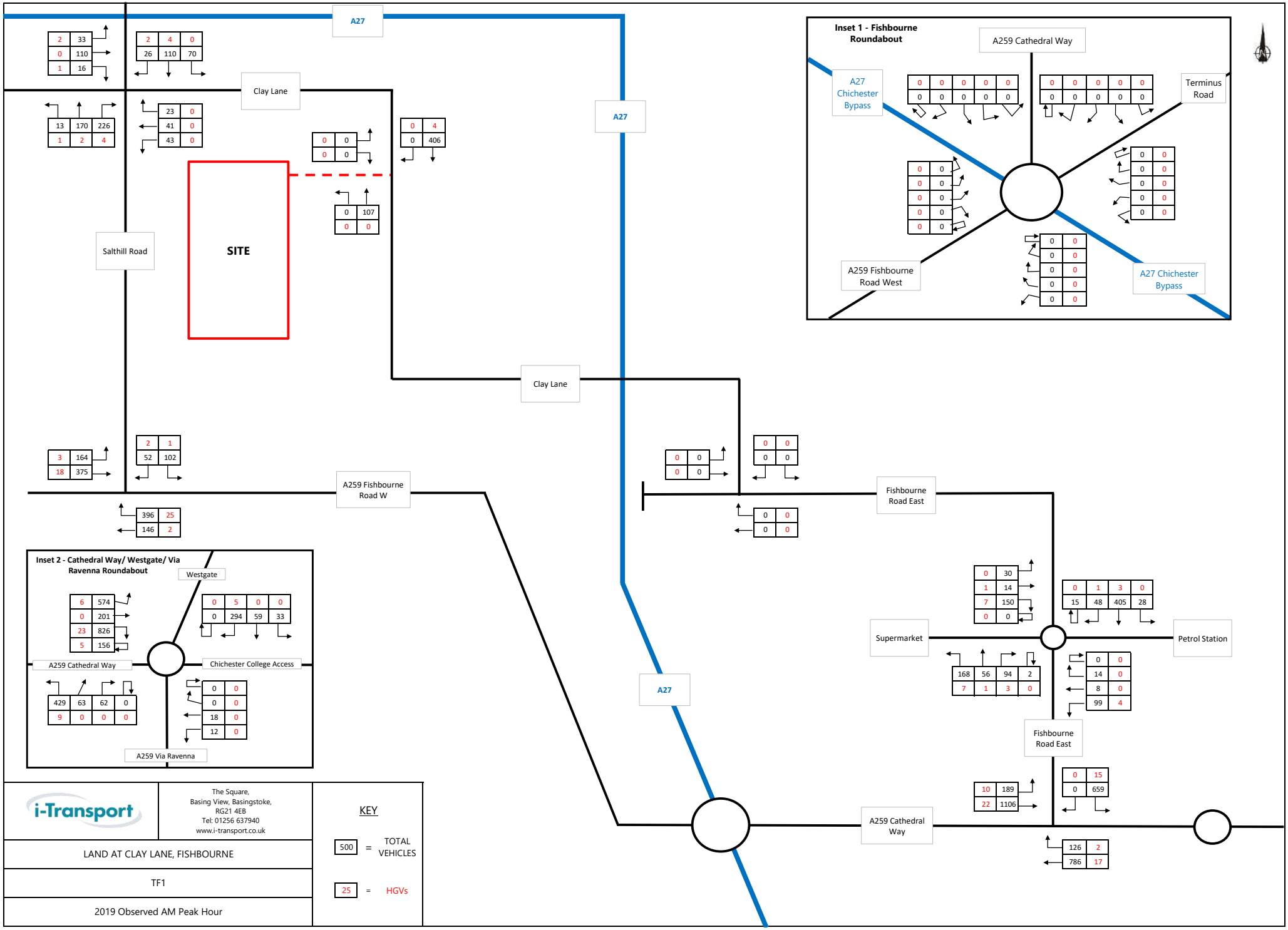
LAND AT CLAY LANE, FISHBOURNE

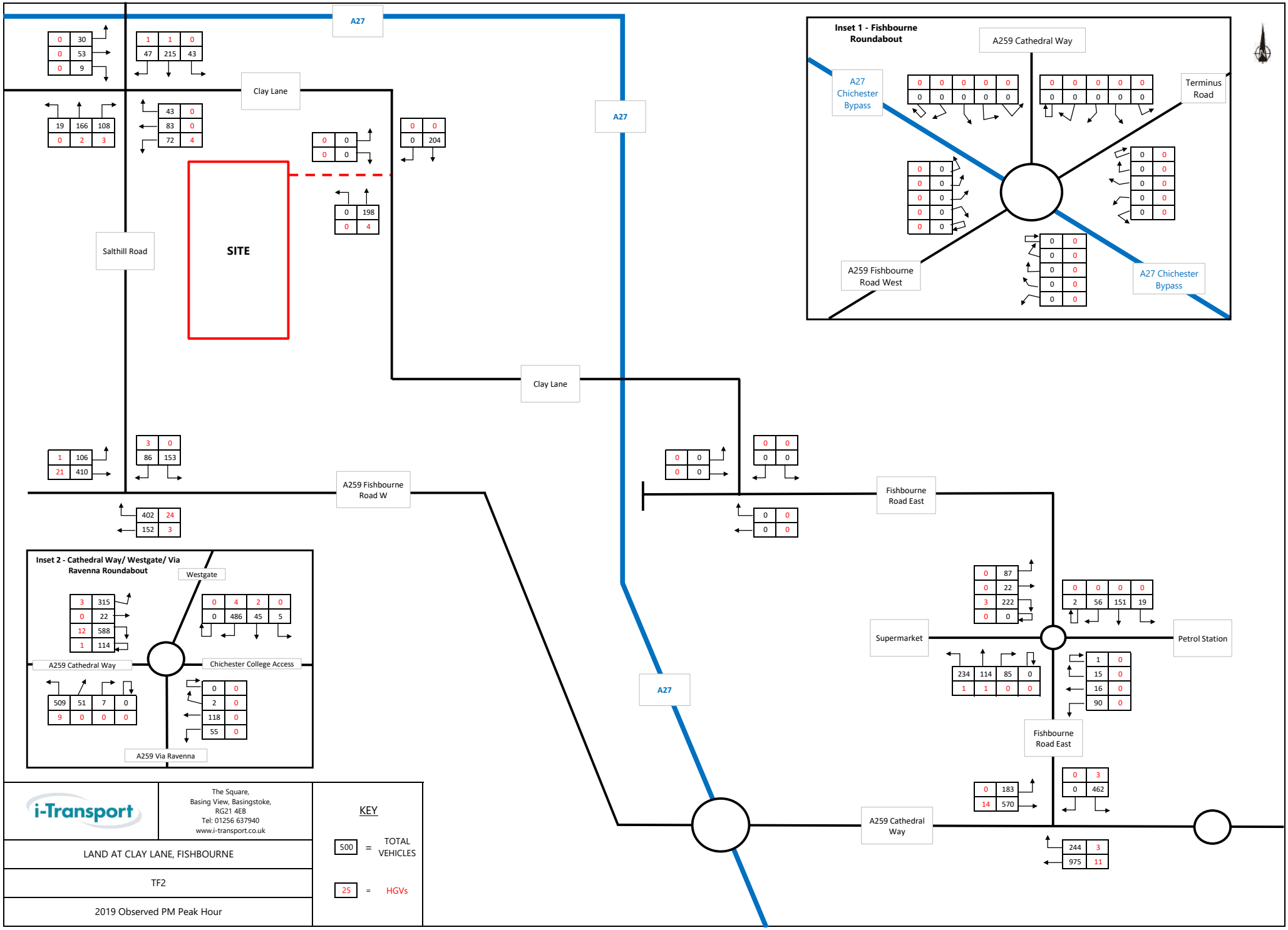
ACCESSIBILITY PLAN

FIGURE No:

FIGURE 2

TRAFFIC FIGURES


A27
Clay Lane
A27
Salthill Road
SITE
Clay Lane
A259 Fishbourne Road W
Fishbourne Road East
A27
A259 Cathedral Way
Supermarket
Petrol Station
Fishbourne Road East
A259 Cathedral Way
Inset 1 - Fishbourne Roundabout
A259 Cathedral Way
A27 Chichester Bypass
Terminus Road
A259 Fishbourne Road West
A27 Chichester Bypass
Inset 2 - Cathedral Way/ Westgate/ Via Ravenna Roundabout
Westgate
A259 Cathedral Way
Chichester College Access
A259 Via Ravenna
i-Transport
The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk
LAND AT CLAY LANE, FISHBOURNE
TF1
2019 Observed AM Peak Hour
KEY
500 = TOTAL VEHICLES
25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

TF2

2019 Observed PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs

A27

Clay Lane

A27

Salthill Road

SITE

Clay Lane

A259 Fishbourne Road W

A27

Fishbourne Road East

Supermarket

Petrol Station

Fishbourne Road East

A27

Inset 1 - Fishbourne Roundabout

A259 Cathedral Way

Inset 1 - Fishbourne Roundabout

A27 Chichester Bypass

Terminus Road

A259 Fishbourne Road West

A27 Chichester Bypass

Inset 2 - Cathedral Way/ Westgate/ Via Ravenna Roundabout

Westgate

A259 Cathedral Way

Chichester College Access

A259 Via Ravenna

Inset 2 - Cathedral Way/ Westgate/ Via Ravenna Roundabout

A259 Cathedral Way

i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

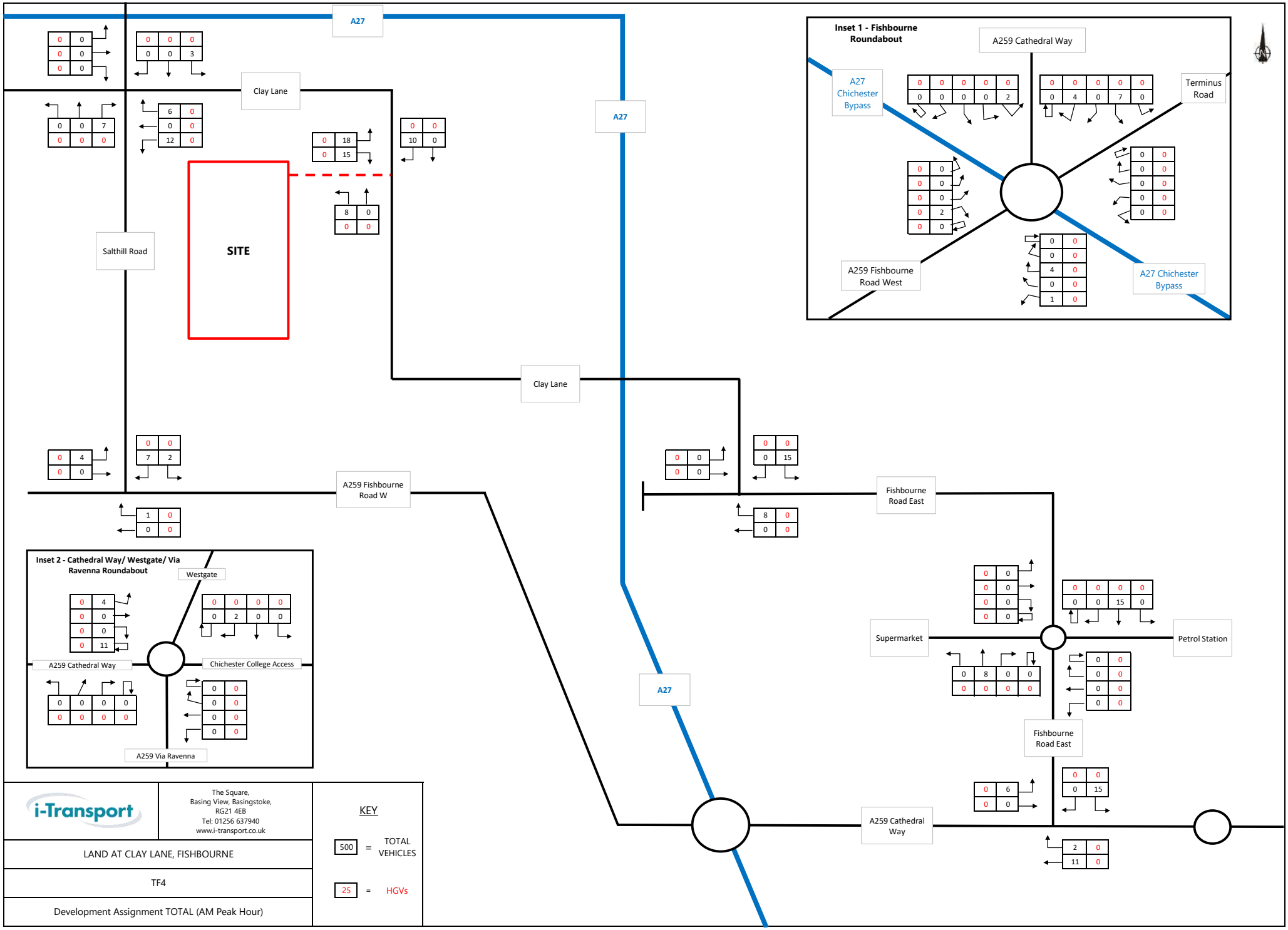
TF3

Development Distribution Two-Way

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

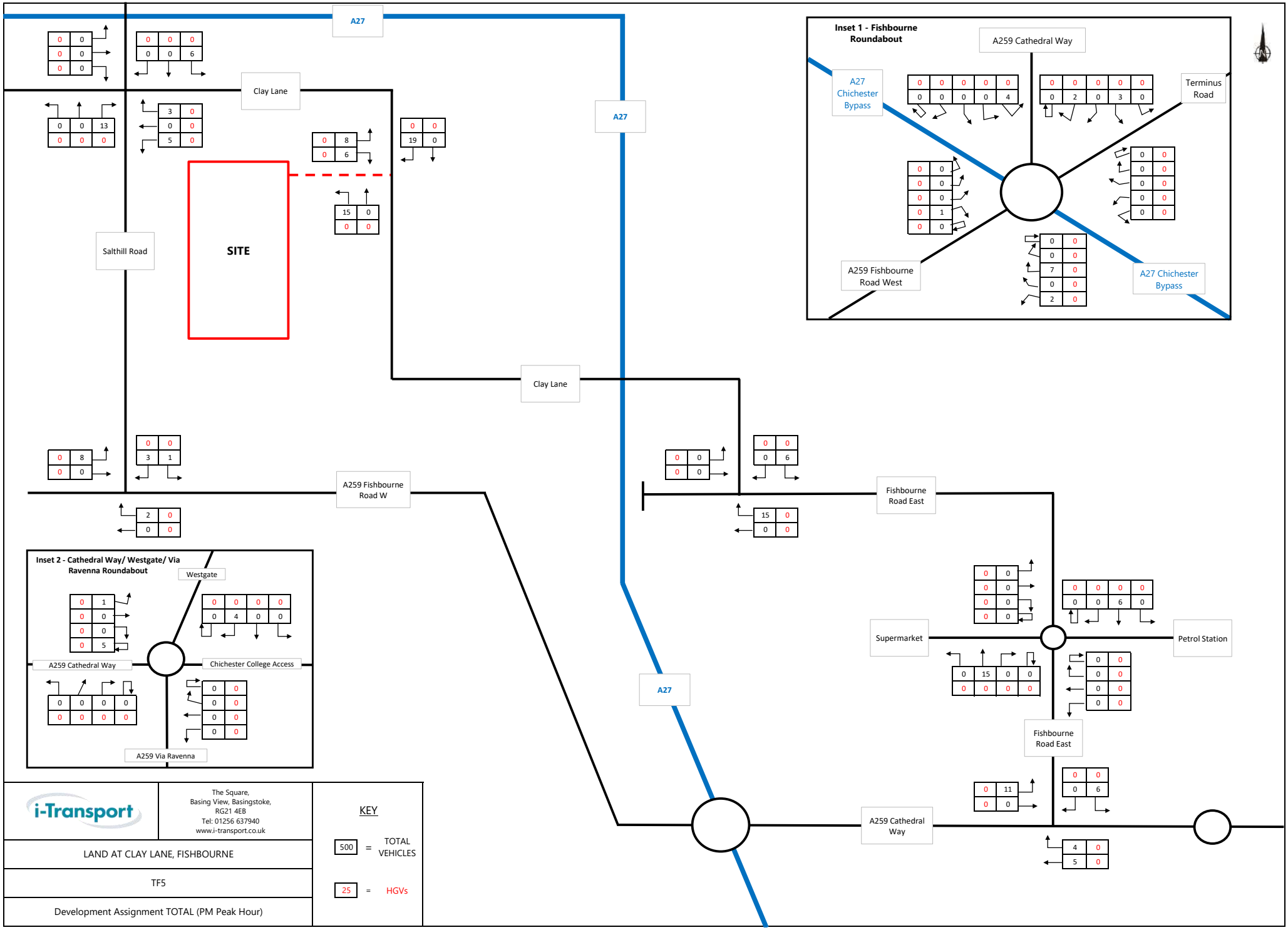
TF4

Development Assignment TOTAL (AM Peak Hour)

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

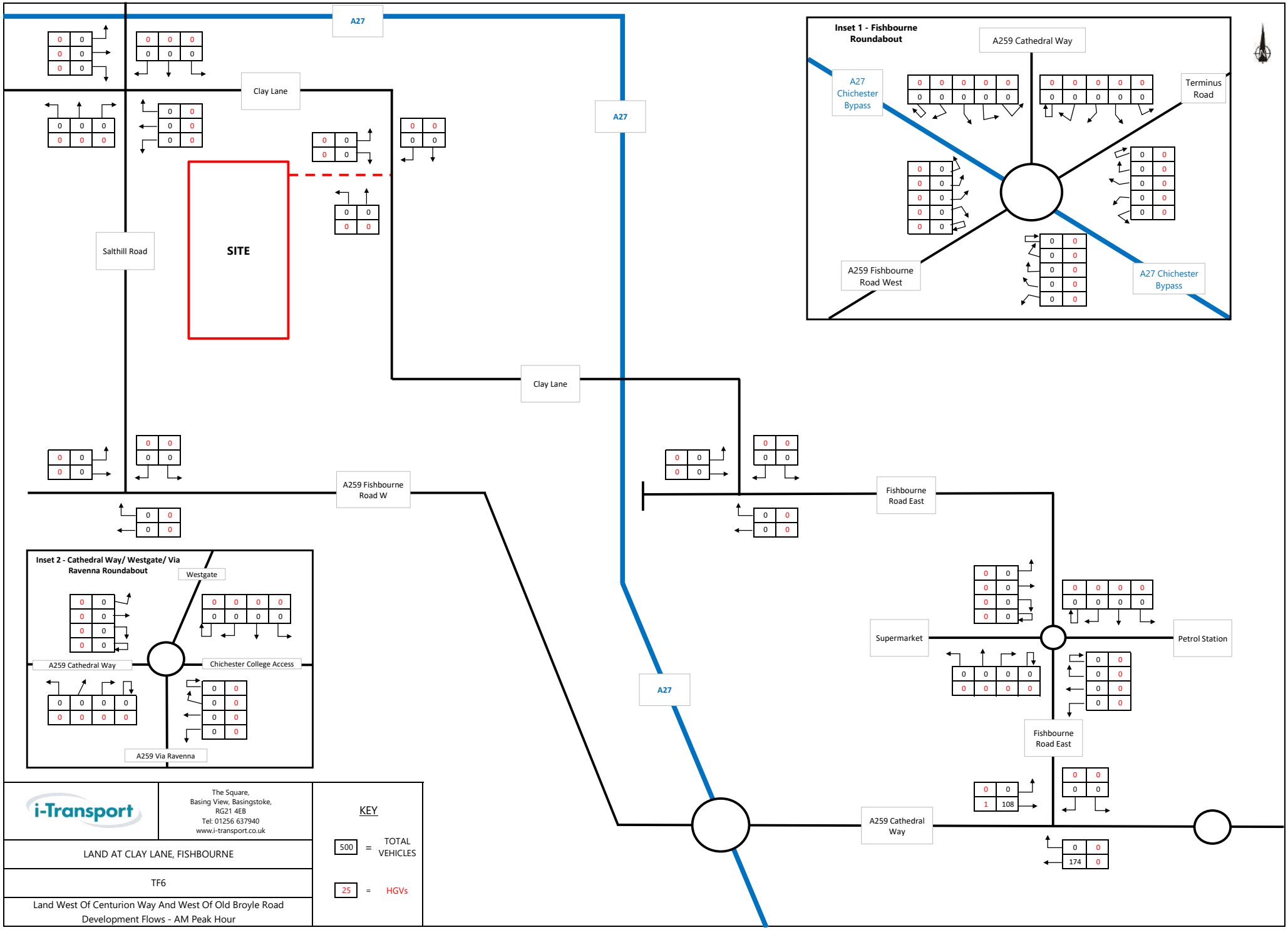
TF5

Development Assignment TOTAL (PM Peak Hour)

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

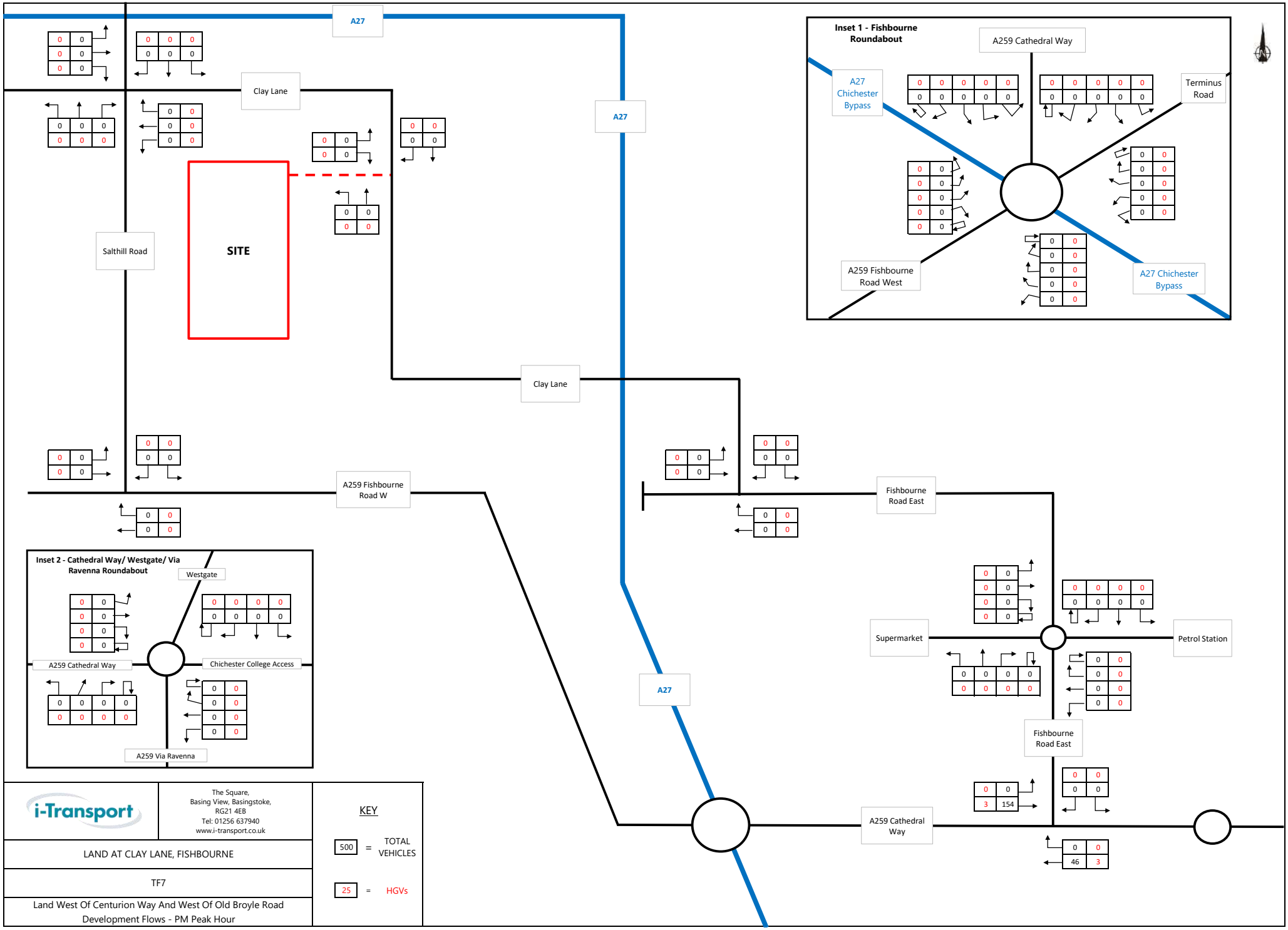
TF6

Land West Of Centurion Way And West Of Old Broyle Road
Development Flows - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

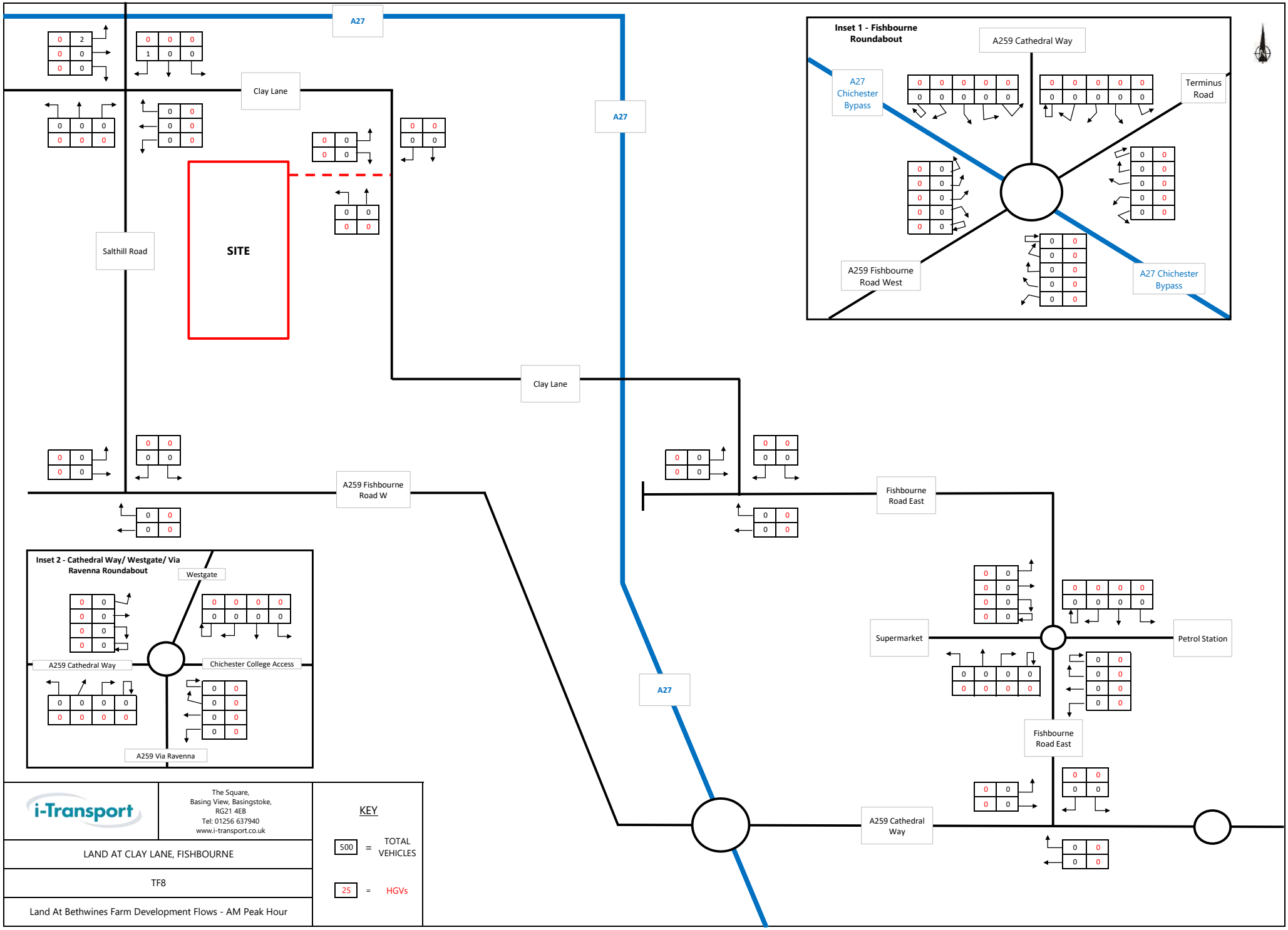
TF7

Land West Of Centurion Way And West Of Old Broyle Road
Development Flows - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

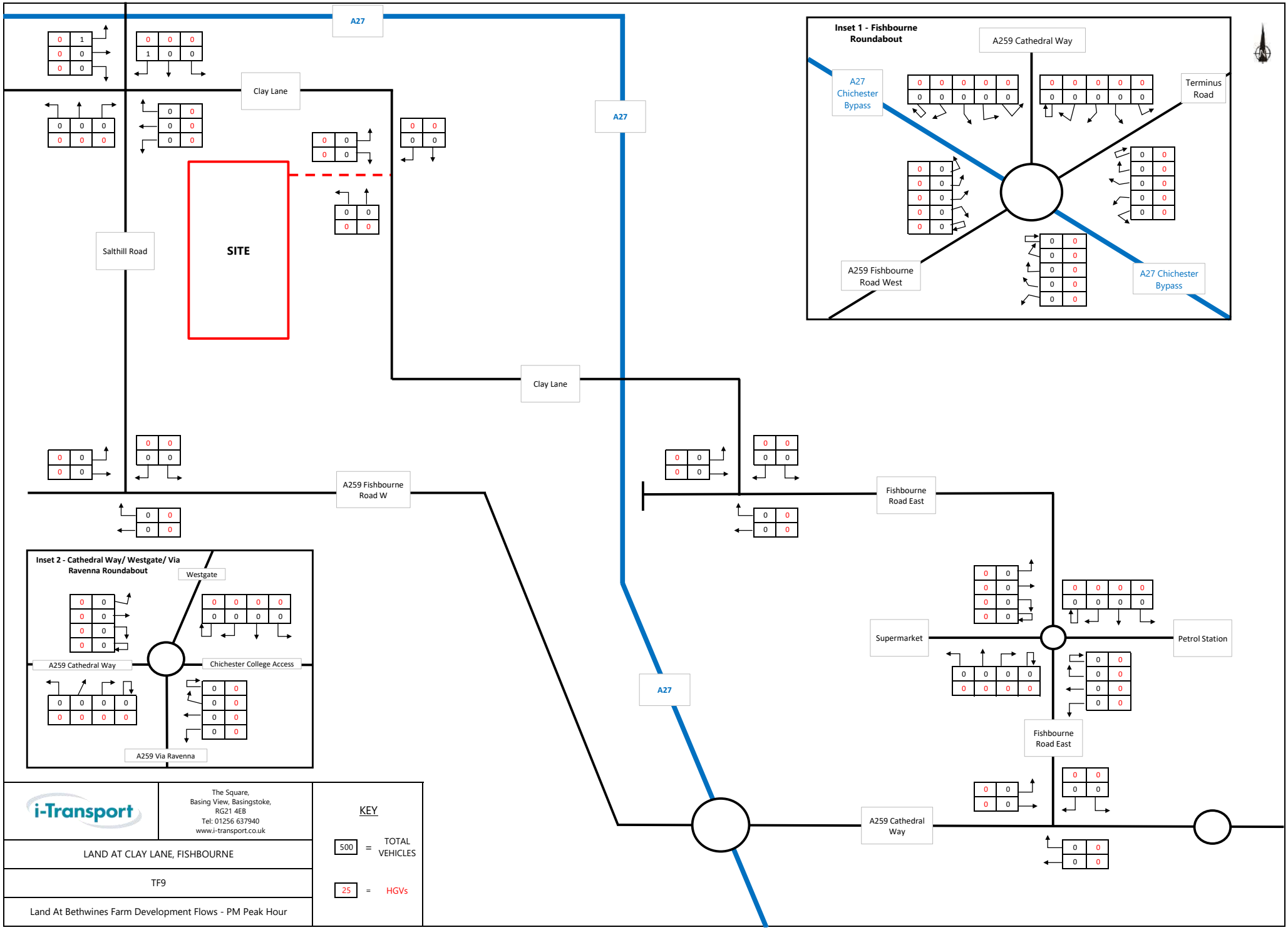
TF8

Land At Bethwines Farm Development Flows - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

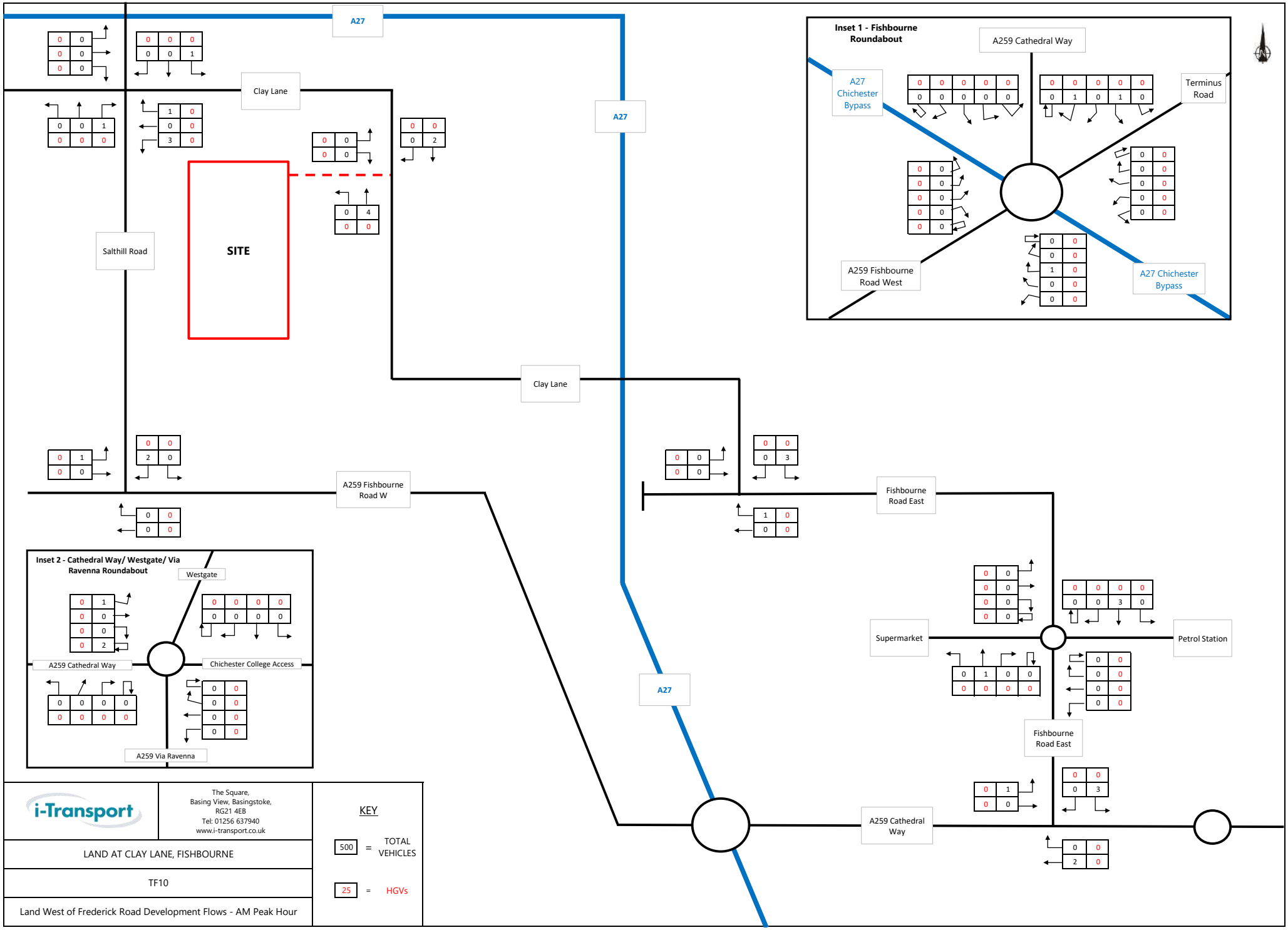
TF9

Land At Bethwines Farm Development Flows - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

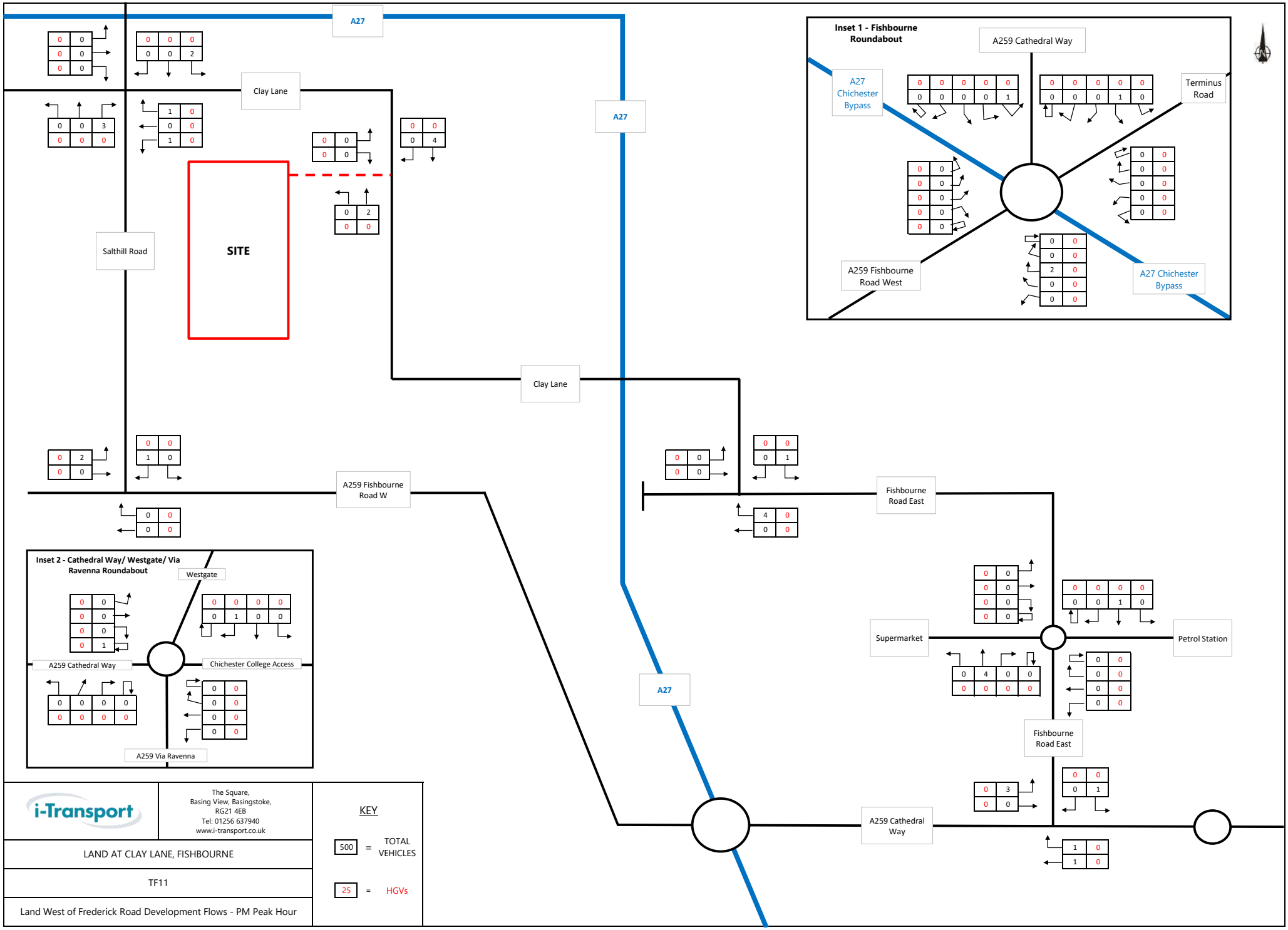
TF10

Land West of Frederick Road Development Flows - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

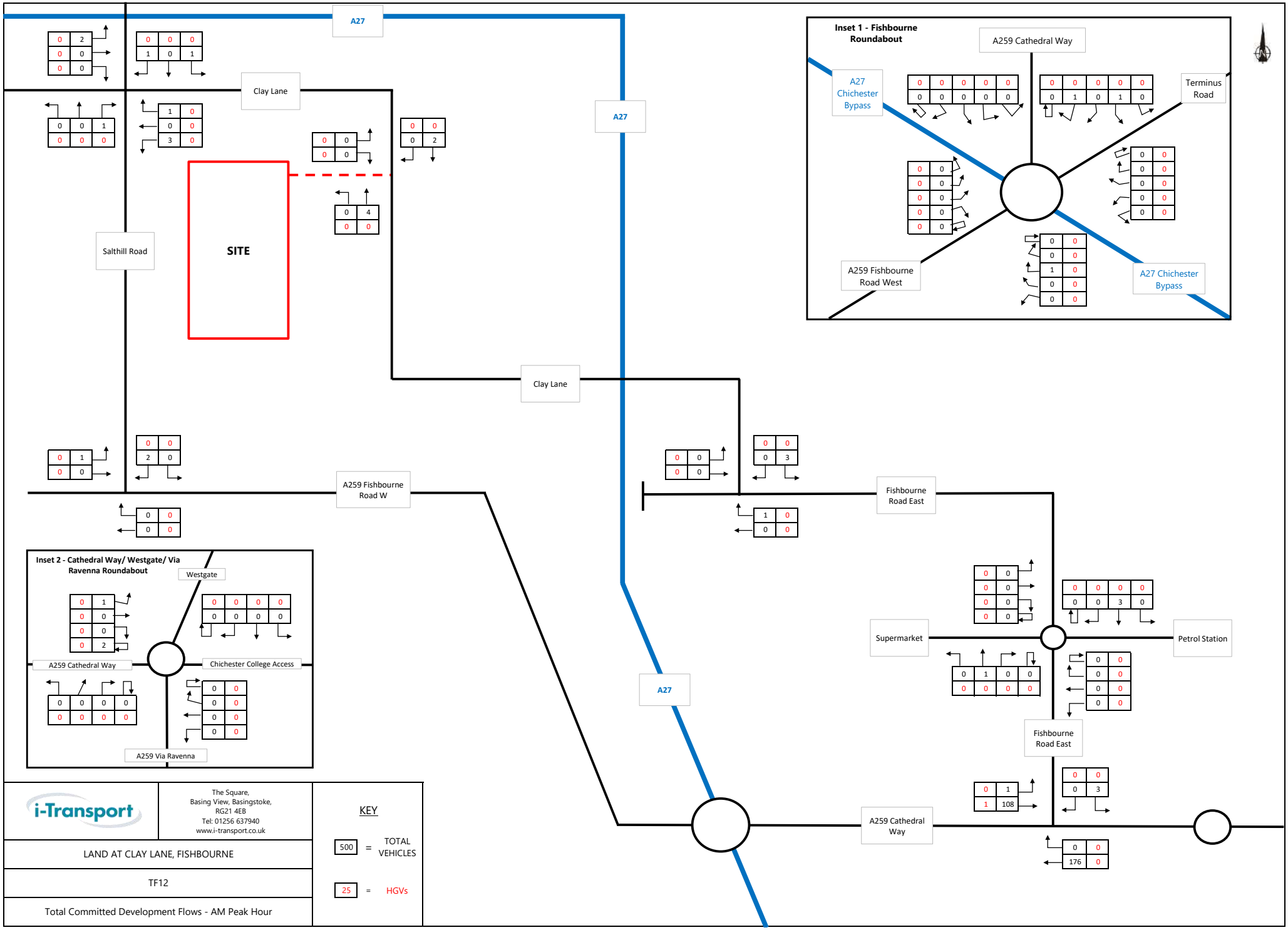
TF11

Land West of Frederick Road Development Flows - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

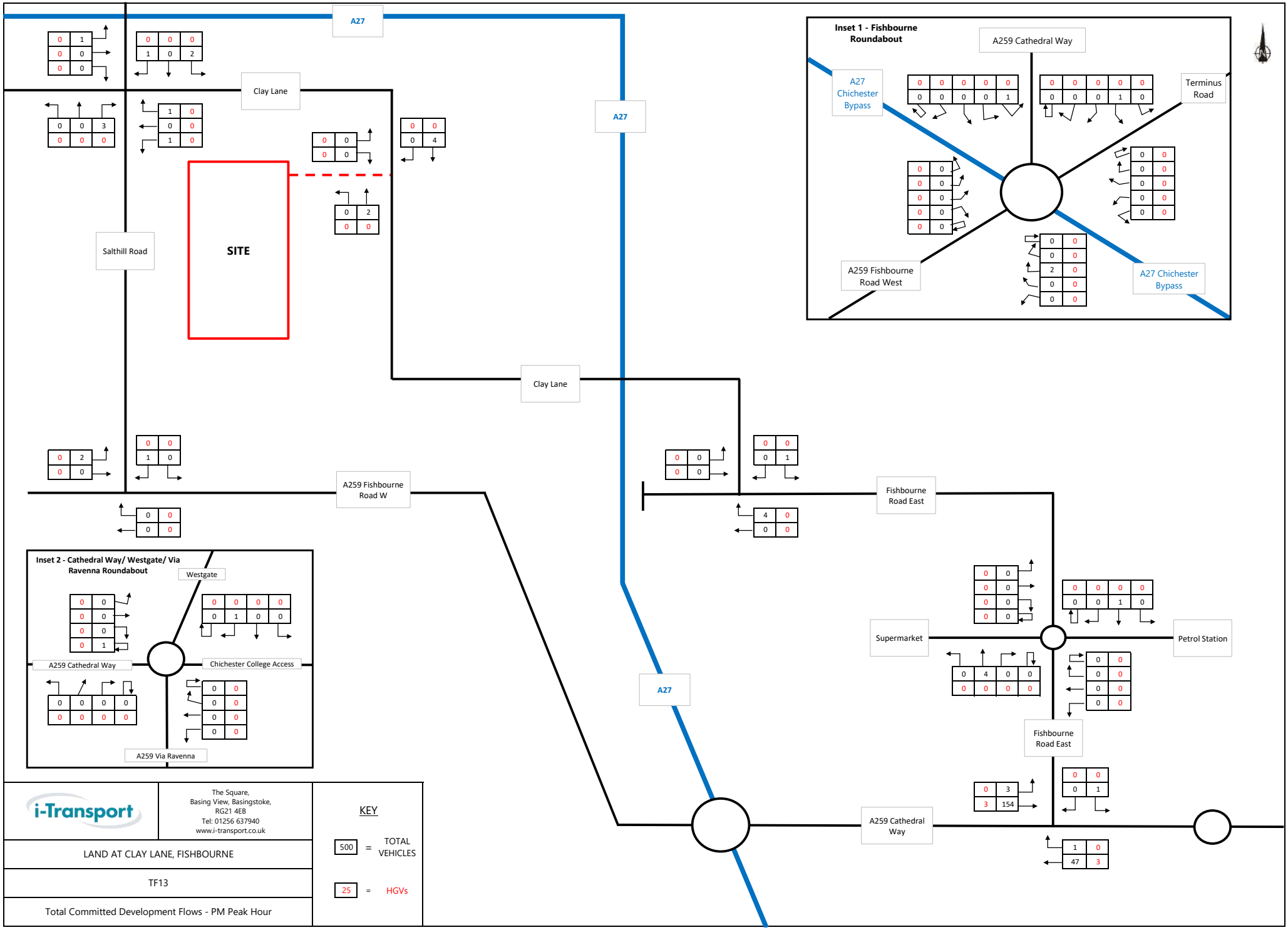
TF12

Total Committed Development Flows - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

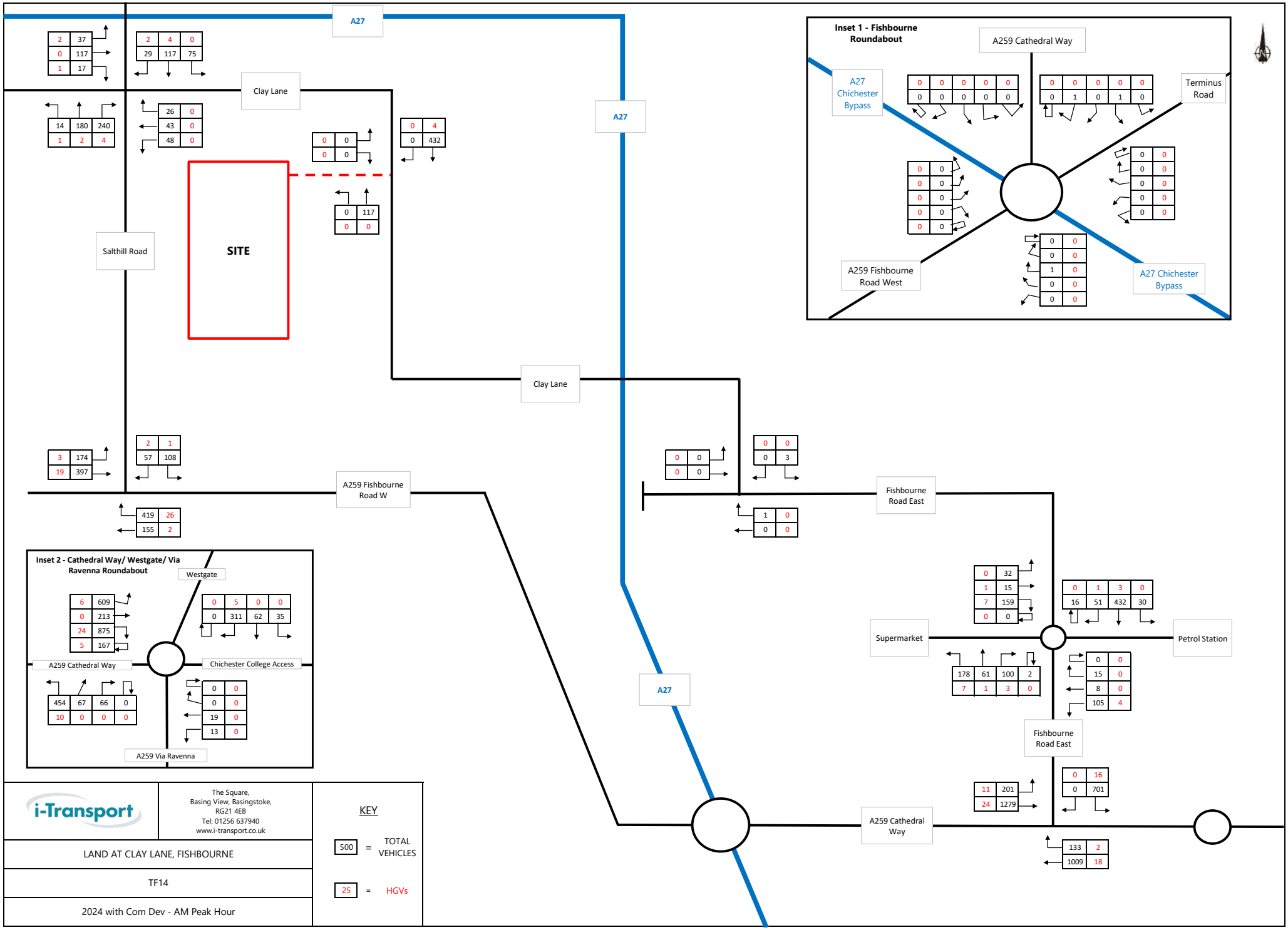
TF13

Total Committed Development Flows - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

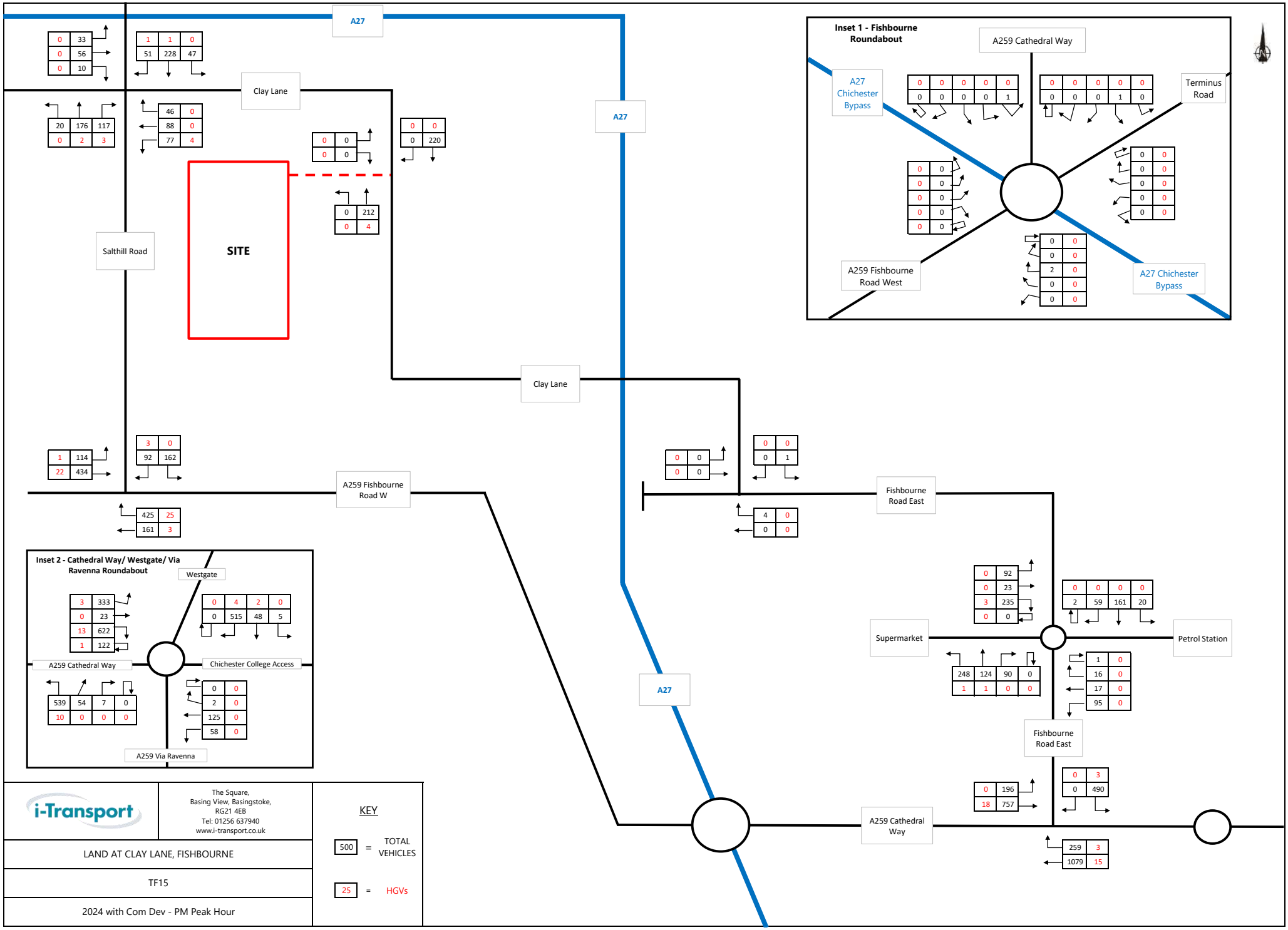
TF14

2024 with Com Dev - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

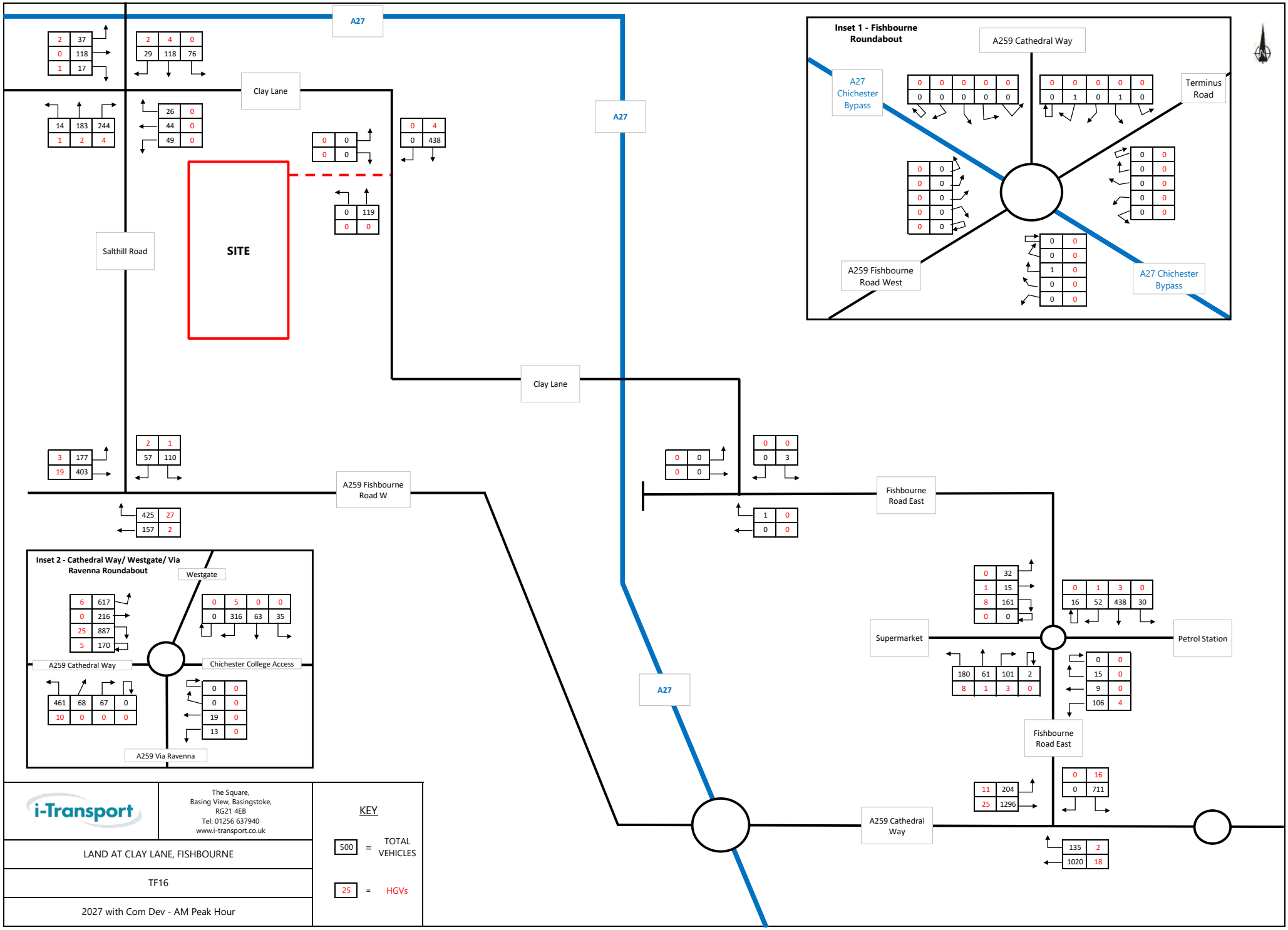
TF15

2024 with Com Dev - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

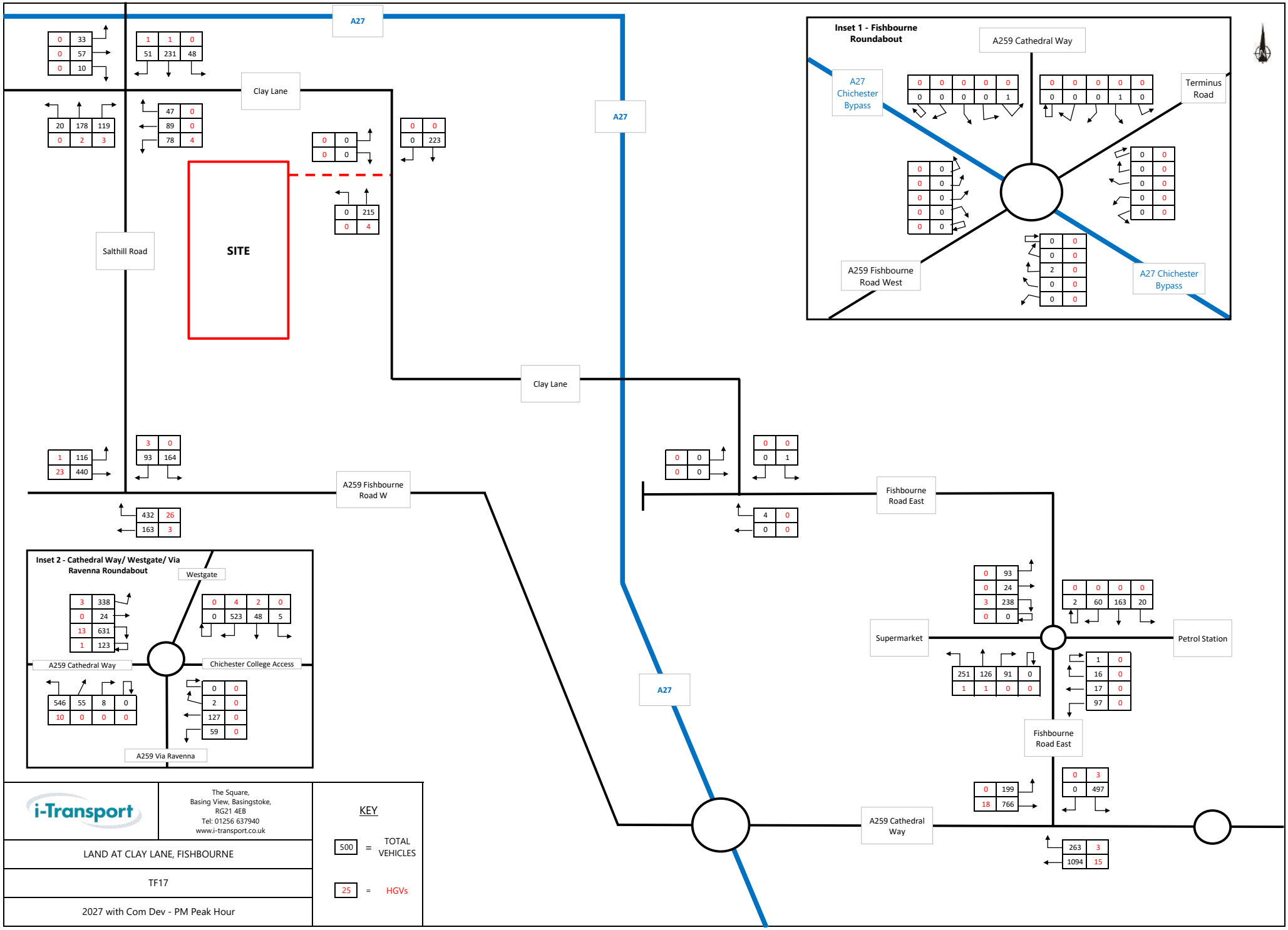
TF16

2027 with Com Dev - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

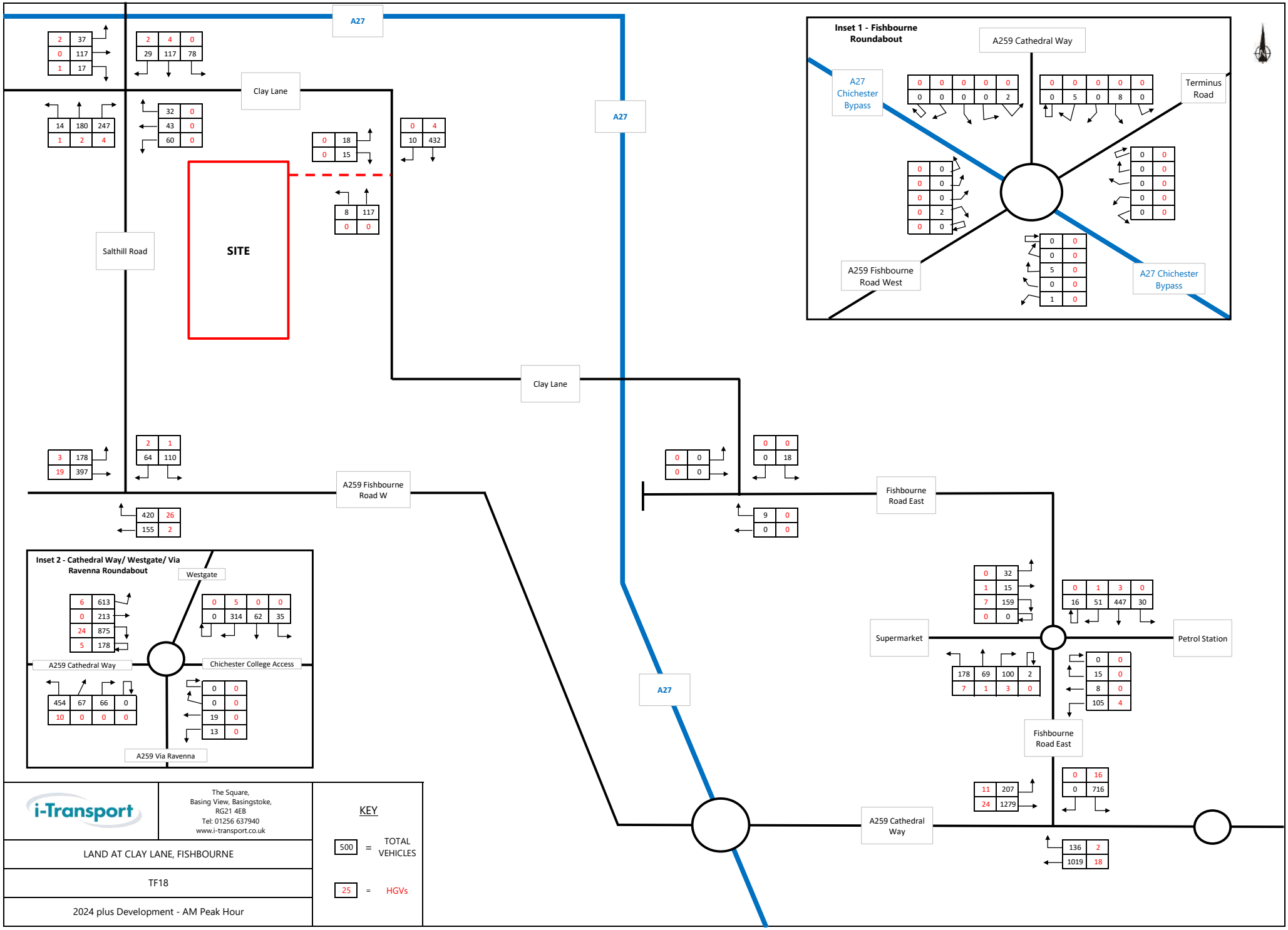
TF17

2027 with Com Dev - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

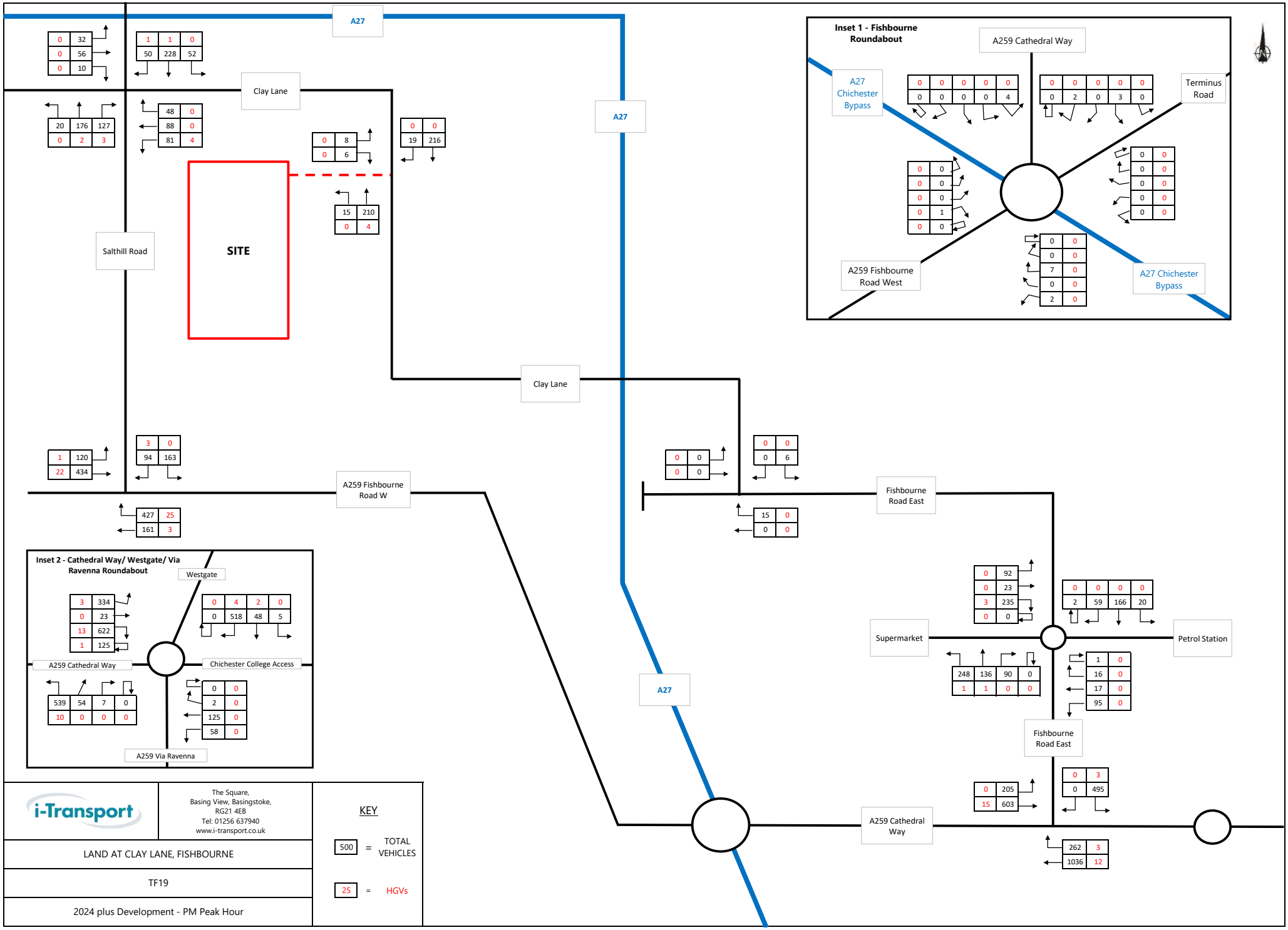
TF18

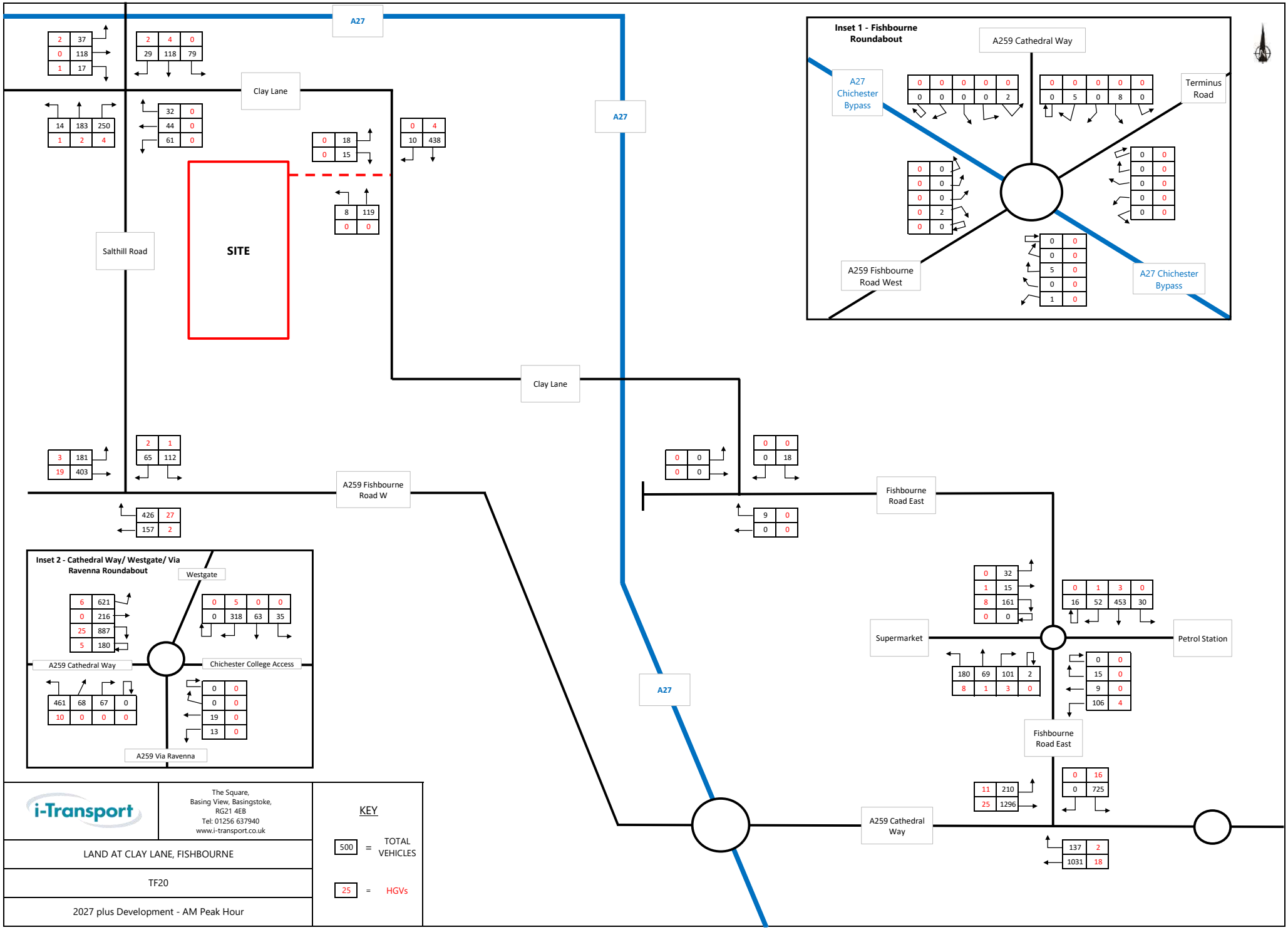
2024 plus Development - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs


A27
Clay Lane
A27
Salthill Road
SITE
Clay Lane
A259 Fishbourne Road W
A27
Fishbourne Road East
Supermarket
Petrol Station
Fishbourne Road East
A259 Cathedral Way
Inset 1 - Fishbourne Roundabout
A259 Cathedral Way
A27 Chichester Bypass
Terminus Road
A259 Fishbourne Road West
A27 Chichester Bypass
Inset 2 - Cathedral Way/ Westgate/ Via Ravenna Roundabout
Westgate
A259 Cathedral Way
Chichester College Access
A259 Via Ravenna
i-Transport
The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk
LAND AT CLAY LANE, FISHBOURNE
TF19
2024 plus Development - PM Peak Hour
KEY
500 = TOTAL VEHICLES
25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

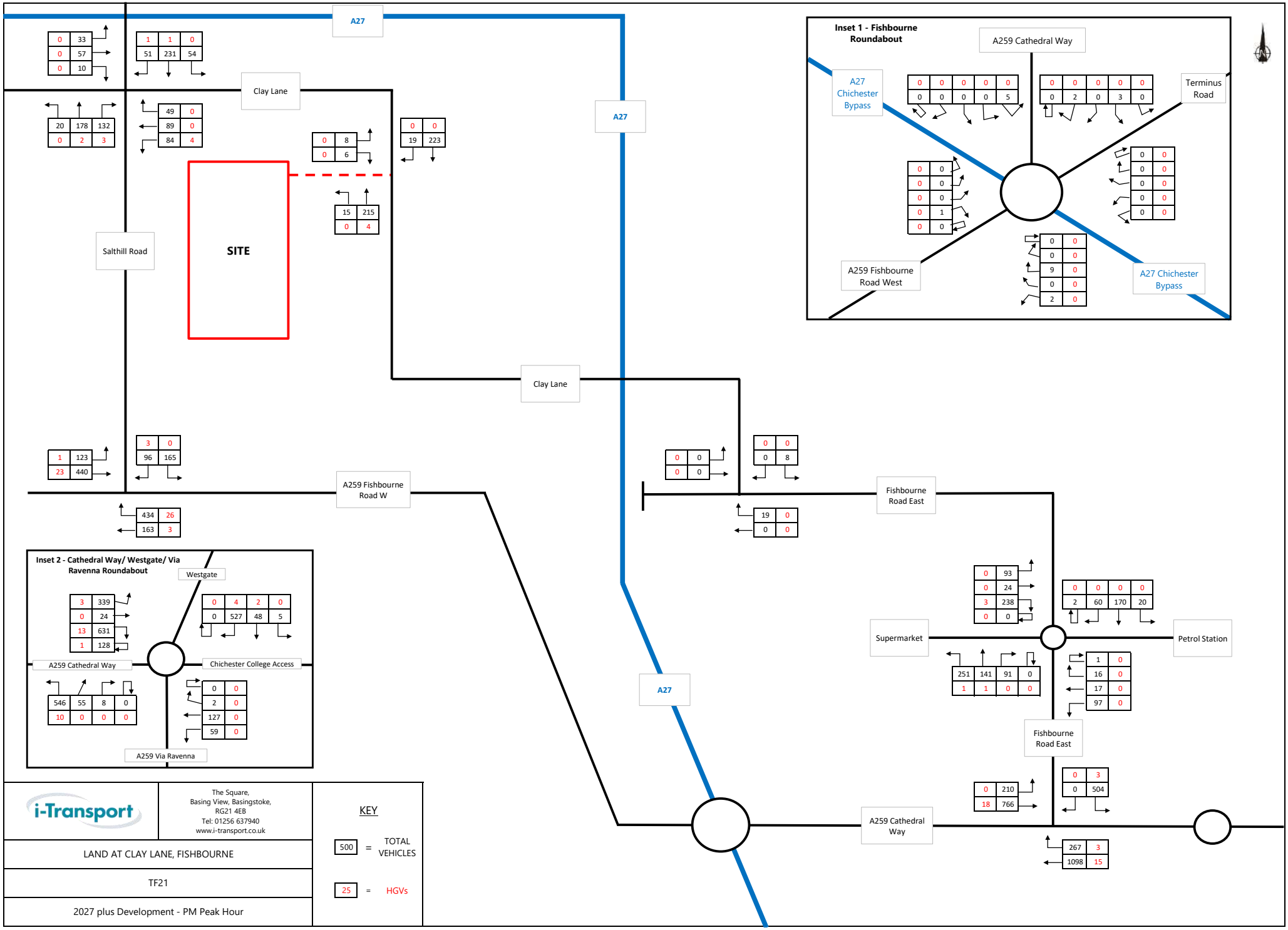
TF20

2027 plus Development - AM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square,
Basing View, Basingstoke,
RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

LAND AT CLAY LANE, FISHBOURNE

TF21

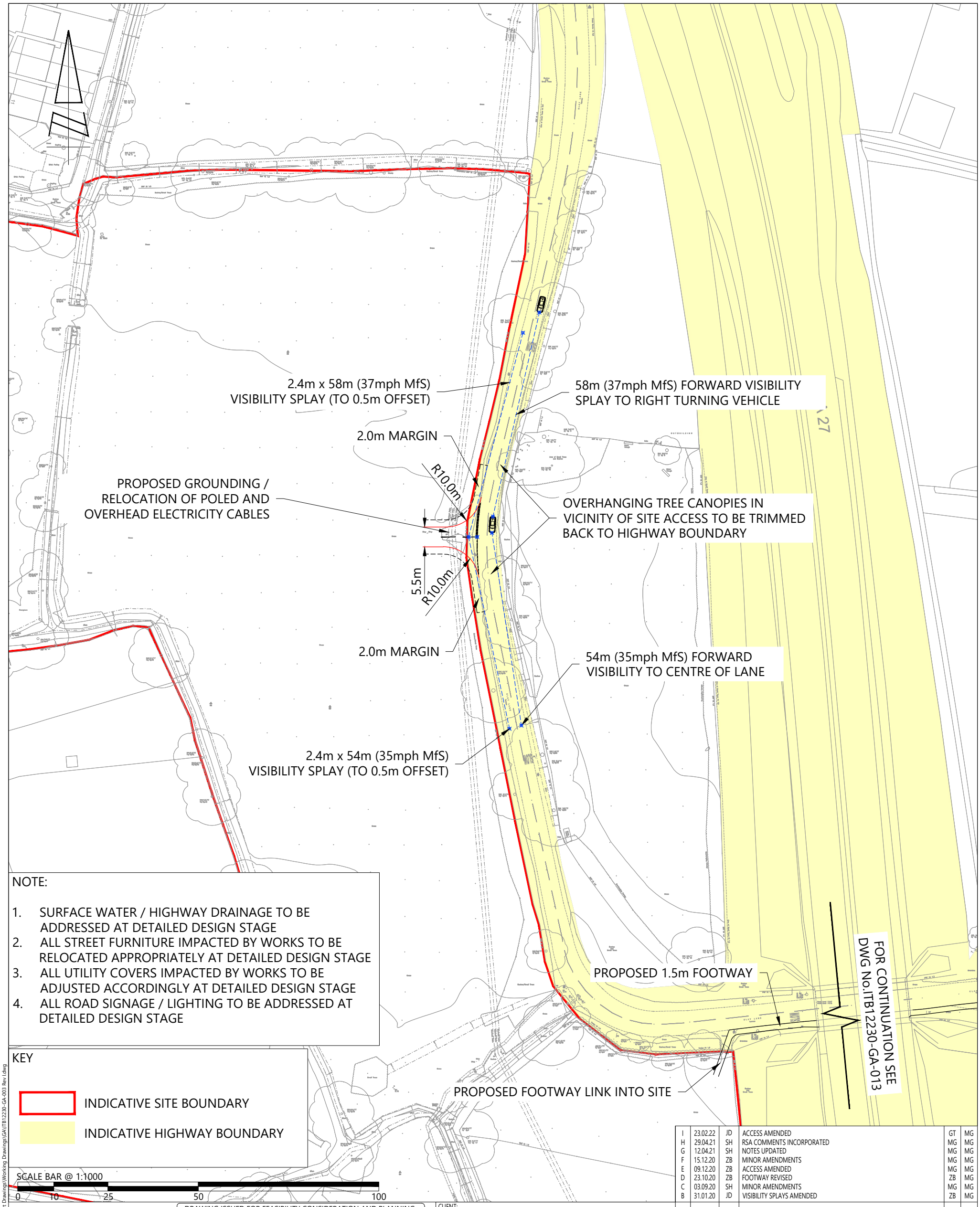
2027 plus Development - PM Peak Hour

KEY

500 = TOTAL VEHICLES

25 = HGVs

DRAWINGS



NOTE:

1. SURFACE WATER / HIGHWAY DRAINAGE TO BE ADDRESSED AT DETAILED DESIGN STAGE
2. ALL STREET FURNITURE IMPACTED BY WORKS TO BE RELOCATED APPROPRIATELY AT DETAILED DESIGN STAGE
3. ALL UTILITY COVERS IMPACTED BY WORKS TO BE ADJUSTED ACCORDINGLY AT DETAILED DESIGN STAGE
4. ALL ROAD SIGNAGE / LIGHTING TO BE ADDRESSED AT DETAILED DESIGN STAGE

KEY

INDICATIVE SITE BOUNDARY

INDICATIVE HIGHWAY BOUNDARY

SCALE BAR @ 1:1000

0 10 25 50 100

REV	DATE	BY	DESCRIPTION	CHK	APD
I	23.02.22	JD	ACCESS AMENDED	GT	MG
H	29.04.21	SH	RSA COMMENTS INCORPORATED	MG	MG
G	12.04.21	SH	NOTES UPDATED	MG	MG
F	15.12.20	ZB	MINOR AMENDMENTS	MG	MG
E	09.12.20	ZB	ACCESS AMENDED	MG	MG
D	23.10.20	ZB	FOOTWAY REVISED	ZB	MG
C	03.09.20	SH	MINOR AMENDMENTS	MG	MG
B	31.01.20	JD	VISIBILITY SPLAYS AMENDED	ZB	MG

CLIENT: GLEESON LAND

STATUS: FOR INFORMATION

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

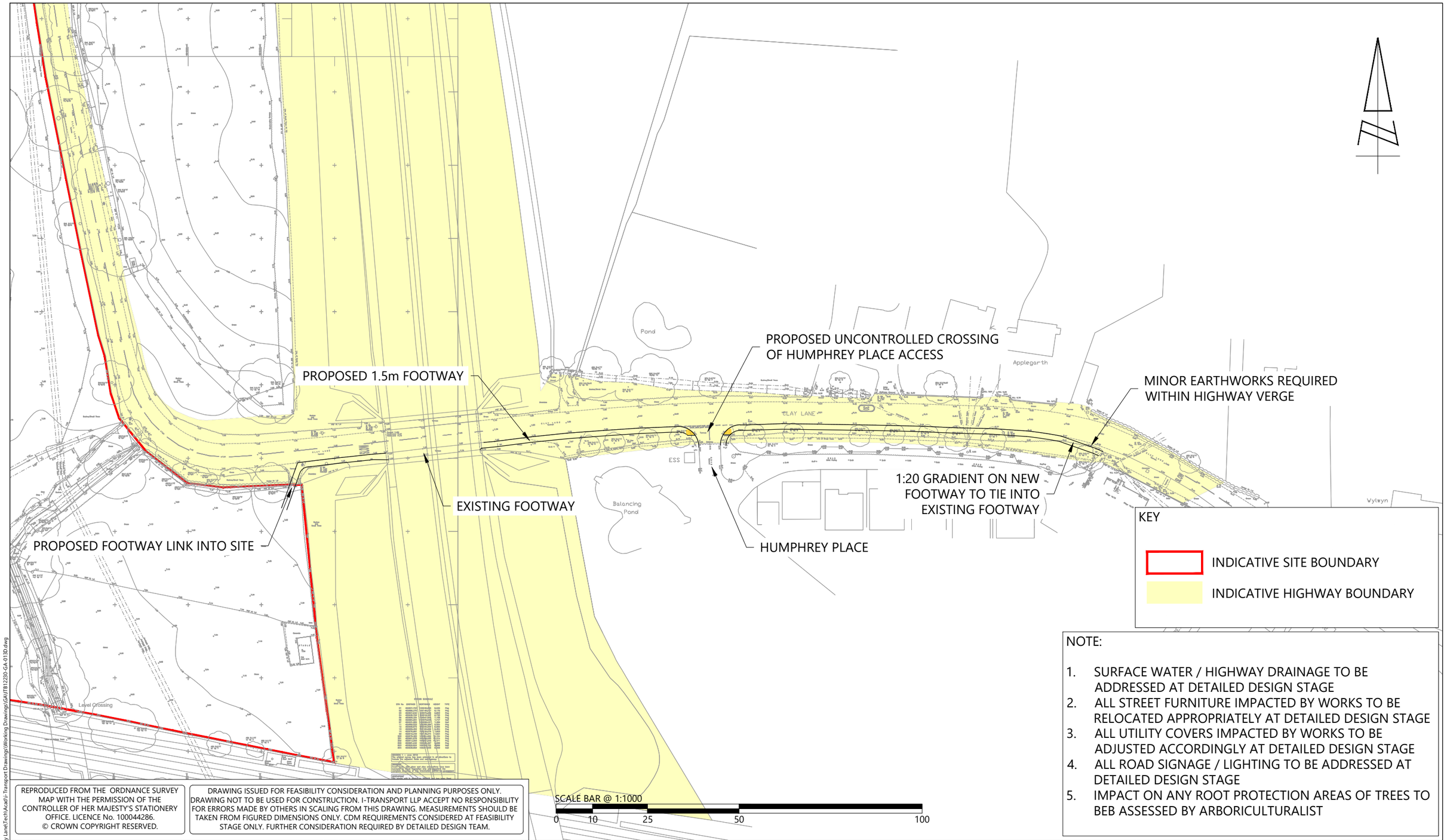
www.i-transport.co.uk

TITLE: PROPOSED SITE ACCESS ARRANGEMENT

PROJECT: LAND AT CLAY LANE, FISHBOURNE

DRAWN:	CHECKED:	APPROVED:
JD	ZB	MG
PROJECT No:	SCALE @ A3:	DATE:
ITB12230	1:1000	03.05.19
DRAWING No:		REV:
ITB12230-GA-003		I

T:\Projects\12000 Series Project Numbers\12230TB Land at Clay Lane\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB12230-GA-003 Rev I.dwg



KEY

- INDICATIVE SITE BOUNDARY
- INDICATIVE HIGHWAY BOUNDARY

NOTE:

1. SURFACE WATER / HIGHWAY DRAINAGE TO BE ADDRESSED AT DETAILED DESIGN STAGE
2. ALL STREET FURNITURE IMPACTED BY WORKS TO BE RELOCATED APPROPRIATELY AT DETAILED DESIGN STAGE
3. ALL UTILITY COVERS IMPACTED BY WORKS TO BE ADJUSTED ACCORDINGLY AT DETAILED DESIGN STAGE
4. ALL ROAD SIGNAGE / LIGHTING TO BE ADDRESSED AT DETAILED DESIGN STAGE
5. IMPACT ON ANY ROOT PROTECTION AREAS OF TREES TO BEB ASSESSED BY ARBORICULTURALIST

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
D	29.04.21	SH	RSA COMMENTS INCORPORATED	MG	MG
C	12.04.21	SH	NOTES UPDATED	MG	MG
B	10.12.20	ZB	ALIGNMENT REVISED	ZB	MG
A	10.11.20	ZB	ALIGNMENT REVISED	ZB	MG

STATUS: FOR INFORMATION

TITLE: PROPOSED FOOTWAY CONNECTION - EASTBOUND ALONG CLAY LANE

PROJECT: LAND AT CLAY LANE, FISHBOURNE

CLIENT: GLEESON LAND

DRAWN:	CHECKED:	APPROVED:
ZB	ZB	MG
PROJECT No:	SCALE @ A3:	DATE:
ITB12230	1:1000	27.10.20
DRAWING No:		REV:
ITB12230-GA-013		D

T:\Projects\12000 Series Project Numbers\12230\ITB Land at Clay Lane\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB12230-GA-013D.dwg

APPENDIX A. Illustrative Masterplan

Site

LAND WEST OF CLAY LANE, FISHBOURNE

Drawing

Illustrative masterplan

Scale

1:1250@A1

Date

13.09.22

Drawing ref 1270.**02**

0 10 20 30 40 50m

KEY

- Site boundary
- Existing public right of way
- Indicative location of proposed railway crossing

richards urban design

APPENDIX B. PROW & NCN Route 2

Public Rights Of Way

National Cycle Network Route 2

APPENDIX C. Traffic Survey Data

15 mins Vehicle Classification-Speed Data_ITRANSPORT

Globals

Report Id	CustomList-895
Descriptor	15 mins Vehicle Classification-Speed Data_ITRANSPORT
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-23T14:25:41
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	7040_1.
Site Attribute	Fishbourne
File Name	Z:\Projects\7040 - Fishbourne, West Sussex ATCs (HO - 06.05)\Raw data\7040_1. 0 2019-05-17 2205.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Clay ln 60mph
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T22:08:08
Start Time	2019-05-08T22:08:08
Finish Time	2019-05-17T22:05:18
Operator	pw
Configuration	40 MC5600 00 00 00 00 00 ? JM96C4X8 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	50_60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-16T00:00:00
Class Scheme	Euro13
F	Cls(1-12) Dir(AB) Sp(6,99) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	Northbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
SpCls 1	Speed averages by class
SpCls 2	Speed averages by class
SpCls 3	Speed averages by class
SpCls 4	Speed averages by class
SpCls 5	Speed averages by class
SpCls 6	Speed averages by class
SpCls 7	Speed averages by class
SpCls 8	Speed averages by class
SpCls 9	Speed averages by class
SpCls 10	Speed averages by class
SpCls 11	Speed averages by class
SpCls 12	Speed averages by class
Vbin 0 10	Speed bin totals
Vbin 10 20	Speed bin totals
Vbin 20 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

Thursday 09 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.5	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.2	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.1	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36	-
0545	2	1	1	0	0	0	0	0	0	0	0	0	0	27.2	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	31.7	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.5	-
0615	4	4	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	2	0	0	0	0	0	0	0	33.6	-
0630	9	9	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	2	0	0	0	0	0	0	0	32.9	-
0645	16	14	2	0	0	0	0	0	0	0	0	0	0	31.4	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	2	0	0	0	0	0	0	0	31.4	34.8
0700	17	15	2	0	0	0	0	0	0	0	0	0	0	32.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	10	3	1	0	0	0	0	0	0	33.1	37.1
0715	35	34	1	0	0	0	0	0	0	0	0	0	0	32.6	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	18	7	1	1	0	0	0	0	0	32.5	36.7
0730	107	99	7	0	0	0	0	0	0	0	0	0	1	30.3	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.3	0	1	52	44	9	1	0	0	0	0	0	0	30.3	34.2
0745	127	120	7	0	0	0	0	0	0	0	0	0	0	30.2	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	57	59	9	1	0	0	0	0	0	0	30.4	33.5
0800	92	82	9	0	0	0	0	0	0	0	0	0	1	26.9	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	0	10	51	27	4	0	0	0	0	0	0	0	27	32.9
0815	108	100	8	0	0	0	0	0	0	0	0	0	0	30.3	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	55	43	9	1	0	0	0	0	0	0	30.2	33.3
0830	77	71	6	0	0	0	0	0	0	0	0	0	0	29.0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6	30	36	5	0	0	0	0	0	0	0	29	33.6
0845	101	98	2	0	0	0	0	0	0	0	0	0	1	29.3	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.4	0	1	63	32	5	0	0	0	0	0	0	0	29.3	32.9
0900	73	70	3	0	0	0	0	0	0	0	0	0	0	28.7	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	52	14	5	1	0	0	0	0	0	0	28.7	32.7
0915	66	63	3	0	0	0	0	0	0	0	0	0	0	29.3	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	39	24	3	0	0	0	0	0	0	0	29.4	33.1
0930	40	39	1	0	0	0	0	0	0	0	0	0	0	30.1	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	12	4	1	0	0	0	0	0	0	30.1	34.6
0945	39	36	2	0	0	0	0	0	0	0	0	0	1	27.2	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	3	27	8	1	0	0	0	0	0	0	0	27.3	32.5
1000	21	21	0	0	0	0	0	0	0	0	0	0	0	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	4	0	0	0	0	0	0	0	0	27.9	30.9
1015	38	34	4	0	0	0	0	0	0	0	0	0	0	29.2	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	12	3	0	0	0	0	0	0	0	29.2	32.1
1030	40	36	4	0	0	0	0	0	0	0	0	0	0	28.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	6	3	1	0	0	0	0	0	0	28.9	33.8
1045	32	31	1	0	0	0	0	0	0	0	0	0	0	28.9	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	12	0	0	0	0	0	0	0	0	28.8	31.6
1100	35	32	2	0	0	0	0	0	0	0	0	0	1	27.2	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	0	3	26	4	2	0	0	0	0	0	0	0	27.2	30.5
1115	40	38	1	0	0	0	0	0	0	0	0	0	1	29.4	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6	0	0	23	17	0	0	0	0	0	0	0	0	29.4	32.4
1130	43	37	6	0	0	0	0	0	0	0	0	0	0	29.4	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	12	2	1	0	0	0	0	0	0	29.3	33.6
1145	28	25	3	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	10	3	0	0	0	0	0	0	0	30	33.8
1200	28	26	2	0	0	0	0	0	0	0	0	0	0	29.4	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	9	3	0	0	0	0	0	0	0	29.6	34.7
1215	25	24	1	0	0	0	0	0	0	0	0	0	0	30.7	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	8	11	5	0	0	0	0	0	0	0	30.9	35.5
1230	27	23	4	0	0	0	0	0	0	0	0	0	0	28.1	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	5	0	0	0	0	0	0	0	0	28.3	31.2
1245	31	28	2	0	0	0	0	0	0	0	0	0	1	30.4	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.5	0	0	16	11	3	1	0	0	0	0	0	0	30.4	35
1300	28	27	1	0	0	0	0	0	0	0	0	0	0	29.7	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	8	3	1	0	0	0	0	0	0	29.8	34.3
1315	29	28	1	0	0	0	0	0	0	0	0	0	0	28.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	18	10	0	0	0	0	0	0	0	0	28.1	33.3
1330	27	25	1	0	0	1	0	0	0	0	0	0	0	30.2	33.4	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	11	3	0	0	0	0	0	0	0	30.2	33.7
1345	29	26	2	0	0	0	0	1	0	0	0	0	0	29.2	29.6	0.0	0.0	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0	0	14	14	1	0	0	0	0	0	0	0	29.3	33
1400	43	40	3	0	0	0	0	0	0	0	0	0	0	31.3	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	15	5	2	0	0	0	0	0	0	31.3	36
1415	27	25	1	0	0	0	0	0	0	0	0	0	1	28.5	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0	5	7	15	0	0	0	0	0	0	0	0	28.1	33.5
1430	57	56	1	0	0	0	0	0	0	0	0	0	0	29.4	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	36	18	3	0	0	0	0	0	0	0	29.4	32.1
1445	51	49	1	0	0	1	0	0	0	0	0	0	0	29.8	34.9	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	27	20	2	1	0	0	0	0	0	0	29.8	33.2
1500	33	32	1	0	0	0	0	0	0	0	0	0	0	29.6	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	10	3	0	0	0	0	0	0	0	29.6	34.3
1515	38	37	1	0	0	0	0	0	0	0	0	0	0	31.4	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	19	6	0	0	0	0	0	0	0	31.4	35.5
1530	59	55	2	1	0	0	0	0	0	0	0	0	1	29.2	22.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.6	0	1	39	12	7	0	0	0	0	0	0	0	28.8	33.3
1545	41	38	3	0	0	0	0	0	0	0	0	0	0	31.5	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	20	7	1	0	0	0	0	0	0	31.6	35.9
1600	34	31	1	0	0	1	0	0	1	0	0	0	0	30.7	30.3	0.0	0.0	23.5	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0	0	16	14	4	0	0	0	0	0	0	0	30.3	33.9
1615	44	39	3	0	0	1	0	1	0	0	0	0	0	29.7	33.2	0.0	0.0	25.3	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0	1	18	21	3	1	0	0	0	0	0	0	29.8	34.4
1630	51	48	3	0	0	0	0	0	0	0	0	0	0	29.7	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	22	3	0	0	0	0	0	0	0	29.9	33
1645	37	33	3	0	0	0	0	0	0	0	0	0	1	31.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0	1	12	17	7	0	0	0	0	0	0	0	30.8	35.6
1700	39	35	4	0	0	0	0	0	0	0	0	0	0	31.1	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	15	15	8	0	0	0	0	0	0	0	31.2	35.6
1715	32	30	2	0	0	0	0	0	0	0	0	0	0	31.7	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	18	6	0	0	0	0	0	0	0	31.8	35.3
1730	45	45	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	22	3	0	0	0	0	0	0	0	30.3	33.8
1745	35	33	2	0	0	0	0	0	0	0	0	0	0	32.6	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	24	3	1	0	0	0	0	0	0	32.7	35
1800	38	37	1	0	0	0	0	0	0	0	0	0	0	30.3	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	14	5	0	0	0	0	0	0	0	30.4	33.8
1815	22	20	1	0	0	0	0	0	0	0	0	0	1	32.3	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0	0	6	11	3	2	0	0	0	0	0	0	31.8	36.8
1830	23	23	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	8	3	1	0	0	0	0	0	0	30.6	35.8
1845	19	19	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	5	5	0	0	0	0	0	0	0	31.5	35.8
1900	28	27	1	0	0	0	0	0	0	0	0	0	0	31.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	17	1	0	1	0	0	0	0	0	31.1	34.5
1915	17	17	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	6	2	0	0	0	0	0	0	0	30	34.9
1930	12	12	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	6	0	0	0	0	0	0	0	0	30.4	34.3
1945	14	13	1	0	0	0	0	0	0	0	0	0	0	31.4	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	9	2	0	0	0	0	0	0	0	31.8	36
2000	9	9	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	2	0	0	0	0	0	0	0	31.8	-
2015	4	4	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	33.5	-
2030	14	11	3	0	0	0	0	0	0	0	0	0	0	28.6	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	4	1	1	0	0	0	0	0	0	30	37.9
2045	7	7	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	0	0	0	0	0	0	0	0	30.5	-
2100	6	5	1	0	0	0	0	0	0	0	0	0	0	33.8	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	0	1	0	0	0	0	0	0	33.3	-
2115	2	2	0	0	0	0	0	0	0	0	0	0	0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	0	0	0	0	0	0	0	0	0	24.3	-
2130	6	6	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	1	0	0	0	0	0	0	0	29.7	-
2145	5	5	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	0	0	0	0	0	0	0	0	27.6	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	1	0	0	0	0	0	35.7	-
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	3	0	0	0	0	0	0	0	0	29.8	-
2230	2	1	1	0	0	0	0	0	0	0	0	0	0	47.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	1	0	0	0	0	0	41.3	-
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	24.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	24.9	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0	38	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**2151**	**2013**	**119**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**0**	**11**	**29.8**	**30.8**	**25.6**	**0.0**	**25.7**	**0.0**	**28.3**	**21.9**	**0.0**	**0.0**	**0.0**	**23.0**	**0**	**39**	**1107**	**803**	**181**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**29.8**	**33.8**
06-22	**2305**	**2159**	**127**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**0**	**11**	**29.8**	**31.0**	**25.6**	**0.0**	**25.7**	**0.0**	**28.3**	**21.9**	**0.0**	**0.0**	**0.0**	**23.0**	**0**	**40**	**1166**	**878**	**197**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**29.9**	**33.8**
06-00	**2320**	**2173**	**128**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**0**	**11**	**29.9**	**31.0**	**25.6**	**0.0**	**25.7**	**0.0**	**28.3**	**21.9**	**0.0**	**0.0**	**0.0**	**23.0**	**0**	**40**	**1172**	**882**	**200**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**29.9**	**33.9**
00-00	**2327**	**2179**	**129**	**1**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**0**	**11**	**29.9**	**31.0**	**25.6**	**0.0**	**25.7**	**0.0**	**28.3**	**21.9**	**0.0**	**0.0**	**0.0**	**23.0**	**0**	**40**	**1174**	**883**	**203**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**29.9**	**33.9**

Vehicles = 2327
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 49.6 mph, Minimum = 11.4 mph, Mean = 29.9 mph
85% Speed = 33.93 mph, 95% Speed = 36.61 mph, Median = 29.81 mph
10 mph Pace = 25 - 35, Number in Pace = 1879 (80.75%)
Variance = 17.95, Standard Deviation = 4.24 mph

Friday 10 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.7	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.7	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	42.4	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.3	-
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	31.6	-
0545	3	2	1	0	0	0	0	0	0	0	0	0	0	30.9	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	31.9	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	0	0	0	0	0	0	0	30.5	-
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	34.7	-
0630	8	8	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	2	0	0	0	0	0	0	0	31.6	-
0645	17	14	2	1	0	0	0	0	0	0	0	0	0	31.1	30.4	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	10	1	0	0	0	0	0	0	0	30.7	34.3
0700	18	14	4	0	0	0	0	0	0	0	0	0	0	31.8	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	4	0	0	0	0	0	0	0	32.4	37
0715	34	30	4	0	0	0	0	0	0	0	0	0	0	30.5	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	19	3	1	0	0	0	0	0	0	30.8	34.8
0730	103	96	7	0	0	0	0	0	0	0	0	0	0	30.5	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	51	41	11	0	0	0	0	0	0	0	30.5	34.3
0745	101	94	7	0	0	0	0	0	0	0	0	0	0	31.1	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	36	51	12	1	0	0	0	0	0	0	31.1	34.3
0800	77	68	7	0	0	0	0	0	0	0	0	0	2	29.7	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	3	31	33	10	0	0	0	0	0	0	0	29.8	34.9
0815	90	84	6	0	0	0	0	0	0	0	0	0	0	29.5	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	48	36	5	0	0	0	0	0	0	0	29.5	33.6
0830	105	101	4	0	0	0	0	0	0	0	0	0	0	29.4	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	60	39	5	1	0	0	0	0	0	0	29.4	33
0845	82	79	2	0	0	1	0	0	0	0	0	0	0	30.3	34.2	0.0	0.0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	31	36	11	0	0	0	0	0	0	0	30.5	35
0900	66	62	4	0	0	0	0	0	0	0	0	0	0	29.8	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	34	27	4	1	0	0	0	0	0	0	29.9	33.6
0915	56	54	1	0	0	1	0	0	0	0	0	0	0	29.9	31.4	0.0	0.0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	29	19	7	0	0	0	0	0	0	0	29.9	34.5
0930	48	47	1	0	0	0	0	0	0	0	0	0	0	29.5	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	16	3	1	0	0	0	0	0	0	29.5	32.4
0945	49	45	3	0	0	0	0	0	0	0	0	0	1	28.6	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	0	31	15	3	0	0	0	0	0	0	0	28.9	33
1000	46	41	5	0	0	0	0	0	0	0	0	0	0	29.0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	17	1	0	0	0	0	0	0	0	28.9	32.4
1015	43	40	2	0	0	1	0	0	0	0	0	0	0	30.0	23.2	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	20	2	0	0	0	0	0	0	0	29.8	33.7
1030	43	41	2	0	0	0	0	0	0	0	0	0	0	27.5	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	27	9	3	0	0	0	0	0	0	0	27.3	32.8
1045	35	34	0	0	0	1	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	19	13	2	0	0	0	0	0	0	0	28.4	33
1100	33	31	1	0	0	0	0	0	0	0	0	0	1	28.7	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0	0	21	10	2	0	0	0	0	0	0	0	28.6	33.3
1115	36	33	3	0	0	0	0	0	0	0	0	0	0	29.5	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	10	2	0	0	0	0	0	0	0	29.5	32.3
1130	39	37	2	0	0	0	0	0	0	0	0	0	0	29.7	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	10	3	0	0	0	0	0	0	0	29.6	33.8
1145	27	23	4	0	0	0	0	0	0	0	0	0	0	29.6	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	13	1	0	0	0	0	0	0	0	29.6	32.6
1200	39	38	1	0	0	0	0	0	0	0	0	0	0	30.1	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	15	20	3	0	0	0	0	0	0	0	30.1	34
1215	23	23	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	9	1	0	0	0	0	0	0	0	29.7	33
1230	35	31	3	0	0	0	0	0	0	0	0	0	1	31.3	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.8	0	0	14	15	6	0	0	0	0	0	0	0	31	35.1
1245	24	23	1	0	0	0	0	0	0	0	0	0	0	29.6	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	12	1	0	0	0	0	0	0	0	29.8	34.2
1300	46	45	0	0	0	0	0	0	1	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	24.4	0.0	0.0	0.0	0.0	0	0	35	10	1	0	0	0	0	0	0	0	28.2	32.6
1315	26	26	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	11	1	1	0	0	0	0	0	0	30.7	34.3
1330	31	29	2	0	0	0	0	0	0	0	0	0	0	30.8	36.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	13	6	0	0	0	0	0	0	0	31.2	35.5
1345	31	30	1	0	0	0	0	0	0	0	0	0	0	30.4	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	12	3	0	0	0	0	0	0	0	30.3	34
1400	38	37	0	0	0	0	0	0	0	0	0	0	1	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	1	16	15	5	1	0	0	0	0	0	0	30.4	35.9
1415	42	41	1	0	0	0	0	0	0	0	0	0	0	30.3	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	18	6	0	0	0	0	0	0	0	30.5	34.8
1430	41	39	2	0	0	0	0	0	0	0	0	0	0	30.8	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	12	9	0	0	0	0	0	0	0	30.5	37
1445	34	30	4	0	0	0	0	0	0	0	0	0	0	29.8	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	16	10	6	1	0	0	0	0	0	0	30.4	35.5
1500	36	33	3	0	0	0	0	0	0	0	0	0	0	28.5	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	13	1	0	0	0	0	0	0	0	28.7	33
1515	42	39	3	0	0	0	0	0	0	0	0	0	0	30.2	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	25	10	4	1	1	0	0	0	0	0	30.1	35.8
1530	72	67	4	0	0	0	0	0	0	0	0	0	1	29.8	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0	0	34	32	6	0	0	0	0	0	0	0	29.8	33.1
1545	39	37	2	0	0	0	0	0	0	0	0	0	0	28.9	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	12	2	0	0	0	0	0	0	0	28.9	32.5
1600	33	30	3	0	0	0	0	0	0	0	0	0	0	30.3	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	7	4	0	1	0	0	0	0	0	30.2	35.4
1615	49	46	3	0	0	0	0	0	0	0	0	0	0	31.7	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	18	19	9	2	0	0	0	0	0	0	31.6	37.6
1630	47	43	3	0	0	1	0	0	0	0	0	0	0	31.4	31.0	0.0	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	20	8	0	0	0	0	0	0	0	31.2	35.5
1645	56	53	2	0	0	0	0	0	0	0	0	0	1	31.4	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0	0	24	20	9	3	0	0	0	0	0	0	31.3	36.1
1700	37	35	2	0	0	0	0	0	0	0	0	0	0	33.9	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	19	5	3	1	0	0	0	0	0	33.5	38.3
1715	49	43	6	0	0	0	0	0	0	0	0	0	0	30.5	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	26	4	0	0	0	0	0	0	0	30.9	34.5
1730	35	32	2	0	0	0	0	0	1	0	0	0	0	32.1	30.1	0.0	0.0	0.0	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0	0	12	16	6	1	0	0	0	0	0	0	31.9	35.8
1745	50	47	3	0	0	0	0	0	0	0	0	0	0	31.4	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	25	9	0	0	0	0	0	0	0	31.4	35.6
1800	28	26	2	0	0	0	0	0	0	0	0	0	0	32.8	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	10	8	1	0	0	0	0	0	0	32.5	37.4
1815	34	30	3	0	0	0	0	0	0	0	0	0	1	31.0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.8	0	0	13	17	4	0	0	0	0	0	0	0	31.1	33.5
1830	25	22	3	0	0	0	0	0	0	0	0	0	0	30.8	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	16	2	0	0	0	0	0	0	0	31	33.3
1845	28	28	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	17	4	0	0	0	0	0	0	0	31.8	35.5
1900	19	19	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	11	2	0	0	0	0	0	0	0	31.5	34.1
1915	22	19	3	0	0	0	0	0	0	0	0	0	0	30.9	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	8	4	0	0	0	0	0	0	0	31.2	35.1
1930	15	13	2	0	0	0	0	0	0	0	0	0	0	32.8	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	4	0	0	0	0	0	0	0	32.8	36.9
1945	12	11	1	0	0	0	0	0	0	0	0	0	0	32.8	40.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	3	1	0	0	0	0	0	0	33.5	39.3
2000	16	15	1	0	0	0	0	0	0	0	0	0	0	31.9	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	1	1	0	0	0	0	0	0	31.6	35.3
2015	12	12	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	2	2	0	0	0	0	0	0	0	30	36.5
2030	8	8	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	1	0	0	0	0	0	0	0	31.6	-
2045	8	7	1	0	0	0	0	0	0	0	0	0	0	33.1	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	0	1	0	0	0	0	0	0	32.7	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	1	0	0	0	0	0	0	0	32.8	-
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	28.4	-
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	1	0	0	0	0	0	0	32.6	-
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	1	0	1	0	0	0	0	0	34.6	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	35.1	-
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	0	0	0	0	0	0	0	31.6	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.2	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	1	0	0	0	0	0	36.6	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	33.6	-
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	26.9	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.8	-
07-19	**2201**	**2057**	**128**	**0**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**9**	**30.2**	**30.9**	**0.0**	**0.0**	**29.5**	**0.0**	**0.0**	**26.7**	**0.0**	**0.0**	**0.0**	**24.8**	**0**	**21**	**1052**	**879**	**227**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**30.2**	**34.3**
06-22	**2360**	**2205**	**138**	**1**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**9**	**30.3**	**31.0**	**26.3**	**0.0**	**29.5**	**0.0**	**0.0**	**26.7**	**0.0**	**0.0**	**0.0**	**24.8**	**0**	**21**	**1108**	**952**	**252**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**30.3**	**34.4**
06-00	**2374**	**2219**	**138**	**1**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**9**	**30.3**	**31.0**	**26.3**	**0.0**	**29.5**	**0.0**	**0.0**	**26.7**	**0.0**	**0.0**	**0.0**	**24.8**	**0**	**21**	**1113**	**959**	**252**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**30.3**	**34.4**
00-00	**2383**	**2226**	**140**	**1**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**9**	**30.3**	**31.1**	**26.3**	**0.0**	**29.5**	**0.0**	**0.0**	**26.7**	**0.0**	**0.0**	**0.0**	**24.8**	**0**	**21**	**1114**	**966**	**252**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**30.3**	**34.4**

Vehicles = 2383
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 47.8 mph, Minimum = 10.4 mph, Mean = 30.3 mph
85% Speed = 34.39 mph, 95% Speed = 37.23 mph, Median = 30.20 mph
10 mph Pace = 25 - 35, Number in Pace = 1928 (80.91%)
Variance = 17.54, Standard Deviation = 4.19 mph

Saturday 11 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.4	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.8	-
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.8	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.2	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.1	-
0645	3	3	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	29.9	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	0	0	0	0	0	0	0	34.3	-
0715	5	5	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	0	0	0	0	0	0	0	0	30.7	-
0730	16	14	2	0	0	0	0	0	0	0	0	0	0	31.1	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	3	1	0	0	0	0	0	0	32.3	36.6
0745	18	15	2	0	1	0	0	0	0	0	0	0	0	31.1	34.9	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	7	4	0	0	0	0	0	0	0	30.7	35.9
0800	17	17	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	2	1	0	0	0	0	0	0	31	35.9
0815	26	23	2	0	0	0	0	0	0	0	0	0	1	29.6	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.9	0	0	14	11	1	0	0	0	0	0	0	0	29.5	32.9
0830	24	24	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	6	7	0	0	0	0	0	0	0	31.7	37.1
0845	40	39	1	0	0	0	0	0	0	0	0	0	0	30.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	18	4	0	0	0	0	0	0	0	30.8	34.5
0900	31	28	3	0	0	0	0	0	0	0	0	0	0	30.1	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	16	2	0	0	0	0	0	0	0	30.4	34.1
0915	41	38	3	0	0	0	0	0	0	0	0	0	0	29.2	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	13	3	0	0	0	0	0	0	0	29.3	33.5
0930	51	50	0	0	0	0	0	0	0	0	0	0	1	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	0	31	14	4	2	0	0	0	0	0	0	29.3	33
0945	47	46	1	0	0	0	0	0	0	0	0	0	0	28.5	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	29	16	1	0	0	0	0	0	0	0	28.7	31.8
1000	42	41	1	0	0	0	0	0	0	0	0	0	0	28.5	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	22	14	1	2	0	0	0	0	0	0	28.8	31.6
1015	40	37	3	0	0	0	0	0	0	0	0	0	0	29.2	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	20	16	2	1	0	0	0	0	0	0	29.2	33.2
1030	27	26	1	0	0	0	0	0	0	0	0	0	0	29.5	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	8	3	0	0	0	0	0	0	0	29.5	34.2
1045	42	42	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	18	4	1	0	0	0	0	0	0	30.6	34
1100	61	59	2	0	0	0	0	0	0	0	0	0	0	30.4	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	24	6	1	0	0	0	0	0	0	30.4	34.5
1115	50	45	2	0	1	0	0	0	1	0	0	0	1	30.2	32.5	0.0	16.6	0.0	0.0	0.0	16.1	0.0	0.0	0.0	26.4	0	3	19	24	3	1	0	0	0	0	0	0	29.7	33.8
1130	46	42	2	0	2	0	0	0	0	0	0	0	0	28.7	32.4	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	26	14	2	0	0	0	0	0	0	0	28.3	33
1145	40	38	2	0	0	0	0	0	0	0	0	0	0	30.3	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	14	4	2	0	0	0	0	0	0	30.4	35.9
1200	45	42	3	0	0	0	0	0	0	0	0	0	0	30.9	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	20	14	9	1	0	0	0	0	0	0	30.9	36.3
1215	42	42	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	20	17	3	1	0	0	0	0	0	0	30.2	33.6
1230	38	37	0	0	0	0	0	0	0	0	0	0	1	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8	0	0	17	17	3	1	0	0	0	0	0	0	30.5	33.5
1245	39	38	1	0	0	0	0	0	0	0	0	0	0	29.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	5	13	17	3	1	0	0	0	0	0	0	29.2	33.9
1300	25	22	3	0	0	0	0	0	0	0	0	0	0	31.4	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	7	6	0	0	0	0	0	0	0	31	35.9
1315	27	26	1	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	15	3	0	0	0	0	0	0	0	30.9	34.8
1330	26	23	3	0	0	0	0	0	0	0	0	0	0	31.5	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	6	6	0	0	1	0	0	0	0	31.3	37.7
1345	32	30	2	0	0	0	0	0	0	0	0	0	0	28.1	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	23	7	1	0	0	0	0	0	0	0	28	32.1
1400	30	28	1	0	0	0	0	0	0	0	0	0	1	28.1	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	1	19	7	3	0	0	0	0	0	0	0	27.8	32.6
1415	29	29	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	10	2	2	1	0	0	0	0	0	31.6	36.5
1430	37	36	1	0	0	0	0	0	0	0	0	0	0	31.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	18	6	0	0	0	0	0	0	0	31.2	35.5
1445	31	31	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	17	4	1	0	0	0	0	0	0	31.3	35.6
1500	22	20	2	0	0	0	0	0	0	0	0	0	0	32.4	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	13	3	1	0	0	0	0	0	0	32.5	35.1
1515	28	27	1	0	0	0	0	0	0	0	0	0	0	30.8	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	16	2	0	0	0	0	0	0	0	30.8	34.6
1530	33	31	1	0	0	0	0	0	0	0	0	0	1	31.2	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0	0	16	8	8	0	0	1	0	0	0	0	31.1	35.9
1545	30	26	4	0	0	0	0	0	0	0	0	0	0	31.2	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	13	3	1	0	0	0	0	0	0	31.2	34.5
1600	31	30	1	0	0	0	0	0	0	0	0	0	0	30.8	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	12	5	0	0	0	0	0	0	0	30.7	37.1
1615	30	27	3	0	0	0	0	0	0	0	0	0	0	29.6	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	8	2	1	0	0	0	0	0	0	30	32.6
1630	24	24	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	3	2	0	0	0	0	0	0	30.3	37.2
1645	28	25	2	0	0	0	0	0	0	0	0	0	1	31.9	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.7	0	0	12	6	9	1	0	0	0	0	0	0	31.9	36.7
1700	23	20	3	0	0	0	0	0	0	0	0	0	0	31.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	9	2	0	0	0	0	0	0	0	30.7	33.8
1715	22	22	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	8	5	1	1	0	0	0	0	0	33.1	39.1
1730	32	32	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	15	6	1	0	0	0	0	0	0	31.9	36.3
1745	31	31	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	17	5	0	0	0	0	0	0	0	32	35.2
1800	18	16	2	0	0	0	0	0	0	0	0	0	0	30.8	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	8	2	0	0	0	0	0	0	0	30.9	34.7
1815	23	21	1	0	0	0	0	0	0	0	0	0	1	31.3	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0	0	10	10	2	1	0	0	0	0	0	0	31.2	34.7
1830	15	14	1	0	0	0	0	0	0	0	0	0	0	32.8	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	7	5	0	0	0	0	0	0	0	32.7	36.4
1845	15	14	1	0	0	0	0	0	0	0	0	0	0	33.9	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	4	0	1	0	0	0	0	0	33.8	37.1
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	1	0	0	0	0	0	0	0	30.7	-
1915	18	18	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	9	1	0	0	0	0	0	0	0	31.4	34.5
1930	14	14	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	7	2	0	0	0	0	0	0	0	31.5	34.9
1945	7	7	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	1	0	1	0	0	0	0	0	0	30.6	-
2000	10	10	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	3	3	0	0	0	0	0	0	0	32.1	-
2015	9	7	2	0	0	0	0	0	0	0	0	0	0	33.6	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	2	1	0	1	0	0	0	0	0	31.1	-
2030	7	7	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	0	1	0	0	0	0	0	0	33.5	-
2045	7	5	2	0	0	0	0	0	0	0	0	0	0	29.6	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	1	0	0	0	0	0	0	0	31.1	-
2100	6	5	1	0	0	0	0	0	0	0	0	0	0	33.6	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	1	1	0	0	0	0	0	0	32.7	-
2115	4	4	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	1	0	0	0	0	0	0	32.6	-
2130	5	4	1	0	0	0	0	0	0	0	0	0	0	29.5	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	0	0	0	0	0	0	0	0	29.6	-
2145	8	8	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	1	1	1	0	0	0	0	0	35.5	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	0	0	0	0	0	0	0	0	30.5	-
2215	6	5	1	0	0	0	0	0	0	0	0	0	0	33.6	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	0	1	0	0	0	0	0	0	32.4	-
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	0	0	0	0	0	0	0	32	-
2245	4	3	1	0	0	0	0	0	0	0	0	0	0	35.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	32.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	27.3	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.3	-
07-19	**1474**	**1397**	**64**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**30.4**	**31.6**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**16.1**	**0.0**	**0.0**	**0.0**	**26.2**	**0**	**22**	**673**	**573**	**173**	**28**	**3**	**2**	**0**	**0**	**0**	**0**	**30.4**	**34.7**
06-22	**1582**	**1499**	**70**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**30.5**	**31.4**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**16.1**	**0.0**	**0.0**	**0.0**	**26.2**	**0**	**22**	**722**	**614**	**184**	**33**	**5**	**2**	**0**	**0**	**0**	**0**	**30.5**	**34.8**
06-00	**1603**	**1518**	**72**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**30.6**	**31.2**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**16.1**	**0.0**	**0.0**	**0.0**	**26.2**	**0**	**22**	**730**	**625**	**185**	**34**	**5**	**2**	**0**	**0**	**0**	**0**	**30.5**	**34.8**
00-00	**1610**	**1525**	**72**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**8**	**30.6**	**31.2**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**16.1**	**0.0**	**0.0**	**0.0**	**26.2**	**0**	**22**	**732**	**629**	**186**	**34**	**5**	**2**	**0**	**0**	**0**	**0**	**30.5**	**34.8**

Vehicles = 1610
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 51.7 mph, Minimum = 13.9 mph, Mean = 30.5 mph
85% Speed = 34.78 mph, 95% Speed = 37.86 mph, Median = 30.37 mph
10 mph Pace = 25 - 35, Number in Pace = 1266 (78.63%)
Variance = 19.60, Standard Deviation = 4.43 mph

Sunday 12 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	34.7	-
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	31.9	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	27.4	-
0200	2	1	1	0	0	0	0	0	0	0	0	0	0	30.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	30.5	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.3	-
0230	3	3	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	1	0	0	0	0	0	0	34.8	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.7	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.6	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35	-
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.5	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.6	-
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	31.6	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-
0645	2	2	0	0	0	0	0	0	0	0	0	0	0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	35.1	-
0700	2	1	1	0	0	0	0	0	0	0	0	0	0	31.9	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	32.9	-
0715	7	7	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	2	0	0	0	0	0	0	0	32.5	-
0730	5	4	1	0	0	0	0	0	0	0	0	0	0	32.8	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	0	0	0	0	0	0	0	34.1	-
0745	6	5	0	0	1	0	0	0	0	0	0	0	0	35.1	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	2	2	1	0	0	0	0	0	0	31.8	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	1	0	0	0	0	0	0	0	31.4	-
0815	2	2	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	30	-
0830	6	6	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	3	0	0	0	0	0	0	0	0	30.6	-
0845	10	10	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	3	0	0	0	0	0	0	0	32	-
0900	6	6	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	1	0	0	0	0	0	0	0	30.7	-
0915	25	25	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	10	1	0	0	0	0	0	0	33.6	37
0930	29	28	1	0	0	0	0	0	0	0	0	0	0	29.7	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	16	2	0	0	0	0	0	0	0	29.7	33.4
0945	43	43	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	15	7	1	0	0	0	0	0	0	30.2	35.9
1000	35	34	1	0	0	0	0	0	0	0	0	0	0	29.8	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	18	1	0	0	0	0	0	0	0	29.6	33.2
1015	39	37	2	0	0	0	0	0	0	0	0	0	0	30.2	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	15	7	0	0	0	0	0	0	0	30.1	35.3
1030	39	38	1	0	0	0	0	0	0	0	0	0	0	29.6	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	11	5	0	0	0	0	0	0	0	29.6	34.3
1045	42	40	1	0	0	0	0	1	0	0	0	0	0	29.6	27.1	0.0	0.0	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0	0	22	17	3	0	0	0	0	0	0	0	29.6	33.4
1100	35	33	2	0	0	0	0	0	0	0	0	0	0	30.5	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	14	3	2	0	0	0	0	0	0	30.6	34.7
1115	39	37	2	0	0	0	0	0	0	0	0	0	0	29.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	15	2	0	0	0	0	0	0	0	29.4	32.7
1130	36	36	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	21	8	4	1	0	0	0	0	0	0	29	34.9
1145	44	43	1	0	0	0	0	0	0	0	0	0	0	28.9	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	17	1	0	0	0	0	0	0	0	28.9	33.2
1200	25	25	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	7	3	0	0	0	0	0	0	0	30	34.9
1215	35	32	3	0	0	0	0	0	0	0	0	0	0	28.8	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	16	12	4	0	0	0	0	0	0	0	28.6	34.2
1230	30	28	2	0	0	0	0	0	0	0	0	0	0	30.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	7	16	3	1	0	0	0	0	0	0	29.9	34.2
1245	29	26	3	0	0	0	0	0	0	0	0	0	0	32.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	13	5	0	0	0	0	0	0	0	31.6	35.7
1300	29	28	0	0	1	0	0	0	0	0	0	0	0	27.7	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	16	9	1	0	0	0	0	0	0	0	27.3	30.9
1315	26	24	2	0	0	0	0	0	0	0	0	0	0	30.1	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	11	0	1	0	0	0	0	0	0	29.8	33.9
1330	21	20	1	0	0	0	0	0	0	0	0	0	0	31.4	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	10	3	1	0	0	0	0	0	0	31.5	36.3
1345	32	30	2	0	0	0	0	0	0	0	0	0	0	30.1	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	14	2	1	0	0	0	0	0	0	30.2	34.1
1400	24	24	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	10	4	1	0	0	0	0	0	0	31.8	36
1415	32	28	4	0	0	0	0	0	0	0	0	0	0	29.1	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	14	13	4	0	0	0	0	0	0	0	28.9	35
1430	25	23	2	0	0	0	0	0	0	0	0	0	0	29.8	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	8	2	0	0	0	0	0	0	0	29.7	32.5
1445	23	20	2	0	0	0	0	1	0	0	0	0	0	32.5	31.5	0.0	0.0	0.0	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0	1	6	10	4	1	1	0	0	0	0	0	32.3	36.5
1500	24	22	2	0	0	0	0	0	0	0	0	0	0	30.5	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	11	3	0	0	0	0	0	0	0	30.6	35
1515	30	28	2	0	0	0	0	0	0	0	0	0	0	31.6	22.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	17	3	1	0	0	0	0	0	0	31	35
1530	16	15	0	0	0	0	0	0	0	0	1	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0	2	3	6	5	0	0	0	0	0	0	0	30.7	36.7
1545	21	20	1	0	0	0	0	0	0	0	0	0	0	31.9	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	8	5	1	0	0	0	0	0	0	32.1	37.7
1600	10	10	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	4	4	0	1	0	0	0	0	0	0	30.6	-
1615	10	10	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	5	0	0	0	0	0	0	0	0	29	-
1630	13	12	1	0	0	0	0	0	0	0	0	0	0	32.8	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	1	0	0	0	0	0	0	0	32.8	34.2
1645	9	9	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	1	0	0	0	0	0	0	0	31.8	-
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	0	0	0	0	0	0	0	0	31.7	-
1715	5	5	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	0	0	0	0	0	0	0	0	29.8	-
1730	11	11	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	4	1	0	0	0	0	0	0	0	29.5	33.9
1745	10	10	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	1	3	1	0	0	0	0	0	0	32	-
1800	7	7	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	0	0	0	0	0	0	0	0	30	-
1815	18	18	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	3	5	1	0	0	0	0	0	0	30.7	38.9
1830	6	6	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	1	0	0	0	0	0	0	0	29.3	-
1845	7	7	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	1	1	0	0	0	0	0	0	33	-
1900	8	8	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	0	0	0	0	0	0	0	0	29.9	-
1915	7	7	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	3	0	1	0	0	0	0	0	0	31.8	-
1930	1	1	0	0	0	0	0	0	0	0	0	0	0	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.4	-
1945	4	4	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	0	0	0	0	0	0	0	36	-
2000	5	4	1	0	0	0	0	0	0	0	0	0	0	33.9	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	0	0	0	0	0	0	0	34	-
2015	1	1	0	0	0	0	0	0	0	0	0	0	0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.3	-
2030	4	4	0	0	0	0	0	0	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	1	0	0	0	0	0	0	34	-
2045	5	5	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	0	0	0	0	0	0	0	0	30.8	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	0	0	0	0	0	0	0	30.7	-
2115	2	2	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.7	-
2130	4	3	1	0	0	0	0	0	0	0	0	0	0	27.7	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	28.6	-
2145	5	5	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	0	0	0	0	0	0	0	35.4	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.4	-
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	28.1	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.2	-
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**991**	**946**	**40**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**30.4**	**29.1**	**0.0**	**15.6**	**0.0**	**0.0**	**30.3**	**0.0**	**0.0**	**15.0**	**0.0**	**0.0**	**0**	**20**	**430**	**401**	**121**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**30.3**	**34.8**
06-22	**1043**	**996**	**42**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**30.4**	**29.3**	**0.0**	**15.6**	**0.0**	**0.0**	**30.3**	**0.0**	**0.0**	**15.0**	**0.0**	**0.0**	**0**	**20**	**446**	**427**	**129**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**30.4**	**34.8**
06-00	**1049**	**1002**	**42**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**30.4**	**29.3**	**0.0**	**15.6**	**0.0**	**0.0**	**30.3**	**0.0**	**0.0**	**15.0**	**0.0**	**0.0**	**0**	**20**	**450**	**429**	**129**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**30.3**	**34.8**
00-00	**1070**	**1022**	**43**	**0**	**2**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**30.5**	**29.4**	**0.0**	**15.6**	**0.0**	**0.0**	**30.3**	**0.0**	**0.0**	**15.0**	**0.0**	**0.0**	**0**	**20**	**456**	**439**	**132**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**30.4**	**34.9**

Vehicles = 1070
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 49.3 mph, Minimum = 10.7 mph, Mean = 30.4 mph
85% Speed = 34.86 mph, 95% Speed = 37.82 mph, Median = 30.42 mph
10 mph Pace = 26 - 36, Number in Pace = 811 (75.79%)
Variance = 21.55, Standard Deviation = 4.64 mph

Monday 13 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	44.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	44.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.4	-
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-
0530	3	3	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	0	0	0	0	0	0	0	35	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	28.6	-
0615	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.4	-
0630	9	9	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	2	1	0	1	0	0	0	0	0	32.1	-
0645	10	10	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	5	1	0	0	0	0	0	0	0	30.9	-
0700	14	13	1	0	0	0	0	0	0	0	0	0	0	30.8	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	7	0	1	0	0	0	0	0	0	30.9	34
0715	40	37	3	0	0	0	0	0	0	0	0	0	0	32.6	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	21	9	1	0	0	0	0	0	0	32.5	36.3
0730	88	80	8	0	0	0	0	0	0	0	0	0	0	32.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	49	12	1	0	0	0	0	0	0	31.8	35
0745	108	100	8	0	0	0	0	0	0	0	0	0	0	30.6	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	38	55	12	0	0	0	0	0	0	0	30.5	34.7
0800	89	82	6	0	0	0	0	0	0	0	0	0	1	30.5	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0	0	41	41	6	1	0	0	0	0	0	0	30.4	34.2
0815	86	82	4	0	0	0	0	0	0	0	0	0	0	30.2	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	37	44	4	1	0	0	0	0	0	0	30.3	33.7
0830	91	87	4	0	0	0	0	0	0	0	0	0	0	30.4	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	38	40	10	1	0	0	0	0	0	0	30.5	34.4
0845	106	103	2	0	0	1	0	0	0	0	0	0	0	30.5	30.9	0.0	0.0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	55	37	14	0	0	0	0	0	0	0	30.5	34.6
0900	78	72	5	1	0	0	0	0	0	0	0	0	0	30.9	32.8	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	39	9	0	0	0	0	0	0	0	31	34.5
0915	47	46	1	0	0	0	0	0	0	0	0	0	0	29.4	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	16	1	0	0	0	0	0	0	0	29.4	32.5
0930	33	30	3	0	0	0	0	0	0	0	0	0	0	30.6	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	18	4	0	0	0	0	0	0	0	30.7	33.7
0945	44	41	1	0	0	1	0	0	0	0	0	0	1	30.9	32.6	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	23.5	0	0	16	24	4	0	0	0	0	0	0	0	30.8	34.1
1000	31	30	1	0	0	0	0	0	0	0	0	0	0	29.6	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	14	0	1	0	0	0	0	0	0	29.7	33.6
1015	43	42	1	0	0	0	0	0	0	0	0	0	0	29.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	13	1	1	0	0	0	0	0	0	29.1	33
1030	37	34	2	0	0	1	0	0	0	0	0	0	0	29.8	32.1	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	20	2	0	0	0	0	0	0	0	29.9	32.6
1045	30	30	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	10	1	0	0	0	0	0	0	0	28.7	32.4
1100	38	36	1	0	0	0	0	0	0	0	0	0	1	30.5	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.2	0	0	22	13	3	0	0	0	0	0	0	0	30.3	34.9
1115	36	34	2	0	0	0	0	0	0	0	0	0	0	28.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	10	0	0	0	0	0	0	0	0	28.2	32.3
1130	20	17	3	0	0	0	0	0	0	0	0	0	0	30.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	1	0	0	0	0	0	0	0	29.9	33.6
1145	32	32	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	11	2	0	0	0	0	0	0	0	29.4	33.4
1200	23	21	2	0	0	0	0	0	0	0	0	0	0	30.6	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	4	0	0	0	0	0	0	0	30.4	35.4
1215	38	36	2	0	0	0	0	0	0	0	0	0	0	28.5	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	10	2	0	0	0	0	0	0	0	28.6	31.9
1230	37	34	2	0	0	0	0	0	0	0	0	0	1	30.0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0	1	17	13	5	1	0	0	0	0	0	0	30	35.5
1245	23	21	2	0	0	0	0	0	0	0	0	0	0	31.1	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	12	1	0	0	0	0	0	0	0	30.9	34
1300	38	34	4	0	0	0	0	0	0	0	0	0	0	30.0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	12	3	1	0	0	0	0	0	0	30	34
1315	31	28	3	0	0	0	0	0	0	0	0	0	0	29.8	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	17	8	3	1	0	0	0	0	0	0	29.1	34
1330	22	20	2	0	0	0	0	0	0	0	0	0	0	29.8	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	5	2	1	0	0	0	0	0	0	29.5	35.7
1345	23	22	1	0	0	0	0	0	0	0	0	0	0	30.5	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	13	2	0	0	0	0	0	0	0	30.6	33.7
1400	31	28	2	0	0	0	0	0	0	0	0	0	1	30.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	18	10	3	0	0	0	0	0	0	0	29.8	33.7
1415	38	38	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	13	4	1	0	0	0	0	0	0	30.5	34.7
1430	30	29	1	0	0	0	0	0	0	0	0	0	0	31.9	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	9	5	1	1	0	0	0	0	0	31.8	37
1445	29	27	2	0	0	0	0	0	0	0	0	0	0	31.3	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	10	7	0	0	0	0	0	0	0	31.3	36.8
1500	22	21	1	0	0	0	0	0	0	0	0	0	0	31.1	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	3	0	0	0	0	0	0	0	31.1	35.3
1515	36	35	1	0	0	0	0	0	0	0	0	0	0	30.4	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	24	1	0	0	0	0	0	0	0	30.5	33.9
1530	48	43	4	0	0	0	0	0	0	0	0	0	1	31.6	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0	0	16	27	5	0	0	0	0	0	0	0	31.4	34.5
1545	38	33	5	0	0	0	0	0	0	0	0	0	0	29.4	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	14	1	0	0	0	0	0	0	0	29.6	31.9
1600	46	44	2	0	0	0	0	0	0	0	0	0	0	31.6	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	26	5	0	0	0	0	0	0	0	31.6	34.2
1615	52	47	5	0	0	0	0	0	0	0	0	0	0	30.3	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	18	6	2	0	0	0	0	0	0	30.6	35
1630	42	40	2	0	0	0	0	0	0	0	0	0	0	30.7	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	11	24	4	1	0	0	0	0	0	0	30.8	34.3
1645	43	41	1	0	0	0	0	0	0	0	0	0	1	31.4	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.8	0	0	15	24	4	0	0	0	0	0	0	0	31.5	34.6
1700	45	43	2	0	0	0	0	0	0	0	0	0	0	31.7	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	20	6	3	0	0	0	0	0	0	31.7	36.2
1715	39	37	2	0	0	0	0	0	0	0	0	0	0	30.8	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	18	5	0	0	0	0	0	0	0	30.7	34.7
1730	40	37	3	0	0	0	0	0	0	0	0	0	0	31.3	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	25	4	0	0	0	0	0	0	0	31.7	34.6
1745	33	32	1	0	0	0	0	0	0	0	0	0	0	29.7	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	13	14	4	0	0	0	0	0	0	0	29.8	34.4
1800	26	26	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	13	3	0	0	0	0	0	0	0	30.9	34.2
1815	17	15	1	0	0	0	0	0	0	0	0	0	1	31.9	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.2	0	0	9	4	1	2	1	0	0	0	0	0	31.6	42.6
1830	27	26	1	0	0	0	0	0	0	0	0	0	0	30.6	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	9	3	1	0	0	0	0	0	0	30.9	35.6
1845	26	24	2	0	0	0	0	0	0	0	0	0	0	29.5	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	12	0	0	0	0	0	0	0	0	29.5	32.9
1900	9	8	1	0	0	0	0	0	0	0	0	0	0	32.8	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	0	0	0	0	0	0	0	0	32.9	-
1915	17	17	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	2	1	0	0	0	0	0	0	32	36.7
1930	14	14	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	4	4	1	0	0	0	0	0	0	31.9	37.1
1945	7	7	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	2	0	0	0	0	0	0	0	32.8	-
2000	8	7	1	0	0	0	0	0	0	0	0	0	0	33.6	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	1	1	0	0	0	0	0	0	33.3	-
2015	13	11	2	0	0	0	0	0	0	0	0	0	0	32.1	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	5	2	1	0	0	0	0	0	0	32.2	35.9
2030	5	3	2	0	0	0	0	0	0	0	0	0	0	33.2	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	0	0	0	0	0	0	0	33.9	-
2045	8	7	1	0	0	0	0	0	0	0	0	0	0	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	1	0	0	0	0	0	0	0	30.8	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	1	0	0	0	0	0	0	0	32.2	-
2115	8	6	2	0	0	0	0	0	0	0	0	0	0	31.0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	2	0	0	0	0	0	0	0	30.2	-
2130	3	3	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	0	0	0	0	0	0	0	0	27.7	-
2145	1	1	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	29.6	-
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.7	-
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	29	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32	-
2345	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	45.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	45.4	-
07-19	**2034**	**1910**	**112**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**30.5**	**31.0**	**28.4**	**0.0**	**29.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.4**	**0**	**12**	**910**	**896**	**191**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**30.5**	**34.2**
06-22	**2153**	**2019**	**122**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**30.6**	**31.1**	**28.4**	**0.0**	**29.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.4**	**0**	**12**	**951**	**949**	**211**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**30.6**	**34.3**
06-00	**2160**	**2025**	**123**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**30.6**	**31.2**	**28.4**	**0.0**	**29.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.4**	**0**	**12**	**956**	**950**	**211**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**30.6**	**34.3**
00-00	**2167**	**2032**	**123**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**30.6**	**31.2**	**28.4**	**0.0**	**29.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.4**	**0**	**12**	**956**	**953**	**214**	**28**	**4**	**0**	**0**	**0**	**0**	**0**	**30.6**	**34.3**

Vehicles = 2167
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 47.1 mph, Minimum = 11.9 mph, Mean = 30.6 mph
85% Speed = 34.33 mph, 95% Speed = 37.14 mph, Median = 30.53 mph
10 mph Pace = 25 - 35, Number in Pace = 1793 (82.74%)
Variance = 15.38, Standard Deviation = 3.92 mph

Tuesday 14 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.9	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.3	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.3	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.1	-
0615	5	3	2	0	0	0	0	0	0	0	0	0	0	32.2	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	0	1	0	0	0	0	0	0	34.5	-
0630	8	8	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	3	0	0	0	0	0	0	0	0	29.7	-
0645	17	16	1	0	0	0	0	0	0	0	0	0	0	34.7	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	4	1	0	1	0	0	0	0	34.2	39.2
0700	20	16	4	0	0	0	0	0	0	0	0	0	0	32.8	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	5	0	0	0	0	0	0	0	32.7	35.7
0715	41	35	6	0	0	0	0	0	0	0	0	0	0	32.7	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	17	11	2	0	0	0	0	0	0	33	37.6
0730	104	100	4	0	0	0	0	0	0	0	0	0	0	31.4	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	39	49	14	2	0	0	0	0	0	0	31.3	35
0745	128	124	4	0	0	0	0	0	0	0	0	0	0	30.0	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	48	68	8	0	0	0	0	0	0	0	29.9	33.8
0800	87	81	4	0	0	1	0	0	0	0	0	0	1	30.2	29.1	0.0	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	26.5	0	3	35	41	6	2	0	0	0	0	0	0	30	33.6
0815	93	91	2	0	0	0	0	0	0	0	0	0	0	31.3	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	33	47	12	1	0	0	0	0	0	0	31.4	34.8
0830	92	86	6	0	0	0	0	0	0	0	0	0	0	29.9	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	7	25	44	16	0	0	0	0	0	0	0	30.1	35.3
0845	95	93	2	0	0	0	0	0	0	0	0	0	0	31.1	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	36	49	8	2	0	0	0	0	0	0	31.1	34.1
0900	67	58	9	0	0	0	0	0	0	0	0	0	0	30.2	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	38	20	8	1	0	0	0	0	0	0	30.2	34.5
0915	40	38	2	0	0	0	0	0	0	0	0	0	0	29.9	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	15	2	0	0	0	0	0	0	0	30	33
0930	35	32	3	0	0	0	0	0	0	0	0	0	0	30.3	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	12	4	1	0	0	0	0	0	0	30.6	35.9
0945	38	34	3	0	0	0	0	0	0	0	0	0	1	30.7	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	0	0	21	11	5	1	0	0	0	0	0	0	30.5	35.6
1000	30	29	1	0	0	0	0	0	0	0	0	0	0	29.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	11	0	0	0	0	0	0	0	0	29	32.4
1015	33	30	3	0	0	0	0	0	0	0	0	0	0	29.6	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	8	2	1	0	0	0	0	0	0	29.3	33.1
1030	30	29	1	0	0	0	0	0	0	0	0	0	0	31.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	16	1	1	0	0	0	0	0	0	31.2	34.5
1045	24	24	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	9	0	0	0	0	0	0	0	0	28.8	33.3
1100	37	31	6	0	0	0	0	0	0	0	0	0	0	28.7	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	9	2	0	0	0	0	0	0	0	29.2	32.5
1115	26	24	1	0	0	0	0	0	0	0	0	0	1	31.9	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	0	0	13	8	3	2	0	0	0	0	0	0	31.3	35.7
1130	32	30	2	0	0	0	0	0	0	0	0	0	0	28.9	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	10	1	0	0	0	0	0	0	0	28.6	31.3
1145	33	29	4	0	0	0	0	0	0	0	0	0	0	29.9	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	14	3	0	0	0	0	0	0	0	30.3	34.4
1200	25	22	3	0	0	0	0	0	0	0	0	0	0	29.9	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	5	3	1	0	0	0	0	0	0	29.7	35.7
1215	28	24	4	0	0	0	0	0	0	0	0	0	0	30.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	9	6	0	0	0	0	0	0	0	30.8	35.9
1230	36	32	3	0	0	0	0	0	0	0	0	0	1	30.4	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.3	0	0	19	13	4	0	0	0	0	0	0	0	30.6	34.5
1245	31	26	5	0	0	0	0	0	0	0	0	0	0	29.9	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	13	5	0	0	0	0	0	0	0	30.4	35.3
1300	24	20	4	0	0	0	0	0	0	0	0	0	0	31.4	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	9	6	0	0	0	0	0	0	0	31.6	35.3
1315	25	24	1	0	0	0	0	0	0	0	0	0	0	31.9	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	4	2	0	0	0	0	0	0	32.1	37
1330	31	28	3	0	0	0	0	0	0	0	0	0	0	30.1	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	12	1	0	0	0	0	0	0	0	29.9	33.2
1345	25	25	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	8	2	1	0	0	0	0	0	0	30.3	34.4
1400	29	27	1	0	0	0	0	0	0	0	0	0	1	29.4	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0	0	16	13	0	0	0	0	0	0	0	0	29.4	32.3
1415	39	33	6	0	0	0	0	0	0	0	0	0	0	30.3	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	15	7	0	0	0	0	0	0	0	30.8	35.6
1430	46	44	1	1	0	0	0	0	0	0	0	0	0	31.0	32.4	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	31	2	0	0	0	0	0	0	0	31	33.4
1445	32	32	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	15	3	1	0	0	0	0	0	0	29.9	35
1500	34	31	3	0	0	0	0	0	0	0	0	0	0	30.3	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	16	4	0	0	0	0	0	0	0	30	33.7
1515	32	31	1	0	0	0	0	0	0	0	0	0	0	31.5	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	15	4	1	0	0	0	0	0	0	31.5	35.5
1530	52	49	2	0	0	0	0	0	0	0	0	0	1	30.4	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	0	0	20	26	6	0	0	0	0	0	0	0	30.4	34.7
1545	44	40	4	0	0	0	0	0	0	0	0	0	0	30.5	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	20	4	1	0	0	0	0	0	0	30.6	34.8
1600	34	33	0	0	0	0	0	1	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0	0	15	12	7	0	0	0	0	0	0	0	30.8	35.7
1615	41	39	2	0	0	0	0	0	0	0	0	0	0	33.2	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	22	12	0	0	0	0	0	0	0	33.2	36.5
1630	39	36	3	0	0	0	0	0	0	0	0	0	0	30.8	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	15	5	1	0	0	0	0	0	0	30.8	35.1
1645	42	41	0	0	0	0	0	0	0	0	0	0	1	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	0	0	20	16	5	1	0	0	0	0	0	0	30.4	35
1700	46	43	3	0	0	0	0	0	0	0	0	0	0	31.9	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	24	6	3	0	0	0	0	0	0	31.9	35.7
1715	40	34	6	0	0	0	0	0	0	0	0	0	0	32.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	23	4	1	0	0	0	0	0	0	31.9	34.2
1730	29	27	2	0	0	0	0	0	0	0	0	0	0	31.2	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	13	5	0	0	0	0	0	0	0	31.1	35.5
1745	43	42	1	0	0	0	0	0	0	0	0	0	0	32.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	20	9	1	0	0	0	0	0	0	32	35.9
1800	31	30	1	0	0	0	0	0	0	0	0	0	0	32.2	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	11	8	1	0	0	0	0	0	0	32.1	36.6
1815	28	26	1	0	0	0	0	0	0	0	0	0	1	33.2	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	0	8	13	4	2	1	0	0	0	0	0	32.6	38.8
1830	26	25	1	0	0	0	0	0	0	0	0	0	0	31.1	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	15	3	0	0	0	0	0	0	0	31.2	35
1845	22	22	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	14	1	0	0	0	0	0	0	0	30.4	33.7
1900	25	23	2	0	0	0	0	0	0	0	0	0	0	29.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	10	7	5	0	0	0	0	0	0	0	29.5	36.4
1915	15	14	1	0	0	0	0	0	0	0	0	0	0	33.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	6	1	3	0	0	0	0	0	0	33.2	41
1930	10	9	1	0	0	0	0	0	0	0	0	0	0	30.9	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	1	0	0	0	0	0	0	0	31.1	-
1945	14	14	0	0	0	0	0	0	0	0	0	0	0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	3	3	1	1	0	0	0	0	0	32.7	42.2
2000	12	12	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	7	0	1	0	0	0	0	0	0	31.1	33.4
2015	8	8	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	2	0	0	0	0	0	0	0	30.5	-
2030	11	10	1	0	0	0	0	0	0	0	0	0	0	29.6	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	4	5	1	0	0	0	0	0	0	0	29.9	34.3
2045	3	1	2	0	0	0	0	0	0	0	0	0	0	33.5	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	29.6	-
2100	5	4	1	0	0	0	0	0	0	0	0	0	0	29.7	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	0	1	0	0	0	0	0	0	0	28.9	-
2115	6	6	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	0	0	1	0	0	0	0	0	32.5	-
2130	6	6	0	0	0	0	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	0	0	0	0	0	0	0	0	28.5	-
2145	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	30.5	-
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.1	-
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.7	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	28.6	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	44	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**2039**	**1900**	**128**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**30.7**	**31.4**	**30.1**	**0.0**	**16.4**	**0.0**	**25.5**	**0.0**	**0.0**	**0.0**	**0.0**	**25.1**	**0**	**16**	**852**	**896**	**241**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**30.7**	**34.8**
06-22	**2186**	**2036**	**139**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**30.8**	**31.4**	**30.1**	**0.0**	**16.4**	**0.0**	**25.5**	**0.0**	**0.0**	**0.0**	**0.0**	**25.1**	**0**	**20**	**910**	**953**	**259**	**40**	**3**	**1**	**0**	**0**	**0**	**0**	**30.8**	**34.8**
06-00	**2195**	**2045**	**139**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**30.8**	**31.4**	**30.1**	**0.0**	**16.4**	**0.0**	**25.5**	**0.0**	**0.0**	**0.0**	**0.0**	**25.1**	**0**	**20**	**914**	**957**	**259**	**41**	**3**	**1**	**0**	**0**	**0**	**0**	**30.8**	**34.8**
00-00	**2199**	**2049**	**139**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**30.8**	**31.4**	**30.1**	**0.0**	**16.4**	**0.0**	**25.5**	**0.0**	**0.0**	**0.0**	**0.0**	**25.1**	**0**	**20**	**914**	**960**	**260**	**41**	**3**	**1**	**0**	**0**	**0**	**0**	**30.8**	**34.8**

Vehicles = 2199
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 50.9 mph, Minimum = 13.1 mph, Mean = 30.8 mph
85% Speed = 34.84 mph, 95% Speed = 37.41 mph, Median = 30.70 mph
10 mph Pace = 26 - 36, Number in Pace = 1768 (80.40%)
Variance = 17.47, Standard Deviation = 4.18 mph

Wednesday 15 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	25.7	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.4	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	2	1	1	0	0	0	0	0	0	0	0	0	0	35.9	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	31.3	-
0545	2	1	1	0	0	0	0	0	0	0	0	0	0	36.1	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	32.7	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.9	-
0615	6	6	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	1	0	0	0	0	0	0	0	29.6	-
0630	5	5	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	1	0	0	0	0	0	0	0	32.2	-
0645	14	13	1	0	0	0	0	0	0	0	0	0	0	32.7	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	10	1	0	1	0	0	0	0	0	32.8	35.8
0700	18	15	3	0	0	0	0	0	0	0	0	0	0	33.2	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	2	2	0	0	0	0	0	0	33.4	40
0715	40	40	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	13	8	1	1	0	0	0	0	0	31.9	38.1
0730	104	94	10	0	0	0	0	0	0	0	0	0	0	29.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11	30	51	11	1	0	0	0	0	0	0	29.6	34.4
0745	115	107	8	0	0	0	0	0	0	0	0	0	0	29.8	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11	40	51	12	1	0	0	0	0	0	0	29.6	34.7
0800	104	95	7	0	0	0	0	0	0	0	0	0	2	29.0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4	0	14	30	51	8	1	0	0	0	0	0	0	29	34.3
0815	99	95	2	0	0	2	0	0	0	0	0	0	0	30.5	33.6	0.0	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	45	47	7	0	0	0	0	0	0	0	30.4	33.5
0830	118	109	8	0	1	0	0	0	0	0	0	0	0	28.3	32.5	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	17	45	48	7	1	0	0	0	0	0	0	28.5	34
0845	88	84	4	0	0	0	0	0	0	0	0	0	0	31.1	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	34	48	5	1	0	0	0	0	0	0	31.1	34.1
0900	56	52	4	0	0	0	0	0	0	0	0	0	0	30.9	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	26	8	0	0	0	0	0	0	0	31	35.1
0915	40	39	1	0	0	0	0	0	0	0	0	0	0	31.0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	24	2	0	0	0	0	0	0	0	31.1	34.3
0930	42	39	3	0	0	0	0	0	0	0	0	0	0	29.8	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	15	4	0	0	0	0	0	0	0	30	33.6
0945	31	28	2	0	0	0	0	0	0	0	0	0	1	29.7	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	18	11	1	1	0	0	0	0	0	0	29.4	33.3
1000	33	32	1	0	0	0	0	0	0	0	0	0	0	28.9	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	9	1	0	0	0	0	0	0	0	28.9	32.2
1015	37	37	0	0	0	0	0	0	0	0	0	0	0	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	29	8	0	0	0	0	0	0	0	0	27.9	30.5
1030	37	35	2	0	0	0	0	0	0	0	0	0	0	29.1	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	8	3	1	0	0	0	0	0	0	29.3	34.6
1045	35	34	1	0	0	0	0	0	0	0	0	0	0	30.6	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	9	5	1	0	0	0	0	0	0	30.6	36.9
1100	29	27	1	0	0	0	0	0	0	0	0	0	1	29.7	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	16	8	5	0	0	0	0	0	0	0	29.8	35.3
1115	29	27	2	0	0	0	0	0	0	0	0	0	0	28.9	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	13	11	3	0	0	0	0	0	0	0	29.1	34.3
1130	31	30	1	0	0	0	0	0	0	0	0	0	0	30.8	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	9	3	2	0	0	0	0	0	0	30.7	37.2
1145	29	27	2	0	0	0	0	0	0	0	0	0	0	31.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	14	8	5	1	0	0	0	0	0	0	31	35.4
1200	26	26	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	11	2	2	0	0	0	0	0	0	31.1	37.9
1215	48	44	4	0	0	0	0	0	0	0	0	0	0	31.1	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	26	6	0	0	0	0	0	0	0	31.2	34.6
1230	32	29	3	0	0	0	0	0	0	0	0	0	0	28.9	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	6	4	0	0	0	0	0	0	0	29.3	35
1245	28	24	3	0	0	0	0	0	0	0	0	0	1	31.2	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0	0	10	14	4	0	0	0	0	0	0	0	31	35.3
1300	24	22	2	0	0	0	0	0	0	0	0	0	0	30.9	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	11	2	0	0	1	0	0	0	0	31.1	34
1315	31	28	2	0	0	0	0	0	0	0	0	0	1	30.3	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0	0	18	10	3	0	0	0	0	0	0	0	29.9	34.8
1330	27	26	1	0	0	0	0	0	0	0	0	0	0	31.2	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	12	6	0	0	0	0	0	0	0	31.4	36.8
1345	22	20	2	0	0	0	0	0	0	0	0	0	0	30.4	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	12	2	0	0	0	0	0	0	0	31	34.5
1400	27	27	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	12	2	0	0	0	0	0	0	0	29.6	34.3
1415	45	39	5	0	0	0	0	0	0	0	0	0	1	31.0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	0	16	23	6	0	0	0	0	0	0	0	31.2	35
1430	33	32	1	0	0	0	0	0	0	0	0	0	0	31.6	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	18	2	1	0	0	0	0	0	0	31.6	34.4
1445	45	42	3	0	0	0	0	0	0	0	0	0	0	29.9	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	21	20	2	0	0	0	0	0	0	0	29.9	33.5
1500	41	39	2	0	0	0	0	0	0	0	0	0	0	29.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	2	17	15	6	0	0	0	0	0	0	0	29	35.2
1515	27	27	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	15	3	0	0	0	0	0	0	0	30.9	34.8
1530	44	40	3	0	0	0	0	0	0	0	0	0	1	31.2	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	0	0	22	17	3	1	1	0	0	0	0	0	30.9	34.8
1545	43	38	4	0	0	1	0	0	0	0	0	0	0	30.6	31.8	0.0	0.0	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	22	4	0	0	0	0	0	0	0	30.6	33.4
1600	33	31	2	0	0	0	0	0	0	0	0	0	0	31.4	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	13	6	1	0	0	0	0	0	0	31.4	37
1615	47	45	2	0	0	0	0	0	0	0	0	0	0	31.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	20	2	2	1	0	0	0	0	0	31.2	34.7
1630	41	38	3	0	0	0	0	0	0	0	0	0	0	29.2	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	14	3	0	0	0	0	0	0	0	29.6	32.2
1645	55	53	1	0	0	0	0	0	0	0	0	0	1	31.2	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0	0	20	28	6	1	0	0	0	0	0	0	31.1	34.6
1700	40	37	3	0	0	0	0	0	0	0	0	0	0	31.6	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	16	10	1	0	0	0	0	0	0	31.5	37.4
1715	46	43	3	0	0	0	0	0	0	0	0	0	0	30.1	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	17	22	6	0	0	0	0	0	0	0	30.4	34.9
1730	36	36	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	16	6	1	0	0	0	0	0	0	31.6	35.1
1745	38	36	2	0	0	0	0	0	0	0	0	0	0	32.9	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	16	11	1	0	0	0	0	0	0	33	37.7
1800	39	36	3	0	0	0	0	0	0	0	0	0	0	33.4	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	19	8	2	0	1	0	0	0	0	33.3	38.7
1815	28	24	3	0	0	0	0	0	0	0	0	0	1	31.4	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	0	0	16	6	4	2	0	0	0	0	0	0	31.1	36.2
1830	23	23	0	0	0	0	0	0	0	0	0	0	0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	13	2	0	0	0	0	0	0	0	31.2	34.3
1845	23	21	2	0	0	0	0	0	0	0	0	0	0	33.4	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	9	0	0	0	0	0	0	0	33.3	37
1900	12	11	1	0	0	0	0	0	0	0	0	0	0	34.1	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	3	1	1	0	0	0	0	0	33.9	40.7
1915	16	15	1	0	0	0	0	0	0	0	0	0	0	34.6	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	4	2	1	0	0	0	0	0	34.5	40.4
1930	9	8	1	0	0	0	0	0	0	0	0	0	0	32.1	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	2	0	0	0	0	0	0	0	32.1	-
1945	11	10	1	0	0	0	0	0	0	0	0	0	0	25.8	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	6	2	0	1	0	0	0	0	0	0	27.2	34
2000	8	7	1	0	0	0	0	0	0	0	0	0	0	30.8	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	0	1	0	0	0	0	0	0	32.4	-
2015	8	7	1	0	0	0	0	0	0	0	0	0	0	34.1	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	1	0	0	0	0	0	0	33.9	-
2030	6	6	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	1	1	1	0	0	0	0	0	0	30.8	-
2045	10	10	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	2	0	0	0	0	0	0	0	31.6	-
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	0	1	0	0	0	0	0	0	32.2	-
2115	4	4	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	28.1	-
2130	8	8	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	0	2	0	0	0	0	0	0	32.6	-
2145	1	1	0	0	0	0	0	0	0	0	0	0	0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.1	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	2	0	0	0	0	0	0	0	32.9	-
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.2	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.9	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**2107**	**1972**	**121**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**30.4**	**31.8**	**0.0**	**13.7**	**25.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.1**	**1**	**63**	**877**	**902**	**230**	**29**	**3**	**2**	**0**	**0**	**0**	**0**	**30.4**	**34.6**
06-22	**2233**	**2091**	**128**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**30.5**	**32.0**	**0.0**	**13.7**	**25.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.1**	**2**	**65**	**915**	**955**	**249**	**39**	**6**	**2**	**0**	**0**	**0**	**0**	**30.5**	**34.7**
06-00	**2242**	**2100**	**128**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**30.5**	**32.0**	**0.0**	**13.7**	**25.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.1**	**2**	**65**	**919**	**958**	**251**	**39**	**6**	**2**	**0**	**0**	**0**	**0**	**30.5**	**34.7**
00-00	**2249**	**2105**	**130**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**30.5**	**32.0**	**0.0**	**13.7**	**25.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.1**	**2**	**65**	**922**	**959**	**253**	**40**	**6**	**2**	**0**	**0**	**0**	**0**	**30.5**	**34.8**

Vehicles = 2249
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 52.5 mph, Minimum = 7.9 mph, Mean = 30.5 mph
85% Speed = 34.78 mph, 95% Speed = 37.97 mph, Median = 30.59 mph
10 mph Pace = 26 - 36, Number in Pace = 1788 (79.50%)
Variance = 22.18, Standard Deviation = 4.71 mph

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
Mon	2167	2032	123	1	0	3	0	0	0	0	0	0	8	30.6	31.2	28.4	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	25.4	0	12	956	953	214	28	4	0	0	0	0	0	30.6	34.3
Tue	2199	2049	139	1	0	1	0	1	0	0	0	0	8	30.8	31.4	30.1	0.0	16.4	0.0	25.5	0.0	0.0	0.0	0.0	25.1	0	20	914	960	260	41	3	1	0	0	0	0	30.8	34.8
Wed	2249	2105	130	0	1	3	0	0	0	0	0	0	10	30.5	32.0	0.0	13.7	25.1	0.0	0.0	0.0	0.0	0.0	0.0	23.1	2	65	922	959	253	40	6	2	0	0	0	0	30.5	34.8
Thu	2327	2179	129	1	0	4	0	2	1	0	0	0	11	29.9	31.0	25.6	0.0	25.7	0.0	28.3	21.9	0.0	0.0	0.0	23.0	0	40	1174	883	203	23	4	0	0	0	0	0	29.9	33.9
Fri	2383	2226	140	1	0	5	0	0	2	0	0	0	9	30.3	31.1	26.3	0.0	29.5	0.0	0.0	26.7	0.0	0.0	0.0	24.8	0	21	1114	966	252	25	5	0	0	0	0	0	30.3	34.4
|Sat	1610	1525	72	0	4	0	0	0	1	0	0	0	8	30.6	31.2	0.0	16.3	0.0	0.0	0.0	16.1	0.0	0.0	0.0	26.2	0	22	732	629	186	34	5	2	0	0	0	0	30.5	34.8
|Sun	1070	1022	43	0	2	0	0	2	0	0	1	0	0	30.5	29.4	0.0	15.6	0.0	0.0	30.3	0.0	0.0	15.0	0.0	0.0	0	20	456	439	132	22	1	0	0	0	0	0	30.4	34.9
--	**14005**	**13138**	**776**	**4**	**7**	**16**	**0**	**5**	**4**	**0**	**1**	**0**	**54**	**30.4**	**31.2**	**27.6**	**15.7**	**26.9**	**0.0**	**28.6**	**22.9**	**0.0**	**15.0**	**0.0**	**24.5**	**2**	**200**	**6268**	**5789**	**1500**	**213**	**28**	**5**	**0**	**0**	**0**	**0**	**30.4**	**34.5**

Vehicles = 14005
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 52.5 mph, Minimum = 7.9 mph, Mean = 30.4 mph
85% Speed = 34.50 mph, 95% Speed = 37.36 mph, Median = 30.37 mph
10 mph Pace = 25 - 35, Number in Pace = 11187 (79.88%)
Variance = 18.62, Standard Deviation = 4.32 mph

15 mins Vehicle Classification-Speed Data_ITRANSPORT

Globals

Report Id	CustomList-895
Descriptor	15 mins Vehicle Classification-Speed Data_ITRANSPORT
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-23T14:27:23
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	7040_1.
Site Attribute	Fishbourne
File Name	Z:\Projects\7040 - Fishbourne, West Sussex ATCs (HO - 06.05)\Raw data\7040_1. 0 2019-05-17 2205.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Clay In 60mph
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-08T22:08:08
Start Time	2019-05-08T22:08:08
Finish Time	2019-05-17T22:05:18
Operator	pw
Configuration	40 MC5600 00 00 00 00 00 ? JM96C4X8 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	50_60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2019-05-09T00:00:00
Filter End	2019-05-16T00:00:00
Class Scheme	Euro13
F	Cls(1-12) Dir(BA) Sp(6,99) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	Southbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
SpCls 1	Speed averages by class
SpCls 2	Speed averages by class
SpCls 3	Speed averages by class
SpCls 4	Speed averages by class
SpCls 5	Speed averages by class
SpCls 6	Speed averages by class
SpCls 7	Speed averages by class
SpCls 8	Speed averages by class
SpCls 9	Speed averages by class
SpCls 10	Speed averages by class
SpCls 11	Speed averages by class
SpCls 12	Speed averages by class
Vbin 0 10	Speed bin totals
Vbin 10 20	Speed bin totals
Vbin 20 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

Thursday 09 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	31.1	-
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.9	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.8	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.8	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30.4	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.9	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.5	-
0615	3	1	2	0	0	0	0	0	0	0	0	0	0	30.1	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	27	-
0630	4	3	1	0	0	0	0	0	0	0	0	0	0	33.3	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	0	0	0	0	0	0	0	0	33.2	-
0645	3	3	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	30	-
0700	9	8	0	0	0	1	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	3	0	0	0	0	0	0	0	0	29	-
0715	8	7	1	0	0	0	0	0	0	0	0	0	0	30.2	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	0	0	0	0	0	0	0	0	30.4	-
0730	20	18	2	0	0	0	0	0	0	0	0	0	0	31.2	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	9	2	1	0	0	0	0	0	0	31.3	35.1
0745	29	27	2	0	0	0	0	0	0	0	0	0	0	30.3	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	14	1	0	0	0	0	0	0	0	29.9	31.6
0800	22	17	5	0	0	0	0	0	0	0	0	0	0	30.1	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	9	3	0	0	0	0	0	0	0	30.1	35.3
0815	19	18	1	0	0	0	0	0	0	0	0	0	0	30.8	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	5	3	0	0	0	0	0	0	0	30.7	36.1
0830	13	12	1	0	0	0	0	0	0	0	0	0	0	31.2	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	0	0	0	0	0	0	0	0	31.1	32.6
0845	22	18	3	0	0	0	0	0	0	0	0	0	1	29.1	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	0	13	9	0	0	0	0	0	0	0	0	28.6	33.3
0900	21	17	3	0	0	0	0	0	0	0	0	0	1	29.4	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8	0	1	13	7	0	0	0	0	0	0	0	0	29	32.8
0915	24	22	2	0	0	0	0	0	0	0	0	0	0	28.7	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	7	0	0	0	0	0	0	0	0	28.7	31.3
0930	22	18	4	0	0	0	0	0	0	0	0	0	0	29.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	11	1	0	0	0	0	0	0	0	29.5	32.5
0945	18	17	1	0	0	0	0	0	0	0	0	0	0	28.5	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	3	1	0	0	0	0	0	0	0	28.5	30.6
1000	39	37	2	0	0	0	0	0	0	0	0	0	0	27.1	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	38	1	0	0	0	0	0	0	0	0	27.2	29.1
1015	20	19	1	0	0	0	0	0	0	0	0	0	0	28.6	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	4	0	0	0	0	0	0	0	0	28.5	31.8
1030	19	19	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	3	1	1	0	0	0	0	0	0	28.2	31.8
1045	30	27	2	0	0	0	0	0	0	0	0	0	1	27.1	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	0	25	5	0	0	0	0	0	0	0	0	26.9	30.2
1100	26	26	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	5	0	0	0	0	0	0	0	0	27.5	30.6
1115	33	32	1	0	0	0	0	0	0	0	0	0	0	27.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	6	1	0	0	0	0	0	0	0	26.8	31.2
1130	39	38	0	0	0	0	0	0	0	0	0	0	1	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2	0	0	33	4	1	1	0	0	0	0	0	0	27.6	30
1145	27	25	2	0	0	0	0	0	0	0	0	0	0	29.3	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	6	2	0	0	0	0	0	0	0	29.1	33.1
1200	42	38	3	0	0	0	0	0	0	0	0	0	1	26.3	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0	3	36	3	0	0	0	0	0	0	0	0	26.1	29.5
1215	25	23	2	0	0	0	0	0	0	0	0	0	0	27.8	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	5	1	0	0	0	0	0	0	0	27.9	30.8
1230	40	36	4	0	0	0	0	0	0	0	0	0	0	28.1	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	28	9	2	0	0	0	0	0	0	0	28	31.6
1245	38	35	3	0	0	0	0	0	0	0	0	0	0	28.3	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	28	8	1	0	0	0	0	0	0	0	28.4	32.2
1300	31	28	3	0	0	0	0	0	0	0	0	0	0	26.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	1	0	0	0	0	0	0	0	0	26.1	28.5
1315	27	24	3	0	0	0	0	0	0	0	0	0	0	28.2	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	20	5	0	0	0	1	0	0	0	0	28.3	32.2
1330	29	26	3	0	0	0	0	0	0	0	0	0	0	27.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	6	1	0	0	0	0	0	0	0	27.5	32.2
1345	21	20	0	0	0	0	0	0	0	0	0	0	1	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5	0	1	18	2	0	0	0	0	0	0	0	0	26.9	29.9
1400	35	34	1	0	0	0	0	0	0	0	0	0	0	28.7	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	11	2	0	0	0	0	0	0	0	28.8	32.5
1415	38	35	2	0	0	0	0	1	0	0	0	0	0	29.1	28.1	0.0	0.0	0.0	0.0	30.1	0.0	0.0	0.0	0.0	0.0	0	0	24	12	1	1	0	0	0	0	0	0	29.1	32.6
1430	51	49	2	0	0	0	0	0	0	0	0	0	0	29.2	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	35	15	1	0	0	0	0	0	0	0	29.2	32
1445	51	50	1	0	0	0	0	0	0	0	0	0	0	28.1	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	34	10	2	1	0	0	0	0	0	0	27.9	30.7
1500	38	35	2	0	0	0	0	0	0	0	0	0	1	28.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	0	0	28	8	2	0	0	0	0	0	0	0	27.8	30.9
1515	35	34	1	0	0	0	0	0	0	0	0	0	0	29.4	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	15	1	0	0	0	0	0	0	0	29.2	32.8
1530	32	30	2	0	0	0	0	0	0	0	0	0	0	27.9	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	9	2	0	0	0	0	0	0	0	27.9	32.6
1545	57	57	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	50	4	3	0	0	0	0	0	0	0	27.6	29.1
1600	62	54	8	0	0	0	0	0	0	0	0	0	0	28.4	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	43	18	1	0	0	0	0	0	0	0	28.5	31
1615	56	53	2	0	0	0	0	0	0	0	0	0	1	27.8	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0	2	40	14	0	0	0	0	0	0	0	0	27.7	31.1
1630	68	67	1	0	0	0	0	0	0	0	0	0	0	26.2	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	52	12	0	1	0	0	0	0	0	0	26.3	30.2
1645	57	54	3	0	0	0	0	0	0	0	0	0	0	28.6	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	36	21	0	0	0	0	0	0	0	0	28.6	31.5
1700	58	53	5	0	0	0	0	0	0	0	0	0	0	28.5	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	42	14	2	0	0	0	0	0	0	0	28.6	32
1715	34	33	1	0	0	0	0	0	0	0	0	0	0	29.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	12	1	0	0	0	0	0	0	0	29.2	32.2
1730	43	43	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	16	2	0	0	0	0	0	0	0	29.7	32.1
1745	66	63	2	0	0	0	0	0	0	0	0	0	1	27.7	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0	3	40	23	0	0	0	0	0	0	0	0	27.6	31.7
1800	36	36	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	23	10	2	0	0	0	0	0	0	0	28.7	32.2
1815	42	41	1	0	0	0	0	0	0	0	0	0	0	29.1	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	29	11	2	0	0	0	0	0	0	0	29.2	31.5
1830	23	22	1	0	0	0	0	0	0	0	0	0	0	30.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	11	1	0	0	0	0	0	0	0	30	32.3
1845	27	27	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	9	2	0	0	0	0	0	0	0	29.6	32.5
1900	30	29	1	0	0	0	0	0	0	0	0	0	0	29.7	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	13	0	0	0	0	0	0	0	0	29.9	32.5
1915	17	16	1	0	0	0	0	0	0	0	0	0	0	31.6	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	7	4	0	0	0	0	0	0	0	31.7	35.9
1930	22	22	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	11	1	1	0	0	0	0	0	0	30.2	34.6
1945	20	19	1	0	0	0	0	0	0	0	0	0	0	27.8	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	4	0	0	0	0	0	0	0	0	27.7	30.9
2000	17	17	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	6	0	0	0	0	0	0	0	0	29.4	32
2015	19	18	1	0	0	0	0	0	0	0	0	0	0	28.2	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	11	7	0	0	0	0	0	0	0	0	28.4	31.2
2030	12	10	2	0	0	0	0	0	0	0	0	0	0	28.6	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	3	0	0	0	0	0	0	0	0	28.2	30.1
2045	6	5	1	0	0	0	0	0	0	0	0	0	0	27.6	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	1	0	0	0	0	0	0	0	0	28	-
2100	15	15	0	0	0	0	0	0	0	0	0	0	0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	7	1	0	1	0	0	0	0	0	31.2	34.2
2115	11	11	0	0	0	0	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	3	0	0	0	0	0	0	0	0	28.5	31.8
2130	8	8	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	3	0	0	0	0	0	0	0	0	28.9	-
2145	10	10	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	2	0	1	0	0	0	0	0	0	30.5	-
2200	8	7	1	0	0	0	0	0	0	0	0	0	0	30.1	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	2	1	0	0	0	0	0	0	0	29.7	-
2215	9	9	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	1	0	0	0	0	0	0	0	29.7	-
2230	6	6	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	0	0	0	0	0	0	0	0	31	-
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.5	-
2300	3	2	1	0	0	0	0	0	0	0	0	0	0	31.4	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	0	0	0	0	0	0	0	30.7	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	31.7	-
2330	6	5	1	0	0	0	0	0	0	0	0	0	0	29.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	0	0	0	0	0	0	0	0	30.2	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1622**	**1522**	**89**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**28.3**	**28.6**	**0.0**	**0.0**	**25.7**	**0.0**	**30.1**	**0.0**	**0.0**	**0.0**	**0.0**	**21.6**	**0**	**23**	**1122**	**422**	**48**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**28.3**	**31.7**
06-22	**1820**	**1710**	**99**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**28.5**	**28.7**	**0.0**	**0.0**	**25.7**	**0.0**	**30.1**	**0.0**	**0.0**	**0.0**	**0.0**	**21.6**	**0**	**24**	**1236**	**496**	**54**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**28.4**	**31.8**
06-00	**1856**	**1743**	**102**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**28.5**	**28.7**	**0.0**	**0.0**	**25.7**	**0.0**	**30.1**	**0.0**	**0.0**	**0.0**	**0.0**	**21.6**	**0**	**24**	**1252**	**513**	**57**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**28.5**	**31.8**
00-00	**1865**	**1751**	**103**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**9**	**28.5**	**28.7**	**0.0**	**0.0**	**25.7**	**0.0**	**30.1**	**0.0**	**0.0**	**0.0**	**0.0**	**21.6**	**0**	**24**	**1255**	**518**	**58**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**28.5**	**31.8**

Vehicles = 1865
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 54.9 mph, Minimum = 11.3 mph, Mean = 28.5 mph
85% Speed = 31.82 mph, 95% Speed = 34.23 mph, Median = 28.52 mph
10 mph Pace = 23 - 33, Number in Pace = 1603 (85.95%)
Variance = 13.62, Standard Deviation = 3.69 mph

Friday 10 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.4	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.2	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	25.5	-
0615	7	4	3	0	0	0	0	0	0	0	0	0	0	28.7	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	1	1	0	0	0	0	0	0	0	29.2	-
0630	3	3	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	30.5	-
0645	6	4	2	0	0	0	0	0	0	0	0	0	0	32.3	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	0	0	0	0	0	0	0	0	31.7	-
0700	8	6	2	0	0	0	0	0	0	0	0	0	0	30.3	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	1	1	0	0	0	0	0	0	0	29.6	-
0715	12	10	1	1	0	0	0	0	0	0	0	0	0	31.5	27.6	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	4	1	1	0	0	0	0	0	0	30.7	36.4
0730	14	13	1	0	0	0	0	0	0	0	0	0	0	30.6	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	8	1	0	0	0	0	0	0	0	30.4	32.1
0745	28	25	2	0	0	0	0	0	0	0	0	0	1	30.0	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.6	0	0	12	14	2	0	0	0	0	0	0	0	29.2	33.1
0800	22	17	3	0	0	1	0	0	0	0	0	0	1	28.7	31.2	0.0	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	25.3	0	0	12	10	0	0	0	0	0	0	0	0	28.7	31.8
0815	25	22	3	0	0	0	0	0	0	0	0	0	0	30.4	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	11	1	0	0	0	0	0	0	0	30.1	32.4
0830	19	17	1	0	0	1	0	0	0	0	0	0	0	27.3	27.3	0.0	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	2	0	0	0	0	0	0	0	0	27.5	29.6
0845	19	17	2	0	0	0	0	0	0	0	0	0	0	29.7	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	7	2	0	0	0	0	0	0	0	29.4	33.8
0900	25	22	2	0	0	0	0	0	0	0	0	0	1	29.4	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9	0	1	12	11	1	0	0	0	0	0	0	0	29.1	32.2
0915	22	20	2	0	0	0	0	0	0	0	0	0	0	28.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	7	2	0	0	0	0	0	0	0	29.4	34.3
0930	19	19	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	3	3	0	0	0	0	0	0	0	29.8	38.1
0945	33	29	4	0	0	0	0	0	0	0	0	0	0	29.2	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	13	1	0	0	0	0	0	0	0	29.5	33.8
1000	22	20	2	0	0	0	0	0	0	0	0	0	0	27.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	18	2	1	0	0	0	0	0	0	0	27.7	31
1015	20	19	1	0	0	0	0	0	0	0	0	0	0	29.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	8	1	0	0	0	0	0	0	0	29.3	32.8
1030	31	29	1	0	0	0	0	0	0	0	0	0	1	27.6	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	1	23	7	0	0	0	0	0	0	0	0	27.1	32.6
1045	28	27	1	0	0	0	0	0	0	0	0	0	0	27.5	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	20	5	1	0	0	0	0	0	0	0	27.6	30.8
1100	38	37	0	0	0	0	0	0	0	1	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	0.0	0.0	0.0	0	0	20	17	1	0	0	0	0	0	0	0	29.5	32.8
1115	30	27	3	0	0	0	0	0	0	0	0	0	0	26.6	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	6	1	0	0	0	0	0	0	0	26.6	31
1130	35	34	1	0	0	0	0	0	0	0	0	0	0	28.9	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	13	0	0	0	0	0	0	0	0	28.9	31.7
1145	40	38	2	0	0	0	0	0	0	0	0	0	0	28.9	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	27	10	3	0	0	0	0	0	0	0	28.8	34
1200	37	35	0	0	0	1	0	0	0	0	0	0	1	25.6	0.0	0.0	0.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	21.5	0	4	26	5	2	0	0	0	0	0	0	0	25.5	30.6
1215	33	29	4	0	0	0	0	0	0	0	0	0	0	28.7	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	11	0	0	0	0	0	0	0	0	28.6	31.2
1230	39	33	5	0	0	1	0	0	0	0	0	0	0	27.9	29.8	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	9	0	0	0	0	0	0	0	0	28.2	30.8
1245	37	34	3	0	0	0	0	0	0	0	0	0	0	28.4	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	8	1	0	0	0	0	0	0	0	28.5	31.6
1300	31	31	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	9	1	0	0	0	0	0	0	0	28.4	31.6
1315	45	43	2	0	0	0	0	0	0	0	0	0	0	27.7	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	35	10	0	0	0	0	0	0	0	0	27.8	30.9
1330	33	30	2	0	0	0	0	0	0	0	0	0	1	28.2	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	0	0	25	7	1	0	0	0	0	0	0	0	28.1	31.4
1345	37	36	1	0	0	0	0	0	0	0	0	0	0	29.1	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	13	2	0	0	0	0	0	0	0	29.2	33.1
1400	28	25	2	0	0	0	0	0	1	0	0	0	0	27.9	27.5	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0	4	12	12	0	0	0	0	0	0	0	0	27.8	32.4
1415	21	20	1	0	0	0	0	0	0	0	0	0	0	30.1	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	9	1	0	0	0	0	0	0	0	30.1	34.3
1430	59	55	4	0	0	0	0	0	0	0	0	0	0	29.4	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	39	17	2	1	0	0	0	0	0	0	29.6	32.3
1445	58	56	2	0	0	0	0	0	0	0	0	0	0	28.5	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	46	12	0	0	0	0	0	0	0	0	28.4	30.5
1500	41	38	2	0	0	0	0	0	0	0	0	0	1	29.2	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.8	0	1	25	13	2	0	0	0	0	0	0	0	28.9	33.4
1515	38	36	2	0	0	0	0	0	0	0	0	0	0	28.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	10	0	0	0	0	0	0	0	0	28.3	31
1530	59	55	4	0	0	0	0	0	0	0	0	0	0	25.8	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	54	5	0	0	0	0	0	0	0	0	25.9	28.8
1545	55	52	3	0	0	0	0	0	0	0	0	0	0	28.2	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	37	18	0	0	0	0	0	0	0	0	28.2	30.7
1600	54	51	3	0	0	0	0	0	0	0	0	0	0	28.8	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	33	19	2	0	0	0	0	0	0	0	29	33.1
1615	42	38	3	0	0	0	0	0	0	0	0	0	1	28.1	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0	1	31	10	0	0	0	0	0	0	0	0	28.1	30.7
1630	47	46	1	0	0	0	0	0	0	0	0	0	0	29.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	32	13	2	0	0	0	0	0	0	0	28.9	32.1
1645	36	35	1	0	0	0	0	0	0	0	0	0	0	28.8	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	13	0	0	0	0	0	0	0	0	28.8	31.8
1700	51	51	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	32	15	2	0	0	0	0	0	0	0	28.1	31.2
1715	44	40	4	0	0	0	0	0	0	0	0	0	0	29.3	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	18	0	0	0	0	0	0	0	0	29.4	31.7
1730	49	47	1	0	0	0	0	0	1	0	0	0	0	28.5	32.4	0.0	0.0	0.0	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0	0	34	14	1	0	0	0	0	0	0	0	28.5	31.3
1745	60	54	5	0	0	0	0	0	0	0	0	0	1	27.5	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	0	3	43	13	1	0	0	0	0	0	0	0	27.5	31
1800	52	48	4	0	0	0	0	0	0	0	0	0	0	28.1	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	30	16	2	0	0	0	0	0	0	0	28.2	31.9
1815	37	35	2	0	0	0	0	0	0	0	0	0	0	28.8	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	24	10	2	0	0	0	0	0	0	0	29	32.5
1830	25	25	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	7	1	0	0	0	0	0	0	0	29.2	31.4
1845	42	39	3	0	0	0	0	0	0	0	0	0	0	27.9	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	25	14	1	0	0	0	0	0	0	0	28	31.9
1900	18	18	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	10	0	0	0	0	0	0	0	0	29.6	32.6
1915	18	18	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	7	0	0	0	0	0	0	0	0	29.4	32.5
1930	27	23	4	0	0	0	0	0	0	0	0	0	0	29.1	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	9	0	0	0	0	0	0	0	0	28.8	31.5
1945	27	25	2	0	0	0	0	0	0	0	0	0	0	28.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	7	0	0	0	0	0	0	0	0	28.2	31.5
2000	17	16	1	0	0	0	0	0	0	0	0	0	0	29.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	9	0	0	0	0	0	0	0	0	29.6	33.4
2015	14	14	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	5	1	0	0	0	0	0	0	0	29.9	33.7
2030	16	14	2	0	0	0	0	0	0	0	0	0	0	29.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	3	2	0	0	0	0	0	0	0	28.6	34.1
2045	17	16	1	0	0	0	0	0	0	0	0	0	0	29.5	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	5	0	1	0	0	0	0	0	0	29.5	32.6
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	0	1	0	0	0	0	0	0	0	27.8	31.3
2115	11	10	1	0	0	0	0	0	0	0	0	0	0	28.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	2	0	0	0	0	0	0	0	0	28.8	31
2130	6	6	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	1	0	0	0	0	0	0	0	33.1	-
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	0	2	0	0	0	0	0	0	32	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	0	0	0	0	0	0	0	0	30	-
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	30.4	-
2230	5	5	0	0	0	0	0	0	0	0	0	0	0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	0	0	0	0	0	0	0	0	28.1	-
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	31.9	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	0	0	0	0	0	0	0	0	27.5	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.4	-
2330	3	3	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	29.5	-
2345	5	5	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	1	0	0	0	0	0	0	0	29.8	-
07-19	**1680**	**1565**	**98**	**1**	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**28.5**	**29.1**	**25.5**	**0.0**	**27.0**	**0.0**	**0.0**	**25.7**	**22.5**	**0.0**	**0.0**	**22.8**	**0**	**28**	**1112**	**489**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**31.7**
06-22	**1886**	**1755**	**114**	**1**	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**28.6**	**29.1**	**25.5**	**0.0**	**27.0**	**0.0**	**0.0**	**25.7**	**22.5**	**0.0**	**0.0**	**22.8**	**0**	**28**	**1238**	**560**	**55**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**31.8**
06-00	**1914**	**1783**	**114**	**1**	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**28.6**	**29.1**	**25.5**	**0.0**	**27.0**	**0.0**	**0.0**	**25.7**	**22.5**	**0.0**	**0.0**	**22.8**	**0**	**28**	**1255**	**569**	**57**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**31.8**
00-00	**1918**	**1785**	**116**	**1**	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**28.6**	**29.1**	**25.5**	**0.0**	**27.0**	**0.0**	**0.0**	**25.7**	**22.5**	**0.0**	**0.0**	**22.8**	**0**	**28**	**1256**	**572**	**57**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**31.8**

Vehicles = 1918
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 42.0 mph, Minimum = 10.0 mph, Mean = 28.6 mph
85% Speed = 31.82 mph, 95% Speed = 34.23 mph, Median = 28.63 mph
10 mph Pace = 24 - 34, Number in Pace = 1670 (87.07%)
Variance = 12.79, Standard Deviation = 3.58 mph

Saturday 11 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.1	-
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30.3	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	35.4	-
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26	-
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.7	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.6	-
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	24.2	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	26.9	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.7	-
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30	-
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	25.4	-
0645	4	3	1	0	0	0	0	0	0	0	0	0	0	29.1	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	0	0	0	0	0	0	0	0	29.8	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.8	-
0715	4	4	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	32.8	-
0730	9	7	2	0	0	0	0	0	0	0	0	0	0	30.7	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	5	0	0	0	0	0	0	0	0	30.2	-
0745	5	5	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	0	0	0	0	0	0	0	0	29.2	-
0800	8	7	1	0	0	0	0	0	0	0	0	0	0	29.5	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	3	0	0	0	0	0	0	0	0	29.2	-
0815	7	7	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	0	0	1	0	0	0	0	0	0	30.2	-
0830	7	7	0	0	0	0	0	0	0	0	0	0	0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	0	0	0	0	0	0	0	0	0	27.2	-
0845	13	12	1	0	0	0	0	0	0	0	0	0	0	30.2	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	6	1	0	0	0	0	0	0	0	30.4	32.4
0900	20	17	1	0	0	0	0	0	0	0	0	0	2	29.2	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	0	0	11	8	1	0	0	0	0	0	0	0	29.3	33.4
0915	23	21	2	0	0	0	0	0	0	0	0	0	0	28.4	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	12	9	0	0	0	0	0	0	0	0	27.9	31.9
0930	32	28	4	0	0	0	0	0	0	0	0	0	0	28.7	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	4	2	0	0	0	0	0	0	0	28.6	30.6
0945	34	32	2	0	0	0	0	0	0	0	0	0	0	29.1	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	9	2	0	0	0	0	0	0	0	29	31.5
1000	40	39	1	0	0	0	0	0	0	0	0	0	0	28.0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	31	7	2	0	0	0	0	0	0	0	28	31.4
1015	30	29	1	0	0	0	0	0	0	0	0	0	0	28.5	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	15	12	2	0	0	0	0	0	0	0	28.6	32
1030	36	35	1	0	0	0	0	0	0	0	0	0	0	27.8	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	25	9	1	0	0	0	0	0	0	0	27.9	31.8
1045	38	38	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	10	2	0	0	0	0	0	0	0	28.9	31.7
1100	41	40	1	0	0	0	0	0	0	0	0	0	0	28.3	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	26	12	2	0	0	0	0	0	0	0	28.4	33.8
1115	39	38	1	0	0	0	0	0	0	0	0	0	0	28.8	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	15	0	0	0	0	0	0	0	0	28.8	31
1130	46	45	1	0	0	0	0	0	0	0	0	0	0	28.2	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	39	5	2	0	0	0	0	0	0	0	28.3	30.8
1145	39	38	1	0	0	0	0	0	0	0	0	0	0	27.6	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	32	6	0	0	0	0	0	0	0	0	27.6	30.5
1200	45	42	2	0	0	0	0	0	0	0	0	0	1	27.0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0	1	35	9	0	0	0	0	0	0	0	0	26.9	30.7
1215	42	38	4	0	0	0	0	0	0	0	0	0	0	29.6	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	17	0	0	0	0	0	0	0	0	29.6	32.2
1230	35	33	1	0	1	0	0	0	0	0	0	0	0	28.9	32.8	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	21	12	1	0	0	0	0	0	0	0	28.5	33.2
1245	45	44	1	0	0	0	0	0	0	0	0	0	0	29.7	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	21	1	0	0	0	0	0	0	0	29.7	32.8
1300	40	38	2	0	0	0	0	0	0	0	0	0	0	29.3	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	11	1	0	0	0	0	0	0	0	29.3	31.1
1315	34	29	5	0	0	0	0	0	0	0	0	0	0	29.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	12	1	0	0	0	0	0	0	0	28.9	32.4
1330	42	40	1	0	0	0	0	0	0	0	0	0	1	26.8	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0	2	34	6	0	0	0	0	0	0	0	0	26.7	30.1
1345	43	41	2	0	0	0	0	0	0	0	0	0	0	29.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	27	15	0	0	0	1	0	0	0	0	29.1	31.9
1400	32	30	2	0	0	0	0	0	0	0	0	0	0	29.4	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	17	1	0	0	0	0	0	0	0	29.6	33.1
1415	23	21	2	0	0	0	0	0	0	0	0	0	0	30.7	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	10	1	0	0	0	0	0	0	0	30.6	33.8
1430	28	25	3	0	0	0	0	0	0	0	0	0	0	27.5	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	6	0	0	0	0	0	0	0	0	27.6	30.3
1445	41	40	1	0	0	0	0	0	0	0	0	0	0	27.6	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	32	9	0	0	0	0	0	0	0	0	27.7	30.4
1500	32	29	2	0	0	0	0	0	0	0	0	0	1	28.9	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.9	0	0	22	9	1	0	0	0	0	0	0	0	28.7	31.6
1515	32	31	1	0	0	0	0	0	0	0	0	0	0	29.3	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	10	2	0	0	0	0	0	0	0	29.2	33.6
1530	32	30	2	0	0	0	0	0	0	0	0	0	0	27.7	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	8	0	0	0	0	0	0	0	0	27.8	30.6
1545	25	24	1	0	0	0	0	0	0	0	0	0	0	29.9	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	7	2	0	0	0	0	0	0	0	29.9	33.7
1600	42	41	1	0	0	0	0	0	0	0	0	0	0	28.2	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	29	11	0	1	0	0	0	0	0	0	28.3	30.9
1615	36	34	1	0	0	0	0	0	0	0	0	0	1	28.3	16.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.9	0	2	25	9	0	0	0	0	0	0	0	0	27.8	31.7
1630	41	40	1	0	0	0	0	0	0	0	0	0	0	28.3	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	26	14	0	0	0	0	0	0	0	0	28.2	31.7
1645	31	30	1	0	0	0	0	0	0	0	0	0	0	27.9	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	5	1	1	0	0	0	0	0	0	27.8	30.8
1700	26	24	2	0	0	0	0	0	0	0	0	0	0	29.2	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	9	0	0	0	0	0	0	0	0	29.1	32.9
1715	26	26	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	9	0	0	0	1	0	0	0	0	29.5	31.6
1730	31	27	4	0	0	0	0	0	0	0	0	0	0	30.1	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	16	2	0	0	0	0	0	0	0	29.8	32.7
1745	31	30	0	0	0	0	0	0	0	0	0	0	1	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.6	0	0	21	9	0	0	0	1	0	0	0	0	29.2	31.2
1800	24	24	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	7	2	0	0	0	0	0	0	0	29.6	34.7
1815	27	27	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	10	1	0	0	0	0	0	0	0	29.3	32.3
1830	20	19	1	0	0	0	0	0	0	0	0	0	0	31.8	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	12	2	1	0	0	0	0	0	0	31.8	35.2
1845	18	17	1	0	0	0	0	0	0	0	0	0	0	29.1	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	9	0	0	0	0	0	0	0	0	29.2	31.8
1900	26	26	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	13	1	0	0	0	0	0	0	0	30.4	34.2
1915	13	13	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	9	0	0	0	0	0	0	0	0	30.2	32.5
1930	15	15	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	6	1	0	0	0	0	0	0	0	29.7	34.2
1945	18	17	1	0	0	0	0	0	0	0	0	0	0	28.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	11	6	0	0	0	0	0	0	0	0	28.1	32.1
2000	14	13	1	0	0	0	0	0	0	0	0	0	0	29.3	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	4	1	1	0	0	0	0	0	0	29.3	35.1
2015	16	12	4	0	0	0	0	0	0	0	0	0	0	31.2	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	8	1	0	0	0	0	0	0	0	30.7	34.2
2030	8	8	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	1	0	0	0	0	0	0	0	31.9	-
2045	6	5	1	0	0	0	0	0	0	0	0	0	0	32.6	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	2	0	0	0	0	0	0	0	31.4	-
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	3	1	0	0	0	0	0	0	0	30.2	-
2115	9	9	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	2	1	1	0	0	0	0	0	0	31.8	-
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	32	-
2145	7	6	1	0	0	0	0	0	0	0	0	0	0	33.7	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	0	0	0	0	0	0	0	32.9	-
2200	11	8	3	0	0	0	0	0	0	0	0	0	0	28.8	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	2	1	0	0	0	0	0	0	0	27.6	33.7
2215	8	8	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	1	0	0	0	0	0	0	0	31.4	-
2230	5	4	1	0	0	0	0	0	0	0	0	0	0	27.5	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	0	0	0	0	0	0	0	0	27.4	-
2245	6	6	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	1	0	0	0	0	0	0	0	31.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.1	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35	-
2330	5	3	2	0	0	0	0	0	0	0	0	0	0	29.6	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	1	0	0	0	0	0	0	0	29.2	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38	-
07-19	**1396**	**1324**	**64**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**28.7**	**28.9**	**0.0**	**11.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.2**	**0**	**14**	**914**	**423**	**38**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**28.7**	**31.8**
06-22	**1548**	**1467**	**73**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**28.9**	**28.9**	**0.0**	**11.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.2**	**0**	**15**	**982**	**492**	**50**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**28.9**	**32**
06-00	**1586**	**1499**	**79**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**28.9**	**28.7**	**0.0**	**11.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.2**	**0**	**15**	**1003**	**503**	**56**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**28.9**	**32.1**
00-00	**1600**	**1511**	**81**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**29.0**	**28.7**	**0.0**	**11.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.2**	**0**	**15**	**1011**	**507**	**58**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**28.9**	**32.1**

Vehicles = 1600
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 53.5 mph, Minimum = 10.8 mph, Mean = 28.9 mph
85% Speed = 32.10 mph, 95% Speed = 34.67 mph, Median = 28.86 mph
10 mph Pace = 24 - 34, Number in Pace = 1413 (88.31%)
Variance = 13.24, Standard Deviation = 3.64 mph

Sunday 12 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	0	0	0	0	0	0	34.3	-
0015	5	5	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	0	0	0	0	0	0	0	0	28.7	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.4	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	0	0	0	0	0	0	0	32.7	-
0130	3	3	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	30.2	-
0145	4	4	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	0	0	0	0	0	0	0	0	0	28.3	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	24.6	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	38.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.8	-
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.8	-
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	2	1	1	0	0	0	0	0	0	0	0	0	0	31.3	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30.4	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	25.8	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.4	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.3	-
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.6	-
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.6	-
0645	2	2	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	34.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0715	4	4	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	29.5	-
0730	7	7	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	2	0	0	0	0	0	0	0	31.8	-
0745	1	1	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.8	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.6	-
0815	2	2	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	35.5	-
0830	6	6	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	0	0	0	0	0	0	0	0	29.3	-
0845	3	3	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	0	0	0	0	0	0	33.2	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	29.4	-
0915	14	14	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	8	0	0	0	0	0	0	0	0	30.3	33.5
0930	4	4	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	1	0	0	0	0	0	0	0	29.7	-
0945	4	4	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	1	0	0	0	0	0	0	0	30.4	-
1000	28	27	1	0	0	0	0	0	0	0	0	0	0	27.5	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	7	0	0	0	0	0	0	0	0	27.4	30.9
1015	25	24	1	0	0	0	0	0	0	0	0	0	0	30.0	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	10	0	0	0	0	0	0	0	0	29.9	32.3
1030	23	23	0	0	0	0	0	0	0	0	0	0	0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	7	0	0	0	0	0	0	0	0	29.1	33
1045	24	23	1	0	0	0	0	0	0	0	0	0	0	28.7	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	6	2	0	0	0	0	0	0	0	28.7	32.1
1100	26	25	1	0	0	0	0	0	0	0	0	0	0	28.6	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	7	0	0	0	0	0	0	0	0	28.7	31.5
1115	41	41	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	32	7	1	0	0	0	0	0	0	0	27.6	30.6
1130	44	43	1	0	0	0	0	0	0	0	0	0	0	26.9	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	35	8	0	0	0	0	0	0	0	0	27	30.4
1145	34	33	1	0	0	0	0	0	0	0	0	0	0	29.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	13	3	0	0	0	0	0	0	0	29.8	34.5
1200	30	29	1	0	0	0	0	0	0	0	0	0	0	28.8	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	11	0	0	1	0	0	0	0	0	28.9	31
1215	38	38	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	14	1	0	0	0	0	0	0	0	29.2	32.8
1230	44	42	2	0	0	0	0	0	0	0	0	0	0	28.5	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	38	4	0	2	0	0	0	0	0	0	28.4	29.8
1245	39	37	2	0	0	0	0	0	0	0	0	0	0	28.3	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	25	11	1	0	0	0	0	0	0	0	28.2	31.5
1300	40	38	2	0	0	0	0	0	0	0	0	0	0	28.7	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	13	1	0	0	0	0	0	0	0	28.6	31.7
1315	32	27	5	0	0	0	0	0	0	0	0	0	0	29.3	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	10	1	0	0	0	0	0	0	0	29.2	33.1
1330	26	25	1	0	0	0	0	0	0	0	0	0	0	28.2	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	4	0	1	0	0	0	0	0	0	28.2	30.1
1345	26	25	1	0	0	0	0	0	0	0	0	0	0	28.7	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	15	7	2	0	0	0	0	0	0	0	28.7	31.3
1400	20	18	2	0	0	0	0	0	0	0	0	0	0	29.0	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	5	1	0	0	0	0	0	0	0	28.8	32
1415	27	27	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	18	8	0	0	0	0	0	0	0	0	28.2	32.2
1430	26	26	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	10	1	0	0	0	0	0	0	0	29.7	33.1
1445	33	33	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	19	1	0	0	0	0	0	0	0	30.4	32.4
1500	36	34	2	0	0	0	0	0	0	0	0	0	0	28.3	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	6	2	0	0	0	0	0	0	0	28.3	30.9
1515	33	31	2	0	0	0	0	0	0	0	0	0	0	27.9	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	5	2	0	0	0	0	0	0	0	27.8	31.9
1530	32	31	1	0	0	0	0	0	0	0	0	0	0	28.0	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	22	7	1	0	0	0	0	0	0	0	27.7	30.6
1545	39	36	3	0	0	0	0	0	0	0	0	0	0	29.7	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	16	0	0	0	0	0	0	0	0	29.7	32.3
1600	44	43	1	0	0	0	0	0	0	0	0	0	0	28.4	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	32	12	0	0	0	0	0	0	0	0	28.5	30.9
1615	17	17	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	5	0	0	0	0	0	0	0	0	28.9	32.6
1630	12	11	1	0	0	0	0	0	0	0	0	0	0	31.5	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	9	1	0	0	0	0	0	0	0	31.3	33.3
1645	11	11	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	4	0	0	0	0	0	0	0	0	28.7	32.9
1700	8	8	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	1	0	0	0	0	0	0	0	32	-
1715	11	10	1	0	0	0	0	0	0	0	0	0	0	31.9	44.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	2	1	0	0	0	0	0	0	33.1	38.2
1730	11	10	1	0	0	0	0	0	0	0	0	0	0	29.9	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	0	0	0	0	0	0	0	0	29.9	31.7
1745	13	13	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	9	1	0	0	0	0	0	0	0	31	33.7
1800	8	7	1	0	0	0	0	0	0	0	0	0	0	30.8	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	3	1	0	0	0	0	0	0	0	30.6	-
1815	8	8	0	0	0	0	0	0	0	0	0	0	0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	1	0	0	0	0	0	0	0	0	27.3	-
1830	7	7	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	3	0	0	0	0	0	0	0	0	30.5	-
1845	7	7	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	0	1	0	0	0	0	0	0	0	29.6	-
1900	8	8	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	1	0	0	0	0	0	0	0	0	27.5	-
1915	6	6	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	1	0	0	0	0	0	0	0	32.2	-
1930	13	13	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	5	2	0	0	0	0	0	0	0	31	36.6
1945	1	1	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.5	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	0	0	0	0	0	0	0	30.8	-
2015	4	4	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	29.8	-
2030	3	3	0	0	0	0	0	0	0	0	0	0	0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	0	0	0	0	0	0	0	32.7	-
2045	2	2	0	0	0	0	0	0	0	0	0	0	0	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	25.9	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	0	0	0	0	0	0	0	0	27.3	-
2115	4	4	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	0	0	0	0	0	0	0	34.3	-
2130	3	3	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	29.2	-
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	1	0	0	0	0	0	0	0	31.4	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.6	-
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	2	0	0	0	0	0	0	0	30.9	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.8	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**973**	**938**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**28.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**9**	**628**	**298**	**32**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**28.9**	**32.1**
06-22	**1037**	**1002**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.0**	**28.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**9**	**655**	**325**	**42**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**32.2**
06-00	**1048**	**1013**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**28.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**9**	**659**	**330**	**44**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**32.2**
00-00	**1077**	**1041**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**28.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**9**	**675**	**340**	**47**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**29.1**	**32.3**

Vehicles = 1077
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 48.8 mph, Minimum = 13.3 mph, Mean = 29.1 mph
85% Speed = 32.27 mph, 95% Speed = 34.96 mph, Median = 28.97 mph
10 mph Pace = 24 - 34, Number in Pace = 932 (86.54%)
Variance = 12.92, Standard Deviation = 3.59 mph

Monday 13 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	32	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	28.5	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.6	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	24.7	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.9	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	2	1	0	0	0	0	0	0	0	0	0	0	30.0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	28.8	-
0615	6	5	1	0	0	0	0	0	0	0	0	0	0	27.7	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	1	0	0	0	0	0	0	0	0	27.9	-
0630	6	6	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	0	0	0	0	0	0	0	0	30.6	-
0645	6	6	0	0	0	0	0	0	0	0	0	0	0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	0	0	0	0	0	0	0	0	31.7	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.4	-
0715	13	11	2	0	0	0	0	0	0	0	0	0	0	30.2	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	6	1	0	0	0	0	0	0	0	29.8	33.9
0730	15	13	2	0	0	0	0	0	0	0	0	0	0	30.4	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	10	1	0	0	0	0	0	0	0	30.5	33.7
0745	21	18	2	0	0	0	0	0	0	0	0	0	1	30.7	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.9	0	0	7	14	0	0	0	0	0	0	0	0	29.9	32.8
0800	26	22	4	0	0	0	0	0	0	0	0	0	0	27.7	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	15	9	0	0	0	0	0	0	0	0	28.1	32
0815	22	20	2	0	0	0	0	0	0	0	0	0	0	30.1	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	7	1	0	0	0	0	0	0	0	29.7	33.4
0830	23	21	1	1	0	0	0	0	0	0	0	0	0	29.8	26.5	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	14	7	1	0	0	0	0	0	0	0	29.1	32.8
0845	17	16	0	0	0	0	0	0	0	0	0	0	1	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0	1	12	4	0	0	0	0	0	0	0	0	28.1	32.4
0900	16	15	0	0	0	0	0	0	0	0	0	0	1	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0	1	5	9	1	0	0	0	0	0	0	0	29.6	34.2
0915	23	19	4	0	0	0	0	0	0	0	0	0	0	27.2	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	14	8	0	0	0	0	0	0	0	0	27.2	31.8
0930	29	27	2	0	0	0	0	0	0	0	0	0	0	28.5	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	8	1	0	0	0	0	0	0	0	28.5	32.2
0945	30	30	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	7	0	0	0	0	0	0	0	0	28.3	31.5
1000	23	22	0	0	0	1	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	9	3	0	0	0	0	0	0	0	31.4	34.8
1015	24	23	0	1	0	0	0	0	0	0	0	0	0	29.1	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	15	7	0	1	0	0	0	0	0	0	28.7	31.6
1030	28	24	3	0	0	0	0	0	0	0	0	0	1	27.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0	0	19	8	1	0	0	0	0	0	0	0	27.6	32.3
1045	25	21	3	0	0	1	0	0	0	0	0	0	0	29.9	26.9	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	14	1	0	0	0	0	0	0	0	29.4	32.3
1100	16	16	0	0	0	0	0	0	0	0	0	0	0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	5	0	0	0	0	0	0	0	0	28.5	31.5
1115	31	29	2	0	0	0	0	0	0	0	0	0	0	27.5	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	7	1	0	0	0	0	0	0	0	27.9	31.7
1130	30	27	3	0	0	0	0	0	0	0	0	0	0	28.5	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	8	0	0	0	0	0	0	0	0	28.6	32.6
1145	34	34	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	23	8	1	1	0	0	0	0	0	0	28.7	32.7
1200	35	32	2	0	0	0	0	0	0	0	0	0	1	29.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	0	0	21	14	0	0	0	0	0	0	0	0	28.7	31.3
1215	34	33	1	0	0	0	0	0	0	0	0	0	0	29.0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	6	2	0	0	0	0	0	0	0	29.1	31.7
1230	36	35	1	0	0	0	0	0	0	0	0	0	0	28.6	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	12	1	0	0	0	0	0	0	0	28.6	31.8
1245	23	23	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	9	0	0	0	0	0	0	0	0	28.6	32.2
1300	27	26	1	0	0	0	0	0	0	0	0	0	0	27.1	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	5	0	0	0	0	0	0	0	0	27.2	31.5
1315	26	23	3	0	0	0	0	0	0	0	0	0	0	30.3	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	12	2	0	0	0	0	0	0	0	30.1	33.7
1330	29	25	3	0	0	0	0	0	0	0	0	0	1	28.3	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.6	0	0	19	8	2	0	0	0	0	0	0	0	28.6	31.8
1345	29	29	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	12	1	0	0	0	0	0	0	0	29.5	32.8
1400	24	20	3	0	0	1	0	0	0	0	0	0	0	27.3	23.7	0.0	0.0	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	3	0	0	0	0	0	0	0	0	26.7	29.6
1415	34	32	2	0	0	0	0	0	0	0	0	0	0	29.4	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	14	19	0	0	0	0	0	0	0	0	29.6	33.1
1430	41	38	3	0	0	0	0	0	0	0	0	0	0	28.3	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	9	2	0	0	0	0	0	0	0	28.4	32
1445	50	50	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	39	10	0	0	0	0	0	0	0	0	27.4	30.5
1500	36	31	4	0	0	0	0	0	0	0	0	0	1	29.2	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	0	0	16	19	1	0	0	0	0	0	0	0	29.4	32.8
1515	31	27	4	0	0	0	0	0	0	0	0	0	0	29.3	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	10	1	0	0	0	0	0	0	0	29.4	33.2
1530	35	33	2	0	0	0	0	0	0	0	0	0	0	27.5	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	26	6	1	0	0	0	0	0	0	0	27.4	32.3
1545	42	39	3	0	0	0	0	0	0	0	0	0	0	28.7	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	29	12	1	0	0	0	0	0	0	0	28.7	31
1600	49	45	4	0	0	0	0	0	0	0	0	0	0	28.8	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	30	19	0	0	0	0	0	0	0	0	28.8	31.5
1615	42	40	1	0	0	0	0	0	0	0	0	0	1	29.6	25.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1	0	1	22	18	0	1	0	0	0	0	0	0	29.5	32.3
1630	52	50	2	0	0	0	0	0	0	0	0	0	0	28.3	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	34	18	0	0	0	0	0	0	0	0	28.6	31.6
1645	54	53	1	0	0	0	0	0	0	0	0	0	0	28.1	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	5	27	20	2	0	0	0	0	0	0	0	28.1	33
1700	48	47	1	0	0	0	0	0	0	0	0	0	0	29.7	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	22	2	0	0	0	0	0	0	0	29.7	32.4
1715	62	60	2	0	0	0	0	0	0	0	0	0	0	28.8	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	42	17	2	0	0	0	0	0	0	0	28.8	32.5
1730	50	48	2	0	0	0	0	0	0	0	0	0	0	29.8	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	29	17	4	0	0	0	0	0	0	0	30	33.1
1745	41	39	1	0	0	0	0	0	0	0	0	0	1	29.7	24.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.5	0	0	28	9	4	0	0	0	0	0	0	0	29.5	34
1800	48	45	3	0	0	0	0	0	0	0	0	0	0	29.5	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	22	1	0	0	0	0	0	0	0	29.5	32.6
1815	29	27	2	0	0	0	0	0	0	0	0	0	0	29.2	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	14	13	1	0	0	0	0	0	0	0	28.9	33.5
1830	30	29	1	0	0	0	0	0	0	0	0	0	0	28.5	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	20	9	0	0	0	0	0	0	0	0	28.4	31.1
1845	23	23	0	0	0	0	0	0	0	0	0	0	0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	11	3	0	0	0	0	0	0	0	31.2	35.1
1900	27	25	2	0	0	0	0	0	0	0	0	0	0	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	17	2	0	0	0	0	0	0	0	30.8	33.9
1915	20	19	1	0	0	0	0	0	0	0	0	0	0	27.3	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	3	1	0	0	0	0	0	0	0	27.3	32.6
1930	20	20	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	7	2	0	0	0	0	0	0	0	30.4	33.9
1945	12	10	1	0	1	0	0	0	0	0	0	0	0	27.3	32.3	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	8	3	0	0	0	0	0	0	0	0	26.4	32.2
2000	15	14	1	0	0	0	0	0	0	0	0	0	0	30.6	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	1	0	0	0	0	0	0	0	30.1	33.7
2015	16	15	1	0	0	0	0	0	0	0	0	0	0	32.1	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	7	4	0	0	0	0	0	0	0	31.8	35.4
2030	9	9	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	0	0	0	0	0	0	0	0	30.9	-
2045	18	17	1	0	0	0	0	0	0	0	0	0	0	32.1	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	11	2	0	0	0	0	0	0	0	31.9	34.4
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	2	1	0	0	0	0	0	0	0	28.8	-
2115	10	9	1	0	0	0	0	0	0	0	0	0	0	32.6	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	0	1	0	0	0	0	0	0	32.1	-
2130	17	17	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	2	0	0	1	0	0	0	0	31.9	36.3
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	1	0	0	0	0	0	0	0	0	26.7	-
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	4	2	0	0	0	0	0	0	0	31.3	35.7
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	3	0	0	0	0	0	0	0	0	30.4	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2245	4	4	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	1	0	0	0	0	0	0	0	30.2	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.5	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.6	-
2330	4	3	1	0	0	0	0	0	0	0	0	0	0	34.2	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	0	0	0	0	0	0	0	34.4	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1507**	**1411**	**82**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**28.9**	**29.0**	**18.4**	**0.0**	**26.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.9**	**2**	**19**	**921**	**516**	**46**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**32.3**
06-22	**1708**	**1601**	**92**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**29.1**	**28.9**	**18.4**	**11.3**	**26.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.9**	**2**	**20**	**1014**	**606**	**61**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**29**	**32.5**
06-00	**1735**	**1627**	**93**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**29.1**	**29.0**	**18.4**	**11.3**	**26.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.9**	**2**	**20**	**1026**	**616**	**66**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**29**	**32.5**
00-00	**1743**	**1633**	**95**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**29.1**	**29.0**	**18.4**	**11.3**	**26.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.9**	**2**	**20**	**1029**	**620**	**67**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**29**	**32.5**

Vehicles = 1743
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 51.5 mph, Minimum = 10.0 mph, Mean = 29.0 mph
85% Speed = 32.51 mph, 95% Speed = 34.66 mph, Median = 29.08 mph
10 mph Pace = 24 - 34, Number in Pace = 1512 (86.75%)
Variance = 13.40, Standard Deviation = 3.66 mph

Tuesday 14 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.5	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.3	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	23.4	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.1	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	38.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	28.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.7	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	31.1	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29	-
0615	2	0	2	0	0	0	0	0	0	0	0	0	0	0.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.8	-
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.5	-
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	32	-
0700	9	7	2	0	0	0	0	0	0	0	0	0	0	28.8	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	4	0	0	0	0	0	0	0	0	27.8	-
0715	11	10	1	0	0	0	0	0	0	0	0	0	0	31.2	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	7	1	0	0	0	0	0	0	0	31.4	34
0730	19	16	2	0	0	0	0	0	0	0	0	0	1	31.9	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.3	0	0	5	11	3	0	0	0	0	0	0	0	31.5	35.6
0745	33	31	2	0	0	0	0	0	0	0	0	0	0	30.8	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	19	1	0	0	0	0	0	0	0	30.8	33.6
0800	25	24	1	0	0	0	0	0	0	0	0	0	0	29.4	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	11	1	0	0	0	0	0	0	0	29.4	32.6
0815	22	22	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	9	4	0	0	0	0	0	0	0	31.4	35.9
0830	16	16	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	6	0	0	0	0	0	0	0	0	28.8	32.6
0845	17	17	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	9	2	0	0	0	0	0	0	0	30.9	35.2
0900	21	19	1	0	0	0	0	0	0	0	0	0	1	28.1	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.1	0	0	16	5	0	0	0	0	0	0	0	0	28.1	31.4
0915	20	19	0	0	0	1	0	0	0	0	0	0	0	29.1	0.0	0.0	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	7	1	0	0	0	0	0	0	0	28.8	33.3
0930	25	25	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	8	0	0	0	0	0	0	0	0	28.9	32.4
0945	22	19	2	0	0	1	0	0	0	0	0	0	0	29.3	28.4	0.0	0.0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	10	0	0	0	0	0	0	0	0	29.2	32.1
1000	19	18	1	0	0	0	0	0	0	0	0	0	0	29.2	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	6	1	0	0	0	0	0	0	0	28.9	32.7
1015	18	18	0	0	0	0	0	0	0	0	0	0	0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	3	0	0	0	0	0	0	0	0	27.6	30.6
1030	25	23	1	0	0	0	0	0	0	0	0	0	1	28.3	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.6	0	0	17	8	0	0	0	0	0	0	0	0	28.2	31.4
1045	32	23	9	0	0	0	0	0	0	0	0	0	0	27.2	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	4	2	0	0	0	0	0	0	0	28.1	32.2
1100	18	17	1	0	0	0	0	0	0	0	0	0	0	28.5	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	7	0	0	0	0	0	0	0	0	28.6	33
1115	20	20	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	7	0	0	0	0	0	0	0	0	29	31.2
1130	20	20	0	0	0	0	0	0	0	0	0	0	0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	4	0	0	0	0	0	0	0	0	28	31.2
1145	29	25	4	0	0	0	0	0	0	0	0	0	0	27.9	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	8	0	0	0	0	0	0	0	0	28.2	32.2
1200	32	29	2	0	0	0	0	0	0	0	0	0	1	29.3	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8	0	0	18	13	1	0	0	0	0	0	0	0	29.1	31.8
1215	31	29	2	0	0	0	0	0	0	0	0	0	0	28.1	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	9	1	0	0	0	0	0	0	0	28.3	31.4
1230	24	23	1	0	0	0	0	0	0	0	0	0	0	30.2	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	12	0	1	0	0	0	0	0	0	30.3	33.7
1245	37	35	2	0	0	0	0	0	0	0	0	0	0	28.5	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	11	0	0	0	0	0	0	0	0	28.7	32.2
1300	35	32	3	0	0	0	0	0	0	0	0	0	0	29.7	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	17	14	2	0	0	0	0	0	0	0	29.2	32.2
1315	25	24	1	0	0	0	0	0	0	0	0	0	0	29.8	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	10	0	0	0	0	0	0	0	0	29.8	33.1
1330	21	19	1	0	0	0	0	0	0	0	0	0	1	27.5	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0	0	18	3	0	0	0	0	0	0	0	0	27.4	30.9
1345	22	18	4	0	0	0	0	0	0	0	0	0	0	27.4	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	6	0	0	0	0	0	0	0	0	28.1	32.6
1400	32	31	1	0	0	0	0	0	0	0	0	0	0	27.1	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	25	6	0	0	0	0	0	0	0	0	27.1	31.2
1415	26	26	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	12	1	0	0	0	0	0	0	0	29.5	32.4
1430	39	38	1	0	0	0	0	0	0	0	0	0	0	28.8	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	14	1	0	0	0	0	0	0	0	28.7	31.3
1445	42	41	1	0	0	0	0	0	0	0	0	0	0	29.0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	24	15	2	0	0	0	0	0	0	0	29	32.4
1500	33	29	3	0	0	0	0	0	0	0	0	0	1	28.9	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	0	0	24	9	0	0	0	0	0	0	0	0	28.7	31
1515	33	30	3	0	0	0	0	0	0	0	0	0	0	29.9	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	19	2	0	0	0	0	0	0	0	30.3	32.9
1530	33	32	1	0	0	0	0	0	0	0	0	0	0	29.7	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	16	13	3	0	0	0	0	0	0	0	29.7	31.9
1545	56	54	1	0	0	1	0	0	0	0	0	0	0	28.6	32.2	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	33	18	2	1	0	0	0	0	0	0	28.8	32.4
1600	43	41	2	0	0	0	0	0	0	0	0	0	0	29.4	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	25	16	2	0	0	0	0	0	0	0	29.4	31.5
1615	62	61	0	0	0	0	0	0	0	0	0	0	1	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	1	35	26	0	0	0	0	0	0	0	0	29	31.9
1630	55	52	3	0	0	0	0	0	0	0	0	0	0	29.9	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	23	3	1	0	0	0	0	0	0	30	32.7
1645	27	25	2	0	0	0	0	0	0	0	0	0	0	29.5	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	14	7	5	0	0	0	0	0	0	0	29.7	36.2
1700	69	67	1	0	0	0	0	0	0	0	1	0	0	29.8	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6	0.0	0.0	0	1	38	25	5	0	0	0	0	0	0	0	29.9	32.8
1715	44	42	2	0	0	0	0	0	0	0	0	0	0	29.4	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	25	16	2	0	0	0	0	0	0	0	29.4	33.9
1730	77	73	4	0	0	0	0	0	0	0	0	0	0	28.6	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	46	29	1	0	0	0	0	0	0	0	28.6	31.8
1745	40	36	3	0	0	0	0	0	0	0	0	0	1	29.8	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0	0	22	17	1	0	0	0	0	0	0	0	29.7	33.3
1800	33	32	1	0	0	0	0	0	0	0	0	0	0	30.8	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	12	5	0	0	0	0	0	0	0	30.8	35.3
1815	45	43	2	0	0	0	0	0	0	0	0	0	0	30.4	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	31	0	0	0	0	0	0	0	0	30.1	33
1830	29	28	1	0	0	0	0	0	0	0	0	0	0	30.3	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	13	2	0	0	0	0	0	0	0	30.4	33.5
1845	27	25	2	0	0	0	0	0	0	0	0	0	0	30.9	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	15	1	1	0	0	0	0	0	0	30.9	34.7
1900	24	23	1	0	0	0	0	0	0	0	0	0	0	31.7	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	8	4	2	0	0	0	0	0	0	31.7	36.6
1915	19	19	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	7	1	0	1	0	0	0	0	0	31.1	33.7
1930	18	18	0	0	0	0	0	0	0	0	0	0	0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	2	2	0	0	0	0	0	0	31.2	37.6
1945	13	13	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	4	1	0	0	0	0	0	0	0	29.7	33.1
2000	18	18	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	8	0	0	0	0	0	0	0	0	29	33
2015	11	11	0	0	0	0	0	0	0	0	0	0	0	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	2	1	0	0	0	0	0	0	0	27.7	34.3
2030	9	9	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	1	0	0	0	0	0	0	0	30.2	-
2045	16	15	1	0	0	0	0	0	0	0	0	0	0	30.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	6	1	0	0	0	0	0	0	0	30	34.1
2100	10	8	2	0	0	0	0	0	0	0	0	0	0	30.9	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	5	0	0	0	0	0	0	0	0	29.9	-
2115	8	8	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	2	1	0	0	0	0	0	0	0	30.8	-
2130	13	12	1	0	0	0	0	0	0	0	0	0	0	32.3	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	1	0	0	0	0	0	0	0	31.8	34.5
2145	11	11	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	3	0	0	0	0	0	0	0	0	29	31.3
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	1	0	0	0	0	0	0	0	0	29.4	-
2215	7	7	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	3	1	0	0	0	0	0	0	0	31.1	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.4	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	0	0	0	0	0	0	0	32	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1493**	**1404**	**77**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**29.3**	**29.7**	**0.0**	**0.0**	**30.0**	**0.0**	**0.0**	**0.0**	**0.0**	**30.6**	**0.0**	**24.3**	**0**	**14**	**850**	**567**	**58**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**32.4**
06-22	**1673**	**1576**	**85**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**29.4**	**29.6**	**0.0**	**0.0**	**30.0**	**0.0**	**0.0**	**0.0**	**0.0**	**30.6**	**0.0**	**24.3**	**0**	**14**	**942**	**636**	**72**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**29.4**	**32.6**
06-00	**1692**	**1595**	**85**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**29.4**	**29.6**	**0.0**	**0.0**	**30.0**	**0.0**	**0.0**	**0.0**	**0.0**	**30.6**	**0.0**	**24.3**	**0**	**14**	**954**	**641**	**74**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**29.4**	**32.6**
00-00	**1699**	**1601**	**86**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**29.4**	**29.6**	**0.0**	**0.0**	**30.0**	**0.0**	**0.0**	**0.0**	**0.0**	**30.6**	**0.0**	**24.3**	**0**	**14**	**956**	**644**	**76**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**29.4**	**32.6**

Vehicles = 1699
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 49.6 mph, Minimum = 12.8 mph, Mean = 29.4 mph
85% Speed = 32.60 mph, 95% Speed = 35.06 mph, Median = 29.47 mph
10 mph Pace = 24 - 34, Number in Pace = 1487 (87.52%)
Variance = 12.02, Standard Deviation = 3.47 mph

Wednesday 15 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.7	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	24.3	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	33.3	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.6	-
0545	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30	-
0615	6	3	3	0	0	0	0	0	0	0	0	0	0	30.4	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	3	0	0	0	0	0	0	0	0	30.4	-
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	29.7	-
0645	12	12	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	7	0	0	0	0	0	0	0	0	29.9	33.3
0700	7	4	3	0	0	0	0	0	0	0	0	0	0	28.2	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	1	0	0	0	0	0	0	0	0	27.7	-
0715	4	4	0	0	0	0	0	0	0	0	0	0	0	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	1	0	0	0	0	0	0	0	29.9	-
0730	25	21	3	0	0	0	0	0	0	0	0	0	1	30.4	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0	0	14	10	1	0	0	0	0	0	0	0	30.1	32.9
0745	26	24	2	0	0	0	0	0	0	0	0	0	0	32.3	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	12	7	0	0	0	0	0	0	0	32.4	36.8
0800	20	18	2	0	0	0	0	0	0	0	0	0	0	29.9	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	1	0	0	0	0	0	0	0	30	33.8
0815	21	19	1	0	0	0	0	0	0	0	0	0	1	30.4	27.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	0	0	10	11	0	0	0	0	0	0	0	0	30.1	32.7
0830	19	18	1	0	0	0	0	0	0	0	0	0	0	28.2	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	3	1	0	0	0	0	0	0	0	28.3	33.6
0845	14	13	1	0	0	0	0	0	0	0	0	0	0	30.5	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	10	0	0	0	0	0	0	0	0	30.5	33.6
0900	16	14	2	0	0	0	0	0	0	0	0	0	0	29.7	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	5	0	1	0	0	0	0	0	0	29.6	32.8
0915	15	13	2	0	0	0	0	0	0	0	0	0	0	30.4	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	1	0	0	0	0	0	0	0	30.3	33
0930	24	19	5	0	0	0	0	0	0	0	0	0	0	29.0	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	9	1	0	0	0	0	0	0	0	29.4	32.3
0945	21	20	1	0	0	0	0	0	0	0	0	0	0	28.5	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	7	0	0	0	0	0	0	0	0	28.5	31.2
1000	26	25	1	0	0	0	0	0	0	0	0	0	0	28.9	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	8	0	0	0	0	0	0	0	0	28.8	31.4
1015	33	32	1	0	0	0	0	0	0	0	0	0	0	29.4	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	17	11	3	0	0	0	0	0	0	0	29.5	34
1030	20	16	2	0	1	0	0	0	0	0	0	0	1	26.5	33.3	0.0	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	0	2	15	1	2	0	0	0	0	0	0	0	27	30.8
1045	26	25	1	0	0	0	0	0	0	0	0	0	0	29.5	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	11	1	0	0	0	0	0	0	0	29.4	33.6
1100	29	29	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	10	1	1	0	0	0	0	0	0	29.3	32.8
1115	25	23	2	0	0	0	0	0	0	0	0	0	0	28.8	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	9	1	0	0	0	0	0	0	0	29.1	32.8
1130	25	25	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	10	2	0	0	0	0	0	0	0	29.7	32.6
1145	26	23	3	0	0	0	0	0	0	0	0	0	0	28.2	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	5	1	0	0	0	0	0	0	0	28.2	30.7
1200	37	36	0	0	0	0	0	0	0	0	0	0	1	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	23	13	1	0	0	0	0	0	0	0	29.2	31.4
1215	32	31	1	0	0	0	0	0	0	0	0	0	0	28.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	9	2	0	0	0	0	0	0	0	28.4	33.5
1230	28	26	2	0	0	0	0	0	0	0	0	0	0	28.6	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	7	2	1	0	0	0	0	0	0	29	32.9
1245	32	31	1	0	0	0	0	0	0	0	0	0	0	29.5	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	12	2	0	0	0	0	0	0	0	29.5	32.9
1300	27	25	2	0	0	0	0	0	0	0	0	0	0	29.1	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	5	3	0	0	0	0	0	0	0	29.3	32.3
1315	24	22	2	0	0	0	0	0	0	0	0	0	0	28.6	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	5	1	0	0	0	0	0	0	0	28.5	32.3
1330	20	19	1	0	0	0	0	0	0	0	0	0	0	29.5	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	6	1	0	0	0	0	0	0	0	29.3	33.5
1345	26	23	2	0	0	0	0	0	0	0	0	0	1	29.1	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0	0	15	8	3	0	0	0	0	0	0	0	29.1	34
1400	33	31	2	0	0	0	0	0	0	0	0	0	0	28.8	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	11	1	0	0	0	0	0	0	0	28.8	31.8
1415	24	22	2	0	0	0	0	0	0	0	0	0	0	30.2	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	13	1	0	0	0	0	0	0	0	30.4	34.2
1430	29	29	0	0	0	0	0	0	0	0	0	0	0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	16	10	2	0	0	0	0	0	0	0	29	32.9
1445	52	50	2	0	0	0	0	0	0	0	0	0	0	28.7	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	34	17	1	0	0	0	0	0	0	0	28.9	32.1
1500	33	33	0	0	0	0	0	0	0	0	0	0	0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	7	12	13	1	0	0	0	0	0	0	0	26.9	33.6
1515	35	33	2	0	0	0	0	0	0	0	0	0	0	29.3	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	12	1	0	0	0	0	0	0	0	29.5	32.6
1530	33	33	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	17	3	0	0	0	0	0	0	0	30.1	32.9
1545	43	42	1	0	0	0	0	0	0	0	0	0	0	28.9	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	24	15	4	0	0	0	0	0	0	0	28.8	32.3
1600	45	37	8	0	0	0	0	0	0	0	0	0	0	29.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	22	21	0	0	0	0	0	0	0	0	29.1	32.5
1615	43	39	3	0	0	0	0	0	0	0	0	0	1	28.3	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0	1	34	7	1	0	0	0	0	0	0	0	28.1	30.5
1630	46	41	5	0	0	0	0	0	0	0	0	0	0	27.7	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	33	13	0	0	0	0	0	0	0	0	27.8	31.8
1645	36	35	1	0	0	0	0	0	0	0	0	0	0	28.1	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	23	9	3	0	0	0	0	0	0	0	28.2	33.2
1700	52	49	3	0	0	0	0	0	0	0	0	0	0	29.3	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	33	17	2	0	0	0	0	0	0	0	29.2	31.6
1715	44	43	1	0	0	0	0	0	0	0	0	0	0	28.7	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	31	12	1	0	0	0	0	0	0	0	28.6	32.1
1730	49	47	2	0	0	0	0	0	0	0	0	0	0	28.7	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	31	12	5	0	0	0	0	0	0	0	28.8	33.1
1745	52	50	1	0	0	0	0	0	0	0	0	0	1	30.1	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	0	1	24	24	3	0	0	0	0	0	0	0	29.9	34.1
1800	42	42	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	21	6	0	0	0	0	0	0	0	31	35
1815	44	43	1	0	0	0	0	0	0	0	0	0	0	28.1	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	30	11	1	0	0	0	0	0	0	0	28.1	31.6
1830	24	23	0	0	1	0	0	0	0	0	0	0	0	27.7	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	3	13	5	2	0	0	0	0	0	0	0	26.9	34
1845	24	22	2	0	0	0	0	0	0	0	0	0	0	31.1	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	10	4	0	0	0	0	0	0	0	30.7	35.2
1900	32	32	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	18	1	0	0	1	1	0	0	0	32.6	34.6
1915	17	17	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	4	1	1	0	0	0	0	0	0	29.8	33.2
1930	9	9	0	0	0	0	0	0	0	0	0	0	0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	1	1	0	0	0	0	0	0	33.4	-
1945	19	15	4	0	0	0	0	0	0	0	0	0	0	28.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	8	9	1	0	0	0	0	0	0	0	28.8	32.9
2000	15	14	1	0	0	0	0	0	0	0	0	0	0	30.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	1	0	0	0	0	0	0	0	30.2	34.4
2015	14	14	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	6	1	0	0	0	0	0	0	0	30.3	32.2
2030	12	10	2	0	0	0	0	0	0	0	0	0	0	33.1	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	6	0	0	0	1	0	0	0	0	32.1	35.4
2045	12	11	1	0	0	0	0	0	0	0	0	0	0	32.2	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	2	0	0	0	0	0	0	0	32.3	35.4
2100	9	8	1	0	0	0	0	0	0	0	0	0	0	32.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	0	0	1	0	0	0	0	0	31.9	-
2115	20	19	1	0	0	0	0	0	0	0	0	0	0	30.8	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	1	0	0	0	0	0	0	0	30.6	33
2130	11	11	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	5	0	0	0	0	0	0	0	0	29.2	32.5
2145	9	9	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	2	1	0	0	0	0	0	0	0	29.5	-
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	2	1	0	0	0	0	0	0	0	30.9	-
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	1	0	0	0	0	0	0	0	29.8	-
2230	4	4	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	31.6	-
2245	4	4	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	0	0	0	0	0	0	0	0	27.5	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	0	0	0	0	0	0	0	0	0	14.5	-
2315	3	3	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	0	0	0	0	0	0	0	32.9	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.4	-
07-19	**1431**	**1342**	**80**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**29.1**	**29.7**	**0.0**	**16.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.1**	**1**	**23**	**839**	**484**	**81**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**32.5**
06-22	**1632**	**1530**	**93**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**29.3**	**29.8**	**0.0**	**16.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.1**	**2**	**24**	**928**	**578**	**91**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**29.3**	**32.8**
06-00	**1659**	**1557**	**93**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**29.3**	**29.8**	**0.0**	**16.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.1**	**2**	**25**	**942**	**587**	**94**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**29.3**	**32.8**
00-00	**1667**	**1561**	**97**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**29.3**	**29.8**	**0.0**	**16.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**24.1**	**2**	**25**	**946**	**590**	**95**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**29.3**	**32.8**

Vehicles = 1667
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 56.4 mph, Minimum = 9.5 mph, Mean = 29.3 mph
85% Speed = 32.83 mph, 95% Speed = 35.51 mph, Median = 29.30 mph
10 mph Pace = 25 - 35, Number in Pace = 1418 (85.06%)
Variance = 15.25, Standard Deviation = 3.90 mph

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
Mon	1743	1633	95	2	1	3	0	0	0	0	0	0	9	29.1	29.0	18.4	11.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	24.9	2	20	1029	620	67	4	0	1	0	0	0	0	29	32.5
Tue	1699	1601	86	0	0	3	0	0	0	0	1	0	8	29.4	29.6	0.0	0.0	30.0	0.0	0.0	0.0	0.0	30.6	0.0	24.3	0	14	956	644	76	8	1	0	0	0	0	0	29.4	32.6
Wed	1667	1561	97	0	2	0	0	0	0	0	0	0	7	29.3	29.8	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.1	2	25	946	590	95	5	1	2	1	0	0	0	29.3	32.8
Thu	1865	1751	103	0	0	1	0	1	0	0	0	0	9	28.5	28.7	0.0	0.0	25.7	0.0	30.1	0.0	0.0	0.0	0.0	21.6	0	24	1255	518	58	8	1	1	0	0	0	0	28.5	31.8
Fri	1918	1785	116	1	0	4	0	0	2	1	0	0	9	28.6	29.1	25.5	0.0	27.0	0.0	0.0	25.7	22.5	0.0	0.0	22.8	0	28	1256	572	57	5	0	0	0	0	0	0	28.6	31.8
|Sat	1600	1511	81	0	1	0	0	0	0	0	0	0	7	29.0	28.7	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2	0	15	1011	507	58	6	0	3	0	0	0	0	28.9	32.1
|Sun	1077	1041	36	0	0	0	0	0	0	0	0	0	0	29.1	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	9	675	340	47	5	1	0	0	0	0	0	29.1	32.3
--	**11569**	**10883**	**614**	**3**	**4**	**11**	**0**	**1**	**2**	**1**	**1**	**0**	**49**	**29.0**	**29.1**	**20.8**	**13.9**	**27.6**	**0.0**	**30.1**	**25.7**	**22.5**	**30.6**	**0.0**	**23.6**	**4**	**135**	**7128**	**3791**	**458**	**41**	**4**	**7**	**1**	**0**	**0**	**0**	**29**	**32.3**

Vehicles = 11569

Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph

Maximum = 56.4 mph, Minimum = 9.5 mph, Mean = 29.0 mph

85% Speed = 32.27 mph, 95% Speed = 34.73 mph, Median = 28.97 mph

10 mph Pace = 24 - 34, Number in Pace = 9989 (86.34%)

Variance = 13.44, Standard Deviation = 3.67 mph

15 mins Vehicle Classification-Speed Data_ITRANSPORT

Globals

Report Id	CustomList-903
Descriptor	15 mins Vehicle Classification-Speed Data_ITRANSPORT
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-29T15:35:54
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	7040_2.
Site Attribute	Fishbourne
File Name	Z:\Projects\7040 - Fishbourne, West Sussex ATCs (HO - 06.05)\Raw data\7040_2. 0 2019-05-29 1601.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Clay ln 60mph
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-17T22:01:14
Start Time	2019-05-17T22:01:14
Finish Time	2019-05-29T16:01:14
Operator	pw
Configuration	40 MC5600 00 00 00 00 00 ? JN84NGZR MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	50_60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2019-05-18T00:00:00
Filter End	2019-05-25T00:00:00
Class Scheme	Euro13
F	Cls(1-12) Dir(AB) Sp(6,99) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	Northbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
SpCls 1	Speed averages by class
SpCls 2	Speed averages by class
SpCls 3	Speed averages by class
SpCls 4	Speed averages by class
SpCls 5	Speed averages by class
SpCls 6	Speed averages by class
SpCls 7	Speed averages by class
SpCls 8	Speed averages by class
SpCls 9	Speed averages by class
SpCls 10	Speed averages by class
SpCls 11	Speed averages by class
SpCls 12	Speed averages by class
Vbin 0 10	Speed bin totals
Vbin 10 20	Speed bin totals
Vbin 20 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

Saturday 18 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	42.3	-
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.5	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	46.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	43.2	-
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40.5	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.2	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	2	2	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	35.9	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.4	-
0545	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	41.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.3	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	36.4	-
0630	7	7	0	0	0	0	0	0	0	0	0	0	0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	1	2	0	0	1	0	0	0	39.1	-
0645	6	5	1	0	0	0	0	0	0	0	0	0	0	38.3	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	2	0	0	0	0	0	0	38.7	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	41.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0	41.3	-
0715	13	12	1	0	0	0	0	0	0	0	0	0	0	36.3	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	1	4	1	0	0	0	0	0	35.4	43.9
0730	16	16	0	0	0	0	0	0	0	0	0	0	0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	6	3	2	0	0	0	0	0	37.3	44.4
0745	15	15	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	6	1	0	0	0	0	0	0	34.6	39.8
0800	13	13	0	0	0	0	0	0	0	0	0	0	0	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	4	2	0	0	0	0	0	37.8	45.2
0815	26	24	1	1	0	0	0	0	0	0	0	0	0	32.2	37.1	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	8	7	6	3	0	0	0	0	0	0	32.4	39.3
0830	25	25	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	10	9	1	1	0	0	0	0	0	34.7	39
0845	29	29	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	16	10	1	1	0	0	0	0	0	35	38.6
0900	29	27	2	0	0	0	0	0	0	0	0	0	0	35.0	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	10	4	0	0	0	0	0	0	35	39.8
0915	32	30	2	0	0	0	0	0	0	0	0	0	0	35.7	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	11	3	2	1	0	0	0	0	35.9	41.6
0930	33	31	2	0	0	0	0	0	0	0	0	0	0	34.0	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	5	11	10	6	0	0	0	0	0	0	34.3	40.7
0945	40	40	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	21	11	5	0	0	0	0	0	0	35	38.7
1000	35	33	2	0	0	0	0	0	0	0	0	0	0	35.1	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	12	11	6	0	0	0	0	0	0	35.1	40.8
1015	42	41	1	0	0	0	0	0	0	0	0	0	0	34.8	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	5	22	5	7	2	0	0	0	0	0	34.7	41
1030	37	36	1	0	0	0	0	0	0	0	0	0	0	33.9	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	20	8	2	2	0	0	0	0	0	33.8	37.6
1045	32	32	0	0	0	0	0	0	0	0	0	0	0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	14	3	4	0	0	0	0	0	37	44.8
1100	36	35	1	0	0	0	0	0	0	0	0	0	0	34.5	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	13	8	5	2	0	0	0	0	0	34.5	40.8
1115	33	31	2	0	0	0	0	0	0	0	0	0	0	34.3	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	16	7	5	0	0	0	0	0	0	34.4	40
1130	47	46	1	0	0	0	0	0	0	0	0	0	0	34.8	36.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	24	11	6	1	0	0	0	0	0	34.8	40.6
1145	41	39	2	0	0	0	0	0	0	0	0	0	0	33.5	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	14	11	4	0	0	0	0	0	0	33.8	39.4
1200	39	38	1	0	0	0	0	0	0	0	0	0	0	36.6	44.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	16	13	6	0	2	0	0	0	0	36.8	42.8
1215	29	28	1	0	0	0	0	0	0	0	0	0	0	34.9	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	17	0	0	0	0	0	0	0	35	37.8
1230	26	26	0	0	0	0	0	0	0	0	0	0	0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	8	12	4	0	1	0	0	0	0	36.9	40.8
1245	28	28	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	8	7	6	0	0	0	0	0	0	34.7	42.5
1300	33	32	1	0	0	0	0	0	0	0	0	0	0	36.9	44.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	20	4	0	1	0	0	0	0	37.1	40.2
1315	26	25	1	0	0	0	0	0	0	0	0	0	0	33.8	39.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	9	9	1	1	0	0	0	0	0	34	39.1
1330	26	26	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	10	11	3	1	0	0	0	0	0	36.2	40.9
1345	33	33	0	0	0	0	0	0	0	0	0	0	0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	14	13	4	2	0	0	0	0	0	36.7	40.2
1400	39	38	0	0	0	0	0	0	0	0	0	0	1	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.8	0	0	6	13	15	2	3	0	0	0	0	0	34.8	39.2
1415	22	22	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	9	6	4	0	1	0	0	0	0	35.6	42.2
1430	34	34	0	0	0	0	0	0	0	0	0	0	0	36.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	14	9	4	3	1	0	0	0	0	36.5	44
1445	26	26	0	0	0	0	0	0	0	0	0	0	0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	11	6	5	1	1	0	0	0	0	36.6	42.3
1500	34	31	3	0	0	0	0	0	0	0	0	0	0	34.3	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	10	14	3	0	0	0	0	0	0	34.5	39.4
1515	32	32	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	14	6	9	0	0	0	0	0	0	35.6	42.9
1530	31	29	1	0	0	0	0	0	0	0	0	0	1	34.7	40.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3	0	0	6	14	5	5	0	1	0	0	0	0	34.7	41.3
1545	22	21	1	0	0	0	0	0	0	0	0	0	0	36.6	37.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	13	3	0	0	0	0	0	0	36.6	40.3
1600	29	28	1	0	0	0	0	0	0	0	0	0	0	37.9	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	13	4	1	2	0	0	0	0	37.8	43.5
1615	29	26	2	0	1	0	0	0	0	0	0	0	0	33.8	29.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	4	11	9	1	0	0	1	0	0	0	32.8	39.3
1630	27	26	1	0	0	0	0	0	0	0	0	0	0	35.2	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	11	12	2	0	0	0	0	0	0	35	38.8
1645	34	31	1	0	0	1	0	0	0	0	0	0	1	36.7	36.6	0.0	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0	0	0	15	15	1	1	2	0	0	0	0	36.4	38.3
1700	24	23	1	0	0	0	0	0	0	0	0	0	0	38.5	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	10	8	0	0	1	0	0	0	38.4	41.6
1715	19	19	0	0	0	0	0	0	0	0	0	0	0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	7	5	0	0	0	0	0	0	37.3	41.7
1730	21	20	1	0	0	0	0	0	0	0	0	0	0	36.7	44.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	5	4	3	0	0	0	0	0	37.1	45.8
1745	19	18	1	0	0	0	0	0	0	0	0	0	0	39.2	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	5	2	4	0	1	0	0	0	39.5	48.1
1800	10	10	0	0	0	0	0	0	0	0	0	0	0	37.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	4	3	0	0	0	0	0	0	37.7	-
1815	16	16	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	3	2	0	1	0	0	0	0	35.6	40.6
1830	16	14	2	0	0	0	0	0	0	0	0	0	0	34.2	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	7	1	1	0	0	0	0	0	34.9	39.8
1845	10	10	0	0	0	0	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	3	0	1	0	0	0	0	0	35.8	-
1900	11	10	1	0	0	0	0	0	0	0	0	0	0	37.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	3	4	1	1	1	0	0	0	0	37	50.2
1915	17	14	3	0	0	0	0	0	0	0	0	0	0	37.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	5	4	1	1	0	0	0	0	37.8	44.3
1930	10	10	0	0	0	0	0	0	0	0	0	0	0	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	9	1	0	0	0	0	0	0	38.3	-
1945	4	4	0	0	0	0	0	0	0	0	0	0	0	38.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	2	0	0	0	0	0	0	38.8	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	43.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	1	0	0	0	0	43.2	-
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	1	2	0	0	0	0	0	40.5	-
2030	3	3	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	2	0	0	0	0	0	0	0	34.1	-
2045	3	3	0	0	0	0	0	0	0	0	0	0	0	43.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	1	0	0	0	43.5	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	2	1	0	0	0	0	0	0	34.7	-
2115	9	8	1	0	0	0	0	0	0	0	0	0	0	32.8	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	3	0	0	0	0	0	0	0	32.4	-
2130	3	3	0	0	0	0	0	0	0	0	0	0	0	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0	39.6	-
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	1	1	0	0	0	0	0	37.1	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	40.7	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0	39.4	-
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.1	-
2230	3	2	1	0	0	0	0	0	0	0	0	0	0	33.5	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	1	0	0	0	0	0	38.1	-
2245	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	1	0	0	0	0	50.9	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	49.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	49.6	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	45.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	45.9	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.6	-
07-19	**1310**	**1267**	**37**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.5**	**36.8**	**33.8**	**14.9**	**31.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.1**	**0**	**7**	**154**	**493**	**427**	**170**	**42**	**14**	**3**	**0**	**0**	**0**	**35.5**	**40.5**
06-22	**1407**	**1358**	**43**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.7**	**36.9**	**33.8**	**14.9**	**31.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.1**	**0**	**8**	**163**	**516**	**462**	**189**	**47**	**17**	**5**	**0**	**0**	**0**	**35.7**	**40.8**
06-00	**1419**	**1367**	**46**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.7**	**37.0**	**33.8**	**14.9**	**31.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.1**	**0**	**8**	**164**	**520**	**464**	**190**	**50**	**18**	**5**	**0**	**0**	**0**	**35.7**	**40.8**
00-00	**1430**	**1375**	**49**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.7**	**37.3**	**33.8**	**14.9**	**31.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.1**	**0**	**8**	**164**	**523**	**467**	**194**	**51**	**18**	**5**	**0**	**0**	**0**	**35.7**	**40.8**

Vehicles = 1430
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 59.9 mph, Minimum = 14.5 mph, Mean = 35.7 mph
85% Speed = 40.84 mph, 95% Speed = 45.10 mph, Median = 35.12 mph
10 mph Pace = 30 - 40, Number in Pace = 998 (69.79%)
Variance = 30.32, Standard Deviation = 5.51 mph

Sunday 19 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	47.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	47.7	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.1	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	35.2	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	34.4	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.4	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	42.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	42.1	-
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	27.5	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.6	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	47.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	47.7	-
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0630	3	1	2	0	0	0	0	0	0	0	0	0	0	42.2	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0	41.1	-
0645	3	3	0	0	0	0	0	0	0	0	0	0	0	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0	38.4	-
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	2	2	0	0	0	0	0	0	36.7	-
0715	4	4	0	0	0	0	0	0	0	0	0	0	0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	3	0	0	0	0	0	0	0	34.2	-
0730	3	2	1	0	0	0	0	0	0	0	0	0	0	34.6	48.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	1	0	0	0	0	0	39.4	-
0745	7	7	0	0	0	0	0	0	0	0	0	0	0	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	1	1	1	0	0	0	0	0	37.8	-
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	2	1	0	0	0	0	0	39.3	-
0815	3	3	0	0	0	0	0	0	0	0	0	0	0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	2	0	1	0	0	0	0	46.2	-
0830	6	6	0	0	0	0	0	0	0	0	0	0	0	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	3	0	0	0	0	0	0	0	34.9	-
0845	11	11	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	4	1	0	0	0	0	0	0	34.1	39.5
0900	8	8	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	4	0	1	0	0	0	0	0	35.9	-
0915	19	18	1	0	0	0	0	0	0	0	0	0	0	35.3	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	7	1	1	0	0	0	0	0	35.5	39.6
0930	22	22	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	4	12	1	0	0	0	0	0	0	34.7	38.2
0945	18	18	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	5	2	1	0	0	0	0	0	34.7	40.4
1000	25	25	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	10	1	2	2	0	0	0	0	37.5	46.7
1015	30	30	0	0	0	0	0	0	0	0	0	0	0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	13	9	4	0	1	0	0	0	0	35.1	42.2
1030	32	32	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	13	8	8	1	0	0	0	0	0	36.2	41.5
1045	23	23	0	0	0	0	0	0	0	0	0	0	0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	7	5	7	1	0	0	0	0	0	36.4	43
1100	33	33	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	14	9	4	1	0	0	0	0	0	34.8	41.6
1115	24	23	0	0	1	0	0	0	0	0	0	0	0	33.8	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	2	12	4	3	1	0	0	0	0	0	32.9	41.3
1130	34	33	1	0	0	0	0	0	0	0	0	0	0	33.9	48.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	12	11	3	1	0	0	0	0	0	34.3	39.7
1145	29	28	1	0	0	0	0	0	0	0	0	0	0	36.9	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	8	7	2	0	0	0	0	0	36.7	42.5
1200	30	29	0	0	1	0	0	0	0	0	0	0	0	34.4	0.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	5	10	10	1	1	0	1	0	0	0	33.8	39.5
1215	35	35	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	8	12	6	2	0	0	0	0	0	35.9	42.3
1230	19	17	2	0	0	0	0	0	0	0	0	0	0	38.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	5	5	1	0	0	0	0	0	37.4	44
1245	22	22	0	0	0	0	0	0	0	0	0	0	0	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	8	5	1	0	0	0	0	0	36.3	42.7
1300	35	33	2	0	0	0	0	0	0	0	0	0	0	35.2	41.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	17	7	5	2	0	0	0	0	0	35.5	41
1315	19	17	2	0	0	0	0	0	0	0	0	0	0	36.1	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	5	2	7	1	0	0	0	0	0	36.2	43.1
1330	16	15	1	0	0	0	0	0	0	0	0	0	0	42.9	42.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	4	3	0	0	0	0	0	2	42.8	64.4
1345	18	18	0	0	0	0	0	0	0	0	0	0	0	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	11	2	0	0	0	0	0	0	36.3	39.9
1400	29	29	0	0	0	0	0	0	0	0	0	0	0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	10	8	1	2	1	0	0	0	0	35.1	40.3
1415	25	25	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	11	3	0	1	0	0	0	0	36.2	40.8
1430	29	29	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	23	3	1	0	0	0	0	0	0	32.2	35.3
1445	24	23	1	0	0	0	0	0	0	0	0	0	0	34.7	46.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	9	1	1	0	0	0	0	0	35.2	38.4
1500	31	30	1	0	0	0	0	0	0	0	0	0	0	33.4	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	16	9	1	0	0	0	0	0	0	33.6	37.7
1515	22	21	1	0	0	0	0	0	0	0	0	0	0	33.6	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	16	4	1	0	0	0	0	0	0	33.7	37.9
1530	24	22	2	0	0	0	0	0	0	0	0	0	0	36.5	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	8	9	5	1	0	0	0	0	0	36.6	44.2
1545	11	10	1	0	0	0	0	0	0	0	0	0	0	36.7	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	3	3	0	0	0	0	0	0	35.4	43.6
1600	12	11	1	0	0	0	0	0	0	0	0	0	0	37.2	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	6	2	1	0	0	0	0	0	37.5	41.8
1615	16	16	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	4	5	0	0	0	0	0	0	35.4	40.7
1630	13	13	0	0	0	0	0	0	0	0	0	0	0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	2	2	2	0	0	0	0	0	37	45.5
1645	6	5	1	0	0	0	0	0	0	0	0	0	0	40.2	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	1	2	0	0	0	0	0	39.6	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	1	1	0	0	0	0	0	0	33.8	-
1715	8	7	1	0	0	0	0	0	0	0	0	0	0	36.6	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	1	1	1	0	0	0	0	0	36	-
1730	6	6	0	0	0	0	0	0	0	0	0	0	0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	3	0	0	0	0	0	0	36.1	-
1745	11	8	3	0	0	0	0	0	0	0	0	0	0	41.5	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	2	2	1	0	0	0	0	41.5	49.8
1800	11	11	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	3	1	0	0	0	0	0	36.2	41.9
1815	9	9	0	0	0	0	0	0	0	0	0	0	0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	4	2	0	0	0	0	0	0	0	30.6	-
1830	9	9	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	3	0	0	0	0	0	0	37.5	-
1845	6	6	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	2	0	0	0	0	0	0	0	33.1	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	44.1	-
1915	5	5	0	0	0	0	0	0	0	0	0	0	0	37.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	0	0	1	0	0	0	0	37.6	-
1930	10	9	1	0	0	0	0	0	0	0	0	0	0	39.9	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	2	0	1	2	0	0	0	0	38.9	-
1945	2	2	0	0	0	0	0	0	0	0	0	0	0	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	1	0	0	0	0	0	44	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	32	-
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	1	0	1	1	0	0	0	0	37.8	-
2030	5	5	0	0	0	0	0	0	0	0	0	0	0	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	0	0	0	0	0	0	0	34.9	-
2045	6	6	0	0	0	0	0	0	0	0	0	0	0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	1	0	1	0	0	0	0	0	35.3	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	1	0	0	0	0	0	0	38	-
2115	5	5	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	1	0	0	0	0	0	0	0	32.9	-
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	35.2	-
2145	2	2	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	35.4	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.8	-
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	2	0	0	1	0	0	0	0	39.1	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.8	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**845**	**820**	**23**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**38.3**	**0.0**	**13.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**7**	**91**	**326**	**253**	**122**	**36**	**7**	**1**	**0**	**0**	**2**	**35.6**	**41.4**
06-22	**901**	**873**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**	**38.1**	**0.0**	**13.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**7**	**94**	**348**	**269**	**128**	**41**	**11**	**1**	**0**	**0**	**2**	**35.7**	**41.5**
06-00	**908**	**880**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**	**38.1**	**0.0**	**13.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**7**	**95**	**349**	**272**	**129**	**41**	**12**	**1**	**0**	**0**	**2**	**35.8**	**41.5**
00-00	**919**	**891**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.8**	**38.1**	**0.0**	**13.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0**	**7**	**96**	**352**	**276**	**131**	**42**	**12**	**1**	**0**	**0**	**2**	**35.8**	**41.5**

Vehicles = 919
Posted speed limit = 60 mph, Exceeding = 2 (0.218%), Mean Exceeding = 88.52 mph
Maximum = 88.5 mph, Minimum = 12.6 mph, Mean = 35.8 mph
85% Speed = 41.50 mph, 95% Speed = 45.58 mph, Median = 35.06 mph
10 mph Pace = 30 - 40, Number in Pace = 630 (68.55%)
Variance = 38.47, Standard Deviation = 6.20 mph

Monday 20 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.6	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0	38.4	-
0530	3	3	0	0	0	0	0	0	0	0	0	0	0	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0	39	-
0545	4	2	2	0	0	0	0	0	0	0	0	0	0	37.3	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	2	0	0	0	0	0	0	38.9	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	1	0	0	0	0	0	0	35.9	-
0615	4	3	1	0	0	0	0	0	0	0	0	0	0	36.8	53.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	1	0	1	0	0	0	0	40.9	-
0630	12	12	0	0	0	0	0	0	0	0	0	0	0	37.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	4	3	1	0	0	0	0	0	37.7	44.8
0645	15	14	1	0	0	0	0	0	0	0	0	0	0	36.6	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	7	1	1	0	0	0	0	0	36.3	40.4
0700	14	9	5	0	0	0	0	0	0	0	0	0	0	39.7	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	3	5	1	1	0	0	0	0	39.7	47.9
0715	31	29	2	0	0	0	0	0	0	0	0	0	0	36.4	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	10	11	5	3	0	0	0	0	0	36.7	40.9
0730	80	80	0	0	0	0	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	32	31	10	3	0	0	0	0	0	35.8	40.5
0745	98	93	5	0	0	0	0	0	0	0	0	0	0	33.6	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	36	31	7	1	1	0	0	0	0	33.8	38.3
0800	63	58	4	0	0	0	0	0	0	0	0	0	1	34.1	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	12	22	23	5	1	0	0	0	0	0	34.1	38.8
0815	63	60	3	0	0	0	0	0	0	0	0	0	0	35.4	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	18	27	9	2	0	0	0	0	0	35.7	40.9
0830	73	71	2	0	0	0	0	0	0	0	0	0	0	36.1	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	27	28	9	3	2	0	0	0	0	36.3	41.4
0845	69	69	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	25	31	10	1	1	0	0	0	0	36.2	41
0900	40	40	0	0	0	0	0	0	0	0	0	0	0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	13	11	2	0	0	0	0	0	37	41.9
0915	42	39	3	0	0	0	0	0	0	0	0	0	0	34.3	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	17	14	3	1	0	0	0	0	0	34.5	39.6
0930	24	24	0	0	0	0	0	0	0	0	0	0	0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	10	2	0	0	0	0	0	0	33.8	38.3
0945	36	36	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	16	10	4	1	0	0	0	0	0	34.6	39.4
1000	28	28	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	13	7	2	0	0	0	0	0	0	33.1	38.5
1015	26	25	1	0	0	0	0	0	0	0	0	0	0	32.9	43.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	11	4	3	0	0	0	0	0	0	33.3	39
1030	33	31	2	0	0	0	0	0	0	0	0	0	0	32.2	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	16	6	1	0	0	0	0	0	0	32.2	36.1
1045	33	33	0	0	0	0	0	0	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	17	8	3	0	0	0	0	0	0	34	39.8
1100	24	23	1	0	0	0	0	0	0	0	0	0	0	34.3	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	13	5	4	0	0	0	0	0	0	34.5	40.4
1115	33	32	1	0	0	0	0	0	0	0	0	0	0	33.7	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	19	6	1	2	0	0	0	0	0	33.6	36.9
1130	29	28	1	0	0	0	0	0	0	0	0	0	0	36.4	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	11	13	4	1	0	0	0	0	0	36.4	40
1145	25	24	1	0	0	0	0	0	0	0	0	0	0	37.3	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	5	6	0	2	0	0	0	0	37.1	41.9
1200	27	27	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	10	9	0	0	1	0	0	0	0	33.6	37.2
1215	35	34	1	0	0	0	0	0	0	0	0	0	0	34.8	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	14	12	4	0	0	0	0	0	0	34.7	39.7
1230	19	19	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	13	3	1	0	0	0	0	0	0	33.9	37.4
1245	30	29	1	0	0	0	0	0	0	0	0	0	0	37.2	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	16	6	0	0	0	0	0	0	37.2	40.3
1300	27	27	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	13	5	4	0	0	0	0	0	0	34.3	41
1315	29	29	0	0	0	0	0	0	0	0	0	0	0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	11	8	0	0	0	0	0	0	37.1	42
1330	21	20	1	0	0	0	0	0	0	0	0	0	0	33.8	43.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	8	1	0	0	0	0	0	0	34.3	38.5
1345	34	34	0	0	0	0	0	0	0	0	0	0	0	37.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	9	15	5	3	0	0	0	0	0	37.6	43.9
1400	31	29	1	0	0	0	0	0	0	0	0	0	1	33.6	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0	1	9	8	9	4	0	0	0	0	0	0	32.6	39.7
1415	40	40	0	0	0	0	0	0	0	0	0	0	0	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	18	14	4	0	0	0	0	0	0	34.9	39.4
1430	41	40	1	0	0	0	0	0	0	0	0	0	0	34.4	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	17	16	3	1	0	0	0	0	0	34.5	39.4
1445	32	32	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	14	13	3	0	0	0	0	0	0	35.6	39.4
1500	26	24	2	0	0	0	0	0	0	0	0	0	0	36.7	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	11	4	1	0	0	0	0	0	36.7	41.7
1515	24	22	2	0	0	0	0	0	0	0	0	0	0	35.8	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	11	1	2	0	0	0	0	0	35.8	40.2
1530	55	54	1	0	0	0	0	0	0	0	0	0	0	34.7	39.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	25	14	6	0	1	0	0	0	0	34.8	39.9
1545	38	35	2	0	1	0	0	0	0	0	0	0	0	33.3	34.2	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	5	21	8	1	1	0	0	0	0	0	32.8	38.4
1600	31	31	0	0	0	0	0	0	0	0	0	0	0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	16	6	0	0	0	0	0	0	37.3	40.7
1615	33	32	1	0	0	0	0	0	0	0	0	0	0	33.9	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	10	14	2	0	0	0	0	0	0	34.1	38.7
1630	32	31	0	0	0	1	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	14	8	6	1	0	0	0	0	0	35.8	40.8
1645	36	36	0	0	0	0	0	0	0	0	0	0	0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	14	11	6	2	1	0	0	0	0	37.1	41.7
1700	39	36	3	0	0	0	0	0	0	0	0	0	0	36.6	41.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	12	22	3	1	1	0	0	0	0	36.9	39.3
1715	38	36	2	0	0	0	0	0	0	0	0	0	0	39.8	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	14	8	6	0	0	1	0	0	39.6	45.9
1730	35	34	1	0	0	0	0	0	0	0	0	0	0	35.1	42.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	9	13	4	2	0	0	0	0	0	35.3	40.5
1745	27	27	0	0	0	0	0	0	0	0	0	0	0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	9	3	1	0	0	0	0	0	35.3	40.1
1800	24	24	0	0	0	0	0	0	0	0	0	0	0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	6	8	1	0	0	0	0	0	37.1	44.1
1815	20	19	1	0	0	0	0	0	0	0	0	0	0	36.1	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	7	3	0	0	0	0	0	0	36	41
1830	21	20	1	0	0	0	0	0	0	0	0	0	0	37.1	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	8	3	1	1	0	0	0	0	37	40.4
1845	19	19	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	6	3	0	1	0	0	0	0	35.5	41.6
1900	13	12	1	0	0	0	0	0	0	0	0	0	0	36.8	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	5	2	0	0	0	0	0	0	36.6	41.6
1915	12	12	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	5	0	1	0	0	0	0	0	35.6	36.6
1930	9	9	0	0	0	0	0	0	0	0	0	0	0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	3	2	1	0	0	0	0	0	38.6	-
1945	10	9	1	0	0	0	0	0	0	0	0	0	0	35.7	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	4	2	0	0	0	0	0	0	36.2	-
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	4	0	0	0	0	0	0	41.4	-
2015	8	7	1	0	0	0	0	0	0	0	0	0	0	37.4	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	2	1	1	0	0	0	0	0	37.7	-
2030	6	6	0	0	0	0	0	0	0	0	0	0	0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	2	2	0	0	0	0	0	42	-
2045	6	5	1	0	0	0	0	0	0	0	0	0	0	33.8	52.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	2	0	0	1	0	0	0	0	36.9	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	1	0	0	0	0	0	0	37.3	-
2115	5	4	1	0	0	0	0	0	0	0	0	0	0	33.4	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	1	0	0	0	0	0	0	0	32.6	-
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	2	0	0	0	0	42	-
2145	4	3	1	0	0	0	0	0	0	0	0	0	0	35.9	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	1	0	0	0	0	0	0	35.2	-
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	39.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	4	1	0	0	0	0	0	0	39.2	-
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	43.6	-
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	1	0	0	0	0	0	0	35.9	-
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.1	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	42.9	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1728**	**1672**	**52**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35.3**	**37.7**	**0.0**	**15.6**	**34.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.9**	**0**	**5**	**197**	**658**	**595**	**214**	**45**	**13**	**0**	**1**	**0**	**0**	**35.3**	**40.2**
06-22	**1849**	**1785**	**60**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35.4**	**37.9**	**0.0**	**15.6**	**34.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.9**	**0**	**5**	**201**	**704**	**634**	**235**	**52**	**17**	**0**	**1**	**0**	**0**	**35.5**	**40.3**
06-00	**1860**	**1796**	**60**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35.4**	**37.9**	**0.0**	**15.6**	**34.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.9**	**0**	**5**	**201**	**706**	**639**	**239**	**52**	**17**	**0**	**1**	**0**	**0**	**35.5**	**40.3**
00-00	**1871**	**1805**	**62**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35.4**	**38.0**	**0.0**	**15.6**	**34.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**23.9**	**0**	**5**	**202**	**707**	**645**	**242**	**52**	**17**	**0**	**1**	**0**	**0**	**35.5**	**40.3**

Vehicles = 1871
Posted speed limit = 60 mph, Exceeding = 1 (0.053%), Mean Exceeding = 64.20 mph
Maximum = 64.2 mph, Minimum = 15.2 mph, Mean = 35.5 mph
85% Speed = 40.32 mph, 95% Speed = 43.98 mph, Median = 35.12 mph
10 mph Pace = 30 - 40, Number in Pace = 1364 (72.90%)
Variance = 24.94, Standard Deviation = 4.99 mph

Tuesday 21 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	49.3	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40.9	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	41.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.1	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.6	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.8	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.6	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	39.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0	39.9	-
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	0	0	0	0	0	0	0	37.1	-
0600	6	5	1	0	0	0	0	0	0	0	0	0	0	33.9	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	1	3	1	0	0	0	0	0	0	33.7	-
0615	7	7	0	0	0	0	0	0	0	0	0	0	0	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	5	1	0	0	0	0	0	0	37.8	-
0630	10	10	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	6	1	0	0	0	0	0	0	36	-
0645	22	22	0	0	0	0	0	0	0	0	0	0	0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	12	6	3	1	0	0	0	0	0	35.7	41.9
0700	20	15	5	0	0	0	0	0	0	0	0	0	0	39.5	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	6	8	1	1	0	0	0	0	38.9	42.8
0715	38	37	1	0	0	0	0	0	0	0	0	0	0	37.8	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	13	12	11	1	0	1	0	0	0	37.9	41.9
0730	91	86	5	0	0	0	0	0	0	0	0	0	0	35.5	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	34	38	9	2	1	0	0	0	0	35.8	39.1
0745	103	100	3	0	0	0	0	0	0	0	0	0	0	34.5	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	40	38	11	0	0	0	0	0	0	34.5	38.7
0800	62	59	3	0	0	0	0	0	0	0	0	0	0	35.6	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	18	29	7	1	0	0	0	0	0	35.4	39.7
0815	70	68	2	0	0	0	0	0	0	0	0	0	0	36.7	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	23	26	14	2	0	1	0	0	0	36.8	41.6
0830	61	58	3	0	0	0	0	0	0	0	0	0	0	35.8	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	27	21	6	4	0	0	0	0	0	36.1	41.7
0845	79	75	4	0	0	0	0	0	0	0	0	0	0	36.3	42.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	28	35	11	2	0	0	0	0	0	36.6	40.2
0900	56	55	1	0	0	0	0	0	0	0	0	0	0	35.2	44.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	30	12	10	1	0	0	0	0	0	35.4	40.6
0915	34	32	2	0	0	0	0	0	0	0	0	0	0	35.3	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	16	10	4	1	0	0	0	0	0	35.2	40.1
0930	33	32	1	0	0	0	0	0	0	0	0	0	0	33.8	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	16	7	4	0	0	0	0	0	0	33.9	39.5
0945	32	32	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	20	5	2	0	0	0	0	0	0	32.8	37.5
1000	27	26	1	0	0	0	0	0	0	0	0	0	0	34.7	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	6	8	4	2	0	0	0	0	0	34.9	41.6
1015	31	30	1	0	0	0	0	0	0	0	0	0	0	33.4	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	17	8	1	0	0	0	0	0	0	33.5	37.9
1030	31	31	0	0	0	0	0	0	0	0	0	0	0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	12	7	4	0	0	0	0	0	0	33.4	39.5
1045	33	32	1	0	0	0	0	0	0	0	0	0	0	34.4	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	17	3	4	3	0	0	0	0	0	34.3	42.7
1100	33	32	1	0	0	0	0	0	0	0	0	0	0	32.9	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	16	7	2	1	0	0	0	0	0	32.9	36.9
1115	25	23	2	0	0	0	0	0	0	0	0	0	0	35.4	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	12	2	0	0	0	0	0	0	35.4	40
1130	30	29	1	0	0	0	0	0	0	0	0	0	0	33.4	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	17	6	2	0	0	0	0	0	0	33.5	38.5
1145	29	28	1	0	0	0	0	0	0	0	0	0	0	34.1	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	4	16	1	0	0	0	0	0	0	33.9	37.6
1200	32	28	4	0	0	0	0	0	0	0	0	0	0	34.8	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	10	11	2	0	0	0	1	0	0	34.6	39.4
1215	28	28	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	17	6	0	0	0	0	0	0	37.5	41.4
1230	26	26	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	15	3	2	0	0	0	0	0	0	33.3	39.1
1245	25	24	1	0	0	0	0	0	0	0	0	0	0	37.5	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	10	6	1	0	0	0	0	0	37.4	40.7
1300	27	27	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	9	8	3	0	0	0	0	0	0	33.3	37.8
1315	23	22	1	0	0	0	0	0	0	0	0	0	0	32.2	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	13	4	1	0	0	0	0	0	0	32	37
1330	16	16	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	8	2	0	0	0	0	0	0	35.9	41
1345	22	22	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	4	4	6	4	1	0	0	0	0	0	32.2	42.3
1400	29	29	0	0	0	0	0	0	0	0	0	0	0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	10	10	7	0	1	0	0	0	0	36.4	42.5
1415	32	30	1	0	1	0	0	0	0	0	0	0	0	34.6	45.2	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	5	3	5	8	8	2	1	0	0	0	0	34.4	44.7
1430	37	36	0	0	1	0	0	0	0	0	0	0	0	34.9	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	4	15	13	2	2	0	0	0	0	0	34.3	39.7
1445	24	24	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	10	8	1	0	1	0	0	0	0	34.4	38.9
1500	42	39	3	0	0	0	0	0	0	0	0	0	0	36.1	37.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	18	13	7	2	0	0	0	0	0	36.2	41.9
1515	39	35	4	0	0	0	0	0	0	0	0	0	0	35.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	9	18	3	2	0	0	0	0	0	35.5	39.8
1530	42	36	5	0	0	0	0	0	0	0	0	0	1	36.8	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.4	0	0	4	13	15	7	2	1	0	0	0	0	36.7	41.5
1545	47	44	3	0	0	0	0	0	0	0	0	0	0	37.1	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	21	11	9	4	0	0	0	0	0	37.2	43.4
1600	45	42	3	0	0	0	0	0	0	0	0	0	0	36.7	39.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	12	22	7	1	1	0	0	0	0	36.9	41.2
1615	43	34	8	0	1	0	0	0	0	0	0	0	0	35.0	36.1	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	15	18	4	1	0	0	0	0	0	35.1	39.4
1630	47	45	2	0	0	0	0	0	0	0	0	0	0	35.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	20	17	3	1	1	0	0	0	0	35.3	39.6
1645	46	44	1	0	0	0	0	0	0	0	0	0	1	35.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0	0	4	16	17	8	1	0	0	0	0	0	35.9	42.8
1700	47	43	4	0	0	0	0	0	0	0	0	0	0	37.5	37.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	10	23	9	3	0	0	0	0	0	37.5	42.6
1715	47	44	3	0	0	0	0	0	0	0	0	0	0	37.5	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	23	10	1	1	0	0	0	0	37.7	42.4
1730	41	39	2	0	0	0	0	0	0	0	0	0	0	37.8	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	21	9	3	0	0	0	0	0	37.8	41.9
1745	41	36	5	0	0	0	0	0	0	0	0	0	0	36.5	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	19	7	1	0	0	0	0	0	36.3	40.6
1800	41	40	1	0	0	0	0	0	0	0	0	0	0	36.7	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	13	16	7	3	0	0	0	0	0	36.6	41.3
1815	42	40	1	0	0	0	0	0	0	0	0	0	1	37.2	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	0	0	6	9	15	8	4	0	0	0	0	0	36.9	44.2
1830	32	31	1	0	0	0	0	0	0	0	0	0	0	37.7	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	12	9	2	0	0	0	0	0	37.7	44.2
1845	33	32	1	0	0	0	0	0	0	0	0	0	0	37.3	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	9	13	4	1	1	1	0	0	0	37	43.1
1900	20	20	0	0	0	0	0	0	0	0	0	0	0	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	4	5	2	1	0	0	0	0	38.3	46.2
1915	11	11	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	2	4	0	0	0	0	0	0	36.2	41.6
1930	14	13	1	0	0	0	0	0	0	0	0	0	0	37.3	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	8	4	0	0	0	0	0	0	37.6	41.4
1945	9	8	0	0	0	0	0	0	0	0	1	0	0	37.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0.0	0.0	0	0	2	1	3	2	1	0	0	0	0	0	36.3	-
2000	9	8	1	0	0	0	0	0	0	0	0	0	0	37.7	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	3	2	0	0	0	0	0	0	37.2	-
2015	7	7	0	0	0	0	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	4	0	1	0	0	0	0	0	35.8	-
2030	6	5	1	0	0	0	0	0	0	0	0	0	0	38.9	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	4	0	1	0	0	0	0	0	38.5	-
2045	6	6	0	0	0	0	0	0	0	0	0	0	0	41.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	3	0	1	0	0	0	0	41.3	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.4	-
2115	8	5	3	0	0	0	0	0	0	0	0	0	0	33.1	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	2	1	0	0	0	0	0	0	35.6	-
2130	4	3	1	0	0	0	0	0	0	0	0	0	0	41.4	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	1	0	0	0	0	0	40.4	-
2145	2	2	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	34.7	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	37.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	2	0	0	0	0	0	0	37.9	-
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.2	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.1	-
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.6	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.8	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1914**	**1816**	**92**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.6**	**37.2**	**0.0**	**20.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**32.3**	**0**	**10**	**206**	**668**	**685**	**272**	**59**	**10**	**3**	**1**	**0**	**0**	**35.6**	**40.7**
06-22	**2056**	**1949**	**100**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**35.7**	**37.2**	**0.0**	**20.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.8**	**0.0**	**32.3**	**0**	**11**	**212**	**712**	**739**	**300**	**66**	**12**	**3**	**1**	**0**	**0**	**35.7**	**40.8**
06-00	**2064**	**1957**	**100**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**35.7**	**37.2**	**0.0**	**20.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.8**	**0.0**	**32.3**	**0**	**11**	**212**	**715**	**742**	**302**	**66**	**12**	**3**	**1**	**0**	**0**	**35.7**	**40.8**
00-00	**2075**	**1968**	**100**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**35.7**	**37.2**	**0.0**	**20.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**25.8**	**0.0**	**32.3**	**0**	**11**	**212**	**716**	**747**	**306**	**67**	**12**	**3**	**1**	**0**	**0**	**35.7**	**40.8**

Vehicles = 2075
Posted speed limit = 60 mph, Exceeding = 1 (0.048%), Mean Exceeding = 60.99 mph
Maximum = 61.0 mph, Minimum = 11.2 mph, Mean = 35.7 mph
85% Speed = 40.82 mph, 95% Speed = 44.40 mph, Median = 35.51 mph
10 mph Pace = 31 - 41, Number in Pace = 1469 (70.80%)
Variance = 26.97, Standard Deviation = 5.19 mph

Wednesday 22 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	46.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.4	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40	-
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	0	0	0	0	0	0	35.8	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	33	-
0615	10	8	2	0	0	0	0	0	0	0	0	0	0	38.3	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	3	2	1	0	0	0	0	0	37.5	-
0630	7	7	0	0	0	0	0	0	0	0	0	0	0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	2	1	0	0	0	0	0	0	35.7	-
0645	19	18	1	0	0	0	0	0	0	0	0	0	0	35.6	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	9	1	1	0	0	0	0	0	35.5	37.5
0700	20	17	3	0	0	0	0	0	0	0	0	0	0	39.4	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	6	11	0	0	0	0	0	0	39.6	43.4
0715	29	26	3	0	0	0	0	0	0	0	0	0	0	37.3	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	11	6	1	1	0	0	0	0	37.4	42.5
0730	96	92	4	0	0	0	0	0	0	0	0	0	0	34.9	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	46	35	6	0	0	0	0	0	0	34.9	39.3
0745	102	98	4	0	0	0	0	0	0	0	0	0	0	33.0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	23	37	35	4	1	0	0	0	0	0	33	37.8
0800	72	70	2	0	0	0	0	0	0	0	0	0	0	35.3	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	10	11	36	8	3	1	0	0	0	0	35.3	40.7
0815	78	75	3	0	0	0	0	0	0	0	0	0	0	36.2	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	21	39	9	3	0	0	0	0	0	36.1	40.1
0830	91	88	3	0	0	0	0	0	0	0	0	0	0	34.4	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	44	27	7	1	1	0	0	0	0	34.4	39.3
0845	60	60	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	22	23	5	2	0	0	0	0	0	34.7	39.2
0900	53	51	2	0	0	0	0	0	0	0	0	0	0	35.9	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	21	17	7	2	2	0	0	0	0	36.3	42.4
0915	37	36	1	0	0	0	0	0	0	0	0	0	0	35.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	12	9	2	4	1	0	0	0	0	35.5	44.6
0930	33	31	2	0	0	0	0	0	0	0	0	0	0	35.7	41.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	12	14	4	1	0	0	0	0	0	36.1	40.3
0945	35	35	0	0	0	0	0	0	0	0	0	0	0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	15	10	4	2	0	0	0	0	0	35.2	41.1
1000	20	20	0	0	0	0	0	0	0	0	0	0	0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	8	6	1	0	0	0	0	0	0	33.4	36.4
1015	30	30	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	12	8	1	0	0	0	0	0	0	32.4	36.7
1030	42	39	2	0	0	0	0	0	0	0	0	0	1	35.3	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	0	0	5	15	14	8	0	0	0	0	0	0	35.1	40.1
1045	25	23	2	0	0	0	0	0	0	0	0	0	0	32.4	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	9	2	0	0	0	0	0	0	33	38.7
1100	29	28	1	0	0	0	0	0	0	0	0	0	0	34.3	45.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	14	7	3	2	0	0	0	0	0	34.7	40.2
1115	21	19	2	0	0	0	0	0	0	0	0	0	0	35.4	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	6	4	0	1	0	0	0	0	36.6	41.9
1130	32	32	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	19	4	1	1	0	0	0	0	0	32.6	36.7
1145	20	19	1	0	0	0	0	0	0	0	0	0	0	32.9	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	8	7	0	0	0	0	0	0	0	33.1	38.2
1200	23	22	1	0	0	0	0	0	0	0	0	0	0	36.1	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	10	6	2	2	0	0	0	0	0	35.8	43.9
1215	32	32	0	0	0	0	0	0	0	0	0	0	0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	9	6	2	0	0	0	0	0	36.4	44.1
1230	33	33	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	16	6	2	0	0	0	0	0	0	32.4	37.4
1245	15	14	1	0	0	0	0	0	0	0	0	0	0	35.2	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	4	3	0	0	0	0	0	0	35.1	41.3
1300	23	23	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	11	3	1	1	0	0	0	0	37.5	42.2
1315	31	30	1	0	0	0	0	0	0	0	0	0	0	35.4	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	7	15	4	0	0	0	0	0	0	35.3	40.1
1330	16	16	0	0	0	0	0	0	0	0	0	0	0	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	8	4	3	0	1	0	0	0	0	37.1	43
1345	29	28	1	0	0	0	0	0	0	0	0	0	0	34.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	14	7	3	0	0	0	0	0	0	33.6	39.6
1400	31	31	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	13	6	5	1	0	0	0	0	0	34.7	42.2
1415	35	33	2	0	0	0	0	0	0	0	0	0	0	34.9	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	18	11	3	0	0	0	0	0	0	34.8	38.9
1430	35	31	4	0	0	0	0	0	0	0	0	0	0	34.4	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	11	16	2	0	0	0	0	0	0	34.6	38.7
1445	36	36	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	3	2	13	12	1	1	0	0	0	0	0	30.4	38
1500	30	29	1	0	0	0	0	0	0	0	0	0	0	36.6	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	9	13	5	0	0	1	0	0	0	36.6	40.9
1515	49	47	2	0	0	0	0	0	0	0	0	0	0	35.7	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	16	23	6	1	0	0	0	0	0	36	40
1530	59	52	6	0	0	0	0	0	0	0	0	0	1	36.1	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.9	0	0	3	23	26	7	0	0	0	0	0	0	35.8	39.1
1545	47	43	4	0	0	0	0	0	0	0	0	0	0	35.8	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	19	16	10	0	0	0	0	0	0	36.2	40.5
1600	33	32	1	0	0	0	0	0	0	0	0	0	0	36.2	40.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	13	7	1	0	0	0	0	0	36.3	41.5
1615	44	41	3	0	0	0	0	0	0	0	0	0	0	37.3	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	12	19	8	3	0	0	0	0	0	37.4	42.1
1630	39	36	3	0	0	0	0	0	0	0	0	0	0	36.7	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	15	7	1	1	0	0	0	0	36.7	43.6
1645	38	35	2	0	0	0	0	0	0	0	0	0	1	38.7	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0	1	2	7	15	10	2	1	0	0	0	0	38	44.1
1700	47	44	3	0	0	0	0	0	0	0	0	0	0	34.3	23.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	17	20	1	1	0	0	0	0	0	33.6	38.1
1715	46	43	2	0	1	0	0	0	0	0	0	0	0	36.9	42.3	0.0	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	3	8	21	10	1	0	1	0	0	0	36.6	42.4
1730	36	36	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	13	13	3	1	0	0	0	0	0	34.6	39
1745	32	29	2	0	1	0	0	0	0	0	0	0	0	37.1	41.3	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	10	10	9	1	0	0	0	0	0	36.7	42.1
1800	34	33	1	0	0	0	0	0	0	0	0	0	0	36.3	48.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	9	8	3	0	0	0	0	0	36.7	42.8
1815	33	31	2	0	0	0	0	0	0	0	0	0	0	35.6	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	10	17	3	0	1	0	0	0	0	36.1	39.9
1830	25	25	0	0	0	0	0	0	0	0	0	0	0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	11	5	1	0	0	0	0	0	37	42.5
1845	26	25	1	0	0	0	0	0	0	0	0	0	0	36.7	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	13	3	1	1	0	0	0	0	36.7	40.9
1900	25	24	1	0	0	0	0	0	0	0	0	0	0	30.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6	3	5	9	2	0	0	0	0	0	0	31	39.2
1915	19	19	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	11	1	2	0	0	0	0	0	37.5	43.6
1930	16	15	1	0	0	0	0	0	0	0	0	0	0	31.9	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	4	5	0	0	0	0	0	0	0	32.3	38.5
1945	6	5	1	0	0	0	0	0	0	0	0	0	0	36.2	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	2	0	0	0	0	0	0	36.2	-
2000	6	5	1	0	0	0	0	0	0	0	0	0	0	32.9	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	0	0	0	0	0	0	0	0	32.8	-
2015	5	5	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	3	0	0	0	0	0	0	0	34.7	-
2030	9	8	1	0	0	0	0	0	0	0	0	0	0	41.6	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	1	0	1	0	1	0	0	41.5	-
2045	7	5	2	0	0	0	0	0	0	0	0	0	0	41.6	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	1	1	1	0	1	0	0	0	40.8	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0	39.1	-
2115	6	6	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	2	1	0	0	1	0	0	0	0	33	-
2130	3	3	0	0	0	0	0	0	0	0	0	0	0	42.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	1	0	0	0	0	0	42.6	-
2145	8	8	0	0	0	0	0	0	0	0	0	0	0	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	1	4	0	0	0	0	0	0	38.1	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	1	0	0	0	0	0	36.2	-
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	44.3	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	53.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	1	0	0	0	0	53.9	-
2245	2	1	1	0	0	0	0	0	0	0	0	0	0	42.8	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0	36.6	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0	39.5	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30.9	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	44.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	44.2	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1882**	**1799**	**78**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.2**	**37.1**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**27.8**	**4**	**13**	**227**	**660**	**684**	**232**	**47**	**13**	**2**	**0**	**0**	**0**	**35.3**	**40.1**
06-22	**2035**	**1942**	**88**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.2**	**37.0**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**27.8**	**4**	**20**	**241**	**711**	**738**	**249**	**53**	**15**	**3**	**1**	**0**	**0**	**35.3**	**40.2**
06-00	**2047**	**1953**	**89**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.3**	**36.9**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**27.8**	**4**	**20**	**243**	**714**	**740**	**252**	**54**	**16**	**3**	**1**	**0**	**0**	**35.3**	**40.3**
00-00	**2053**	**1959**	**89**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**35.3**	**36.9**	**0.0**	**16.3**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**27.8**	**4**	**20**	**243**	**716**	**742**	**253**	**55**	**16**	**3**	**1**	**0**	**0**	**35.3**	**40.3**

Vehicles = 2053
Posted speed limit = 60 mph, Exceeding = 1 (0.049%), Mean Exceeding = 63.34 mph
Maximum = 63.3 mph, Minimum = 7.7 mph, Mean = 35.3 mph
85% Speed = 40.26 mph, 95% Speed = 44.18 mph, Median = 35.29 mph
10 mph Pace = 30 - 40, Number in Pace = 1465 (71.36%)
Variance = 30.35, Standard Deviation = 5.51 mph

Thursday 23 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	36.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0	36.5	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	45.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	45.7	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.1	-
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.9	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	46.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	46.5	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.3	-
0545	4	3	1	0	0	0	0	0	0	0	0	0	0	36.6	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	1	0	0	0	0	0	0	35	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	1	0	0	0	0	40.2	-
0615	5	4	1	0	0	0	0	0	0	0	0	0	0	38.8	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	2	0	1	0	0	0	0	0	37	-
0630	9	8	1	0	0	0	0	0	0	0	0	0	0	38.6	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	3	2	2	0	0	0	0	0	38.7	-
0645	16	14	2	0	0	0	0	0	0	0	0	0	0	37.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	9	1	2	0	0	0	0	0	37.4	42.8
0700	19	14	5	0	0	0	0	0	0	0	0	0	0	41.3	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	9	6	1	1	1	0	0	0	41.2	47.1
0715	33	33	0	0	0	0	0	0	0	0	0	0	0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	10	11	8	1	0	0	0	0	0	36.7	40.9
0730	78	72	6	0	0	0	0	0	0	0	0	0	0	37.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	22	41	13	0	0	0	1	0	0	36.9	40.6
0745	102	99	3	0	0	0	0	0	0	0	0	0	0	35.5	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	41	43	11	2	0	0	0	0	0	35.6	39.7
0800	75	71	4	0	0	0	0	0	0	0	0	0	0	35.2	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	27	26	9	2	0	0	0	0	0	35	40
0815	72	70	2	0	0	0	0	0	0	0	0	0	0	35.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	22	20	10	5	0	0	0	0	0	34.9	41.1
0830	78	74	4	0	0	0	0	0	0	0	0	0	0	35.8	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	30	31	8	3	0	0	0	0	0	35.9	40
0845	83	81	2	0	0	0	0	0	0	0	0	0	0	34.7	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	40	34	4	0	0	0	0	0	0	34.7	37.9
0900	60	58	2	0	0	0	0	0	0	0	0	0	0	35.4	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	10	25	10	5	8	1	0	0	0	0	35.5	47.2
0915	48	47	1	0	0	0	0	0	0	0	0	0	0	33.2	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	28	10	3	0	0	0	0	0	0	33.1	37
0930	33	30	2	0	0	0	0	0	1	0	0	0	0	34.3	33.1	0.0	0.0	0.0	0.0	0.0	33.6	0.0	0.0	0.0	0.0	0	0	3	20	7	2	1	0	0	0	0	0	34.2	39.5
0945	37	36	1	0	0	0	0	0	0	0	0	0	0	33.7	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	23	8	2	0	0	0	0	0	0	33.6	36.1
1000	39	37	2	0	0	0	0	0	0	0	0	0	0	33.8	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	23	8	4	0	0	0	0	0	0	33.7	37.4
1015	28	28	0	0	0	0	0	0	0	0	0	0	0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	19	1	0	0	0	0	0	0	0	31.2	33.9
1030	29	29	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	14	6	1	0	0	0	0	0	0	32.6	37.6
1045	30	27	2	0	1	0	0	0	0	0	0	0	0	33.6	37.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	11	6	4	1	0	0	0	0	0	33.2	40.8
1100	33	33	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	21	4	2	0	0	0	0	0	0	32.5	36.2
1115	32	31	1	0	0	0	0	0	0	0	0	0	0	35.1	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	14	10	4	1	0	0	0	0	0	35.2	40.8
1130	25	25	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	15	6	0	0	0	0	0	0	0	32.8	37.9
1145	26	25	1	0	0	0	0	0	0	0	0	0	0	33.7	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	14	8	1	0	0	0	0	0	0	33.7	37.9
1200	23	21	2	0	0	0	0	0	0	0	0	0	0	33.6	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	10	7	1	0	0	0	0	0	0	33.5	35.5
1215	36	35	1	0	0	0	0	0	0	0	0	0	0	31.8	27.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	12	12	0	0	0	0	0	0	0	31.7	36.9
1230	29	29	0	0	0	0	0	0	0	0	0	0	0	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	9	13	3	2	0	0	0	0	0	36.3	41
1245	30	28	1	0	0	0	0	0	0	0	0	0	1	32.7	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.2	0	0	7	16	5	2	0	0	0	0	0	0	32.6	37.9
1300	27	25	2	0	0	0	0	0	0	0	0	0	0	34.8	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	12	11	2	0	0	0	0	0	0	34.6	38.2
1315	23	22	1	0	0	0	0	0	0	0	0	0	0	35.3	39.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	6	7	2	2	1	0	0	0	0	35.5	43.6
1330	20	20	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	9	9	1	1	0	0	0	0	0	36.2	40
1345	27	27	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	12	8	2	1	0	0	0	0	0	34.6	39.2
1400	33	30	3	0	0	0	0	0	0	0	0	0	0	35.9	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	11	16	4	1	0	0	0	0	0	36.4	41.2
1415	38	35	2	0	0	0	0	0	0	0	0	0	1	35.5	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6	0	0	2	19	12	5	0	0	0	0	0	0	35.6	39.6
1430	43	43	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	9	22	6	0	0	0	0	0	0	35.5	39.7
1445	25	21	4	0	0	0	0	0	0	0	0	0	0	33.3	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	13	7	1	0	0	0	0	0	0	33.3	37.4
1500	40	39	0	0	0	0	0	0	1	0	0	0	0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0	0	8	13	10	7	2	0	0	0	0	0	35.2	42
1515	35	35	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	12	15	3	1	0	0	0	0	0	35.4	39.1
1530	54	50	4	0	0	0	0	0	0	0	0	0	0	34.1	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	23	19	3	0	0	0	0	0	0	34	37.3
1545	37	36	1	0	0	0	0	0	0	0	0	0	0	36.8	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	10	13	8	3	0	0	0	0	0	36.9	43.3
1600	47	45	2	0	0	0	0	0	0	0	0	0	0	37.3	46.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	21	10	3	0	0	0	0	0	37.7	43
1615	37	35	2	0	0	0	0	0	0	0	0	0	0	36.9	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	11	14	8	2	0	0	0	0	0	36.6	43
1630	44	40	4	0	0	0	0	0	0	0	0	0	0	38.5	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	23	7	3	1	1	0	0	0	38.7	43.5
1645	37	34	3	0	0	0	0	0	0	0	0	0	0	33.9	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	13	12	5	0	0	0	0	0	0	34.1	39.4
1700	49	48	1	0	0	0	0	0	0	0	0	0	0	36.6	22.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	14	24	7	1	0	0	0	0	0	36.3	40.5
1715	42	42	0	0	0	0	0	0	0	0	0	0	0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	14	16	9	1	0	0	0	0	0	36.7	41.3
1730	48	45	3	0	0	0	0	0	0	0	0	0	0	36.5	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	13	23	9	1	0	0	0	0	0	36.8	41.3
1745	22	22	0	0	0	0	0	0	0	0	0	0	0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	8	7	2	0	0	0	0	0	39.1	44.9
1800	27	26	1	0	0	0	0	0	0	0	0	0	0	40.7	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	7	12	3	1	0	0	0	0	40.7	45.8
1815	32	30	2	0	0	0	0	0	0	0	0	0	0	38.9	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	6	13	2	1	0	0	0	0	38.7	43.7
1830	27	26	1	0	0	0	0	0	0	0	0	0	0	37.3	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	14	6	1	0	0	0	0	0	37.2	41.3
1845	22	21	1	0	0	0	0	0	0	0	0	0	0	36.1	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	1	12	3	1	1	0	0	0	0	36.5	42.1
1900	22	22	0	0	0	0	0	0	0	0	0	0	0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	3	7	7	1	0	0	0	0	0	36.9	43.6
1915	16	15	1	0	0	0	0	0	0	0	0	0	0	38.9	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	5	3	3	0	0	0	0	0	38.8	45.6
1930	11	10	1	0	0	0	0	0	0	0	0	0	0	35.2	45.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	7	0	1	0	0	0	0	0	36.1	40.9
1945	14	14	0	0	0	0	0	0	0	0	0	0	0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	6	3	1	1	0	0	0	0	38.6	48
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	3	0	0	0	1	0	0	41.4	-
2015	9	9	0	0	0	0	0	0	0	0	0	0	0	39.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	0	3	2	0	0	0	0	0	39.2	-
2030	9	9	0	0	0	0	0	0	0	0	0	0	0	40.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	2	3	0	1	0	0	0	0	40.3	-
2045	9	8	0	0	1	0	0	0	0	0	0	0	0	31.7	0.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	6	1	0	0	0	0	0	0	0	29.7	-
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	3	2	0	0	0	0	0	0	35.4	41
2115	10	9	1	0	0	0	0	0	0	0	0	0	0	36.0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	1	2	1	0	0	0	0	0	35.9	-
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	0	0	0	0	0	0	0	0	30.9	-
2145	8	7	1	0	0	0	0	0	0	0	0	0	0	35.3	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	3	0	0	0	0	0	0	0	34.9	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.9	-
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	51.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	2	0	0	0	0	51.2	-
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	40.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0	40.3	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.9	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	43.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	43	-
07-19	**1914**	**1830**	**79**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**35.4**	**36.1**	**0.0**	**12.5**	**0.0**	**0.0**	**0.0**	**32.8**	**0.0**	**0.0**	**0.0**	**26.9**	**1**	**4**	**212**	**721**	**665**	**243**	**58**	**7**	**2**	**1**	**0**	**0**	**35.4**	**40.3**
06-22	**2078**	**1985**	**87**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**35.5**	**36.2**	**0.0**	**13.1**	**0.0**	**0.0**	**0.0**	**32.8**	**0.0**	**0.0**	**0.0**	**26.9**	**1**	**6**	**227**	**768**	**717**	**273**	**72**	**10**	**2**	**2**	**0**	**0**	**35.5**	**40.5**
06-00	**2085**	**1992**	**87**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**35.5**	**36.2**	**0.0**	**13.1**	**0.0**	**0.0**	**0.0**	**32.8**	**0.0**	**0.0**	**0.0**	**26.9**	**1**	**6**	**227**	**768**	**720**	**275**	**72**	**12**	**2**	**2**	**0**	**0**	**35.5**	**40.5**
00-00	**2096**	**2002**	**88**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**35.6**	**36.2**	**0.0**	**13.1**	**0.0**	**0.0**	**0.0**	**32.8**	**0.0**	**0.0**	**0.0**	**26.9**	**1**	**6**	**227**	**772**	**724**	**276**	**74**	**12**	**2**	**2**	**0**	**0**	**35.6**	**40.5**

Vehicles = 2096
Posted speed limit = 60 mph, Exceeding = 2 (0.095%), Mean Exceeding = 62.75 mph
Maximum = 64.9 mph, Minimum = 9.5 mph, Mean = 35.6 mph
85% Speed = 40.54 mph, 95% Speed = 44.58 mph, Median = 35.29 mph
10 mph Pace = 30 - 40, Number in Pace = 1497 (71.42%)
Variance = 27.20, Standard Deviation = 5.22 mph

Friday 24 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.4	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	49.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	49.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	42	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0	40.6	-
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0	38.6	-
0600	4	2	2	0	0	0	0	0	0	0	0	0	0	31.8	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	2	0	0	0	0	0	0	0	34.2	-
0615	3	3	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	1	0	0	0	0	0	0	34.4	-
0630	12	12	0	0	0	0	0	0	0	0	0	0	0	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	5	3	0	0	0	0	0	0	37.3	42.7
0645	14	13	1	0	0	0	0	0	0	0	0	0	0	36.7	42.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	5	3	2	0	0	0	0	0	37.1	44.5
0700	17	14	3	0	0	0	0	0	0	0	0	0	0	37.7	44.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	3	7	2	0	0	0	0	0	38.8	44.6
0715	33	30	3	0	0	0	0	0	0	0	0	0	0	37.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	11	5	2	1	0	0	0	0	36.8	42.1
0730	84	83	1	0	0	0	0	0	0	0	0	0	0	34.5	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	14	26	29	12	1	0	0	0	0	0	34.3	40.2
0745	106	101	4	0	1	0	0	0	0	0	0	0	0	33.6	34.6	0.0	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	15	54	25	7	2	0	0	0	0	0	33.5	38.7
0800	53	48	4	0	0	0	0	0	0	0	0	0	1	37.5	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.3	0	0	4	16	20	9	3	0	1	0	0	0	37.1	42.5
0815	81	81	0	0	0	0	0	0	0	0	0	0	0	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	35	22	9	1	1	0	0	0	0	34.2	39.5
0830	64	60	4	0	0	0	0	0	0	0	0	0	0	37.2	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	17	29	10	4	0	0	0	0	0	37	41.6
0845	69	67	1	0	1	0	0	0	0	0	0	0	0	35.4	31.2	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	31	27	6	1	1	0	0	0	0	35.6	39
0900	57	57	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	16	19	9	1	1	0	0	0	0	35	41.6
0915	44	43	1	0	0	0	0	0	0	0	0	0	0	35.5	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	21	10	5	3	0	0	0	0	0	35.5	41.2
0930	40	38	2	0	0	0	0	0	0	0	0	0	0	34.2	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	19	12	2	0	1	0	0	0	0	34.2	39.2
0945	40	40	0	0	0	0	0	0	0	0	0	0	0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	14	16	5	0	0	0	0	0	0	35.2	39.8
1000	41	41	0	0	0	0	0	0	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	24	8	4	1	1	0	0	0	0	34.5	39.4
1015	36	34	2	0	0	0	0	0	0	0	0	0	0	34.5	37.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	16	12	5	0	0	0	0	0	0	34.7	40
1030	45	43	1	0	0	0	0	0	1	0	0	0	0	32.8	34.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0	0	5	33	6	1	0	0	0	0	0	0	32.8	35.1
1045	39	37	2	0	0	0	0	0	0	0	0	0	0	32.7	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	12	5	5	0	0	0	0	0	0	32.7	39.1
1100	41	38	3	0	0	0	0	0	0	0	0	0	0	32.3	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	14	14	2	0	0	0	0	0	0	32.5	36.8
1115	34	30	4	0	0	0	0	0	0	0	0	0	0	34.3	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	15	8	3	2	0	0	0	0	0	34.2	39.8
1130	38	36	1	0	1	0	0	0	0	0	0	0	0	35.9	37.9	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	2	14	16	5	0	0	0	0	0	0	35.3	40
1145	38	38	0	0	0	0	0	0	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	20	10	2	1	0	0	0	0	0	34	37.5
1200	27	25	2	0	0	0	0	0	0	0	0	0	0	36.0	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	6	11	3	2	1	0	0	0	0	36.4	43.7
1215	35	33	2	0	0	0	0	0	0	0	0	0	0	36.0	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	9	15	7	1	0	0	0	0	0	36.2	40.9
1230	36	33	3	0	0	0	0	0	0	0	0	0	0	36.3	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	15	6	1	0	0	0	0	0	36.5	40.8
1245	25	24	1	0	0	0	0	0	0	0	0	0	0	33.5	37.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	10	7	1	1	0	0	0	0	0	33.7	37.7
1300	23	23	0	0	0	0	0	0	0	0	0	0	0	37.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	9	7	2	3	1	0	0	0	0	37.6	45.1
1315	33	31	2	0	0	0	0	0	0	0	0	0	0	36.1	36.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	10	15	4	2	0	0	0	0	0	36.2	40.9
1330	24	22	2	0	0	0	0	0	0	0	0	0	0	36.4	45.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	3	8	7	2	0	0	0	0	0	37.2	43.1
1345	36	35	1	0	0	0	0	0	0	0	0	0	0	36.9	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	15	10	6	3	0	0	0	0	0	36.9	42.4
1400	44	43	1	0	0	0	0	0	0	0	0	0	0	34.8	40.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	19	14	5	0	0	0	0	0	0	34.9	39.5
1415	51	47	2	0	0	0	0	0	1	0	0	0	1	35.7	40.8	0.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0	0.0	28.2	0	0	6	17	19	5	4	0	0	0	0	0	35.7	40.8
1430	61	60	1	0	0	0	0	0	0	0	0	0	0	36.4	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	13	31	10	1	0	0	0	0	0	36.2	40.5
1445	80	79	1	0	0	0	0	0	0	0	0	0	0	37.1	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	20	36	13	4	2	0	0	0	0	37.2	41.5
1500	93	86	7	0	0	0	0	0	0	0	0	0	0	36.4	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	40	34	9	4	1	1	0	0	0	36.3	40.9
1515	64	60	4	0	0	0	0	0	0	0	0	0	0	39.3	43.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	32	20	6	0	0	0	0	0	39.6	43.6
1530	97	91	6	0	0	0	0	0	0	0	0	0	0	37.4	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	29	30	21	6	1	2	0	0	0	37.4	43.8
1545	121	113	6	0	0	2	0	0	0	0	0	0	0	38.7	41.8	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	21	36	42	12	1	0	0	0	0	38.8	43.9
1600	105	98	7	0	0	0	0	0	0	0	0	0	0	38.3	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	24	43	22	10	2	0	0	0	0	38.2	43.6
1615	90	84	6	0	0	0	0	0	0	0	0	0	0	40.3	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	14	31	33	5	6	1	0	0	0	40.5	44.8
1630	79	75	4	0	0	0	0	0	0	0	0	0	0	38.1	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	17	26	25	6	0	0	0	0	0	38.1	43.8
1645	53	49	4	0	0	0	0	0	0	0	0	0	0	38.4	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	6	25	14	2	1	1	0	0	0	38.6	43.5
1700	60	58	2	0	0	0	0	0	0	0	0	0	0	36.3	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	26	20	8	3	0	0	0	0	0	36.2	41.8
1715	78	73	4	0	0	0	0	0	0	0	0	0	1	36.5	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0	0	9	24	25	15	4	1	0	0	0	0	36.2	42.2
1730	44	43	1	0	0	0	0	0	0	0	0	0	0	36.2	28.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	18	11	11	1	0	0	0	0	0	36	41.6
1745	42	40	2	0	0	0	0	0	0	0	0	0	0	39.5	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	10	15	9	7	0	1	0	0	0	39.4	45.4
1800	41	40	1	0	0	0	0	0	0	0	0	0	0	37.3	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	12	18	9	0	0	1	0	0	0	37.3	41.7
1815	47	46	1	0	0	0	0	0	0	0	0	0	0	38.2	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	10	18	16	0	1	0	0	0	0	38.1	42.7
1830	18	18	0	0	0	0	0	0	0	0	0	0	0	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	10	2	2	0	0	0	0	0	37.8	42.1
1845	22	22	0	0	0	0	0	0	0	0	0	0	0	40.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	8	10	2	0	0	0	0	0	40.1	44.6
1900	19	18	1	0	0	0	0	0	0	0	0	0	0	36.7	48.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	5	6	5	2	0	0	0	0	0	37.3	43.7
1915	19	17	1	0	1	0	0	0	0	0	0	0	0	38.8	45.3	0.0	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	4	6	6	2	0	0	0	0	0	37.9	44.3
1930	15	15	0	0	0	0	0	0	0	0	0	0	0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	4	3	1	1	1	0	0	0	39.8	48.8
1945	12	12	0	0	0	0	0	0	0	0	0	0	0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	5	2	0	0	0	0	0	0	35.3	40.5
2000	8	8	0	0	0	0	0	0	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	1	0	0	0	0	0	0	34.5	-
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	4	0	0	0	0	0	0	0	35.8	-
2030	12	11	1	0	0	0	0	0	0	0	0	0	0	36.0	56.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	3	2	0	1	1	0	0	0	37.7	53.1
2045	16	16	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	4	2	2	0	0	0	0	0	35.9	45.3
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0	41.5	-
2115	4	4	0	0	0	0	0	0	0	0	0	0	0	40.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	2	0	0	0	0	0	40.1	-
2130	5	5	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	1	0	0	0	0	0	0	0	34.1	-
2145	5	5	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	0	1	0	0	0	0	0	0	34.1	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	0	0	0	0	0	0	33.7	-
2215	4	3	1	0	0	0	0	0	0	0	0	0	0	41.1	37.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	2	0	0	1	0	0	0	0	40.1	-
2230	3	2	1	0	0	0	0	0	0	0	0	0	0	44.3	47.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	2	0	0	0	0	0	45.3	-
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	1	0	0	0	0	0	38.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.5	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	54.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	1	0	0	54.1	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**2529**	**2410**	**109**	**0**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**36.4**	**37.2**	**0.0**	**28.7**	**32.0**	**0.0**	**0.0**	**32.6**	**0.0**	**0.0**	**0.0**	**25.9**	**0**	**8**	**234**	**817**	**872**	**448**	**118**	**24**	**8**	**0**	**0**	**0**	**36.4**	**41.7**
06-22	**2686**	**2560**	**115**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**36.4**	**37.6**	**0.0**	**25.3**	**32.0**	**0.0**	**0.0**	**32.6**	**0.0**	**0.0**	**0.0**	**25.9**	**0**	**10**	**243**	**868**	**921**	**479**	**129**	**26**	**10**	**0**	**0**	**0**	**36.4**	**41.8**
06-00	**2702**	**2574**	**117**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**36.4**	**37.7**	**0.0**	**25.3**	**32.0**	**0.0**	**0.0**	**32.6**	**0.0**	**0.0**	**0.0**	**25.9**	**0**	**10**	**243**	**872**	**927**	**479**	**133**	**27**	**10**	**1**	**0**	**0**	**36.5**	**41.8**
00-00	**2709**	**2581**	**117**	**0**	**4**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**36.4**	**37.7**	**0.0**	**25.3**	**32.0**	**0.0**	**0.0**	**32.6**	**0.0**	**0.0**	**0.0**	**25.9**	**0**	**10**	**243**	**873**	**930**	**481**	**134**	**27**	**10**	**1**	**0**	**0**	**36.5**	**41.8**

Vehicles = 2709
Posted speed limit = 60 mph, Exceeding = 1 (0.037%), Mean Exceeding = 62.03 mph
Maximum = 62.0 mph, Minimum = 11.0 mph, Mean = 36.5 mph
85% Speed = 41.83 mph, 95% Speed = 45.86 mph, Median = 36.18 mph
10 mph Pace = 31 - 41, Number in Pace = 1821 (67.22%)
Variance = 30.64, Standard Deviation = 5.54 mph

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
Mon	1871	1805	62	0	1	1	0	0	0	0	0	0	2	35.4	38.0	0.0	15.6	34.8	0.0	0.0	0.0	0.0	0.0	0.0	23.9	0	5	202	707	645	242	52	17	0	1	0	0	35.5	40.3
Tue	2075	1968	100	0	3	0	0	0	0	0	1	0	3	35.7	37.2	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25.8	0.0	32.3	0	11	212	716	747	306	67	12	3	1	0	0	35.7	40.8
Wed	2053	1959	89	0	2	0	0	0	0	0	0	0	3	35.3	36.9	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8	4	20	243	716	742	253	55	16	3	1	0	0	35.3	40.3
Thu	2096	2002	88	0	2	0	0	0	2	0	0	0	2	35.6	36.2	0.0	13.1	0.0	0.0	0.0	32.8	0.0	0.0	0.0	26.9	1	6	227	772	724	276	74	12	2	2	0	0	35.6	40.5
Fri	2709	2581	117	0	4	2	0	0	2	0	0	0	3	36.4	37.7	0.0	25.3	32.0	0.0	0.0	32.6	0.0	0.0	0.0	25.9	0	10	243	873	930	481	134	27	10	1	0	0	36.5	41.8
|Sat	1430	1375	49	1	1	1	0	0	0	0	0	0	3	35.7	37.3	33.8	14.9	31.4	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0	8	164	523	467	194	51	18	5	0	0	0	35.7	40.8
|Sun	919	891	26	0	2	0	0	0	0	0	0	0	0	35.8	38.1	0.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	7	96	352	276	131	42	12	1	0	0	2	35.8	41.5
--	**13153**	**12581**	**531**	**1**	**15**	**4**	**0**	**0**	**4**	**0**	**1**	**0**	**16**	**35.7**	**37.2**	**33.8**	**18.6**	**32.6**	**0.0**	**0.0**	**32.7**	**0.0**	**25.8**	**0.0**	**27.7**	**5**	**67**	**1387**	**4659**	**4531**	**1883**	**475**	**114**	**24**	**6**	**0**	**2**	**35.8**	**40.9**

Vehicles = 13153
Posted speed limit = 60 mph, Exceeding = 8 (0.061%), Mean Exceeding = 69.14 mph
Maximum = 88.5 mph, Minimum = 7.7 mph, Mean = 35.8 mph
85% Speed = 40.88 mph, 95% Speed = 44.85 mph, Median = 35.46 mph
10 mph Pace = 30 - 40, Number in Pace = 9215 (70.06%)
Variance = 29.31, Standard Deviation = 5.41 mph

15 mins Vehicle Classification-Speed Data_ITRANSPORT

Globals

Report Id	CustomList-903
Descriptor	15 mins Vehicle Classification-Speed Data_ITRANSPORT
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2019-05-29T15:36:52
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmp
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	7040_2.
Site Attribute	Fishbourne
File Name	Z:\Projects\7040 - Fishbourne, West Sussex ATCs (HO - 06.05)\Raw data\7040_2. 0 2019-05-29 1601.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Clay ln 60mph
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2019-05-17T22:01:14
Start Time	2019-05-17T22:01:14
Finish Time	2019-05-29T16:01:14
Operator	pw
Configuration	40 MC5600 00 00 00 00 00 ? JN84NGZR MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	50_60
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2019-05-18T00:00:00
Filter End	2019-05-25T00:00:00
Class Scheme	Euro13
F	Cls(1-12) Dir(BA) Sp(6,99) Headway(]0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	60
Speed Limits	60 60 60 60 60 60 60 60 60 60 60
Separation	0.000
Separation Type	Headway
Direction	Southbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
SpCls 1	Speed averages by class
SpCls 2	Speed averages by class
SpCls 3	Speed averages by class
SpCls 4	Speed averages by class
SpCls 5	Speed averages by class
SpCls 6	Speed averages by class
SpCls 7	Speed averages by class
SpCls 8	Speed averages by class
SpCls 9	Speed averages by class
SpCls 10	Speed averages by class
SpCls 11	Speed averages by class
SpCls 12	Speed averages by class
Vbin 0 10	Speed bin totals
Vbin 10 20	Speed bin totals
Vbin 20 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

Saturday 18 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0615	2	1	1	0	0	0	0	0	0	0	0	0	0	29.9	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0630	2	1	1	0	0	0	0	0	0	0	0	0	0	34.6	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0715	5	5	0	0	0	0	0	0	0	0	0	0	0	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0730	6	6	0	0	0	0	0	0	0	0	0	0	0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0745	4	4	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0815	12	12	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0830	16	16	0	0	0	0	0	0	0	0	0	0	0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0845	17	15	1	0	1	0	0	0	0	0	0	0	0	31.2	21.7	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0900	18	16	1	0	0	0	0	0	0	0	0	0	1	31.9	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1
0915	21	19	2	0	0	0	0	0	0	0	0	0	0	31.5	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0930	22	19	2	1	0	0	0	0	0	0	0	0	0	31.2	32.3	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0945	46	42	4	0	0	0	0	0	0	0	0	0	0	29.2	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1000	36	34	2	0	0	0	0	0	0	0	0	0	0	29.5	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1015	34	31	1	0	2	0	0	0	0	0	0	0	0	32.4	30.2	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1030	29	27	1	0	0	0	0	0	0	0	0	0	1	31.7	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.3
1045	46	44	2	0	0	0	0	0	0	0	0	0	0	32.4	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1100	34	32	2	0	0	0	0	0	0	0	0	0	0	31.8	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1115	43	42	1	0	0	0	0	0	0	0	0	0	0	28.5	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1130	35	35	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1145	43	40	3	0	0	0	0	0	0	0	0	0	0	30.6	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1200	56	52	2	0	1	0	0	0	0	0	0	0	1	32.2	33.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.1
1215	46	46	0	0	0	0	0	0	0	0	0	0	0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1230	46	44	2	0	0	0	0	0	0	0	0	0	0	31.7	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1245	37	37	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1300	39	39	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1315	44	44	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1330	44	40	3	0	0	0	0	0	0	0	0	0	1	31.1	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.8
1345	40	38	2	0	0	0	0	0	0	0	0	0	0	31.1	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1400	32	30	2	0	0	0	0	0	0	0	0	0	0	31.5	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1415	41	40	1	0	0	0	0	0	0	0	0	0	0	30.6	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1430	28	28	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1445	37	36	1	0	0	0	0	0	0	0	0	0	0	34.8	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1500	26	23	2	0	0	0	0	0	0	0	0	0	1	31.9	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.2
1515	36	35	1	0	0	0	0	0	0	0	0	0	0	33.7	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1530	38	37	1	0	0	0	0	0	0	0	0	0	0	33.0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1545	38	35	3	0	0	0	0	0	0	0	0	0	0	31.9	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1600	33	31	2	0	0	0	0	0	0	0	0	0	0	33.3	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1615	38	35	2	0	0	0	0	0	0	0	0	0	1	31.1	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.2
1630	32	31	1	0	0	0	0	0	0	0	0	0	0	32.8	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1645	41	41	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1700	40	35	5	0	0	0	0	0	0	0	0	0	0	32.7	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1715	35	34	1	0	0	0	0	0	0	0	0	0	0	32.5	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1730	24	23	1	0	0	0	0	0	0	0	0	0	0	33.0	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1745	24	21	2	0	0	0	0	0	0	0	0	0	1	33.5	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0
1800	33	31	1	0	0	1	0	0	0	0	0	0	0	33.3	46.9	0.0	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1815	15	15	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1830	19	17	2	0	0	0	0	0	0	0	0	0	0	33.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1845	16	15	1	0	0	0	0	0	0	0	0	0	0	30.7	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900	25	24	1	0	0	0	0	0	0	0	0	0	0	31.2	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1915	16	14	2	0	0	0	0	0	0	0	0	0	0	32.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1930	10	10	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1945	11	11	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2000	12	12	0	0	0	0	0	0	0	0	0	0	0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2015	10	10	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2030	10	10	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2045	5	5	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2100	7	7	0	0	0	0	0	0	0	0	0	0	0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2115	6	6	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2145	4	3	1	0	0	0	0	0	0	0	0	0	0	37.6	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2215	2	2	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2230	4	4	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2315	6	6	0	0	0	0	0	0	0	0	0	0	0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2330	3	3	0	0	0	0	0	0	0	0	0	0	0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07-19	**1449**	**1376**	**60**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**31.9**	**32.0**	**16.1**	**13.7**	**29.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.2**
06-22	**1580**	**1501**	**66**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**32.0**	**32.3**	**16.1**	**13.7**	**29.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.2**
06-00	**1606**	**1527**	**66**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**32.0**	**32.3**	**16.1**	**13.7**	**29.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.2**
00-00	**1618**	**1537**	**68**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**32.0**	**32.3**	**16.1**	**13.7**	**29.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**28.2**

Time	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	1	0	0	0	0	0	0	0	36.8	-
0015	0	0	0	1	0	0	0	0	0	0	0	0	35	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	1	0	0	0	0	0	0	0	36.6	-
0115	0	0	1	0	0	0	0	0	0	0	0	0	24.1	-
0130	0	0	1	0	1	0	0	0	0	0	0	0	28.2	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	1	0	0	0	0	0	0	0	36.7	-
0215	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	1	0	0	0	0	0	0	0	0	32.4	-
0330	0	0	0	1	0	0	0	0	0	0	0	0	31.8	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	1	0	0	0	0	0	0	0	0	30.9	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	1	0	0	0	0	0	0	0	0	33.7	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	3	0	0	0	0	0	0	0	0	32.6	-
0615	0	0	1	1	0	0	0	0	0	0	0	0	31.1	-
0630	0	0	0	1	0	1	0	0	0	0	0	0	37.7	-
0645	0	0	0	3	1	0	0	0	0	0	0	0	33.1	-
0700	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-
0715	0	0	0	1	2	2	0	0	0	0	0	0	38.2	-
0730	0	0	2	1	3	0	0	0	0	0	0	0	33.8	-
0745	0	0	0	1	3	0	0	0	0	0	0	0	35.6	-
0800	0	0	0	1	2	0	0	0	0	0	0	0	36	-
0815	0	0	1	8	3	0	0	0	0	0	0	0	32.9	35.4
0830	0	0	7	7	2	0	0	0	0	0	0	0	31.2	35.8
0845	0	1	5	9	2	0	0	0	0	0	0	0	29.5	34.7
0900	0	0	6	10	2	0	0	0	0	0	0	0	31.5	35.1
0915	0	0	6	14	0	1	0	0	0	0	0	0	31.6	33.6
0930	0	2	7	8	4	1	0	0	0	0	0	0	30.7	36.8
0945	0	1	24	15	6	0	0	0	0	0	0	0	29.3	34.6
1000	0	2	19	12	2	1	0	0	0	0	0	0	29.7	33.7
1015	0	2	7	19	4	1	0	1	0	0	0	0	31.3	36
1030	0	0	10	9	9	1	0	0	0	0	0	0	31.8	37.4
1045	0	0	10	25	11	0	0	0	0	0	0	0	32.2	36.2
1100	0	0	11	19	4	0	0	0	0	0	0	0	31.8	34.9
1115	0	0	27	14	2	0	0	0	0	0	0	0	28.6	33.1
1130	0	0	10	16	8	1	0	0	0	0	0	0	32.6	36
1145	0	0	20	18	3	1	1	0	0	0	0	0	30.9	33.7
1200	0	5	7	29	14	0	1	0	0	0	0	0	31.9	37.9
1215	0	3	23	13	5	2	0	0	0	0	0	0	29.7	35.7
1230	0	0	12	28	5	1	0	0	0	0	0	0	32	34.8
1245	0	0	18	15	4	0	0	0	0	0	0	0	30.4	34.2
1300	0	0	20	15	3	0	0	1	0	0	0	0	30.8	33.6
1315	0	1	10	20	11	0	2	0	0	0	0	0	32.9	37.2
1330	0	2	12	25	5	0	0	0	0	0	0	0	30.9	34.4
1345	0	0	14	21	4	0	1	0	0	0	0	0	31	34.9
1400	0	0	14	10	7	1	0	0	0	0	0	0	31.4	36.9
1415	0	0	18	18	2	3	0	0	0	0	0	0	30.7	34.7
1430	0	0	7	15	6	0	0	0	0	0	0	0	32.3	35.8
1445	0	0	5	17	12	2	0	0	0	0	1	0	34.8	38.6
1500	0	0	12	7	4	3	0	0	0	0	0	0	32.1	38
1515	0	0	6	18	11	1	0	0	0	0	0	0	33.7	36.5
1530	0	0	9	17	10	2	0	0	0	0	0	0	33	38.8
1545	0	0	16	13	8	0	1	0	0	0	0	0	31.7	37.4
1600	0	0	6	16	8	3	0	0	0	0	0	0	33.5	38.5
1615	0	2	16	11	7	2	0	0	0	0	0	0	30.6	37.6
1630	0	1	7	16	6	1	1	0	0	0	0	0	32.8	38.2
1645	0	0	9	20	8	4	0	0	0	0	0	0	33.5	39.3
1700	0	0	14	12	12	0	1	1	0	0	0	0	32.6	36.7
1715	0	0	11	15	8	1	0	0	0	0	0	0	32.4	36.9
1730	0	0	6	11	5	2	0	0	0	0	0	0	33.1	38.3
1745	0	1	5	12	4	1	1	0	0	0	0	0	32.6	36.6
1800	0	0	9	13	9	1	1	0	0	0	0	0	33.6	38.2
1815	0	0	0	9	4	1	0	0	1	0	0	0	35.5	38.9
1830	0	0	5	8	3	3	0	0	0	0	0	0	33	40.4
1845	0	0	7	5	3	1	0	0	0	0	0	0	31.3	35.7
1900	0	0	7	17	1	0	0	0	0	0	0	0	31.3	33.5
1915	0	0	5	7	3	1	0	0	0	0	0	0	32.3	36.2
1930	0	0	2	3	3	2	0	0	0	0	0	0	33.2	-
1945	0	0	4	3	4	0	0	0	0	0	0	0	32.3	37.1
2000	0	0	1	5	4	1	0	1	0	0	0	0	35.6	42.3
2015	0	0	6	2	0	2	0	0	0	0	0	0	31	-
2030	0	0	4	2	3	1	0	0	0	0	0	0	32.1	-
2045	0	0	1	2	1	1	0	0	0	0	0	0	34.4	-
2100	0	0	1	5	0	0	0	0	1	0	0	0	36.6	-
2115	0	0	1	4	0	1	0	0	0	0	0	0	32.2	-
2130	0	0	0	2	1	1	0	0	0	0	0	0	34.9	-
2145	0	0	0	1	2	1	0	0	0	0	0	0	37.4	-
2200	0	0	2	3	0	0	2	0	0	0	0	0	35.5	-
2215	0	0	1	0	1	0	0	0	0	0	0	0	30.8	-
2230	0	0	0	2	2	0	0	0	0	0	0	0	35	-
2245	0	0	0	1	0	0	0	0	0	0	0	0	31.3	-
2300	0	0	1	0	0	0	0	0	0	0	0	0	26.5	-
2315	0	0	0	3	2	0	0	0	0	0	1	0	40	-
2330	0	0	2	1	0	0	0	0	0	0	0	0	29.5	-
2345	0	0	1	1	0	0	0	0	0	0	0	0	30.2	-
07-19	**0**	**23**	**470**	**637**	**260**	**44**	**10**	**3**	**1**	**0**	**1**	**0**	**31.8**	**36.3**
06-22	**0**	**23**	**503**	**698**	**283**	**56**	**10**	**4**	**2**	**0**	**1**	**0**	**31.9**	**36.5**
06-00	**0**	**23**	**510**	**709**	**288**	**56**	**12**	**4**	**2**	**0**	**2**	**0**	**31.9**	**36.5**
00-00	**0**	**23**	**512**	**715**	**292**	**56**	**12**	**4**	**2**	**0**	**2**	**0**	**31.9**	**36.5**

Vehicles = 1618
Posted speed limit = 60 mph, Exceeding = 2 (0.124%), Mean Exceeding = 66.10 mph
Maximum = 66.3 mph, Minimum = 11.5 mph, Mean = 31.9 mph
85% Speed = 36.52 mph, 95% Speed = 39.82 mph, Median = 31.82 mph
10 mph Pace = 27 - 37, Number in Pace = 1204 (74.41%)
Variance = 25.74, Standard Deviation = 5.07 mph

Sunday 19 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0	37.5	-
0015	3	3	0	0	0	0	0	0	0	0	0	0	0	36.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	1	0	0	0	0	0	36.5	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28	-
0115	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.8	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.4	-
0230	2	1	1	0	0	0	0	0	0	0	0	0	0	30.2	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	34.4	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.9	-
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.7	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.9	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	24	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	0	0	0	0	0	0	0	31.6	-
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	36.2	-
0715	10	10	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	6	0	0	0	0	0	0	0	0	31	-
0730	4	4	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	32.2	-
0745	2	2	0	0	0	0	0	0	0	0	0	0	0	40.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	1	0	0	0	0	0	0	40.8	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	44.3	-
0815	1	1	0	0	0	0	0	0	0	0	0	0	0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31.9	-
0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0845	10	9	1	0	0	0	0	0	0	0	0	0	0	33.1	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	4	1	0	0	0	0	0	0	33.8	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	0	0	0	0	0	0	0	32.8	-
0915	5	5	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	1	0	0	0	0	0	0	0	31.8	-
0930	15	14	1	0	0	0	0	0	0	0	0	0	0	30.5	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	3	0	0	0	0	0	0	0	31	36.6
0945	11	10	1	0	0	0	0	0	0	0	0	0	0	33.5	40.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	5	1	0	0	0	0	0	0	34.1	38.8
1000	22	18	4	0	0	0	0	0	0	0	0	0	0	27.8	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	11	9	1	0	0	0	0	0	0	0	28.6	33.1
1015	21	19	2	0	0	0	0	0	0	0	0	0	0	32.6	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	9	3	2	0	0	0	0	0	0	32.2	36.3
1030	39	37	2	0	0	0	0	0	0	0	0	0	0	31.9	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	16	9	2	0	0	0	0	0	0	32.2	36.4
1045	28	27	1	0	0	0	0	0	0	0	0	0	0	30.1	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	9	4	2	0	0	0	0	0	0	30.2	35.4
1100	31	30	1	0	0	0	0	0	0	0	0	0	0	33.5	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	21	3	2	0	1	0	0	0	0	33.6	36.9
1115	31	31	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	17	5	0	0	0	0	0	0	0	31.5	35.2
1130	30	30	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	14	7	1	0	0	0	0	0	0	32.6	36.4
1145	44	44	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	16	13	1	0	0	0	0	0	0	32.3	38.5
1200	41	39	2	0	0	0	0	0	0	0	0	0	0	34.1	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	16	8	5	0	0	1	0	0	0	33.9	40.5
1215	40	36	4	0	0	0	0	0	0	0	0	0	0	30.0	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	20	14	4	1	0	0	0	0	0	0	30.4	34.9
1230	32	31	1	0	0	0	0	0	0	0	0	0	0	32.5	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	14	5	1	0	1	0	0	0	0	32.5	37.4
1245	39	36	3	0	0	0	0	0	0	0	0	0	0	32.3	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	20	6	3	0	0	0	0	0	0	32.2	37
1300	37	36	0	0	1	0	0	0	0	0	0	0	0	32.8	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	6	20	7	2	0	0	0	0	0	0	32.3	37.6
1315	31	30	1	0	0	0	0	0	0	0	0	0	0	31.2	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	11	6	2	0	0	0	0	0	0	31.2	37.5
1330	26	26	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	8	10	6	0	0	0	0	0	0	1	33.9	35.9
1345	21	18	3	0	0	0	0	0	0	0	0	0	0	31.9	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	7	0	0	0	0	0	0	0	32.2	36.8
1400	25	24	1	0	0	0	0	0	0	0	0	0	0	32.5	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	10	5	1	0	0	0	0	0	0	32.4	36.6
1415	39	36	3	0	0	0	0	0	0	0	0	0	0	30.8	23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	15	12	7	2	0	0	0	0	0	0	30.2	36.4
1430	33	31	2	0	0	0	0	0	0	0	0	0	0	32.4	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	17	5	2	0	0	0	0	0	0	32.5	38
1445	27	26	1	0	0	0	0	0	0	0	0	0	0	32.3	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	15	5	0	0	0	0	0	0	0	32.3	36.7
1500	41	40	1	0	0	0	0	0	0	0	0	0	0	33.2	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	13	8	3	1	0	0	0	0	0	33.1	37.4
1515	29	27	2	0	0	0	0	0	0	0	0	0	0	31.1	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	11	3	1	1	0	0	0	0	0	31.2	36
1530	38	36	2	0	0	0	0	0	0	0	0	0	0	33.6	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	18	10	1	1	0	0	0	0	0	33.4	38
1545	47	44	3	0	0	0	0	0	0	0	0	0	0	31.6	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	24	6	2	0	0	0	0	0	0	31.7	36.2
1600	30	28	2	0	0	0	0	0	0	0	0	0	0	32.4	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	11	9	1	0	0	0	0	0	0	32.6	38
1615	20	20	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	9	6	3	0	0	0	0	0	0	34.6	40.2
1630	16	15	0	0	1	0	0	0	0	0	0	0	0	30.8	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	5	4	0	0	0	0	0	0	0	29.8	36.7
1645	18	18	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	7	4	0	0	0	0	0	0	0	31.4	35.4
1700	16	15	1	0	0	0	0	0	0	0	0	0	0	34.0	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	6	6	1	0	0	0	0	0	0	34.1	38.3
1715	16	16	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	9	2	1	0	0	0	0	0	0	32	37.6
1730	13	12	1	0	0	0	0	0	0	0	0	0	0	30.2	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	7	1	0	0	0	0	0	0	0	30.1	33.6
1745	10	9	0	0	1	0	0	0	0	0	0	0	0	33.1	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	4	2	2	1	0	0	0	0	0	0	30.6	-
1800	13	12	1	0	0	0	0	0	0	0	0	0	0	30.1	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	5	0	0	0	0	0	0	0	0	30.2	32.3
1815	9	8	1	0	0	0	0	0	0	0	0	0	0	34.8	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	7	1	1	0	0	0	0	0	0	34.6	-
1830	8	7	1	0	0	0	0	0	0	0	0	0	0	33.0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	2	0	0	0	0	0	0	0	33.1	-
1845	3	3	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	0	0	0	0	0	0	0	32.6	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	2	0	0	0	0	0	0	0	30.9	-
1915	13	11	2	0	0	0	0	0	0	0	0	0	0	36.1	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	3	2	0	1	0	0	0	0	35.2	40.2
1930	5	5	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	1	0	0	0	0	0	0	0	32.5	-
1945	4	4	0	0	0	0	0	0	0	0	0	0	0	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	2	0	0	0	0	0	0	38.2	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	3	0	0	0	0	0	0	0	35.9	-
2015	6	5	1	0	0	0	0	0	0	0	0	0	0	34.2	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	1	0	1	0	0	0	0	0	34	-
2030	2	2	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30	-
2045	6	6	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	3	0	0	0	0	0	0	0	33.1	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	1	0	0	0	0	0	0	36	-
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2130	3	3	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	1	0	0	0	0	0	37.5	-
2145	4	4	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	0	0	0	0	0	0	33.3	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.5	-
2215	2	2	0	0	0	0	0	0	0	0	0	0	0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	33.3	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	46.7	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.6	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	26.5	-
07-19	**1028**	**976**	**49**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**32.5**	**0.0**	**11.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1**	**10**	**320**	**445**	**196**	**49**	**3**	**2**	**1**	**0**	**0**	**1**	**32.1**	**36.6**
06-22	**1084**	**1029**	**52**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**32.4**	**0.0**	**11.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1**	**10**	**330**	**467**	**212**	**54**	**5**	**3**	**1**	**0**	**0**	**1**	**32.2**	**36.7**
06-00	**1090**	**1035**	**52**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**32.4**	**0.0**	**11.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1**	**10**	**332**	**470**	**212**	**54**	**6**	**3**	**1**	**0**	**0**	**1**	**32.3**	**36.7**
00-00	**1106**	**1049**	**54**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**32.6**	**0.0**	**11.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1**	**10**	**337**	**476**	**215**	**55**	**7**	**3**	**1**	**0**	**0**	**1**	**32.3**	**36.7**

Vehicles = 1106
Posted speed limit = 60 mph, Exceeding = 1 (0.090%), Mean Exceeding = 88.52 mph
Maximum = 88.5 mph, Minimum = 8.9 mph, Mean = 32.3 mph
85% Speed = 36.74 mph, 95% Speed = 40.78 mph, Median = 31.90 mph
10 mph Pace = 27 - 37, Number in Pace = 830 (75.05%)
Variance = 26.83, Standard Deviation = 5.18 mph

Monday 20 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	2	0	0	0	0	0	0	0	34.8	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.1	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.6	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.5	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	1	0	0	0	0	0	0	0	32.3	-
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	32.4	-
0630	3	2	1	0	0	0	0	0	0	0	0	0	0	37.4	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	1	0	0	0	0	0	0	37.5	-
0645	8	7	1	0	0	0	0	0	0	0	0	0	0	38.9	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	4	3	0	0	0	0	0	0	38.5	-
0700	7	5	2	0	0	0	0	0	0	0	0	0	0	33.4	42.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	1	1	0	0	0	0	0	36.1	-
0715	14	11	3	0	0	0	0	0	0	0	0	0	0	33.5	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	9	1	1	0	0	0	0	0	0	32.6	38
0730	31	28	2	0	0	1	0	0	0	0	0	0	0	33.0	36.5	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	13	12	1	0	0	0	0	0	0	32.8	37.5
0745	43	41	2	0	0	0	0	0	0	0	0	0	0	33.6	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	27	8	1	0	0	0	0	0	0	33.5	37.1
0800	35	32	3	0	0	0	0	0	0	0	0	0	0	34.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	22	10	0	0	0	0	0	0	0	33.9	36.7
0815	32	30	2	0	0	0	0	0	0	0	0	0	0	33.9	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	17	7	4	0	0	0	0	0	0	34	39.9
0830	39	37	2	0	0	0	0	0	0	0	0	0	0	34.1	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	12	19	0	0	0	0	0	0	0	34	38.1
0845	23	23	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	8	7	3	0	0	0	0	0	0	34.1	39.8
0900	22	21	0	0	0	0	0	0	0	0	0	0	1	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.5	0	0	8	11	2	1	0	0	0	0	0	0	31.5	35.8
0915	28	27	1	0	0	0	0	0	0	0	0	0	0	34.8	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	11	13	2	0	0	0	0	0	0	35	39.5
0930	17	15	2	0	0	0	0	0	0	0	0	0	0	32.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	4	4	1	0	0	0	0	0	0	31.7	38.3
0945	33	31	2	0	0	0	0	0	0	0	0	0	0	33.3	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	10	8	3	1	0	0	0	0	0	33.4	38.5
1000	25	24	1	0	0	0	0	0	0	0	0	0	0	31.9	37.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	10	3	3	0	0	0	0	0	0	32.1	38.1
1015	19	18	1	0	0	0	0	0	0	0	0	0	0	31.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	13	2	0	0	0	0	0	0	0	31.2	35
1030	25	21	3	0	0	0	0	0	0	0	0	0	1	33.2	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.9	0	1	5	10	8	1	0	0	0	0	0	0	32.3	37.2
1045	36	35	1	0	0	0	0	0	0	0	0	0	0	31.5	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	17	6	0	0	0	0	0	0	0	31.6	35.7
1100	32	30	2	0	0	0	0	0	0	0	0	0	0	30.3	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	9	3	1	0	0	0	0	0	0	30.3	34.4
1115	36	36	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	16	6	0	0	0	0	0	0	0	31.1	35.6
1130	30	28	2	0	0	0	0	0	0	0	0	0	0	30.9	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	13	5	0	0	0	0	0	0	0	31	35.1
1145	34	31	3	0	0	0	0	0	0	0	0	0	0	29.5	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	12	17	3	1	0	0	0	0	0	0	30	34.4
1200	38	36	1	0	0	0	0	0	0	0	0	0	1	30.9	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	0	15	19	3	1	0	0	0	0	0	0	30.8	34.4
1215	29	27	2	0	0	0	0	0	0	0	0	0	0	29.4	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	9	3	0	0	0	0	0	0	0	29.6	33.8
1230	30	27	3	0	0	0	0	0	0	0	0	0	0	30.0	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	10	4	0	0	0	0	0	0	0	29.8	34.7
1245	31	31	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	9	3	0	0	0	0	0	0	0	30.3	34.3
1300	41	39	2	0	0	0	0	0	0	0	0	0	0	30.1	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	16	3	0	0	0	0	0	0	0	30.1	34.3
1315	33	31	2	0	0	0	0	0	0	0	0	0	0	31.2	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	7	16	5	2	0	0	0	0	0	0	31.2	36.7
1330	38	35	2	0	0	0	0	0	0	0	0	0	1	30.7	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1	0	0	15	17	5	1	0	0	0	0	0	0	31	36
1345	40	39	1	0	0	0	0	0	0	0	0	0	0	31.4	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	22	4	0	0	0	0	0	0	0	31.4	34.3
1400	37	36	1	0	0	0	0	0	0	0	0	0	0	31.4	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	19	5	0	0	0	0	0	0	0	31.4	34.1
1415	24	20	4	0	0	0	0	0	0	0	0	0	0	31.7	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	9	5	1	0	0	0	0	0	0	31.8	38.9
1430	45	42	3	0	0	0	0	0	0	0	0	0	0	31.4	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	20	7	0	0	0	0	0	0	0	31.2	35.3
1445	53	50	3	0	0	0	0	0	0	0	0	0	0	32.1	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	22	13	2	0	0	0	0	0	0	32.3	35.8
1500	46	42	3	0	0	0	0	0	0	0	0	0	1	31.6	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.3	0	0	15	22	7	2	0	0	0	0	0	0	31.5	35.9
1515	29	29	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	11	5	0	0	0	0	0	0	0	30.5	35.5
1530	30	27	2	0	1	0	0	0	0	0	0	0	0	31.4	28.3	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	14	9	5	0	1	0	0	0	0	0	30.5	35.7
1545	51	47	4	0	0	0	0	0	0	0	0	0	0	30.9	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	30	3	0	0	0	0	0	0	0	30.9	34.5
1600	55	50	4	0	0	0	0	0	1	0	0	0	0	31.1	30.4	0.0	0.0	0.0	0.0	0.0	19.8	0.0	0.0	0.0	0.0	0	2	20	19	12	2	0	0	0	0	0	0	30.8	37.4
1615	51	45	5	0	0	0	0	0	0	0	0	0	1	30.1	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.2	0	0	29	12	8	1	1	0	0	0	0	0	30.1	36.1
1630	54	49	5	0	0	0	0	0	0	0	0	0	0	31.7	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	17	22	11	2	1	0	0	0	0	0	31.7	38
1645	54	51	3	0	0	0	0	0	0	0	0	0	0	31.6	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	22	21	11	0	0	0	0	0	0	0	31.5	35.8
1700	60	57	3	0	0	0	0	0	0	0	0	0	0	33.5	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	22	17	3	1	0	0	0	0	0	33.5	38
1715	65	63	2	0	0	0	0	0	0	0	0	0	0	32.3	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	33	11	2	0	1	0	0	0	0	32.3	35.6
1730	51	51	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	16	25	9	0	0	0	0	0	0	0	31.5	35.4
1745	44	43	0	0	0	0	0	0	0	0	0	0	1	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	0	2	8	19	14	1	0	0	0	0	0	0	32.7	37.9
1800	37	32	5	0	0	0	0	0	0	0	0	0	0	34.5	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	15	12	4	0	0	0	0	0	0	34.5	39.5
1815	35	33	2	0	0	0	0	0	0	0	0	0	0	34.0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	16	10	3	1	0	0	0	0	0	34	38.8
1830	39	36	3	0	0	0	0	0	0	0	0	0	0	34.2	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	18	10	5	0	0	0	0	0	0	34.1	39
1845	24	23	1	0	0	0	0	0	0	0	0	0	0	33.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	9	4	2	1	0	0	0	0	0	32.2	37.9
1900	25	24	1	0	0	0	0	0	0	0	0	0	0	31.4	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	9	6	0	0	0	0	0	0	0	31.6	37
1915	26	26	0	0	0	0	0	0	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	8	2	1	0	0	0	0	0	34.5	39.1
1930	22	21	1	0	0	0	0	0	0	0	0	0	0	32.9	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	8	5	0	0	0	1	0	0	0	32.7	38.1
1945	16	15	1	0	0	0	0	0	0	0	0	0	0	32.3	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	2	0	0	0	0	0	0	0	32	35.8
2000	16	15	1	0	0	0	0	0	0	0	0	0	0	33.5	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	7	6	0	0	0	0	0	0	0	32.9	37.6
2015	18	18	0	0	0	0	0	0	0	0	0	0	0	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	8	4	1	0	0	0	0	0	0	33.4	37.1
2030	6	6	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	3	0	0	0	0	0	0	0	35.5	-
2045	10	10	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	4	1	1	0	0	0	0	0	35.4	-
2100	12	11	1	0	0	0	0	0	0	0	0	0	0	34.3	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	4	1	0	0	0	0	0	0	34.1	36.5
2115	12	12	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	2	1	0	0	1	0	0	0	34.6	45.2
2130	6	5	1	0	0	0	0	0	0	0	0	0	0	34.4	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	3	0	0	0	1	0	0	0	0	34.1	-
2145	9	7	2	0	0	0	0	0	0	0	0	0	0	35.5	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	2	2	0	0	0	0	0	0	34.9	-
2200	5	4	1	0	0	0	0	0	0	0	0	0	0	34.5	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	1	0	0	0	0	0	0	0	33.8	-
2215	5	5	0	0	0	0	0	0	0	0	0	0	0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	1	0	1	0	0	0	0	0	35	-
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	35.3	-
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	0	0	0	0	0	0	0	0	29.1	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	1	1	0	0	0	0	0	38.9	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0	35.4	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34	-
07-19	**1725**	**1615**	**100**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**31.9**	**32.1**	**0.0**	**9.6**	**20.8**	**0.0**	**0.0**	**19.8**	**0.0**	**0.0**	**0.0**	**27.1**	**2**	**12**	**564**	**742**	**338**	**58**	**8**	**1**	**0**	**0**	**0**	**0**	**31.9**	**36.5**
06-22	**1921**	**1801**	**110**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**32.1**	**32.1**	**0.0**	**9.6**	**20.8**	**0.0**	**0.0**	**19.8**	**0.0**	**0.0**	**0.0**	**27.1**	**2**	**12**	**615**	**818**	**390**	**70**	**10**	**2**	**2**	**0**	**0**	**0**	**32.1**	**36.6**
06-00	**1944**	**1823**	**111**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**32.2**	**32.1**	**0.0**	**9.6**	**20.8**	**0.0**	**0.0**	**19.8**	**0.0**	**0.0**	**0.0**	**27.1**	**2**	**12**	**619**	**829**	**393**	**73**	**12**	**2**	**2**	**0**	**0**	**0**	**32.1**	**36.7**
00-00	**1952**	**1829**	**113**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**32.2**	**32.2**	**0.0**	**9.6**	**20.8**	**0.0**	**0.0**	**19.8**	**0.0**	**0.0**	**0.0**	**27.1**	**2**	**12**	**620**	**831**	**398**	**73**	**12**	**2**	**2**	**0**	**0**	**0**	**32.1**	**36.7**

Vehicles = 1952
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 58.6 mph, Minimum = 9.6 mph, Mean = 32.1 mph
85% Speed = 36.74 mph, 95% Speed = 39.67 mph, Median = 32.04 mph
10 mph Pace = 27 - 37, Number in Pace = 1459 (74.74%)
Variance = 22.65, Standard Deviation = 4.76 mph

Tuesday 21 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.8	-
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	50.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	1	0	0	0	0	50.8	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.7	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	31	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	41.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	41.9	-
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.9	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.7	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.4	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.3	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	40.7	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0	36	-
0615	3	2	1	0	0	0	0	0	0	0	0	0	0	20.5	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	0	0	0	0	0	0	0	0	24.7	-
0630	5	4	1	0	0	0	0	0	0	0	0	0	0	36.6	37.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	1	0	0	0	0	0	0	36.8	-
0645	7	4	3	0	0	0	0	0	0	0	0	0	0	33.9	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	2	0	0	0	0	0	0	0	33.8	-
0700	6	5	1	0	0	0	0	0	0	0	0	0	0	31.3	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	1	0	0	0	0	0	0	0	32.3	-
0715	10	10	0	0	0	0	0	0	0	0	0	0	0	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	5	0	0	0	0	0	0	0	34.5	-
0730	43	41	1	0	0	0	0	0	0	0	0	0	1	33.3	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0	0	6	24	9	4	0	0	0	0	0	0	33.1	35.7
0745	54	52	2	0	0	0	0	0	0	0	0	0	0	35.4	38.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	26	19	4	2	0	0	0	0	0	35.5	39.1
0800	22	22	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	8	6	1	1	0	0	0	0	0	33.5	39.6
0815	38	38	0	0	0	0	0	0	0	0	0	0	0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	18	13	1	0	0	0	0	0	0	33.7	37.4
0830	34	31	3	0	0	0	0	0	0	0	0	0	0	34.4	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	16	13	2	1	0	0	0	0	0	34.8	39
0845	37	36	1	0	0	0	0	0	0	0	0	0	0	32.8	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	23	6	2	0	0	0	0	0	0	32.8	37.6
0900	29	26	2	0	0	0	0	0	0	0	0	0	1	31.4	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.1	0	0	8	17	4	0	0	0	0	0	0	0	31.3	35
0915	21	20	1	0	0	0	0	0	0	0	0	0	0	32.6	38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	15	4	0	0	0	0	0	0	0	32.8	35.6
0930	26	24	2	0	0	0	0	0	0	0	0	0	0	30.6	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	10	4	0	0	0	0	0	0	0	30.8	36.1
0945	33	31	2	0	0	0	0	0	0	0	0	0	0	29.3	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	8	5	0	0	0	0	0	0	0	29.4	35.5
1000	23	21	2	0	0	0	0	0	0	0	0	0	0	33.1	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	13	4	1	0	0	0	0	0	0	33	36.2
1015	31	30	1	0	0	0	0	0	0	0	0	0	0	30.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	13	3	0	0	0	0	0	0	0	30.3	33.7
1030	30	25	4	0	0	0	0	0	0	0	0	0	1	31.7	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.9	0	0	11	11	7	1	0	0	0	0	0	0	31.7	37.8
1045	42	36	6	0	0	0	0	0	0	0	0	0	0	29.8	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	15	19	3	1	0	0	0	0	0	0	29.8	34
1100	30	26	4	0	0	0	0	0	0	0	0	0	0	29.8	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	9	13	4	2	0	0	0	0	0	0	30.1	36.4
1115	37	37	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	20	4	0	0	0	0	0	0	0	31.3	34.7
1130	38	36	2	0	0	0	0	0	0	0	0	0	0	31.4	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	20	2	2	0	0	0	0	0	0	31.2	34.1
1145	33	32	1	0	0	0	0	0	0	0	0	0	0	32.8	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	15	9	1	0	0	0	0	0	0	32.8	36.2
1200	26	23	2	0	0	0	0	0	0	0	0	0	1	32.8	26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.4	0	0	9	9	8	0	0	0	0	0	0	0	32.2	38.3
1215	34	33	1	0	0	0	0	0	0	0	0	0	0	32.8	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	11	6	2	0	1	0	0	0	0	32.8	38.4
1230	35	32	3	0	0	0	0	0	0	0	0	0	0	30.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	14	2	1	0	0	0	0	0	0	30.4	34
1245	34	33	0	1	0	0	0	0	0	0	0	0	0	32.4	0.0	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	12	5	2	1	0	0	0	0	0	32.1	38
1300	36	33	3	0	0	0	0	0	0	0	0	0	0	30.8	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	19	3	0	0	0	0	0	0	0	30.7	34.1
1315	28	26	2	0	0	0	0	0	0	0	0	0	0	30.3	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	12	1	0	1	0	0	0	0	0	30	33.6
1330	27	23	3	0	0	0	0	0	0	0	0	0	1	31.6	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8	0	0	11	11	4	1	0	0	0	0	0	0	31.6	36.2
1345	30	29	1	0	0	0	0	0	0	0	0	0	0	32.6	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	11	5	2	1	0	0	0	0	0	32.4	37.5
1400	32	30	2	0	0	0	0	0	0	0	0	0	0	32.8	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	11	6	3	1	0	0	0	0	0	32.6	39.1
1415	33	30	3	0	0	0	0	0	0	0	0	0	0	33.1	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	10	13	0	0	0	0	0	0	0	32.9	36.9
1430	34	32	2	0	0	0	0	0	0	0	0	0	0	32.4	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	20	5	1	0	0	0	0	0	0	32.3	35.9
1445	45	42	1	0	1	0	0	0	1	0	0	0	0	31.3	32.0	0.0	12.8	0.0	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0	1	15	20	8	1	0	0	0	0	0	0	30.9	37.8
1500	35	34	0	0	0	0	0	0	0	0	0	0	1	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0	1	11	13	8	2	0	0	0	0	0	0	32	37.5
1515	29	26	3	0	0	0	0	0	0	0	0	0	0	32.1	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	12	8	1	0	0	0	0	0	0	32.8	39.1
1530	39	36	3	0	0	0	0	0	0	0	0	0	0	33.2	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	14	13	1	0	0	0	0	0	0	33.1	37.7
1545	40	37	3	0	0	0	0	0	0	0	0	0	0	30.5	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	11	13	9	3	0	0	0	0	0	0	30.6	36.3
1600	54	49	5	0	0	0	0	0	0	0	0	0	0	33.6	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	24	12	5	0	0	1	0	0	0	33.8	39.3
1615	47	42	4	0	0	0	0	0	0	0	0	0	1	31.7	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0	1	18	18	7	3	0	0	0	0	0	0	31.9	36.4
1630	55	53	2	0	0	0	0	0	0	0	0	0	0	31.6	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	26	9	1	0	0	0	0	0	0	31.5	35.7
1645	53	49	4	0	0	0	0	0	0	0	0	0	0	33.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	24	14	4	0	0	0	0	0	0	33.3	37.3
1700	61	59	2	0	0	0	0	0	0	0	0	0	0	31.9	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	15	32	12	0	0	0	0	0	0	0	31.9	35.5
1715	35	34	1	0	0	0	0	0	0	0	0	0	0	35.6	38.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	10	12	3	1	2	0	0	0	0	35.7	41.8
1730	46	45	1	0	0	0	0	0	0	0	0	0	0	32.6	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	21	12	1	0	0	0	0	0	0	32.5	37.3
1745	38	36	1	0	0	0	0	0	0	0	1	0	0	33.9	41.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.7	0.0	0.0	0	0	7	16	12	2	0	1	0	0	0	0	34	38.6
1800	23	20	2	0	0	0	0	0	0	0	0	0	1	36.2	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.2	0	0	1	10	8	3	1	0	0	0	0	0	35.7	40.4
1815	39	36	3	0	0	0	0	0	0	0	0	0	0	31.3	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	14	6	4	0	0	0	0	0	0	31.6	37.9
1830	57	56	1	0	0	0	0	0	0	0	0	0	0	30.6	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	26	22	6	1	0	0	0	0	0	0	30.5	34.4
1845	40	38	2	0	0	0	0	0	0	0	0	0	0	32.9	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	7	14	11	3	0	1	0	0	0	0	33.1	39.6
1900	24	23	1	0	0	0	0	0	0	0	0	0	0	33.5	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	12	5	2	0	0	0	0	0	0	33.3	37.7
1915	22	22	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	4	8	1	1	0	0	0	0	0	33.1	38.2
1930	34	31	3	0	0	0	0	0	0	0	0	0	0	32.7	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	18	8	1	0	0	0	0	0	0	32.3	36.4
1945	19	17	2	0	0	0	0	0	0	0	0	0	0	31.4	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	7	3	1	0	0	0	0	0	0	31.7	37.7
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	5	2	0	0	0	0	0	0	36	42.9
2015	12	12	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	7	2	2	0	0	0	0	0	0	34.1	40.2
2030	7	7	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	5	0	0	0	0	0	0	0	35.9	-
2045	11	11	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	8	2	0	0	0	0	0	0	0	33.2	37.5
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	1	0	0	0	1	0	0	0	38	-
2115	5	5	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	1	1	1	0	0	0	0	0	0	33.2	-
2130	19	15	4	0	0	0	0	0	0	0	0	0	0	31.7	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	9	3	1	0	0	0	0	0	0	32	35.3
2145	8	8	0	0	0	0	0	0	0	0	0	0	0	36.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	2	2	0	0	0	0	0	0	36.6	-
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	1	0	0	1	0	0	0	0	32.8	-
2215	7	7	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	3	0	0	0	0	0	0	0	32.6	-
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	37.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.9	-
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	34.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	1	0	0	0	0	0	34.4	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	40.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40.3	-
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	33.7	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	21.8	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	39.8	-
07-19	**1702**	**1595**	**95**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**8**	**32.3**	**32.6**	**23.7**	**12.8**	**0.0**	**0.0**	**0.0**	**30.4**	**0.0**	**31.7**	**0.0**	**27.5**	**0**	**22**	**502**	**740**	**350**	**72**	**10**	**5**	**1**	**0**	**0**	**0**	**32.3**	**37**
06-22	**1899**	**1776**	**111**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**8**	**32.4**	**32.6**	**23.7**	**12.8**	**0.0**	**0.0**	**0.0**	**30.4**	**0.0**	**31.7**	**0.0**	**27.5**	**0**	**23**	**543**	**829**	**399**	**87**	**11**	**5**	**2**	**0**	**0**	**0**	**32.4**	**37.1**
06-00	**1924**	**1801**	**111**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**8**	**32.4**	**32.6**	**23.7**	**12.8**	**0.0**	**0.0**	**0.0**	**30.4**	**0.0**	**31.7**	**0.0**	**27.5**	**0**	**23**	**551**	**837**	**405**	**88**	**12**	**6**	**2**	**0**	**0**	**0**	**32.4**	**37.1**
00-00	**1933**	**1807**	**114**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**8**	**32.4**	**32.6**	**23.7**	**12.8**	**0.0**	**0.0**	**0.0**	**30.4**	**0.0**	**31.7**	**0.0**	**27.5**	**0**	**23**	**552**	**841**	**406**	**90**	**12**	**7**	**2**	**0**	**0**	**0**	**32.4**	**37.2**

Vehicles = 1933
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 57.2 mph, Minimum = 10.9 mph, Mean = 32.4 mph
85% Speed = 37.19 mph, 95% Speed = 40.45 mph, Median = 32.16 mph
10 mph Pace = 27 - 37, Number in Pace = 1417 (73.31%)
Variance = 24.48, Standard Deviation = 4.95 mph

Wednesday 22 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	42.9	-
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	38.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	25.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	25.5	-
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	33.1	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	45	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	28.3	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	47.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	47.3	-
0615	3	2	1	0	0	0	0	0	0	0	0	0	0	32.6	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	0	0	0	0	0	0	0	31.6	-
0630	7	5	2	0	0	0	0	0	0	0	0	0	0	35.7	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	0	3	0	0	0	0	0	0	35.9	-
0645	10	9	1	0	0	0	0	0	0	0	0	0	0	34.0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	2	2	2	0	0	0	0	0	0	33.6	-
0700	7	5	2	0	0	0	0	0	0	0	0	0	0	32.2	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	1	0	0	0	0	0	0	0	31.3	-
0715	6	5	1	0	0	0	0	0	0	0	0	0	0	35.2	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	3	0	0	0	0	0	0	0	34.9	-
0730	38	36	1	0	0	0	0	0	0	0	0	0	1	33.1	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.4	0	0	9	16	10	3	0	0	0	0	0	0	32.8	38.8
0745	44	43	1	0	0	0	0	0	0	0	0	0	0	33.1	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	24	9	3	0	0	0	0	0	0	33.1	36.4
0800	38	38	0	0	0	0	0	0	0	0	0	0	0	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	23	12	1	0	0	0	0	0	0	34	36.3
0815	34	34	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	25	4	0	0	0	0	0	0	0	32.3	34.7
0830	45	42	3	0	0	0	0	0	0	0	0	0	0	31.8	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	26	3	2	0	0	0	0	0	0	31.8	34.6
0845	23	23	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	9	2	1	0	0	0	0	0	0	31	34.7
0900	19	17	1	0	0	0	0	0	0	0	0	0	1	30.7	34.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.6	0	0	11	4	2	2	0	0	0	0	0	0	30.5	39.6
0915	22	21	1	0	0	0	0	0	0	0	0	0	0	32.2	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	9	6	1	0	0	0	0	0	0	32.3	35.7
0930	22	18	4	0	0	0	0	0	0	0	0	0	0	32.8	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	12	5	1	0	0	0	0	0	0	32.9	36.4
0945	30	29	1	0	0	0	0	0	0	0	0	0	0	30.7	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	12	4	1	0	0	0	0	0	0	30.7	36.4
1000	15	14	1	0	0	0	0	0	0	0	0	0	0	32.2	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	9	1	1	0	0	0	0	0	0	32	36.5
1015	18	16	2	0	0	0	0	0	0	0	0	0	0	33.9	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	11	2	2	0	0	0	0	0	0	33.6	39
1030	32	27	4	0	0	0	0	0	0	0	0	0	1	32.3	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.7	0	1	8	15	7	1	0	0	0	0	0	0	31.8	35.9
1045	29	26	2	0	0	0	0	0	1	0	0	0	0	32.7	34.4	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0	0.0	0.0	0	0	6	15	8	0	0	0	0	0	0	0	32.7	36.8
1100	23	21	2	0	0	0	0	0	0	0	0	0	0	30.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	4	5	0	0	0	0	0	0	0	30.3	36.4
1115	31	27	4	0	0	0	0	0	0	0	0	0	0	29.2	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	13	0	0	0	0	0	0	0	0	29.4	34.1
1130	45	43	2	0	0	0	0	0	0	0	0	0	0	29.5	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	21	21	2	0	0	0	0	0	0	0	29.5	34.1
1145	29	28	1	0	0	0	0	0	0	0	0	0	0	31.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	13	3	0	0	0	0	0	0	0	31	34.2
1200	33	30	2	0	0	0	0	0	0	0	0	0	1	30.9	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0	0	15	15	2	1	0	0	0	0	0	0	30.8	33.9
1215	36	35	0	1	0	0	0	0	0	0	0	0	0	30.7	0.0	25.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	10	6	1	0	0	0	0	0	0	30.5	36.9
1230	38	36	2	0	0	0	0	0	0	0	0	0	0	30.8	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	14	5	1	1	0	0	0	0	0	30.8	37.4
1245	35	33	2	0	0	0	0	0	0	0	0	0	0	30.7	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	19	2	0	0	0	0	0	0	0	30.6	34.5
1300	25	24	1	0	0	0	0	0	0	0	0	0	0	31.0	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	10	9	4	0	1	0	0	0	0	0	31	36.2
1315	31	26	5	0	0	0	0	0	0	0	0	0	0	33.2	27.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	11	7	1	1	0	0	0	0	0	32.3	39.4
1330	24	22	1	0	0	0	0	0	0	0	0	0	1	32.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.3	0	1	6	13	2	2	0	0	0	0	0	0	31.6	38.8
1345	25	24	0	0	0	1	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	14	3	0	0	1	0	0	0	0	32.7	36.6
1400	25	22	3	0	0	0	0	0	0	0	0	0	0	32.8	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	11	8	0	0	0	0	0	0	0	32.7	36.8
1415	30	30	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	10	6	3	0	1	0	0	0	0	33	39.4
1430	52	49	3	0	0	0	0	0	0	0	0	0	0	31.2	35.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	10	26	11	1	0	0	0	0	0	0	31.5	37
1445	59	56	3	0	0	0	0	0	0	0	0	0	0	28.6	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	7	25	18	8	0	1	0	0	0	0	0	28.6	35.1
1500	46	42	2	1	0	0	0	0	0	0	0	0	1	33.2	26.0	23.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	15	14	12	4	1	0	0	0	0	0	32.5	38.3
1515	33	30	2	1	0	0	0	0	0	0	0	0	0	32.5	35.9	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	16	11	0	0	0	0	0	0	0	32.6	36.4
1530	45	43	2	0	0	0	0	0	0	0	0	0	0	31.9	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	21	6	1	0	0	0	0	0	0	31.8	35.1
1545	34	34	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	12	11	9	0	0	0	0	0	0	0	30.5	36
1600	50	47	3	0	0	0	0	0	0	0	0	0	0	32.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	21	10	2	0	0	0	0	0	0	32	36.4
1615	44	40	3	0	1	0	0	0	0	0	0	0	0	33.4	35.2	0.0	23.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	19	14	3	0	0	0	0	0	0	33.3	37.5
1630	57	56	1	0	0	0	0	0	0	0	0	0	0	32.9	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	30	10	4	0	0	0	0	0	0	32.9	37
1645	44	42	2	0	0	0	0	0	0	0	0	0	0	32.1	29.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	23	9	0	0	1	0	0	0	0	32	36
1700	60	57	3	0	0	0	0	0	0	0	0	0	0	29.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	7	21	16	12	3	0	0	0	0	0	0	29.1	37.5
1715	46	45	1	0	0	0	0	0	0	0	0	0	0	33.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	21	13	2	0	0	0	0	0	0	33	36.8
1730	39	37	2	0	0	0	0	0	0	0	0	0	0	31.1	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	11	18	7	1	0	0	0	0	0	0	31.2	36.4
1745	46	42	3	0	0	0	0	0	0	0	0	0	1	32.1	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	0	5	12	11	13	3	2	0	0	0	0	0	31.7	38.2
1800	46	43	2	0	1	0	0	0	0	0	0	0	0	32.8	37.4	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	19	11	2	0	0	0	0	0	0	32.9	38.4
1815	26	25	1	0	0	0	0	0	0	0	0	0	0	31.3	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	6	18	1	0	0	0	0	0	0	0	31.3	34.3
1830	36	35	1	0	0	0	0	0	0	0	0	0	0	33.9	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	15	12	3	0	0	0	0	0	0	33.9	37.5
1845	12	11	1	0	0	0	0	0	0	0	0	0	0	32.9	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	5	1	0	0	1	0	0	0	0	32.3	36.2
1900	28	28	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	11	8	2	0	0	0	0	0	0	32.9	37.8
1915	12	11	1	0	0	0	0	0	0	0	0	0	0	34.3	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	6	0	0	0	0	0	0	0	34.3	38.3
1930	29	29	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	9	6	2	1	0	0	0	0	0	32.2	39.3
1945	19	17	2	0	0	0	0	0	0	0	0	0	0	33.1	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	9	6	0	0	0	0	0	0	0	33.1	37.2
2000	17	17	0	0	0	0	0	0	0	0	0	0	0	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	6	5	0	1	0	0	0	0	0	32.6	37.2
2015	23	21	2	0	0	0	0	0	0	0	0	0	0	34.5	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	8	3	3	1	0	1	0	0	0	34.5	41
2030	16	15	1	0	0	0	0	0	0	0	0	0	0	36.2	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	2	7	4	0	0	0	0	0	0	36.5	41.2
2045	13	13	0	0	0	0	0	0	0	0	0	0	0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	6	1	2	0	0	0	0	0	0	32.1	40.1
2100	17	17	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	7	4	1	0	0	1	0	0	0	33.1	40
2115	10	8	2	0	0	0	0	0	0	0	0	0	0	30.3	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	8	0	0	0	0	0	0	0	0	30.7	-
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	2	0	0	0	0	0	0	0	0	30.9	-
2145	5	5	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	1	0	0	0	0	0	0	0	33.5	-
2200	11	10	1	0	0	0	0	0	0	0	0	0	0	32.1	31.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	4	2	1	0	0	0	0	0	0	32.1	39.5
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	2	0	0	0	0	0	0	0	35.4	-
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	3	0	0	0	0	0	0	0	0	33.1	-
2245	2	2	0	0	0	0	0	0	0	0	0	0	0	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	28.9	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	0	0	0	0	0	0	0	29.4	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.4	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	39.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	1	0	0	0	0	0	39.8	-
07-19	**1627**	**1529**	**84**	**3**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**31.8**	**31.3**	**26.4**	**26.1**	**38.5**	**0.0**	**0.0**	**29.0**	**0.0**	**0.0**	**0.0**	**24.5**	**1**	**34**	**505**	**715**	**304**	**57**	**7**	**4**	**0**	**0**	**0**	**0**	**31.7**	**36.3**
06-22	**1841**	**1730**	**97**	**3**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**32.0**	**31.8**	**26.4**	**26.1**	**38.5**	**0.0**	**0.0**	**29.0**	**0.0**	**0.0**	**0.0**	**24.5**	**1**	**35**	**562**	**796**	**354**	**76**	**11**	**4**	**2**	**0**	**0**	**0**	**31.9**	**36.6**
06-00	**1866**	**1754**	**98**	**3**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**32.0**	**31.8**	**26.4**	**26.1**	**38.5**	**0.0**	**0.0**	**29.0**	**0.0**	**0.0**	**0.0**	**24.5**	**1**	**35**	**569**	**807**	**359**	**77**	**12**	**4**	**2**	**0**	**0**	**0**	**31.9**	**36.6**
00-00	**1873**	**1760**	**99**	**3**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**32.0**	**31.7**	**26.4**	**26.1**	**38.5**	**0.0**	**0.0**	**29.0**	**0.0**	**0.0**	**0.0**	**24.5**	**1**	**35**	**571**	**809**	**360**	**79**	**12**	**4**	**2**	**0**	**0**	**0**	**31.9**	**36.6**

Vehicles = 1873
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 59.3 mph, Minimum = 9.3 mph, Mean = 31.9 mph
85% Speed = 36.57 mph, 95% Speed = 40.04 mph, Median = 31.82 mph
10 mph Pace = 27 - 37, Number in Pace = 1387 (74.05%)
Variance = 25.99, Standard Deviation = 5.10 mph

Thursday 23 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	35.1	-
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	32.5	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	34.7	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	30.3	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	45.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	45.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	40.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40.6	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	0	0	0	0	0	0	0	36.9	-
0615	6	3	3	0	0	0	0	0	0	0	0	0	0	30.5	38.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	2	1	0	0	0	0	0	0	34.3	-
0630	4	3	1	0	0	0	0	0	0	0	0	0	0	37.0	24.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	0	1	0	0	0	0	0	33.8	-
0645	2	2	0	0	0	0	0	0	0	0	0	0	0	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	34.1	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	4	1	2	0	0	0	0	0	0	33.8	-
0715	13	11	2	0	0	0	0	0	0	0	0	0	0	34.3	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	6	5	1	0	0	0	0	0	0	34	38.5
0730	27	23	2	1	0	0	0	0	0	0	0	0	1	34.7	37.0	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.6	0	0	2	14	10	0	0	0	0	1	0	0	34.5	36.1
0745	45	43	2	0	0	0	0	0	0	0	0	0	0	36.7	37.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	16	22	3	3	0	0	0	0	0	36.7	38.9
0800	23	23	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	8	9	2	0	0	0	0	0	0	33.9	36.5
0815	29	26	3	0	0	0	0	0	0	0	0	0	0	32.2	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	8	9	1	0	0	0	0	0	0	32.5	36.6
0830	30	28	2	0	0	0	0	0	0	0	0	0	0	34.1	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	13	7	3	0	0	0	0	0	0	33.8	39.1
0845	28	24	4	0	0	0	0	0	0	0	0	0	0	36.5	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	6	20	2	0	0	0	0	0	0	36.1	38.5
0900	27	24	2	0	0	0	0	0	0	0	0	0	1	30.5	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.6	1	0	10	11	5	2	0	0	0	0	0	0	30.6	36.8
0915	24	23	1	0	0	0	0	0	0	0	0	0	0	31.8	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	12	5	0	0	0	0	0	0	0	31.6	36
0930	15	12	2	0	0	1	0	0	0	0	0	0	0	33.5	37.7	0.0	0.0	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	3	6	2	0	0	0	0	0	0	33.9	40.5
0945	38	36	2	0	0	0	0	0	0	0	0	0	0	30.2	34.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	21	10	4	2	1	0	0	0	0	0	30.4	37.7
1000	28	26	2	0	0	0	0	0	0	0	0	0	0	29.1	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	7	1	0	0	0	0	0	0	0	29.1	31.9
1015	34	31	3	0	0	0	0	0	0	0	0	0	0	30.6	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	14	7	1	0	0	0	0	0	0	30.9	36.2
1030	37	34	2	0	0	0	0	0	0	0	0	0	1	29.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.2	0	0	22	14	1	0	0	0	0	0	0	0	29.9	32.5
1045	28	28	0	0	0	0	0	0	0	0	0	0	0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	10	7	0	0	0	0	0	0	0	31.6	36.2
1100	38	35	2	0	0	0	0	1	0	0	0	0	0	28.3	22.6	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	0	2	25	7	4	0	0	0	0	0	0	0	27.8	34.4
1115	28	26	2	0	0	0	0	0	0	0	0	0	0	31.2	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	17	3	0	0	0	0	0	0	0	31.3	34.3
1130	36	34	2	0	0	0	0	0	0	0	0	0	0	30.5	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	16	16	4	0	0	0	0	0	0	0	30.5	34.4
1145	29	27	2	0	0	0	0	0	0	0	0	0	0	30.9	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	12	3	0	0	0	0	0	0	0	30.8	34.1
1200	31	27	2	0	0	0	0	0	0	0	0	0	2	32.2	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.9	0	0	11	9	10	1	0	0	0	0	0	0	32	36.7
1215	34	33	1	0	0	0	0	0	0	0	0	0	0	31.8	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	13	5	0	2	0	0	0	0	0	31.6	36.2
1230	37	36	1	0	0	0	0	0	0	0	0	0	0	31.6	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	15	5	2	0	0	0	0	0	0	31.7	36
1245	40	38	2	0	0	0	0	0	0	0	0	0	0	31.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	20	7	0	0	0	0	0	0	0	31.3	35.4
1300	32	30	2	0	0	0	0	0	0	0	0	0	0	33.4	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	16	10	1	0	0	0	0	0	0	33.4	37.3
1315	34	29	5	0	0	0	0	0	0	0	0	0	0	31.8	34.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	12	5	2	0	0	0	0	0	0	32.2	38.9
1330	30	27	2	0	0	0	0	0	0	0	0	0	1	34.5	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	0	1	3	15	6	5	0	0	0	0	0	0	33.8	41.5
1345	28	28	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	12	5	0	1	0	0	0	1	0	33.5	36.9
1400	25	23	2	0	0	0	0	0	0	0	0	0	0	31.6	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	11	4	1	0	0	0	0	0	0	31.5	38
1415	34	30	4	0	0	0	0	0	0	0	0	0	0	31.8	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	24	1	0	1	0	0	0	0	0	31.5	34
1430	59	58	1	0	0	0	0	0	0	0	0	0	0	30.9	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	26	24	9	0	0	0	0	0	0	0	30.9	35.1
1445	52	51	1	0	0	0	0	0	0	0	0	0	0	32.1	31.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	35	6	1	0	0	0	0	0	0	32.1	34.7
1500	30	29	1	0	0	0	0	0	0	0	0	0	0	33.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	7	10	9	2	1	0	0	0	0	0	33.1	38.3
1515	41	37	3	0	1	0	0	0	0	0	0	0	0	32.6	31.9	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0	9	20	11	0	0	0	0	0	0	0	31.9	36.4
1530	20	20	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	9	5	1	0	0	0	0	0	0	33.1	38.6
1545	63	60	3	0	0	0	0	0	0	0	0	0	0	28.4	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	6	26	19	10	1	0	0	0	0	0	0	28.7	35.8
1600	54	52	2	0	0	0	0	0	0	0	0	0	0	33.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	27	16	4	0	0	0	0	0	0	33.6	37
1615	43	41	2	0	0	0	0	0	0	0	0	0	0	31.9	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	4	9	19	9	2	0	0	0	0	0	0	31.8	37.7
1630	54	46	6	0	0	1	0	0	0	0	0	0	1	30.7	33.2	0.0	0.0	23.2	0.0	0.0	0.0	0.0	0.0	0.0	26.9	0	0	25	19	8	2	0	0	0	0	0	0	30.8	35.4
1645	47	43	3	1	0	0	0	0	0	0	0	0	0	31.0	29.1	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	23	15	6	1	0	0	1	0	0	0	30.7	35.6
1700	62	58	4	0	0	0	0	0	0	0	0	0	0	33.5	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	13	25	16	7	0	0	0	0	0	0	33.2	39.4
1715	50	49	1	0	0	0	0	0	0	0	0	0	0	32.4	40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	32	6	1	0	0	0	0	0	0	32.5	34.7
1730	53	47	6	0	0	0	0	0	0	0	0	0	0	31.3	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	23	22	6	2	0	0	0	0	0	0	31	35.2
1745	43	42	0	0	0	0	0	0	0	0	0	0	1	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.1	0	0	9	17	12	5	0	0	0	0	0	0	33.5	38.9
1800	44	43	1	0	0	0	0	0	0	0	0	0	0	33.5	37.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	21	13	2	0	0	0	0	0	0	33.6	37.1
1815	51	48	3	0	0	0	0	0	0	0	0	0	0	33.3	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	12	23	11	4	1	0	0	0	0	0	33.5	37.7
1830	30	28	2	0	0	0	0	0	0	0	0	0	0	33.2	36.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	9	11	2	0	0	0	0	0	0	33.4	38.4
1845	23	20	3	0	0	0	0	0	0	0	0	0	0	31.5	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	8	5	2	0	0	0	0	0	0	32	37
1900	21	21	0	0	0	0	0	0	0	0	0	0	0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	9	5	1	5	0	1	0	0	0	0	33.7	42.2
1915	23	22	1	0	0	0	0	0	0	0	0	0	0	36.4	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	10	9	2	0	0	1	0	0	0	36.4	40
1930	14	13	1	0	0	0	0	0	0	0	0	0	0	32.8	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	1	7	5	0	0	0	0	0	0	0	32.8	37.7
1945	21	21	0	0	0	0	0	0	0	0	0	0	0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	10	7	0	0	0	0	0	0	0	33.2	36.5
2000	14	10	4	0	0	0	0	0	0	0	0	0	0	31.7	29.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	10	1	0	0	0	0	0	0	0	31.2	33.4
2015	16	14	2	0	0	0	0	0	0	0	0	0	0	33.6	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	4	5	2	0	0	0	0	0	0	33.7	39.3
2030	26	25	1	0	0	0	0	0	0	0	0	0	0	32.4	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	13	5	0	0	0	0	0	0	0	32.4	36.6
2045	13	13	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	5	3	0	0	0	0	0	0	36	40.8
2100	13	12	1	0	0	0	0	0	0	0	0	0	0	32.0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	1	1	0	0	0	0	0	0	32.5	38.2
2115	13	12	1	0	0	0	0	0	0	0	0	0	0	35.6	33.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	6	1	0	0	0	0	0	0	35.5	39.9
2130	10	10	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	1	5	1	0	0	0	0	0	0	34.6	-
2145	10	9	1	0	0	0	0	0	0	0	0	0	0	31.7	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	1	4	0	0	0	0	0	0	0	31.4	-
2200	8	7	1	0	0	0	0	0	0	0	0	0	0	34.5	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	3	3	0	1	0	0	0	0	0	35.2	-
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	3	1	0	0	0	0	0	0	35.3	-
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	1	0	0	0	0	0	38.3	-
2245	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.2	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	0	0	0	0	0	0	33.1	-
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	37.5	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	36.3	-
07-19	**1710**	**1596**	**100**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**32.1**	**32.7**	**26.1**	**8.4**	**26.7**	**0.0**	**20.5**	**0.0**	**0.0**	**0.0**	**0.0**	**26.5**	**3**	**16**	**539**	**709**	**360**	**70**	**10**	**0**	**1**	**1**	**1**	**0**	**32.1**	**36.6**
06-22	**1918**	**1788**	**116**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**32.3**	**32.7**	**26.1**	**8.4**	**26.7**	**0.0**	**20.5**	**0.0**	**0.0**	**0.0**	**0.0**	**26.5**	**3**	**17**	**585**	**791**	**420**	**86**	**11**	**1**	**2**	**1**	**1**	**0**	**32.2**	**36.9**
06-00	**1941**	**1809**	**118**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**32.3**	**32.7**	**26.1**	**8.4**	**26.7**	**0.0**	**20.5**	**0.0**	**0.0**	**0.0**	**0.0**	**26.5**	**3**	**17**	**587**	**799**	**430**	**87**	**13**	**1**	**2**	**1**	**1**	**0**	**32.3**	**36.9**
00-00	**1948**	**1815**	**119**	**2**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**32.3**	**32.7**	**26.1**	**8.4**	**26.7**	**0.0**	**20.5**	**0.0**	**0.0**	**0.0**	**0.0**	**26.5**	**3**	**17**	**587**	**803**	**431**	**88**	**14**	**1**	**2**	**1**	**1**	**0**	**32.3**	**36.9**

Vehicles = 1948
Posted speed limit = 60 mph, Exceeding = 2 (0.103%), Mean Exceeding = 63.87 mph
Maximum = 67.1 mph, Minimum = 8.4 mph, Mean = 32.3 mph
85% Speed = 36.85 mph, 95% Speed = 40.33 mph, Median = 32.27 mph
10 mph Pace = 27 - 37, Number in Pace = 1445 (74.18%)
Variance = 24.64, Standard Deviation = 4.96 mph

Friday 24 May 2019

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	30.5	-
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0	35.8	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	0	0	0	0	0	0	0	0	32.5	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	40.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	40.1	-
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	0	0	0	0	0	0	0	29.4	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	38.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	38.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	0	1	0	0	0	0	0	0	32.7	-
0615	2	1	1	0	0	0	0	0	0	0	0	0	0	29.9	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	0	0	0	0	0	0	0	0	31	-
0630	6	6	0	0	0	0	0	0	0	0	0	0	0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	0	0	0	0	0	0	0	34.6	-
0645	3	3	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	1	0	0	0	0	0	0	0	31.1	-
0700	6	6	0	0	0	0	0	0	0	0	0	0	0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	4	0	0	0	0	0	0	0	35.9	-
0715	14	12	1	1	0	0	0	0	0	0	0	0	0	34.1	33.2	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	3	6	1	0	0	0	0	0	0	33.5	38.1
0730	26	25	0	0	0	0	0	0	0	0	0	0	1	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	0	0	12	5	9	0	0	0	0	0	0	0	32	38.3
0745	47	46	1	0	0	0	0	0	0	0	0	0	0	31.4	39.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	12	26	7	1	0	0	0	0	0	0	31.5	35.6
0800	33	30	2	0	0	0	0	0	0	1	0	0	0	33.6	27.7	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0	0	7	17	8	0	1	0	0	0	0	0	32.9	36.5
0815	26	21	5	0	0	0	0	0	0	0	0	0	0	32.5	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	5	12	6	2	0	0	0	0	0	0	32.3	37.7
0830	30	27	3	0	0	0	0	0	0	0	0	0	0	32.4	34.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	16	8	0	0	0	0	0	0	0	32.6	36.6
0845	30	28	2	0	0	0	0	0	0	0	0	0	0	32.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	14	5	0	1	0	0	0	0	0	32.1	36
0900	38	35	1	0	0	1	0	0	0	0	0	0	1	32.2	32.0	0.0	0.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0	27.8	0	0	11	21	5	1	0	0	0	0	0	0	32.1	36.3
0915	24	21	3	0	0	0	0	0	0	0	0	0	0	32.1	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	11	6	5	0	0	1	0	0	0	0	31.8	36.3
0930	27	27	0	0	0	0	0	0	0	0	0	0	0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	9	3	1	0	0	0	0	0	0	31.3	35.9
0945	23	18	5	0	0	0	0	0	0	0	0	0	0	29.8	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	9	9	3	1	0	0	0	0	0	0	30.3	35.5
1000	32	29	3	0	0	0	0	0	0	0	0	0	0	30.6	30.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	14	2	1	0	0	0	0	0	0	30.6	33.7
1015	39	36	3	0	0	0	0	0	0	0	0	0	0	30.6	34.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	20	12	6	1	0	0	0	0	0	0	30.9	37.1
1030	44	39	3	0	0	0	0	0	0	0	0	0	2	30.2	31.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.5	0	0	20	20	3	1	0	0	0	0	0	0	30.1	33.8
1045	27	25	2	0	0	0	0	0	0	0	0	0	0	32.2	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	7	14	6	0	0	0	0	0	0	0	32.2	36.2
1100	27	23	4	0	0	0	0	0	0	0	0	0	0	30.2	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	8	2	1	1	0	0	0	0	0	30.1	36.1
1115	49	46	3	0	0	0	0	0	0	0	0	0	0	30.1	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	28	14	6	0	1	0	0	0	0	0	29.8	34.3
1130	49	47	2	0	0	0	0	0	0	0	0	0	0	29.7	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	3	26	17	2	1	0	0	0	0	0	0	29.4	33.4
1145	42	40	1	1	0	0	0	0	0	0	0	0	0	30.9	32.3	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	16	7	0	0	0	0	0	0	0	31	36
1200	38	35	2	0	0	0	0	0	0	0	0	0	1	29.5	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7	0	1	17	18	2	0	0	0	0	0	0	0	29.5	33.4
1215	45	41	4	0	0	0	0	0	0	0	0	0	0	31.0	32.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	18	19	6	1	0	0	0	0	0	0	31.2	35.4
1230	40	36	4	0	0	0	0	0	0	0	0	0	0	31.8	32.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	14	19	5	2	0	0	0	0	0	0	31.9	36.1
1245	47	45	2	0	0	0	0	0	0	0	0	0	0	32.4	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	11	23	12	0	0	0	0	0	0	0	32.5	37
1300	29	27	2	0	0	0	0	0	0	0	0	0	0	31.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	10	15	3	1	0	0	0	0	0	0	31.7	35.1
1315	46	43	3	0	0	0	0	0	0	0	0	0	0	30.8	32.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	23	3	1	0	0	0	0	0	0	30.9	33.8
1330	40	37	1	0	1	0	0	0	0	0	0	0	1	32.5	37.3	0.0	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0	0	11	20	7	2	0	0	0	0	0	0	32.3	37.3
1345	38	37	0	0	1	0	0	0	0	0	0	0	0	31.5	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	14	12	9	0	1	0	0	0	0	0	31	35.7
1400	25	23	2	0	0	0	0	0	0	0	0	0	0	29.6	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	5	2	1	0	0	0	0	0	0	29.4	34.3
1415	48	44	4	0	0	0	0	0	0	0	0	0	0	32.7	34.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	8	24	12	3	0	0	0	0	0	0	32.9	37.7
1430	41	39	2	0	0	0	0	0	0	0	0	0	0	32.5	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	21	4	1	2	0	0	0	0	0	32.5	37.2
1445	58	55	3	0	0	0	0	0	0	0	0	0	0	31.4	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	19	29	9	1	0	0	0	0	0	0	31.4	35.2
1500	48	43	3	0	0	1	0	0	0	0	0	0	1	30.8	32.2	0.0	0.0	40.2	0.0	0.0	0.0	0.0	0.0	0.0	24.6	0	0	22	15	7	4	0	0	0	0	0	0	31	36.6
1515	47	44	3	0	0	0	0	0	0	0	0	0	0	33.4	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	17	19	5	2	4	0	0	0	0	0	33.2	38.3
1530	50	47	2	1	0	0	0	0	0	0	0	0	0	29.1	26.8	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	29	17	3	0	0	0	0	0	0	0	28.9	33.3
1545	49	45	4	0	0	0	0	0	0	0	0	0	0	32.2	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	7	32	6	1	1	0	0	0	0	0	32.4	36
1600	54	49	5	0	0	0	0	0	0	0	0	0	0	32.6	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	11	32	9	2	0	0	0	0	0	0	32.5	35.7
1615	33	32	1	0	0	0	0	0	0	0	0	0	0	31.9	41.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	13	10	7	2	1	0	0	0	0	0	32.2	37
1630	26	25	1	0	0	0	0	0	0	0	0	0	0	33.1	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	8	8	8	2	0	0	0	0	0	0	33.1	38.3
1645	44	42	2	0	0	0	0	0	0	0	0	0	0	31.1	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	15	22	6	1	0	0	0	0	0	0	31.1	35.3
1700	49	48	1	0	0	0	0	0	0	0	0	0	0	31.6	28.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	17	18	11	1	0	0	0	0	0	0	31.6	36.9
1715	55	53	2	0	0	0	0	0	0	0	0	0	0	32.0	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	28	5	3	1	0	0	0	0	0	31.9	35.6
1730	37	35	2	0	0	0	0	0	0	0	0	0	0	34.4	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	20	10	2	0	0	0	0	0	0	34.2	37.2
1745	37	34	3	0	0	0	0	0	0	0	0	0	0	33.7	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	20	6	4	1	0	0	0	0	0	33.8	38.7
1800	37	37	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	22	7	2	0	0	0	0	0	0	32.9	37.7
1815	44	37	6	0	0	0	0	0	0	0	0	0	1	34.1	33.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.6	0	0	6	21	14	2	1	0	0	0	0	0	34.1	38.4
1830	53	50	3	0	0	0	0	0	0	0	0	0	0	31.6	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	18	28	5	2	0	0	0	0	0	0	31.9	34.9
1845	31	30	1	0	0	0	0	0	0	0	0	0	0	34.2	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	13	12	0	1	0	0	0	0	0	34.1	37.3
1900	16	15	1	0	0	0	0	0	0	0	0	0	0	32.1	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	3	5	7	0	0	0	0	0	0	0	32.1	36.3
1915	24	24	0	0	0	0	0	0	0	0	0	0	0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	6	13	5	0	0	0	0	0	0	0	31.8	35.3
1930	26	25	1	0	0	0	0	0	0	0	0	0	0	34.5	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	17	4	1	1	0	1	0	0	0	34.4	37.2
1945	23	23	0	0	0	0	0	0	0	0	0	0	0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	10	7	1	0	0	0	0	0	0	33.1	36.8
2000	17	14	3	0	0	0	0	0	0	0	0	0	0	32.9	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	8	4	2	0	0	0	0	0	0	33.4	38.4
2015	12	12	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	5	3	2	1	0	1	0	0	0	0	33.5	40.8
2030	19	18	1	0	0	0	0	0	0	0	0	0	0	32.6	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	11	4	0	0	0	0	0	0	0	32.6	36.6
2045	13	12	1	0	0	0	0	0	0	0	0	0	0	35.1	36.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	6	2	0	0	0	0	0	0	35.2	40.2
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	7	1	0	0	1	0	0	0	0	33.9	40.2
2115	9	9	0	0	0	0	0	0	0	0	0	0	0	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	5	3	0	0	0	0	0	0	0	33.9	-
2130	7	6	1	0	0	0	0	0	0	0	0	0	0	31.9	26.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	4	1	1	0	1	0	0	0	0	0	31.1	-
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	5	0	0	0	0	0	0	0	0	31	-
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	32.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	5	2	0	0	0	0	0	0	0	32.2	-
2215	10	8	2	0	0	0	0	0	0	0	0	0	0	32.7	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	4	2	1	0	0	0	0	0	0	33	-
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	1	0	0	0	0	0	0	36.9	-
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	1	1	0	0	0	0	43.6	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	33.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	1	0	0	0	0	0	0	0	33.7	-
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	1	0	0	0	0	0	0	34.7	-
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	32.3	-
2345	3	2	1	0	0	0	0	0	0	0	0	0	0	35.9	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	0	0	1	0	0	0	0	0	0	32.2	-
07-19	**1822**	**1694**	**112**	**3**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**31.7**	**31.9**	**28.0**	**21.0**	**36.0**	**0.0**	**0.0**	**0.0**	**22.0**	**0.0**	**0.0**	**27.0**	**0**	**18**	**625**	**808**	**298**	**55**	**17**	**1**	**0**	**0**	**0**	**0**	**31.7**	**36.1**
06-22	**2019**	**1882**	**121**	**3**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**31.9**	**32.0**	**28.0**	**21.0**	**36.0**	**0.0**	**0.0**	**0.0**	**22.0**	**0.0**	**0.0**	**27.0**	**0**	**19**	**667**	**900**	**347**	**63**	**19**	**3**	**1**	**0**	**0**	**0**	**31.9**	**36.2**
06-00	**2055**	**1915**	**124**	**3**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**31.9**	**32.0**	**28.0**	**21.0**	**36.0**	**0.0**	**0.0**	**0.0**	**22.0**	**0.0**	**0.0**	**27.0**	**0**	**19**	**676**	**914**	**354**	**67**	**20**	**4**	**1**	**0**	**0**	**0**	**31.9**	**36.3**
00-00	**2065**	**1924**	**125**	**3**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**31.9**	**32.0**	**28.0**	**21.0**	**36.0**	**0.0**	**0.0**	**0.0**	**22.0**	**0.0**	**0.0**	**27.0**	**0**	**19**	**678**	**919**	**355**	**69**	**20**	**4**	**1**	**0**	**0**	**0**	**31.9**	**36.3**

Vehicles = 2065
Posted speed limit = 60 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
Maximum = 55.7 mph, Minimum = 11.0 mph, Mean = 31.9 mph
85% Speed = 36.29 mph, 95% Speed = 39.69 mph, Median = 31.76 mph
10 mph Pace = 27 - 37, Number in Pace = 1592 (77.09%)
Variance = 22.02, Standard Deviation = 4.69 mph

Virtual Week (1)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	SpCls 1	SpCls 2	SpCls 3	SpCls 4	SpCls 5	SpCls 6	SpCls 7	SpCls 8	SpCls 9	SpCls 10	SpCls 11	SpCls 12	Vbin 0 10	Vbin 10 20	Vbin 20 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 100	Mean	Vpp 85
Mon	1952	1829	113	0	1	1	0	0	1	0	0	0	7	32.2	32.2	0.0	9.6	20.8	0.0	0.0	19.8	0.0	0.0	0.0	27.1	2	12	620	831	398	73	12	2	2	0	0	0	32.1	36.7
Tue	1933	1807	114	1	1	0	0	0	1	0	1	0	8	32.4	32.6	23.7	12.8	0.0	0.0	0.0	30.4	0.0	31.7	0.0	27.5	0	23	552	841	406	90	12	7	2	0	0	0	32.4	37.2
Wed	1873	1760	99	3	2	1	0	0	1	0	0	0	7	32.0	31.7	26.4	26.1	38.5	0.0	0.0	29.0	0.0	0.0	0.0	24.5	1	35	571	809	360	79	12	4	2	0	0	0	31.9	36.6
Thu	1948	1815	119	2	1	2	0	1	0	0	0	0	8	32.3	32.7	26.1	8.4	26.7	0.0	20.5	0.0	0.0	0.0	0.0	26.5	3	17	587	803	431	88	14	1	2	1	1	0	32.3	36.9
Fri	2065	1924	125	3	2	2	0	0	0	1	0	0	8	31.9	32.0	28.0	21.0	36.0	0.0	0.0	0.0	22.0	0.0	0.0	27.0	0	19	678	919	355	69	20	4	1	0	0	0	31.9	36.3
|Sat	1618	1537	68	1	4	1	0	0	0	0	0	0	7	32.0	32.3	16.1	13.7	29.7	0.0	0.0	0.0	0.0	0.0	0.0	28.2	0	23	512	715	292	56	12	4	2	0	2	0	31.9	36.5
|Sun	1106	1049	54	0	3	0	0	0	0	0	0	0	0	32.3	32.6	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	10	337	476	215	55	7	3	1	0	0	1	32.3	36.7
--	**12495**	**11721**	**692**	**10**	**14**	**7**	**0**	**1**	**3**	**1**	**1**	**0**	**45**	**32.2**	**32.3**	**25.5**	**15.4**	**30.6**	**0.0**	**20.5**	**26.4**	**22.0**	**31.7**	**0.0**	**26.8**	**7**	**139**	**3857**	**5394**	**2457**	**510**	**89**	**25**	**12**	**1**	**3**	**1**	**32.1**	**36.7**

Vehicles = 12495
Posted speed limit = 60 mph, Exceeding = 5 (0.040%), Mean Exceeding = 69.69 mph
Maximum = 88.5 mph, Minimum = 8.4 mph, Mean = 32.1 mph
85% Speed = 36.69 mph, 95% Speed = 40.10 mph, Median = 31.99 mph
10 mph Pace = 27 - 37, Number in Pace = 9317 (74.57%)
Variance = 24.43, Standard Deviation = 4.94 mph

Fishbourne: Queue Length Survey - Tuesday, 02 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) Fishbourne Road East / B - Tesco Petrol Station Access Road / C - (South) Fishbourne Road East / D - Yvette Gonzalez-Nacer Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0
M/CYCLE	0.4
P/CYCLE	0.2

Fishbourne - Manual Traffic Survey: Tuesday, 02 July 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Fishbourne Road East / B - Tesco Petrol Station Access Road / C - (South) Fishbourne Road East / D - Yvette Gonzalez-Nacer Road

Approach: A - (North) Fishbourne Road East

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	2	0	0	0	0	0	7.0	7	14	6	1	0	0	1	0	22.7	22
07:15 - 07:30	2	0	0	0	0	0	1	2.2	3	25	1	1	0	0	0	1	28.5	28
07:30 - 07:45	7	1	1	0	0	0	0	10.3	9	56	4	0	0	0	0	2	60.4	62
07:45 - 08:00	9	0	0	0	0	0	0	9.0	9	115	7	0	0	0	1	1	122.6	124
Hourly Total	**23**	**3**	**1**	**0**	**0**	**0**	**1**	**28**	**28**	**210**	**18**	**2**	**0**	**0**	**2**	**4**	**235**	**236**
08:00 - 08:15	5	0	0	0	0	0	0	5.0	5	79	1	1	0	1	0	1	84.5	83
08:15 - 08:30	4	3	0	0	0	0	0	7.0	7	94	5	1	0	0	0	2	101.7	102
08:30 - 08:45	7	0	0	0	0	0	1	7.2	8	97	4	0	0	0	1	3	102.0	105
08:45 - 09:00	6	0	0	0	0	0	0	6.0	6	79	3	0	0	0	1	0	82.4	83
Hourly Total	**22**	**3**	**0**	**0**	**0**	**0**	**1**	**25**	**26**	**349**	**13**	**2**	**0**	**1**	**2**	**6**	**371**	**373**
09:00 - 09:15	3	0	0	0	0	0	0	3.0	3	42	2	0	0	0	0	1	44.2	45
09:15 - 09:30	3	1	0	0	0	0	0	4.0	4	43	1	1	0	0	0	0	46.3	45
09:30 - 09:45	5	0	1	0	0	0	0	7.3	6	33	1	1	0	0	0	0	36.3	35
09:45 - 10:00	3	1	0	0	0	0	0	4.0	4	20	2	0	0	1	0	0	24.0	23
Hourly Total	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**18**	**17**	**138**	**6**	**2**	**0**	**1**	**0**	**1**	**151**	**148**
Session Total	**59**	**8**	**2**	**0**	**0**	**0**	**2**	**71**	**71**	**697**	**37**	**6**	**0**	**2**	**4**	**11**	**757**	**757**
16:00 - 16:15	4	1	0	0	0	0	0	5.0	5	35	3	0	0	0	0	0	38.0	38
16:15 - 16:30	5	0	0	0	0	0	0	5.0	5	36	2	0	0	0	1	0	38.4	39
16:30 - 16:45	5	1	0	0	0	0	0	6.0	6	35	1	0	0	0	0	0	36.0	36
16:45 - 17:00	2	1	0	0	0	0	0	3.0	3	38	1	0	0	0	0	0	39.0	39
Hourly Total	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**144**	**7**	**0**	**0**	**0**	**1**	**0**	**151**	**152**
17:00 - 17:15	1	1	0	0	0	0	0	2.0	2	27	3	0	0	1	0	0	32.0	31
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3	30	1	0	0	0	0	2	31.4	33
17:30 - 17:45	4	0	0	0	0	0	0	4.0	4	29	1	0	0	0	0	0	30.0	30
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3	36	1	0	0	0	0	0	37.0	37
Hourly Total	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**122**	**6**	**0**	**0**	**1**	**0**	**2**	**130**	**131**
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4	17	3	0	0	0	1	0	20.4	21
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5	21	2	0	0	1	1	0	25.4	25
18:30 - 18:45	2	2	0	0	0	0	0	4.0	4	16	2	0	0	0	0	2	18.4	20
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1	17	1	0	0	0	0	1	18.2	19
Hourly Total	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**71**	**8**	**0**	**0**	**1**	**2**	**3**	**83**	**85**
Session Total	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**45**	**45**	**337**	**21**	**0**	**0**	**2**	**3**	**5**	**364**	**368**

A to D									A to A								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
5	1	0	0	0	0	1	**6.2**	**7**	0	0	1	0	0	0	0	**2.3**	**1**
5	1	0	0	0	0	0	**6.0**	**6**	1	0	0	0	0	0	0	**1.0**	**1**
16	0	0	0	0	0	0	**16.0**	**16**	3	1	0	0	0	0	0	**4.0**	**4**
11	1	0	0	0	0	0	**12.0**	**12**	12	0	0	0	0	0	0	**12.0**	**12**
37	**3**	**0**	**0**	**0**	**0**	**1**	**40**	**41**	**16**	**1**	**1**	**0**	**0**	**0**	**0**	**19**	**18**
9	1	0	0	0	0	0	**10.0**	**10**	3	0	0	0	0	0	0	**3.0**	**3**
14	0	0	0	0	0	0	**14.0**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
9	2	0	1	0	0	0	**13.3**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
19	0	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
51	**3**	**0**	**1**	**0**	**0**	**0**	**56**	**55**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
22	1	0	0	0	0	0	**23.0**	**23**	0	0	0	0	0	0	0	**0.0**	**0**
24	3	0	0	0	0	0	**27.0**	**27**	0	0	0	0	0	0	0	**0.0**	**0**
13	0	0	0	0	0	0	**13.0**	**13**	0	0	0	0	0	0	0	**0.0**	**0**
10	1	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
69	**5**	**0**	**0**	**0**	**0**	**0**	**74**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
157	**11**	**0**	**1**	**0**	**0**	**1**	**170**	**170**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**22**	**21**
13	0	0	0	0	0	0	**13.0**	**13**	1	0	0	0	0	0	0	**1.0**	**1**
16	2	0	0	0	0	0	**18.0**	**18**	0	0	0	0	0	0	0	**0.0**	**0**
16	0	0	0	0	0	0	**16.0**	**16**	1	0	0	0	0	0	0	**1.0**	**1**
7	2	0	0	0	0	0	**9.0**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
52	**4**	**0**	**0**	**0**	**0**	**0**	**56**	**56**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
9	2	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
19	3	0	0	0	0	0	**22.0**	**22**	0	0	0	0	0	0	0	**0.0**	**0**
11	1	0	0	0	1	0	**12.4**	**13**	0	0	0	0	0	0	0	**0.0**	**0**
18	2	0	0	0	0	0	**20.0**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
57	**8**	**0**	**0**	**0**	**1**	**0**	**65**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12	0	0	0	0	0	0	**12.0**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
6	0	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
12	0	0	0	0	0	0	**12.0**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
34	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
143	**12**	**0**	**0**	**0**	**1**	**0**	**155**	**156**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	24	9	2	0	0	1	1	**38.2**	**37**	12	4	1	0	0	0	0	**18.3**	**17**
07:15 - 07:30	33	2	1	0	0	0	2	**37.7**	**38**	14	1	1	0	0	0	0	**17.3**	**16**
07:30 - 07:45	82	6	1	0	0	0	2	**90.7**	**91**	26	6	0	0	1	0	0	**34.0**	**33**
07:45 - 08:00	147	8	0	0	0	1	1	**155.6**	**157**	43	4	0	0	0	0	0	**47.0**	**47**
Hourly Total	**286**	**25**	**4**	**0**	**0**	**2**	**6**	**322**	**323**	**95**	**15**	**2**	**0**	**1**	**0**	**0**	**117**	**113**
08:00 - 08:15	96	2	1	0	1	0	1	**102.5**	**101**	24	2	1	0	0	0	1	**28.5**	**28**
08:15 - 08:30	112	8	1	0	0	0	2	**122.7**	**123**	17	8	0	0	0	0	0	**25.0**	**25**
08:30 - 08:45	113	6	0	1	0	1	4	**122.5**	**125**	16	0	0	0	0	0	1	**16.2**	**17**
08:45 - 09:00	104	3	0	0	0	1	0	**107.4**	**108**	22	3	1	0	1	1	0	**29.7**	**28**
Hourly Total	**425**	**19**	**2**	**1**	**1**	**2**	**7**	**455**	**457**	**79**	**13**	**2**	**0**	**1**	**1**	**2**	**99**	**98**
09:00 - 09:15	67	3	0	0	0	0	1	**70.2**	**71**	31	1	4	0	0	0	0	**41.2**	**36**
09:15 - 09:30	70	5	1	0	0	0	0	**77.3**	**76**	20	2	2	0	0	0	0	**26.6**	**24**
09:30 - 09:45	51	1	2	0	0	0	0	**56.6**	**54**	28	0	0	0	0	0	1	**28.2**	**29**
09:45 - 10:00	33	4	0	0	1	0	0	**39.0**	**38**	38	0	0	0	0	0	0	**38.0**	**38**
Hourly Total	**221**	**13**	**3**	**0**	**1**	**0**	**1**	**243**	**239**	**117**	**3**	**6**	**0**	**0**	**0**	**1**	**134**	**127**
Session Total	**932**	**57**	**9**	**1**	**2**	**4**	**14**	**1020**	**1019**	**291**	**31**	**10**	**0**	**2**	**1**	**3**	**350**	**338**
16:00 - 16:15	53	4	0	0	0	0	0	**57.0**	**57**	52	2	0	0	0	0	2	**54.4**	**56**
16:15 - 16:30	57	4	0	0	0	1	0	**61.4**	**62**	47	1	0	0	1	0	1	**50.2**	**50**
16:30 - 16:45	57	2	0	0	0	0	0	**59.0**	**59**	57	3	0	0	0	1	0	**60.4**	**61**
16:45 - 17:00	47	4	0	0	0	0	0	**51.0**	**51**	51	4	0	0	0	0	0	**55.0**	**55**
Hourly Total	**214**	**14**	**0**	**0**	**0**	**1**	**0**	**228**	**229**	**207**	**10**	**0**	**0**	**1**	**1**	**3**	**220**	**222**
17:00 - 17:15	37	6	0	0	1	0	0	**45.0**	**44**	39	4	0	0	0	0	1	**43.2**	**44**
17:15 - 17:30	52	4	0	0	0	0	2	**56.4**	**58**	54	5	0	0	0	1	2	**59.8**	**62**
17:30 - 17:45	44	2	0	0	0	1	0	**46.4**	**47**	60	4	0	0	0	2	1	**65.0**	**67**
17:45 - 18:00	57	3	0	0	0	0	0	**60.0**	**60**	60	4	0	0	1	0	2	**66.4**	**67**
Hourly Total	**190**	**15**	**0**	**0**	**1**	**1**	**2**	**207**	**209**	**213**	**17**	**0**	**0**	**1**	**3**	**6**	**234**	**240**
18:00 - 18:15	33	3	0	0	0	1	0	**36.4**	**37**	65	1	0	0	0	3	0	**67.2**	**69**
18:15 - 18:30	32	2	0	0	1	1	0	**36.4**	**36**	52	2	0	0	0	4	0	**55.6**	**58**
18:30 - 18:45	30	4	0	0	0	0	2	**34.4**	**36**	37	2	1	0	0	0	0	**41.3**	**40**
18:45 - 19:00	22	1	0	0	0	0	1	**23.2**	**24**	44	1	0	0	0	0	1	**45.2**	**46**
Hourly Total	**117**	**10**	**0**	**0**	**1**	**2**	**3**	**131**	**133**	**198**	**6**	**1**	**0**	**0**	**7**	**1**	**209**	**213**
Session Total	**521**	**39**	**0**	**0**	**2**	**4**	**5**	**566**	**571**	**618**	**33**	**1**	**0**	**2**	**11**	**10**	**663**	**675**

Fishbourne - Manual Traffic Survey: Tuesday, 02 July 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Fishbourne Road East / B - Tesco Petrol Station Access Road / C - (South) Fishbourne Road East / D - Yvette Gonzalez-Nacer Road

Approach: B - Tesco Petrol Station Access Road

	B to C									B to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	13	6	0	0	0	1	0	19.4	20	4	1	0	0	0	0	0	5.0	5
07:15 - 07:30	12	1	1	0	0	0	0	15.3	14	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	17	4	2	0	0	1	0	26.0	24	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	25	3	2	0	0	0	0	32.6	30	1	0	0	0	0	0	0	1.0	1
Hourly Total	**67**	**14**	**5**	**0**	**0**	**2**	**0**	**94**	**88**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
08:00 - 08:15	14	6	0	0	0	0	0	20.0	20	4	0	0	0	0	0	0	4.0	4
08:15 - 08:30	24	2	1	0	0	1	0	28.7	28	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	19	2	1	0	0	1	0	23.7	23	3	0	0	0	0	0	0	3.0	3
08:45 - 09:00	26	3	0	0	0	0	0	29.0	29	5	0	0	0	0	1	0	5.4	6
Hourly Total	**83**	**13**	**2**	**0**	**0**	**2**	**0**	**102**	**100**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	**13**
09:00 - 09:15	26	3	1	0	0	0	0	31.3	30	4	0	0	0	0	0	0	4.0	4
09:15 - 09:30	22	4	2	0	0	1	0	31.0	29	4	0	0	0	0	0	0	4.0	4
09:30 - 09:45	24	4	0	0	0	0	0	28.0	28	4	0	1	0	0	0	0	6.3	5
09:45 - 10:00	24	2	0	0	0	0	0	26.0	26	2	0	0	0	0	0	0	2.0	2
Hourly Total	**96**	**13**	**3**	**0**	**0**	**1**	**0**	**116**	**113**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**15**
Session Total	**246**	**40**	**10**	**0**	**0**	**5**	**0**	**312**	**301**	**33**	**1**	**1**	**0**	**0**	**1**	**0**	**36**	**36**
16:00 - 16:15	23	2	0	0	0	0	0	25.0	25	6	0	0	0	0	0	0	6.0	6
16:15 - 16:30	15	3	0	0	0	0	0	18.0	18	6	0	0	0	0	0	0	6.0	6
16:30 - 16:45	28	0	0	0	0	1	0	28.4	29	3	1	0	0	0	0	0	4.0	4
16:45 - 17:00	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	**84**	**6**	**0**	**0**	**0**	**1**	**0**	**90**	**91**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
17:00 - 17:15	21	3	0	0	0	0	0	24.0	24	3	0	0	0	0	0	0	3.0	3
17:15 - 17:30	18	2	0	0	0	0	0	20.0	20	2	0	0	0	0	0	0	2.0	2
17:30 - 17:45	14	1	0	0	0	0	0	15.0	15	6	0	0	0	0	0	0	6.0	6
17:45 - 18:00	19	2	0	0	0	0	0	21.0	21	10	0	0	0	0	0	0	10.0	10
Hourly Total	**72**	**8**	**0**	**0**	**0**	**0**	**0**	**80**	**80**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
18:00 - 18:15	14	0	0	0	0	0	0	14.0	14	4	0	0	0	0	1	0	4.4	5
18:15 - 18:30	24	3	0	0	0	1	0	27.4	28	4	0	0	0	0	3	0	5.2	7
18:30 - 18:45	24	2	0	1	0	0	0	28.3	27	3	0	0	0	0	1	0	3.4	4
18:45 - 19:00	18	1	0	0	0	0	0	19.0	19	4	1	0	0	0	0	0	5.0	5
Hourly Total	**80**	**6**	**0**	**1**	**0**	**1**	**0**	**88**	**88**	**15**	**1**	**0**	**0**	**0**	**5**	**0**	**18**	**21**
Session Total	**236**	**20**	**0**	**1**	**0**	**2**	**0**	**258**	**259**	**51**	**2**	**0**	**0**	**0**	**5**	**0**	**55**	**58**

B to A									B to B								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
8	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
12	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
17	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
37	**4**	**0**	**0**	**0**	**0**	**0**	**41**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5	0	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1
3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
15	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
3	2	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
19	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
22	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
56	**2**	**0**	**0**	**0**	**0**	**0**	**58**	**58**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	19	8	0	0	0	1	0	**27.4**	**28**	18	7	0	0	0	1	0	**25.4**	**26**
07:15 - 07:30	15	1	1	0	0	0	0	**18.3**	**17**	13	4	2	0	0	0	1	**21.8**	**20**
07:30 - 07:45	20	5	2	0	0	1	0	**30.0**	**28**	26	3	1	0	0	1	0	**31.7**	**31**
07:45 - 08:00	28	4	2	0	0	0	0	**36.6**	**34**	28	5	2	0	0	0	0	**37.6**	**35**
Hourly Total	**82**	**18**	**5**	**0**	**0**	**2**	**0**	**113**	**107**	**85**	**19**	**5**	**0**	**0**	**2**	**1**	**117**	**112**
08:00 - 08:15	23	6	0	0	0	0	0	**29.0**	**29**	24	6	0	0	0	0	0	**30.0**	**30**
08:15 - 08:30	27	3	1	0	0	1	0	**32.7**	**32**	27	5	2	0	0	1	0	**37.0**	**35**
08:30 - 08:45	24	2	1	0	0	1	0	**28.7**	**28**	36	1	0	0	0	1	1	**37.6**	**39**
08:45 - 09:00	33	3	0	0	0	1	0	**36.4**	**37**	30	3	1	0	0	1	0	**35.7**	**35**
Hourly Total	**107**	**14**	**2**	**0**	**0**	**3**	**0**	**127**	**126**	**117**	**15**	**3**	**0**	**0**	**3**	**1**	**140**	**139**
09:00 - 09:15	35	3	1	0	0	0	0	**40.3**	**39**	31	2	2	0	0	0	0	**37.6**	**35**
09:15 - 09:30	30	4	2	0	0	1	0	**39.0**	**37**	33	5	0	0	0	1	0	**38.4**	**39**
09:30 - 09:45	31	4	1	0	0	0	0	**37.3**	**36**	22	3	1	0	0	0	0	**27.3**	**26**
09:45 - 10:00	31	2	0	0	0	0	0	**33.0**	**33**	34	3	0	0	0	0	0	**37.0**	**37**
Hourly Total	**127**	**13**	**4**	**0**	**0**	**1**	**0**	**149**	**145**	**120**	**13**	**3**	**0**	**0**	**1**	**0**	**140**	**137**
Session Total	**316**	**45**	**11**	**0**	**0**	**6**	**0**	**389**	**378**	**322**	**47**	**11**	**0**	**0**	**6**	**2**	**397**	**388**
16:00 - 16:15	35	2	0	0	0	0	0	**37.0**	**37**	32	3	0	0	0	0	0	**35.0**	**35**
16:15 - 16:30	24	3	0	0	0	0	0	**27.0**	**27**	30	1	0	0	0	0	0	**31.0**	**31**
16:30 - 16:45	35	1	0	0	0	1	0	**36.4**	**37**	31	2	0	0	0	1	0	**33.4**	**34**
16:45 - 17:00	21	1	0	0	0	0	0	**22.0**	**22**	27	1	0	0	0	0	0	**28.0**	**28**
Hourly Total	**115**	**7**	**0**	**0**	**0**	**1**	**0**	**122**	**123**	**120**	**7**	**0**	**0**	**0**	**1**	**0**	**127**	**128**
17:00 - 17:15	31	3	0	0	0	0	0	**34.0**	**34**	23	4	0	0	0	0	0	**27.0**	**27**
17:15 - 17:30	23	4	0	0	0	0	0	**27.0**	**27**	23	3	0	1	0	0	0	**28.3**	**27**
17:30 - 17:45	23	1	0	0	0	0	0	**24.0**	**24**	28	1	0	0	0	0	0	**29.0**	**29**
17:45 - 18:00	35	2	0	0	0	0	0	**37.0**	**37**	33	2	0	0	0	0	0	**35.0**	**35**
Hourly Total	**112**	**10**	**0**	**0**	**0**	**0**	**0**	**122**	**122**	**107**	**10**	**0**	**1**	**0**	**0**	**0**	**119**	**118**
18:00 - 18:15	25	0	0	0	0	1	0	**25.4**	**26**	26	2	0	0	0	1	0	**28.4**	**29**
18:15 - 18:30	34	3	0	0	0	4	0	**38.6**	**41**	32	2	0	0	0	5	0	**36.0**	**39**
18:30 - 18:45	31	2	0	1	0	1	0	**35.7**	**35**	31	2	0	0	0	0	0	**33.0**	**33**
18:45 - 19:00	27	2	0	0	0	0	0	**29.0**	**29**	26	1	0	0	0	0	0	**27.0**	**27**
Hourly Total	**117**	**7**	**0**	**1**	**0**	**6**	**0**	**128**	**131**	**115**	**7**	**0**	**0**	**0**	**6**	**0**	**124**	**128**
Session Total	**344**	**24**	**0**	**1**	**0**	**7**	**0**	**372**	**376**	**342**	**24**	**0**	**1**	**0**	**7**	**0**	**370**	**374**

Fishbourne - Manual Traffic Survey: Tuesday, 02 July 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Fishbourne Road East / B - Tesco Petrol Station Access Road / C - (South) Fishbourne Road East / D - Yvette Gonzalez-Nacer Road

Approach: C - (South) Fishbourne Road East

	C to D									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	15	1	1	0	1	0	0	20.3	18	9	1	0	0	0	0	0	10.0	10
07:15 - 07:30	34	6	0	0	0	0	1	40.2	41	4	0	1	0	0	0	0	6.3	5
07:30 - 07:45	47	6	2	0	1	0	0	59.6	56	10	2	0	0	1	0	0	14.0	13
07:45 - 08:00	35	8	1	0	1	0	0	47.3	45	18	2	0	0	0	0	0	20.0	20
Hourly Total	**131**	**21**	**4**	**0**	**3**	**0**	**1**	**167**	**160**	**41**	**5**	**1**	**0**	**1**	**0**	**0**	**50**	**48**
08:00 - 08:15	42	2	1	0	0	0	0	46.3	45	12	2	1	0	0	0	1	16.5	16
08:15 - 08:30	30	2	1	1	0	0	0	36.6	34	7	5	0	0	0	0	0	12.0	12
08:30 - 08:45	36	6	1	0	1	0	0	46.3	44	9	0	0	0	0	0	1	9.2	10
08:45 - 09:00	56	0	4	1	0	0	0	67.5	61	13	3	1	0	1	1	0	20.7	19
Hourly Total	**164**	**10**	**7**	**2**	**1**	**0**	**0**	**197**	**184**	**41**	**10**	**2**	**0**	**1**	**1**	**2**	**58**	**57**
09:00 - 09:15	58	4	0	0	0	0	0	62.0	62	20	1	4	0	0	0	0	30.2	25
09:15 - 09:30	69	4	0	0	0	0	0	73.0	73	6	2	2	0	0	0	0	12.6	10
09:30 - 09:45	63	9	0	0	0	0	0	72.0	72	9	0	0	0	0	0	1	9.2	10
09:45 - 10:00	69	3	0	1	0	0	0	74.3	73	17	0	0	0	0	0	0	17.0	17
Hourly Total	**259**	**20**	**0**	**1**	**0**	**0**	**0**	**281**	**280**	**52**	**3**	**6**	**0**	**0**	**0**	**1**	**69**	**62**
Session Total	**554**	**51**	**11**	**3**	**4**	**0**	**1**	**645**	**624**	**134**	**18**	**9**	**0**	**2**	**1**	**3**	**177**	**167**
16:00 - 16:15	57	4	0	0	1	0	0	63.0	62	27	2	0	0	0	0	2	29.4	31
16:15 - 16:30	47	1	0	0	0	0	0	48.0	48	29	1	0	0	1	0	1	32.2	32
16:30 - 16:45	65	8	0	0	0	1	0	73.4	74	28	2	0	0	0	1	0	30.4	31
16:45 - 17:00	49	2	0	0	0	0	0	51.0	51	22	2	0	0	0	0	0	24.0	24
Hourly Total	**218**	**15**	**0**	**0**	**1**	**1**	**0**	**235**	**235**	**106**	**7**	**0**	**0**	**1**	**1**	**3**	**116**	**118**
17:00 - 17:15	49	4	0	1	0	1	0	55.7	55	19	2	0	0	0	0	1	21.2	22
17:15 - 17:30	43	1	1	0	0	0	0	46.3	45	32	2	0	0	0	1	2	34.8	37
17:30 - 17:45	49	6	0	0	0	0	0	55.0	55	37	2	0	0	0	2	1	40.0	42
17:45 - 18:00	63	6	1	0	0	3	0	72.5	73	32	2	0	0	1	0	1	36.2	36
Hourly Total	**204**	**17**	**2**	**1**	**0**	**4**	**0**	**230**	**228**	**120**	**8**	**0**	**0**	**1**	**3**	**5**	**132**	**137**
18:00 - 18:15	82	9	0	0	2	1	0	95.4	94	39	1	0	0	0	1	0	40.4	41
18:15 - 18:30	77	4	0	0	0	18	0	88.2	99	19	0	0	0	0	4	0	20.6	23
18:30 - 18:45	83	0	0	0	0	7	0	85.8	90	16	1	1	0	0	0	0	19.3	18
18:45 - 19:00	61	5	0	0	0	3	0	67.2	69	16	1	0	0	0	0	0	17.0	17
Hourly Total	**303**	**18**	**0**	**0**	**2**	**29**	**0**	**337**	**352**	**90**	**3**	**1**	**0**	**0**	**5**	**0**	**97**	**99**
Session Total	**725**	**50**	**2**	**1**	**3**	**34**	**0**	**802**	**815**	**316**	**18**	**1**	**0**	**2**	**9**	**8**	**345**	**354**

C to B									C to C								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
11	4	0	0	0	1	0	**15.4**	**16**	1	0	0	0	0	0	0	**1.0**	**1**
11	3	2	0	0	0	0	**18.6**	**16**	0	0	0	0	0	0	0	**0.0**	**0**
14	1	0	0	0	1	0	**15.4**	**16**	1	0	0	0	0	0	0	**1.0**	**1**
17	5	1	0	0	0	0	**24.3**	**23**	0	0	0	0	0	0	0	**0.0**	**0**
53	**13**	**3**	**0**	**0**	**2**	**0**	**74**	**71**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17	6	0	0	0	0	0	**23.0**	**23**	0	0	0	0	0	0	0	**0.0**	**0**
21	2	2	0	0	1	0	**28.0**	**26**	1	0	0	0	0	0	0	**1.0**	**1**
22	1	0	0	0	1	0	**23.4**	**24**	1	0	0	0	0	0	0	**1.0**	**1**
22	2	1	0	0	1	0	**26.7**	**26**	0	0	0	0	0	0	0	**0.0**	**0**
82	**11**	**3**	**0**	**0**	**3**	**0**	**101**	**99**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
21	2	2	0	0	0	0	**27.6**	**25**	0	1	0	0	0	0	0	**1.0**	**1**
23	4	0	0	0	1	0	**27.4**	**28**	1	0	0	0	0	0	0	**1.0**	**1**
13	3	0	0	0	0	0	**16.0**	**16**	1	0	0	0	0	0	0	**1.0**	**1**
23	1	0	0	0	0	0	**24.0**	**24**	1	1	0	0	0	0	0	**2.0**	**2**
80	**10**	**2**	**0**	**0**	**1**	**0**	**95**	**93**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
215	**34**	**8**	**0**	**0**	**6**	**0**	**270**	**263**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
22	2	0	0	0	0	0	**24.0**	**24**	0	0	0	0	0	0	0	**0.0**	**0**
18	1	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
21	1	0	0	0	1	0	**22.4**	**23**	0	0	0	0	0	0	0	**0.0**	**0**
20	0	0	0	0	0	0	**20.0**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
81	**4**	**0**	**0**	**0**	**1**	**0**	**85**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18	3	0	0	0	0	0	**21.0**	**21**	0	0	0	0	0	0	0	**0.0**	**0**
16	2	0	1	0	0	0	**20.3**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
20	1	0	0	0	0	0	**21.0**	**21**	1	0	0	0	0	0	0	**1.0**	**1**
23	1	0	0	0	0	0	**24.0**	**24**	3	0	0	0	0	0	0	**3.0**	**3**
77	**7**	**0**	**1**	**0**	**0**	**0**	**86**	**85**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
21	1	0	0	0	1	0	**22.4**	**23**	0	0	1	0	0	0	0	**2.3**	**1**
16	1	0	0	0	4	0	**18.6**	**21**	1	0	0	0	0	0	0	**1.0**	**1**
20	0	0	0	0	0	0	**20.0**	**20**	1	0	0	0	0	0	0	**1.0**	**1**
19	1	0	0	0	0	0	**20.0**	**20**	0	0	0	0	0	0	0	**0.0**	**0**
76	**3**	**0**	**0**	**0**	**5**	**0**	**81**	**84**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**3**
234	**14**	**0**	**1**	**0**	**6**	**0**	**252**	**255**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**8**	**7**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	36	6	1	0	1	1	0	**46.7**	**45**	43	14	1	0	1	2	0	**62.1**	**61**
07:15 - 07:30	49	9	3	0	0	0	1	**65.1**	**62**	52	5	3	0	0	0	1	**64.1**	**61**
07:30 - 07:45	72	9	2	0	2	1	0	**90.0**	**86**	110	11	2	0	0	1	2	**126.4**	**126**
07:45 - 08:00	70	15	2	0	1	0	0	**91.6**	**88**	171	16	3	0	2	1	1	**198.5**	**194**
Hourly Total	**227**	**39**	**8**	**0**	**4**	**2**	**1**	**293**	**281**	**376**	**46**	**9**	**0**	**3**	**4**	**4**	**452**	**442**
08:00 - 08:15	71	10	2	0	0	0	1	**85.8**	**84**	120	15	2	0	1	0	1	**141.8**	**139**
08:15 - 08:30	59	9	3	1	0	1	0	**77.6**	**73**	150	13	3	0	0	1	2	**170.7**	**169**
08:30 - 08:45	68	7	1	0	1	1	1	**79.9**	**79**	148	9	2	0	1	2	3	**165.0**	**165**
08:45 - 09:00	91	5	6	1	1	2	0	**114.9**	**106**	130	10	3	2	0	2	0	**152.3**	**147**
Hourly Total	**289**	**31**	**12**	**2**	**2**	**4**	**2**	**359**	**342**	**548**	**47**	**10**	**2**	**2**	**5**	**6**	**630**	**620**
09:00 - 09:15	99	8	6	0	0	0	0	**120.8**	**113**	104	10	3	0	0	0	1	**121.1**	**118**
09:15 - 09:30	99	10	2	0	0	1	0	**114.0**	**112**	116	7	3	0	0	1	0	**130.3**	**127**
09:30 - 09:45	86	12	0	0	0	0	1	**98.2**	**99**	102	8	1	0	0	0	0	**112.3**	**111**
09:45 - 10:00	110	5	0	1	0	0	0	**117.3**	**116**	87	8	0	0	1	0	0	**97.0**	**96**
Hourly Total	**394**	**35**	**8**	**1**	**0**	**1**	**1**	**449**	**440**	**409**	**33**	**7**	**0**	**1**	**1**	**1**	**460**	**452**
Session Total	**910**	**105**	**28**	**3**	**6**	**7**	**4**	**1101**	**1063**	**1333**	**126**	**26**	**2**	**6**	**10**	**11**	**1542**	**1514**
16:00 - 16:15	106	8	0	0	1	0	2	**116.4**	**117**	118	11	0	0	0	1	0	**129.4**	**130**
16:15 - 16:30	94	3	0	0	1	0	1	**99.2**	**99**	102	7	1	0	0	1	0	**111.7**	**111**
16:30 - 16:45	114	11	0	0	0	3	0	**126.2**	**128**	104	2	0	0	1	1	0	**108.4**	**108**
16:45 - 17:00	91	4	0	0	0	0	0	**95.0**	**95**	112	4	0	1	0	2	0	**119.1**	**119**
Hourly Total	**405**	**26**	**0**	**0**	**2**	**3**	**3**	**437**	**439**	**436**	**24**	**1**	**1**	**1**	**5**	**0**	**468**	**468**
17:00 - 17:15	86	9	0	1	0	1	1	**97.9**	**98**	94	12	0	0	1	0	0	**108.0**	**107**
17:15 - 17:30	91	5	1	1	0	1	2	**101.4**	**101**	92	6	0	0	0	1	2	**98.8**	**101**
17:30 - 17:45	107	9	0	0	0	2	1	**117.0**	**119**	88	5	0	0	0	0	0	**93.0**	**93**
17:45 - 18:00	121	9	1	0	1	3	1	**135.7**	**136**	104	5	1	0	0	0	0	**111.3**	**110**
Hourly Total	**405**	**32**	**2**	**2**	**1**	**7**	**5**	**453**	**454**	**378**	**28**	**1**	**0**	**1**	**1**	**2**	**410**	**411**
18:00 - 18:15	142	11	1	0	2	3	0	**160.5**	**159**	87	9	1	0	0	2	0	**99.1**	**99**
18:15 - 18:30	113	5	0	0	0	26	0	**128.4**	**144**	123	9	0	1	3	4	1	**142.1**	**141**
18:30 - 18:45	120	1	1	0	0	7	0	**126.1**	**129**	118	7	0	1	0	28	2	**138.9**	**156**
18:45 - 19:00	96	7	0	0	0	3	0	**104.2**	**106**	100	3	1	0	0	3	1	**106.7**	**108**
Hourly Total	**471**	**24**	**2**	**0**	**2**	**39**	**0**	**520**	**538**	**428**	**28**	**2**	**2**	**3**	**37**	**4**	**488**	**504**
Session Total	**1281**	**82**	**4**	**2**	**5**	**49**	**8**	**1410**	**1431**	**1242**	**80**	**4**	**3**	**5**	**43**	**6**	**1366**	**1383**

Fishbourne - Manual Traffic Survey: Tuesday, 02 July 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Fishbourne Road East / B - Tesco Petrol Station Access Road / C - (South) Fishbourne Road East / D - Yvette Gonzalez-Nacer Road

Approach: D - Yvette Gonzalez-Nacer Road

	D to A									D to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	2	0	0	0	0	0	3.0	3	2	1	0	0	0	0	0	3.0	3
07:15 - 07:30	7	1	0	0	0	0	0	8.0	8	0	1	0	0	0	0	0	1.0	1
07:30 - 07:45	11	2	0	0	0	0	0	13.0	13	5	1	0	0	0	0	0	6.0	6
07:45 - 08:00	11	1	0	0	0	0	0	12.0	12	2	0	1	0	0	0	0	4.3	3
Hourly Total	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**14**	**13**
08:00 - 08:15	4	0	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	7	2	0	0	0	0	0	9.0	9	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	5	0	0	0	0	0	0	5.0	5	7	0	0	0	0	0	0	7.0	7
08:45 - 09:00	7	0	0	0	0	0	0	7.0	7	2	1	0	0	0	0	0	3.0	3
Hourly Total	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**14**
09:00 - 09:15	6	0	0	0	0	0	0	6.0	6	7	0	0	0	0	0	0	7.0	7
09:15 - 09:30	10	0	0	0	0	0	0	10.0	10	7	0	0	0	0	0	0	7.0	7
09:30 - 09:45	16	0	0	0	0	0	0	16.0	16	4	0	0	0	0	0	0	4.0	4
09:45 - 10:00	16	0	0	0	0	0	0	16.0	16	8	1	0	0	0	0	0	9.0	9
Hourly Total	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**48**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**27**	**27**
Session Total	**101**	**8**	**0**	**0**	**0**	**0**	**0**	**109**	**109**	**48**	**5**	**1**	**0**	**0**	**0**	**0**	**55**	**54**
16:00 - 16:15	19	0	0	0	0	0	0	19.0	19	5	0	0	0	0	0	0	5.0	5
16:15 - 16:30	15	0	0	0	0	0	0	15.0	15	7	0	0	0	0	0	0	7.0	7
16:30 - 16:45	24	1	0	0	0	0	0	25.0	25	5	0	0	0	0	0	0	5.0	5
16:45 - 17:00	26	2	0	0	0	0	0	28.0	28	5	0	0	0	0	0	0	5.0	5
Hourly Total	**84**	**3**	**0**	**0**	**0**	**0**	**0**	**87**	**87**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**22**
17:00 - 17:15	13	2	0	0	0	0	0	15.0	15	4	0	0	0	0	0	0	4.0	4
17:15 - 17:30	19	1	0	0	0	0	0	20.0	20	4	1	0	0	0	0	0	5.0	5
17:30 - 17:45	20	2	0	0	0	0	0	22.0	22	4	0	0	0	0	0	0	4.0	4
17:45 - 18:00	22	2	0	0	0	0	1	24.2	25	7	1	0	0	0	0	0	8.0	8
Hourly Total	**74**	**7**	**0**	**0**	**0**	**0**	**1**	**81**	**82**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
18:00 - 18:15	19	0	0	0	0	2	0	19.8	21	1	1	0	0	0	0	0	2.0	2
18:15 - 18:30	27	2	0	0	0	0	0	29.0	29	11	1	0	0	0	1	0	12.4	13
18:30 - 18:45	17	1	0	0	0	0	0	18.0	18	9	0	0	0	0	0	0	9.0	9
18:45 - 19:00	23	0	0	0	0	0	1	23.2	24	6	0	0	0	0	0	0	6.0	6
Hourly Total	**86**	**3**	**0**	**0**	**0**	**2**	**1**	**90**	**92**	**27**	**2**	**0**	**0**	**0**	**1**	**0**	**29**	**30**
Session Total	**244**	**13**	**0**	**0**	**0**	**2**	**2**	**258**	**261**	**68**	**4**	**0**	**0**	**0**	**1**	**0**	**72**	**73**

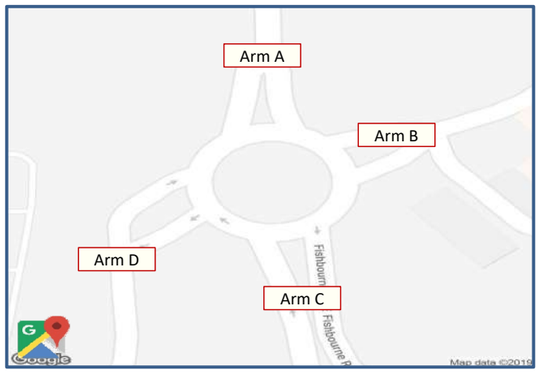
D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
15	2	0	0	1	0	0	**19.0**	**18**	0	0	0	0	0	0	0	**0.0**	**0**
15	3	1	0	0	0	0	**20.3**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
36	3	0	0	0	0	0	**39.0**	**39**	1	0	0	0	0	0	0	**1.0**	**1**
31	6	1	0	2	0	0	**43.3**	**40**	0	0	0	0	0	0	0	**0.0**	**0**
97	**14**	**2**	**0**	**3**	**0**	**0**	**122**	**116**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
27	8	1	0	0	0	0	**37.3**	**36**	0	0	0	0	0	0	0	**0.0**	**0**
31	6	1	0	0	0	0	**39.3**	**38**	0	0	0	0	0	0	0	**0.0**	**0**
31	3	1	0	1	0	0	**38.3**	**36**	0	0	0	0	0	0	0	**0.0**	**0**
25	4	3	2	0	1	0	**40.9**	**35**	0	0	0	0	0	0	0	**0.0**	**0**
114	**21**	**6**	**2**	**1**	**1**	**0**	**156**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
36	4	2	0	0	0	0	**44.6**	**42**	0	0	0	0	0	0	0	**0.0**	**0**
50	2	0	0	0	0	0	**52.0**	**52**	0	0	0	0	0	0	0	**0.0**	**0**
44	3	0	0	0	0	0	**47.0**	**47**	0	0	0	0	0	0	0	**0.0**	**0**
42	3	0	0	0	0	0	**45.0**	**45**	1	0	0	0	0	0	0	**1.0**	**1**
172	**12**	**2**	**0**	**0**	**0**	**0**	**189**	**186**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
383	**47**	**10**	**2**	**4**	**1**	**0**	**467**	**447**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
60	6	0	0	0	1	0	**66.4**	**67**	0	0	0	0	0	0	0	**0.0**	**0**
51	2	1	0	0	0	0	**55.3**	**54**	0	0	0	0	0	0	0	**0.0**	**0**
41	1	0	0	1	0	0	**44.0**	**43**	0	0	0	0	0	0	0	**0.0**	**0**
56	2	0	1	0	2	0	**61.1**	**61**	0	0	0	0	0	0	0	**0.0**	**0**
208	**11**	**1**	**1**	**1**	**3**	**0**	**226**	**225**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
46	6	0	0	0	0	0	**52.0**	**52**	0	0	0	0	0	0	0	**0.0**	**0**
44	3	0	0	0	1	0	**47.4**	**48**	0	0	0	0	0	0	0	**0.0**	**0**
44	3	0	0	0	0	0	**47.0**	**47**	0	0	0	0	0	0	0	**0.0**	**0**
46	2	1	0	0	0	0	**50.3**	**49**	0	0	0	0	0	0	0	**0.0**	**0**
180	**14**	**1**	**0**	**0**	**1**	**0**	**196**	**196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
56	6	0	0	0	1	0	**62.4**	**63**	0	0	0	0	0	0	0	**0.0**	**0**
77	4	0	1	2	2	1	**88.3**	**87**	0	0	0	0	0	0	0	**0.0**	**0**
77	3	0	0	0	28	0	**91.2**	**108**	0	0	0	0	0	0	0	**0.0**	**0**
65	1	1	0	0	3	0	**69.5**	**70**	0	0	0	0	0	0	0	**0.0**	**0**
275	**14**	**1**	**1**	**2**	**34**	**1**	**311**	**328**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
663	**39**	**3**	**2**	**3**	**38**	**1**	**733**	**749**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	18	5	0	0	1	0	0	**25.0**	**24**	24	3	1	0	1	0	1	**31.5**	**30**
07:15 - 07:30	22	5	1	0	0	0	0	**29.3**	**28**	40	7	0	0	0	0	1	**47.2**	**48**
07:30 - 07:45	53	6	0	0	0	0	0	**59.0**	**59**	65	6	2	0	1	0	0	**77.6**	**74**
07:45 - 08:00	44	7	2	0	2	0	0	**59.6**	**55**	47	9	1	0	1	0	0	**60.3**	**58**
Hourly Total	**137**	**23**	**3**	**0**	**3**	**0**	**0**	**173**	**166**	**176**	**25**	**4**	**0**	**3**	**0**	**2**	**216**	**210**
08:00 - 08:15	33	8	1	0	0	0	0	**43.3**	**42**	55	3	1	0	0	0	0	**60.3**	**59**
08:15 - 08:30	40	8	1	0	0	0	0	**50.3**	**49**	44	2	1	1	0	0	0	**50.6**	**48**
08:30 - 08:45	43	3	1	0	1	0	0	**50.3**	**48**	48	8	1	1	1	0	0	**62.6**	**59**
08:45 - 09:00	34	5	3	2	0	1	0	**50.9**	**45**	80	0	4	1	0	1	0	**91.9**	**86**
Hourly Total	**150**	**24**	**6**	**2**	**1**	**1**	**0**	**195**	**184**	**227**	**13**	**7**	**3**	**1**	**1**	**0**	**265**	**252**
09:00 - 09:15	49	4	2	0	0	0	0	**57.6**	**55**	84	5	0	0	0	0	0	**89.0**	**89**
09:15 - 09:30	67	2	0	0	0	0	0	**69.0**	**69**	97	7	0	0	0	0	0	**104.0**	**104**
09:30 - 09:45	64	3	0	0	0	0	0	**67.0**	**67**	80	9	1	0	0	0	0	**91.3**	**90**
09:45 - 10:00	67	4	0	0	0	0	0	**71.0**	**71**	82	4	0	1	0	0	0	**88.3**	**87**
Hourly Total	**247**	**13**	**2**	**0**	**0**	**0**	**0**	**265**	**262**	**343**	**25**	**1**	**1**	**0**	**0**	**0**	**372**	**370**
Session Total	**534**	**60**	**11**	**2**	**4**	**1**	**0**	**633**	**612**	**746**	**63**	**12**	**4**	**4**	**1**	**2**	**853**	**832**
16:00 - 16:15	84	6	0	0	0	1	0	**90.4**	**91**	76	4	0	0	1	0	0	**82.0**	**81**
16:15 - 16:30	73	2	1	0	0	0	0	**77.3**	**76**	69	3	0	0	0	0	0	**72.0**	**72**
16:30 - 16:45	70	2	0	0	1	0	0	**74.0**	**73**	84	9	0	0	0	1	0	**93.4**	**94**
16:45 - 17:00	87	4	0	1	0	2	0	**94.1**	**94**	56	4	0	0	0	0	0	**60.0**	**60**
Hourly Total	**314**	**14**	**1**	**1**	**1**	**3**	**0**	**335**	**334**	**285**	**20**	**0**	**0**	**1**	**1**	**0**	**307**	**307**
17:00 - 17:15	63	8	0	0	0	0	0	**71.0**	**71**	61	6	0	1	0	1	0	**69.7**	**69**
17:15 - 17:30	67	5	0	0	0	1	0	**72.4**	**73**	64	4	1	0	0	0	0	**70.3**	**69**
17:30 - 17:45	68	5	0	0	0	0	0	**73.0**	**73**	66	7	0	0	0	1	0	**73.4**	**74**
17:45 - 18:00	75	5	1	0	0	0	1	**82.5**	**82**	91	8	1	0	0	3	0	**102.5**	**103**
Hourly Total	**273**	**23**	**1**	**0**	**0**	**1**	**1**	**298**	**299**	**282**	**25**	**2**	**1**	**0**	**5**	**0**	**316**	**315**
18:00 - 18:15	76	7	0	0	0	3	0	**84.2**	**86**	98	9	0	0	2	2	0	**111.8**	**111**
18:15 - 18:30	115	7	0	1	2	3	1	**129.7**	**129**	87	4	0	0	0	21	0	**99.4**	**112**
18:30 - 18:45	103	4	0	0	0	28	0	**118.2**	**135**	98	0	0	0	0	8	0	**101.2**	**106**
18:45 - 19:00	94	1	1	0	0	3	1	**98.7**	**100**	69	6	0	0	0	3	0	**76.2**	**78**
Hourly Total	**388**	**19**	**1**	**1**	**2**	**37**	**2**	**430**	**450**	**352**	**19**	**0**	**0**	**2**	**34**	**0**	**389**	**407**
Session Total	**975**	**56**	**3**	**2**	**3**	**41**	**3**	**1063**	**1083**	**919**	**64**	**2**	**1**	**3**	**40**	**0**	**1012**	**1029**

Fishbourne - Manual Traffic Survey: Tuesday, 02 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) Fishbourne Road East / B - Tesco Petrol Station Access Road / C - (South) Fishbourne Road East / D - Yvette Gonzalez-Nacer Road**



Matrix Totals:	**Counts**
Show single Session:	**No**
	07:00 to 10:00
Custom Start / End:	**07:00** **19:00**
Show Peak Times:	**No**

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	23	116	1125	326	**1590**	**100.00%**
B	99	1	560	94	**754**	**100.00%**
C	521	518	16	1439	**2494**	**100.00%**
D	370	127	1196	2	**1695**	**100.00%**
Total	**1013**	**762**	**2897**	**1861**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
M/CYCLE	**Yes**
P/CYCLE	**Yes**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (West) A259 Cathedral Way / B - Fishbourne Road East / C - (East) A259 Cathedral Way

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0
M/CYCLE	0.4
P/CYCLE	0.2

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (West) A259 Cathedral Way / B - Fishbourne Road East / C - (East) A259 Cathedral Way

Approach: A - (West) A259 Cathedral Way

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	22	5	1	0	0	1	0	**29.7**	**29**	167	26	3	1	2	2	0	**207.0**	**201**
07:15 - 07:30	28	8	2	0	0	0	0	**40.6**	**38**	207	34	7	0	1	1	0	**259.5**	**250**
07:30 - 07:45	45	9	3	0	1	0	0	**62.9**	**58**	245	40	3	0	5	1	0	**302.3**	**294**
07:45 - 08:00	39	12	2	0	0	0	0	**55.6**	**53**	241	28	4	1	0	5	0	**282.5**	**279**
Hourly Total	**134**	**34**	**8**	**0**	**1**	**1**	**0**	**188**	**178**	**860**	**128**	**17**	**2**	**8**	**9**	**0**	**1052**	**1024**
08:00 - 08:15	32	8	3	0	0	1	0	**47.3**	**44**	257	14	4	0	1	0	0	**282.2**	**276**
08:15 - 08:30	33	8	2	1	0	0	0	**47.9**	**44**	249	21	3	0	1	0	0	**278.9**	**274**
08:30 - 08:45	42	5	2	0	0	1	1	**52.2**	**51**	256	18	5	2	1	2	1	**293.1**	**285**
08:45 - 09:00	33	6	4	1	0	0	0	**50.5**	**44**	208	23	1	2	0	1	0	**238.3**	**235**
Hourly Total	**140**	**27**	**11**	**2**	**0**	**2**	**1**	**198**	**183**	**970**	**76**	**13**	**4**	**3**	**3**	**1**	**1092**	**1070**
09:00 - 09:15	49	5	6	0	0	0	0	**67.8**	**60**	196	25	4	0	2	2	0	**235.0**	**229**
09:15 - 09:30	51	7	1	0	0	1	0	**60.7**	**60**	156	20	6	0	2	1	0	**194.2**	**185**
09:30 - 09:45	39	7	0	0	0	0	0	**46.0**	**46**	146	26	5	1	0	1	0	**186.2**	**179**
09:45 - 10:00	40	3	0	1	0	0	0	**45.3**	**44**	121	11	1	1	1	2	0	**139.4**	**137**
Hourly Total	**179**	**22**	**7**	**1**	**0**	**1**	**0**	**219**	**210**	**619**	**82**	**16**	**2**	**5**	**6**	**0**	**755**	**730**
Session Total	**453**	**83**	**26**	**3**	**1**	**4**	**1**	**605**	**571**	**2449**	**286**	**46**	**8**	**16**	**18**	**1**	**2899**	**2824**
16:00 - 16:15	45	2	0	0	0	0	0	**47.0**	**47**	119	15	5	1	1	2	0	**150.6**	**143**
16:15 - 16:30	42	2	0	0	0	0	0	**44.0**	**44**	114	16	0	0	1	1	0	**132.4**	**132**
16:30 - 16:45	49	5	0	0	0	2	0	**54.8**	**56**	118	18	2	0	1	0	0	**142.6**	**139**
16:45 - 17:00	35	3	0	0	0	0	0	**38.0**	**38**	140	16	2	0	1	1	0	**163.0**	**160**
Hourly Total	**171**	**12**	**0**	**0**	**0**	**2**	**0**	**184**	**185**	**491**	**65**	**9**	**1**	**4**	**4**	**0**	**589**	**574**
17:00 - 17:15	46	5	0	1	0	1	0	**53.7**	**53**	131	16	1	0	0	1	0	**149.7**	**149**
17:15 - 17:30	41	4	1	1	0	0	0	**49.6**	**47**	134	11	0	0	0	1	0	**145.4**	**146**
17:30 - 17:45	43	5	0	0	0	1	0	**48.4**	**49**	118	10	0	0	1	3	0	**131.2**	**132**
17:45 - 18:00	46	4	1	0	0	1	0	**52.7**	**52**	118	11	0	0	1	0	0	**131.0**	**130**
Hourly Total	**176**	**18**	**2**	**2**	**0**	**3**	**0**	**205**	**201**	**501**	**48**	**1**	**0**	**2**	**5**	**0**	**557**	**557**
18:00 - 18:15	56	8	0	0	0	2	0	**64.8**	**66**	118	5	1	1	3	1	0	**134.0**	**129**
18:15 - 18:30	66	3	0	0	0	24	0	**78.6**	**93**	122	5	0	0	0	0	0	**127.0**	**127**
18:30 - 18:45	61	1	1	0	0	7	0	**67.1**	**70**	117	5	0	0	3	0	0	**128.0**	**125**
18:45 - 19:00	51	6	0	0	0	0	0	**57.0**	**57**	126	11	0	0	1	1	0	**139.4**	**139**
Hourly Total	**234**	**18**	**1**	**0**	**0**	**33**	**0**	**267**	**286**	**483**	**26**	**1**	**1**	**7**	**2**	**0**	**528**	**520**
Session Total	**581**	**48**	**3**	**2**	**0**	**38**	**0**	**656**	**672**	**1475**	**139**	**11**	**2**	**13**	**11**	**0**	**1674**	**1651**

A to A								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From A							
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU
07:00 - 07:15	189	31	4	1	2	3	0	236.7
07:15 - 07:30	235	42	9	0	1	1	0	300.1
07:30 - 07:45	290	49	6	0	6	1	0	365.2
07:45 - 08:00	280	40	6	1	0	5	0	338.1
Hourly Total	**994**	**162**	**25**	**2**	**9**	**10**	**0**	**1241**
08:00 - 08:15	289	22	7	0	1	1	0	329.5
08:15 - 08:30	282	29	5	1	1	0	0	326.8
08:30 - 08:45	298	23	7	2	1	3	2	345.3
08:45 - 09:00	241	29	5	3	0	1	0	288.8
Hourly Total	**1110**	**103**	**24**	**6**	**3**	**5**	**2**	**1290**
09:00 - 09:15	245	30	10	0	2	2	0	302.8
09:15 - 09:30	207	27	7	0	2	2	0	254.9
09:30 - 09:45	185	33	5	1	0	1	0	232.2
09:45 - 10:00	161	14	1	2	1	2	0	184.7
Hourly Total	**798**	**104**	**23**	**3**	**5**	**7**	**0**	**975**
Session Total	**2902**	**369**	**72**	**11**	**17**	**22**	**2**	**3506**
16:00 - 16:15	164	17	5	1	1	2	0	197.6
16:15 - 16:30	156	18	0	0	1	1	0	176.4
16:30 - 16:45	167	23	2	0	1	2	0	197.4
16:45 - 17:00	175	19	2	0	1	1	0	201.0
Hourly Total	**662**	**77**	**9**	**1**	**4**	**6**	**0**	**772**
17:00 - 17:15	177	21	1	1	0	2	0	203.4
17:15 - 17:30	175	15	1	1	0	1	0	195.0
17:30 - 17:45	161	15	0	0	1	4	0	179.6
17:45 - 18:00	164	15	1	0	1	1	0	183.7
Hourly Total	**677**	**66**	**3**	**2**	**2**	**8**	**0**	**762**
18:00 - 18:15	174	13	1	1	3	3	0	198.8
18:15 - 18:30	188	8	0	0	0	24	0	205.6
18:30 - 18:45	178	6	1	0	3	7	0	195.1
18:45 - 19:00	177	17	0	0	1	1	0	196.4
Hourly Total	**717**	**44**	**2**	**1**	**7**	**35**	**0**	**796**
Session Total	**2056**	**187**	**14**	**4**	**13**	**49**	**0**	**2330**

	To A								
TOTAL	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**
230	85	19	3	0	1	3	0	**114.1**	**111**
288	106	11	2	0	3	0	1	**127.8**	**123**
352	175	17	3	2	0	2	0	**204.3**	**199**
332	198	18	5	0	2	2	0	**232.3**	**225**
1202	**564**	**65**	**13**	**2**	**6**	**7**	**1**	**679**	**658**
320	194	15	2	0	0	0	0	**213.6**	**211**
318	165	16	4	0	1	4	0	**193.8**	**190**
336	154	9	3	0	0	1	0	**170.3**	**167**
279	166	21	4	1	1	3	0	**201.7**	**196**
1253	**679**	**61**	**13**	**1**	**2**	**8**	**0**	**779**	**764**
289	131	15	4	1	2	1	0	**161.9**	**154**
245	113	12	2	0	0	2	0	**130.4**	**129**
225	117	13	1	1	2	1	0	**139.0**	**135**
181	125	16	4	0	2	0	1	**154.4**	**148**
940	**486**	**56**	**11**	**2**	**6**	**4**	**1**	**586**	**566**
3395	**1729**	**182**	**37**	**5**	**14**	**19**	**2**	**2044**	**1988**
190	262	22	2	0	3	3	0	**295.8**	**292**
176	234	25	0	0	0	1	0	**259.4**	**260**
195	203	21	4	0	1	3	0	**236.4**	**232**
198	178	19	0	1	0	0	0	**199.3**	**198**
759	**877**	**87**	**6**	**1**	**4**	**7**	**0**	**991**	**982**
202	152	11	1	0	2	0	3	**169.9**	**169**
193	192	10	1	0	1	2	1	**207.3**	**207**
181	193	22	1	0	1	1	0	**219.7**	**218**
182	186	10	1	1	1	1	1	**203.2**	**201**
758	**723**	**53**	**4**	**1**	**5**	**4**	**5**	**800**	**795**
195	198	16	0	0	2	1	0	**218.4**	**217**
220	207	12	0	1	0	8	1	**224.7**	**229**
195	186	10	0	1	0	25	0	**208.3**	**222**
196	161	7	0	0	1	6	1	**172.6**	**176**
806	**752**	**45**	**0**	**2**	**3**	**40**	**2**	**824**	**844**
2323	**2352**	**185**	**10**	**4**	**12**	**51**	**7**	**2615**	**2621**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (West) A259 Cathedral Way / B - Fishbourne Road East / C - (East) A259 Cathedral Way

Approach: B - Fishbourne Road East

	B to C									B to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	41	14	0	0	1	2	0	**57.8**	**58**	0	0	0	0	0	0	0	**0.0**	**0**
07:15 - 07:30	52	5	3	0	0	0	0	**63.9**	**60**	0	0	0	0	0	0	0	**0.0**	**0**
07:30 - 07:45	110	11	3	0	0	1	2	**128.7**	**127**	0	0	0	0	0	0	0	**0.0**	**0**
07:45 - 08:00	169	17	3	0	2	1	1	**197.5**	**193**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**372**	**47**	**9**	**0**	**3**	**4**	**3**	**449**	**438**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	124	14	3	0	1	0	1	**147.1**	**143**	0	0	0	0	0	0	0	**0.0**	**0**
08:15 - 08:30	150	12	3	0	0	1	2	**169.7**	**168**	0	0	0	0	0	0	0	**0.0**	**0**
08:30 - 08:45	150	8	2	0	1	2	3	**166.0**	**166**	0	0	0	0	0	0	0	**0.0**	**0**
08:45 - 09:00	131	12	2	2	0	2	0	**153.0**	**149**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**555**	**46**	**10**	**2**	**2**	**5**	**6**	**636**	**626**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	103	10	3	0	0	0	1	**120.1**	**117**	0	0	0	0	0	0	0	**0.0**	**0**
09:15 - 09:30	110	8	3	0	0	1	0	**125.3**	**122**	0	0	0	0	0	0	0	**0.0**	**0**
09:30 - 09:45	100	9	1	0	0	0	0	**111.3**	**110**	0	0	0	0	0	0	0	**0.0**	**0**
09:45 - 10:00	88	8	0	0	1	0	0	**98.0**	**97**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**401**	**35**	**7**	**0**	**1**	**1**	**1**	**454**	**446**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1328**	**128**	**26**	**2**	**6**	**10**	**10**	**1539**	**1510**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	120	10	0	0	0	1	0	**130.4**	**131**	0	0	0	0	0	0	0	**0.0**	**0**
16:15 - 16:30	101	6	1	0	0	1	0	**109.7**	**109**	0	0	0	0	0	0	0	**0.0**	**0**
16:30 - 16:45	106	2	0	0	1	1	0	**110.4**	**110**	0	0	0	0	0	0	0	**0.0**	**0**
16:45 - 17:00	109	5	0	1	0	2	1	**117.3**	**118**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**436**	**23**	**1**	**1**	**1**	**5**	**1**	**467**	**468**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	94	11	0	0	1	0	0	**107.0**	**106**	0	0	0	0	0	0	0	**0.0**	**0**
17:15 - 17:30	92	6	0	0	0	1	1	**98.6**	**100**	0	0	0	0	0	0	1	**0.2**	**1**
17:30 - 17:45	87	5	0	0	0	0	0	**92.0**	**92**	0	0	0	0	0	0	0	**0.0**	**0**
17:45 - 18:00	103	4	1	0	0	0	0	**109.3**	**108**	0	0	0	0	0	0	0	**0.0**	**0**
Hourly Total	**376**	**26**	**1**	**0**	**1**	**1**	**1**	**406**	**406**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**
18:00 - 18:15	85	11	1	0	0	2	0	**99.1**	**99**	0	0	0	0	0	0	0	**0.0**	**0**
18:15 - 18:30	117	9	0	1	3	4	0	**135.9**	**134**	0	0	0	0	0	0	1	**0.2**	**1**
18:30 - 18:45	114	7	0	1	0	28	2	**134.9**	**152**	0	0	0	0	0	0	0	**0.0**	**0**
18:45 - 19:00	99	3	1	0	0	3	0	**105.5**	**106**	0	0	0	0	0	0	1	**0.2**	**1**
Hourly Total	**415**	**30**	**2**	**2**	**3**	**37**	**2**	**476**	**491**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**
Session Total	**1227**	**79**	**4**	**3**	**5**	**43**	**4**	**1349**	**1365**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**

B to B								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B							
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU
07:00 - 07:15	41	14	0	0	1	2	0	57.8
07:15 - 07:30	52	5	3	0	0	0	0	63.9
07:30 - 07:45	110	11	3	0	0	1	2	128.7
07:45 - 08:00	169	17	3	0	2	1	1	197.5
Hourly Total	**372**	**47**	**9**	**0**	**3**	**4**	**3**	**449**
08:00 - 08:15	124	14	3	0	1	0	1	147.1
08:15 - 08:30	150	12	3	0	0	1	2	169.7
08:30 - 08:45	150	8	2	0	1	2	3	166.0
08:45 - 09:00	131	12	2	2	0	2	0	153.0
Hourly Total	**555**	**46**	**10**	**2**	**2**	**5**	**6**	**636**
09:00 - 09:15	103	10	3	0	0	0	1	120.1
09:15 - 09:30	110	8	3	0	0	1	0	125.3
09:30 - 09:45	100	9	1	0	0	0	0	111.3
09:45 - 10:00	88	8	0	0	1	0	0	98.0
Hourly Total	**401**	**35**	**7**	**0**	**1**	**1**	**1**	**454**
Session Total	**1328**	**128**	**26**	**2**	**6**	**10**	**10**	**1539**
16:00 - 16:15	120	10	0	0	0	1	0	130.4
16:15 - 16:30	101	6	1	0	0	1	0	109.7
16:30 - 16:45	106	2	0	0	1	1	0	110.4
16:45 - 17:00	109	5	0	1	0	2	1	117.3
Hourly Total	**436**	**23**	**1**	**1**	**1**	**5**	**1**	**467**
17:00 - 17:15	94	11	0	0	1	0	0	107.0
17:15 - 17:30	92	6	0	0	0	1	2	98.8
17:30 - 17:45	87	5	0	0	0	0	0	92.0
17:45 - 18:00	103	4	1	0	0	0	0	109.3
Hourly Total	**376**	**26**	**1**	**0**	**1**	**1**	**2**	**406**
18:00 - 18:15	85	11	1	0	0	2	0	99.1
18:15 - 18:30	117	9	0	1	3	4	1	136.1
18:30 - 18:45	114	7	0	1	0	28	2	134.9
18:45 - 19:00	99	3	1	0	0	3	1	105.7
Hourly Total	**415**	**30**	**2**	**2**	**3**	**37**	**4**	**477**
Session Total	**1227**	**79**	**4**	**3**	**5**	**43**	**7**	**1350**

	To B								
TOTAL	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**
58	37	7	1	0	0	1	0	**46.7**	**46**
60	47	9	3	0	0	0	1	**63.1**	**60**
127	72	9	3	0	2	1	0	**92.3**	**87**
193	71	15	2	0	1	0	0	**92.6**	**89**
438	**227**	**40**	**9**	**0**	**3**	**2**	**1**	**295**	**282**
143	66	9	3	0	0	1	1	**82.5**	**80**
168	56	11	2	1	0	0	0	**73.9**	**70**
166	68	7	2	0	1	1	1	**82.2**	**80**
149	92	6	5	1	1	2	0	**114.6**	**107**
626	**282**	**33**	**12**	**2**	**2**	**4**	**2**	**354**	**337**
117	99	9	6	0	0	0	0	**121.8**	**114**
122	101	10	1	0	0	1	0	**113.7**	**113**
110	92	7	0	0	0	0	0	**99.0**	**99**
97	104	6	0	1	0	0	0	**112.3**	**111**
446	**396**	**32**	**7**	**1**	**0**	**1**	**0**	**446**	**437**
1510	**905**	**105**	**28**	**3**	**5**	**7**	**3**	**1095**	**1056**

131	108	9	0	0	1	0	2	**119.4**	**120**
109	94	3	0	0	1	0	0	**99.0**	**98**
110	108	10	1	0	0	2	0	**121.1**	**121**
118	88	4	0	0	0	0	0	**92.0**	**92**
468	**398**	**26**	**1**	**0**	**2**	**2**	**2**	**431**	**431**
106	86	9	0	1	0	1	0	**97.7**	**97**
101	90	5	1	1	0	1	0	**100.0**	**98**
92	106	8	0	0	0	2	0	**114.8**	**116**
108	126	10	1	0	1	3	0	**141.5**	**141**
407	**408**	**32**	**2**	**2**	**1**	**7**	**0**	**455**	**452**
99	143	10	0	0	2	3	0	**158.2**	**158**
135	110	5	0	0	0	26	0	**125.4**	**141**
152	120	1	1	0	0	7	0	**126.1**	**129**
107	98	8	0	0	0	3	0	**107.2**	**109**
493	**471**	**24**	**1**	**0**	**2**	**39**	**0**	**517**	**537**

1368	**1277**	**82**	**4**	**2**	**5**	**48**	**2**	**1403**	**1420**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (West) A259 Cathedral Way / B - Fishbourne Road East / C - (East) A259 Cathedral Way

Approach: C - (East) A259 Cathedral Way

	C to A									C to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	85	19	3	0	1	3	0	**114.1**	**111**	15	2	0	0	0	0	0	**17.0**	**17**
07:15 - 07:30	106	11	2	0	3	0	1	**127.8**	**123**	19	1	1	0	0	0	1	**22.5**	**22**
07:30 - 07:45	175	17	3	2	0	2	0	**204.3**	**199**	27	0	0	0	1	1	0	**29.4**	**29**
07:45 - 08:00	198	18	5	0	2	2	0	**232.3**	**225**	32	3	0	0	1	0	0	**37.0**	**36**
Hourly Total	**564**	**65**	**13**	**2**	**6**	**7**	**1**	**679**	**658**	**93**	**6**	**1**	**0**	**2**	**1**	**1**	**105**	**104**
08:00 - 08:15	194	15	2	0	0	0	0	**213.6**	**211**	34	1	0	0	0	0	1	**35.2**	**36**
08:15 - 08:30	165	16	4	0	1	4	0	**193.8**	**190**	23	3	0	0	0	0	0	**26.0**	**26**
08:30 - 08:45	154	9	3	0	0	1	0	**170.3**	**167**	26	2	0	0	1	0	0	**30.0**	**29**
08:45 - 09:00	166	21	4	1	1	3	0	**201.7**	**196**	59	0	1	0	1	2	0	**64.1**	**63**
Hourly Total	**679**	**61**	**13**	**1**	**2**	**8**	**0**	**779**	**764**	**142**	**6**	**1**	**0**	**2**	**2**	**1**	**155**	**154**
09:00 - 09:15	131	15	4	1	2	1	0	**161.9**	**154**	50	4	0	0	0	0	0	**54.0**	**54**
09:15 - 09:30	113	12	2	0	0	2	0	**130.4**	**129**	50	3	0	0	0	0	0	**53.0**	**53**
09:30 - 09:45	117	13	1	1	2	1	0	**139.0**	**135**	53	0	0	0	0	0	0	**53.0**	**53**
09:45 - 10:00	125	16	4	0	2	0	1	**154.4**	**148**	64	3	0	0	0	0	0	**67.0**	**67**
Hourly Total	**486**	**56**	**11**	**2**	**6**	**4**	**1**	**586**	**566**	**217**	**10**	**0**	**0**	**0**	**0**	**0**	**227**	**227**
Session Total	**1729**	**182**	**37**	**5**	**14**	**19**	**2**	**2044**	**1988**	**452**	**22**	**2**	**0**	**4**	**3**	**2**	**487**	**485**
16:00 - 16:15	262	22	2	0	3	3	0	**295.8**	**292**	63	7	0	0	1	0	2	**72.4**	**73**
16:15 - 16:30	234	25	0	0	0	1	0	**259.4**	**260**	52	1	0	0	1	0	0	**55.0**	**54**
16:30 - 16:45	203	21	4	0	1	3	0	**236.4**	**232**	59	5	1	0	0	0	0	**66.3**	**65**
16:45 - 17:00	178	19	0	1	0	0	0	**199.3**	**198**	53	1	0	0	0	0	0	**54.0**	**54**
Hourly Total	**877**	**87**	**6**	**1**	**4**	**7**	**0**	**991**	**982**	**227**	**14**	**1**	**0**	**2**	**0**	**2**	**247**	**246**
17:00 - 17:15	152	11	1	0	2	0	3	**169.9**	**169**	40	4	0	0	0	0	0	**44.0**	**44**
17:15 - 17:30	192	10	1	0	1	2	0	**207.1**	**206**	49	1	0	0	0	1	0	**50.4**	**51**
17:30 - 17:45	193	22	1	0	1	1	0	**219.7**	**218**	63	3	0	0	0	1	0	**66.4**	**67**
17:45 - 18:00	186	10	1	1	1	1	1	**203.2**	**201**	80	6	0	0	1	2	0	**88.8**	**89**
Hourly Total	**723**	**53**	**4**	**1**	**5**	**4**	**4**	**800**	**794**	**232**	**14**	**0**	**0**	**1**	**4**	**0**	**250**	**251**
18:00 - 18:15	198	16	0	0	2	1	0	**218.4**	**217**	87	2	0	0	2	1	0	**93.4**	**92**
18:15 - 18:30	207	12	0	1	0	8	0	**224.5**	**228**	44	2	0	0	0	2	0	**46.8**	**48**
18:30 - 18:45	186	10	0	1	0	25	0	**208.3**	**222**	59	0	0	0	0	0	0	**59.0**	**59**
18:45 - 19:00	161	7	0	0	1	6	0	**172.4**	**175**	47	2	0	0	0	3	0	**50.2**	**52**
Hourly Total	**752**	**45**	**0**	**2**	**3**	**40**	**0**	**824**	**842**	**237**	**6**	**0**	**0**	**2**	**6**	**0**	**249**	**251**
Session Total	**2352**	**185**	**10**	**4**	**12**	**51**	**4**	**2615**	**2618**	**696**	**34**	**1**	**0**	**5**	**10**	**2**	**746**	**748**

C to C								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C							
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU
07:00 - 07:15	100	21	3	0	1	3	0	131.1
07:15 - 07:30	125	12	3	0	3	0	2	150.3
07:30 - 07:45	202	17	3	2	1	3	0	233.7
07:45 - 08:00	230	21	5	0	3	2	0	269.3
Hourly Total	**657**	**71**	**14**	**2**	**8**	**8**	**2**	**784**
08:00 - 08:15	228	16	2	0	0	0	1	248.8
08:15 - 08:30	188	19	4	0	1	4	0	219.8
08:30 - 08:45	180	11	3	0	1	1	0	200.3
08:45 - 09:00	225	21	5	1	2	5	0	265.8
Hourly Total	**821**	**67**	**14**	**1**	**4**	**10**	**1**	**934**
09:00 - 09:15	181	19	4	1	2	1	0	215.9
09:15 - 09:30	163	15	2	0	0	2	0	183.4
09:30 - 09:45	170	13	1	1	2	1	0	192.0
09:45 - 10:00	189	19	4	0	2	0	1	221.4
Hourly Total	**703**	**66**	**11**	**2**	**6**	**4**	**1**	**813**
Session Total	**2181**	**204**	**39**	**5**	**18**	**22**	**4**	**2531**
16:00 - 16:15	325	29	2	0	4	3	2	368.2
16:15 - 16:30	286	26	0	0	1	1	0	314.4
16:30 - 16:45	262	26	5	0	1	3	0	302.7
16:45 - 17:00	231	20	0	1	0	0	0	253.3
Hourly Total	**1104**	**101**	**7**	**1**	**6**	**7**	**2**	**1238**
17:00 - 17:15	192	15	1	0	2	0	3	213.9
17:15 - 17:30	241	11	1	0	1	3	0	257.5
17:30 - 17:45	256	25	1	0	1	2	0	286.1
17:45 - 18:00	266	16	1	1	2	3	1	292.0
Hourly Total	**955**	**67**	**4**	**1**	**6**	**8**	**4**	**1049**
18:00 - 18:15	285	18	0	0	4	2	0	311.8
18:15 - 18:30	251	14	0	1	0	10	0	271.3
18:30 - 18:45	245	10	0	1	0	25	0	267.3
18:45 - 19:00	208	9	0	0	1	9	0	222.6
Hourly Total	**989**	**51**	**0**	**2**	**5**	**46**	**0**	**1073**
Session Total	**3048**	**219**	**11**	**4**	**17**	**61**	**6**	**3360**

	To C								
TOTAL	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**
128	208	40	3	1	3	4	0	**264.8**	**259**
145	259	39	10	0	1	1	0	**323.4**	**310**
228	355	51	6	0	5	2	2	**431.0**	**421**
261	410	45	7	1	2	6	1	**480.0**	**472**
762	**1232**	**175**	**26**	**2**	**11**	**13**	**3**	**1500**	**1462**
247	381	28	7	0	2	0	1	**429.3**	**419**
216	399	33	6	0	1	1	2	**448.6**	**442**
196	406	26	7	2	2	4	4	**459.1**	**451**
259	339	35	3	4	0	3	0	**391.3**	**384**
918	**1525**	**122**	**23**	**6**	**5**	**8**	**7**	**1728**	**1696**
208	299	35	7	0	2	2	1	**355.1**	**346**
182	266	28	9	0	2	2	0	**319.5**	**307**
188	246	35	6	1	0	1	0	**297.5**	**289**
215	209	19	1	1	2	2	0	**237.4**	**234**
793	**1020**	**117**	**23**	**2**	**6**	**7**	**1**	**1210**	**1176**
2473	**3777**	**414**	**72**	**10**	**22**	**28**	**11**	**4438**	**4334**

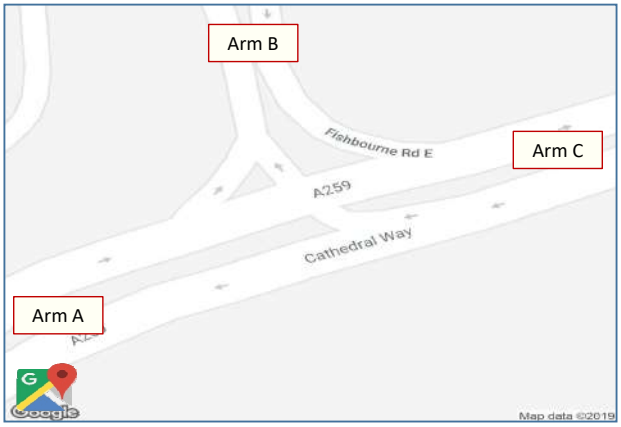
365	239	25	5	1	1	3	0	**281.0**	**274**
314	215	22	1	0	1	2	0	**242.1**	**241**
297	224	20	2	0	2	1	0	**253.0**	**249**
252	249	21	2	1	1	3	1	**280.3**	**278**
1228	**927**	**88**	**10**	**2**	**5**	**9**	**1**	**1057**	**1042**
213	225	27	1	0	1	1	0	**256.7**	**255**
257	226	17	0	0	0	2	1	**244.0**	**246**
285	205	15	0	0	1	3	0	**223.2**	**224**
290	221	15	1	0	1	0	0	**240.3**	**238**
1045	**877**	**74**	**2**	**0**	**3**	**6**	**1**	**964**	**963**
309	203	16	2	1	3	3	0	**233.1**	**228**
276	239	14	0	1	3	4	0	**262.9**	**261**
281	231	12	0	1	3	28	2	**262.9**	**277**
227	225	14	1	0	1	4	0	**244.9**	**245**
1093	**898**	**56**	**3**	**3**	**10**	**39**	**2**	**1004**	**1011**

3366	**2702**	**218**	**15**	**5**	**18**	**54**	**4**	**3025**	**3016**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (West) A259 Cathedral Way / B - Fishbourne Road East / C - (East) A259 Cathedral Way**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	0	1243	4475	**5718**	**100.00%**
B	3	0	2875	**2878**	**100.00%**
C	4606	1233	0	**5839**	**100.00%**
Total	**4609**	**2476**	**7350**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
M/CYCLE	**Yes**
P/CYCLE	**Yes**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Salthill Road / B - (East) Clay Lane / C - (South) Salthill Road / D - (West) Clay Lane

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0
M/CYCLE	0.4
P/CYCLE	0.2

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Salthill Road / B - (East) Clay Lane / C - (South) Salthill Road / D - (West) Clay Lane

Approach: A - (North) Salthill Road

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	3	2	1	0	0	0	0	**7.3**	**6**	12	2	0	0	0	1	0	**14.4**	**15**
07:15 - 07:30	1	0	0	0	0	0	0	**1.0**	**1**	14	2	0	0	0	0	1	**16.2**	**17**
07:30 - 07:45	11	1	0	0	0	0	0	**12.0**	**12**	17	6	1	0	0	0	0	**25.3**	**24**
07:45 - 08:00	18	2	0	0	0	0	0	**20.0**	**20**	13	5	0	0	0	1	0	**18.4**	**19**
Hourly Total	**33**	**5**	**1**	**0**	**0**	**0**	**0**	**40**	**39**	**56**	**15**	**1**	**0**	**0**	**2**	**1**	**74**	**75**
08:00 - 08:15	8	0	0	0	0	0	0	**8.0**	**8**	23	2	0	0	0	0	0	**25.0**	**25**
08:15 - 08:30	14	2	0	0	0	0	0	**16.0**	**16**	21	4	0	1	0	0	0	**27.3**	**26**
08:30 - 08:45	25	1	0	0	0	0	0	**26.0**	**26**	33	5	3	0	0	0	0	**44.9**	**41**
08:45 - 09:00	27	2	0	0	0	0	0	**29.0**	**29**	32	12	1	0	0	0	0	**46.3**	**45**
Hourly Total	**74**	**5**	**0**	**0**	**0**	**0**	**0**	**79**	**79**	**109**	**23**	**4**	**1**	**0**	**0**	**0**	**143**	**137**
09:00 - 09:15	7	0	0	0	0	0	0	**7.0**	**7**	30	3	1	0	0	0	0	**35.3**	**34**
09:15 - 09:30	8	2	0	0	0	0	1	**10.2**	**11**	20	2	2	0	0	0	0	**26.6**	**24**
09:30 - 09:45	6	0	1	0	0	0	0	**8.3**	**7**	25	0	0	1	0	0	0	**27.3**	**26**
09:45 - 10:00	9	0	0	0	0	0	0	**9.0**	**9**	23	4	0	0	0	0	0	**27.0**	**27**
Hourly Total	**30**	**2**	**1**	**0**	**0**	**0**	**1**	**34**	**34**	**98**	**9**	**3**	**1**	**0**	**0**	**0**	**116**	**111**
Session Total	**137**	**12**	**2**	**0**	**0**	**0**	**1**	**153**	**152**	**263**	**47**	**8**	**2**	**0**	**2**	**1**	**333**	**323**
16:00 - 16:15	10	1	0	0	0	0	0	**11.0**	**11**	42	7	0	0	0	0	1	**49.2**	**50**
16:15 - 16:30	8	2	0	0	0	0	0	**10.0**	**10**	49	4	0	0	0	0	0	**53.0**	**53**
16:30 - 16:45	12	1	0	0	0	0	0	**13.0**	**13**	50	4	1	0	0	1	1	**56.9**	**57**
16:45 - 17:00	8	1	0	0	0	0	0	**9.0**	**9**	54	4	0	0	0	1	0	**58.4**	**59**
Hourly Total	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**195**	**19**	**1**	**0**	**0**	**2**	**2**	**217**	**219**
17:00 - 17:15	9	5	0	0	0	0	0	**14.0**	**14**	49	6	0	1	0	0	0	**57.3**	**56**
17:15 - 17:30	10	0	0	0	0	0	0	**10.0**	**10**	65	6	2	0	0	0	1	**75.8**	**74**
17:30 - 17:45	8	2	0	0	0	1	0	**10.4**	**11**	46	1	0	0	0	0	0	**47.0**	**47**
17:45 - 18:00	14	0	0	0	0	0	0	**14.0**	**14**	65	4	0	0	0	0	0	**69.0**	**69**
Hourly Total	**41**	**7**	**0**	**0**	**0**	**1**	**0**	**48**	**49**	**225**	**17**	**2**	**1**	**0**	**0**	**1**	**249**	**246**
18:00 - 18:15	12	2	0	0	0	0	0	**14.0**	**14**	31	4	0	0	0	0	0	**35.0**	**35**
18:15 - 18:30	12	1	0	0	0	0	1	**13.2**	**14**	23	3	1	0	0	1	1	**28.9**	**29**
18:30 - 18:45	6	1	0	0	0	0	0	**7.0**	**7**	21	1	0	0	0	0	0	**22.0**	**22**
18:45 - 19:00	4	1	0	0	0	0	0	**5.0**	**5**	17	3	0	0	0	0	0	**20.0**	**20**
Hourly Total	**34**	**5**	**0**	**0**	**0**	**0**	**1**	**39**	**40**	**92**	**11**	**1**	**0**	**0**	**1**	**1**	**105**	**106**
Session Total	**113**	**17**	**0**	**0**	**0**	**1**	**1**	**130**	**132**	**512**	**47**	**4**	**1**	**0**	**3**	**4**	**571**	**571**

A to D									A to A								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
2	3	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
3	0	1	0	0	0	0	5.3	4	0	0	0	0	0	0	0	0.0	0
10	**4**	**1**	**0**	**0**	**0**	**0**	**16**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
6	0	1	0	0	0	0	8.3	7	0	0	0	0	0	0	0	0.0	0
8	1	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
5	4	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
25	**5**	**1**	**0**	**0**	**0**	**0**	**32**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7	1	1	0	0	0	0	10.3	9	0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
19	**3**	**1**	**0**	**0**	**0**	**0**	**24**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
54	**12**	**3**	**0**	**0**	**0**	**0**	**72**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10	0	1	0	0	0	1	12.5	12	0	0	0	0	0	0	0	0.0	0
7	2	0	0	0	0	1	9.2	10	0	0	0	0	0	0	0	0.0	0
16	0	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
11	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0
44	**2**	**1**	**0**	**0**	**0**	**2**	**48**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15	2	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
21	3	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
17	2	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
24	3	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
77	**10**	**0**	**0**	**0**	**0**	**0**	**87**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11	0	0	0	0	1	0	11.4	12	0	0	0	0	0	0	0	0.0	0
9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
33	**1**	**0**	**0**	**0**	**1**	**0**	**34**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
154	**13**	**1**	**0**	**0**	**1**	**2**	**169**	**171**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	18	4	1	0	0	1	0	**24.7**	**24**	28	9	0	1	0	0	0	**39.3**	**38**
07:15 - 07:30	17	5	0	0	0	0	1	**22.2**	**23**	38	11	1	0	0	1	0	**51.7**	**51**
07:30 - 07:45	30	8	1	0	0	0	0	**40.3**	**39**	71	9	1	0	0	2	0	**83.1**	**83**
07:45 - 08:00	34	7	1	0	0	1	0	**43.7**	**43**	38	2	1	1	0	1	0	**45.0**	**43**
Hourly Total	**99**	**24**	**3**	**0**	**0**	**2**	**1**	**131**	**129**	**175**	**31**	**3**	**2**	**0**	**4**	**0**	**220**	**215**
08:00 - 08:15	37	2	0	0	0	0	0	**39.0**	**39**	60	11	0	0	0	0	0	**71.0**	**71**
08:15 - 08:30	41	6	1	1	0	0	0	**51.6**	**49**	57	5	0	0	0	1	0	**62.4**	**63**
08:30 - 08:45	66	7	3	0	0	0	0	**79.9**	**76**	45	4	2	0	0	0	0	**53.6**	**51**
08:45 - 09:00	64	18	1	0	0	0	0	**84.3**	**83**	36	10	0	0	0	0	0	**46.0**	**46**
Hourly Total	**208**	**33**	**5**	**1**	**0**	**0**	**0**	**255**	**247**	**198**	**30**	**2**	**0**	**0**	**1**	**0**	**233**	**231**
09:00 - 09:15	44	4	2	0	0	0	0	**52.6**	**50**	36	3	2	0	0	0	0	**43.6**	**41**
09:15 - 09:30	29	4	2	0	0	0	1	**37.8**	**36**	37	6	3	0	0	0	3	**50.5**	**49**
09:30 - 09:45	35	1	1	1	0	0	0	**40.6**	**38**	49	0	0	0	0	0	1	**49.2**	**50**
09:45 - 10:00	39	5	0	0	0	0	0	**44.0**	**44**	45	6	0	0	0	0	0	**51.0**	**51**
Hourly Total	**147**	**14**	**5**	**1**	**0**	**0**	**1**	**175**	**168**	**167**	**15**	**5**	**0**	**0**	**0**	**4**	**195**	**191**
Session Total	**454**	**71**	**13**	**2**	**0**	**2**	**2**	**561**	**544**	**540**	**76**	**10**	**2**	**0**	**5**	**4**	**648**	**637**
16:00 - 16:15	62	8	1	0	0	0	2	**72.7**	**73**	94	2	0	0	0	0	0	**96.0**	**96**
16:15 - 16:30	64	8	0	0	0	0	1	**72.2**	**73**	45	1	1	0	0	0	0	**48.3**	**47**
16:30 - 16:45	78	5	1	0	0	1	1	**85.9**	**86**	41	7	1	0	0	1	0	**50.7**	**50**
16:45 - 17:00	73	5	0	0	0	1	0	**78.4**	**79**	42	5	0	0	0	1	1	**47.6**	**49**
Hourly Total	**277**	**26**	**2**	**0**	**0**	**2**	**4**	**310**	**311**	**222**	**15**	**2**	**0**	**0**	**2**	**1**	**243**	**242**
17:00 - 17:15	73	13	0	1	0	0	0	**88.3**	**87**	35	7	1	0	0	0	1	**44.5**	**44**
17:15 - 17:30	96	9	2	0	0	0	1	**109.8**	**108**	50	7	0	1	0	0	1	**59.5**	**59**
17:30 - 17:45	71	5	0	0	0	1	0	**76.4**	**77**	38	1	0	0	0	1	0	**39.4**	**40**
17:45 - 18:00	103	7	0	0	0	0	0	**110.0**	**110**	32	1	0	0	0	2	0	**33.8**	**35**
Hourly Total	**343**	**34**	**2**	**1**	**0**	**1**	**1**	**384**	**382**	**155**	**16**	**1**	**1**	**0**	**3**	**2**	**176**	**178**
18:00 - 18:15	54	6	0	0	0	1	0	**60.4**	**61**	42	2	0	0	0	2	0	**44.8**	**46**
18:15 - 18:30	44	4	1	0	0	1	2	**51.1**	**52**	32	2	0	0	0	3	1	**35.4**	**38**
18:30 - 18:45	37	2	0	0	0	0	0	**39.0**	**39**	35	3	0	0	0	0	0	**38.0**	**38**
18:45 - 19:00	24	5	0	0	0	0	0	**29.0**	**29**	24	3	1	1	0	0	0	**31.6**	**29**
Hourly Total	**159**	**17**	**1**	**0**	**0**	**2**	**2**	**179**	**181**	**133**	**10**	**1**	**1**	**0**	**5**	**1**	**149**	**151**
Session Total	**779**	**77**	**5**	**1**	**0**	**5**	**7**	**873**	**874**	**510**	**41**	**4**	**2**	**0**	**10**	**4**	**568**	**571**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Salthill Road / B - (East) Clay Lane / C - (South) Salthill Road / D - (West) Clay Lane

Approach: B - (East) Clay Lane

	B to C									B to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	1	0	0	0	0	0	**2.0**	**2**	3	1	0	0	0	0	0	**4.0**	**4**
07:15 - 07:30	5	0	0	0	0	0	0	**5.0**	**5**	2	0	0	0	0	0	0	**2.0**	**2**
07:30 - 07:45	5	0	0	0	0	0	0	**5.0**	**5**	8	1	0	0	1	0	1	**11.2**	**11**
07:45 - 08:00	10	2	0	0	0	0	0	**12.0**	**12**	14	1	0	0	0	0	0	**15.0**	**15**
Hourly Total	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**24**	**24**	**27**	**3**	**0**	**0**	**1**	**0**	**1**	**32**	**32**
08:00 - 08:15	9	1	0	0	0	0	0	**10.0**	**10**	9	0	0	0	0	0	0	**9.0**	**9**
08:15 - 08:30	8	1	0	0	0	0	0	**9.0**	**9**	6	4	0	0	0	0	0	**10.0**	**10**
08:30 - 08:45	12	0	0	0	0	0	0	**12.0**	**12**	7	0	0	0	0	0	0	**7.0**	**7**
08:45 - 09:00	4	2	0	0	0	0	0	**6.0**	**6**	8	0	0	0	0	1	0	**8.4**	**9**
Hourly Total	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**30**	**4**	**0**	**0**	**0**	**1**	**0**	**34**	**35**
09:00 - 09:15	6	1	0	0	1	0	0	**9.0**	**8**	6	1	1	0	0	0	0	**9.3**	**8**
09:15 - 09:30	9	2	0	0	0	0	0	**11.0**	**11**	12	0	0	0	0	0	0	**12.0**	**12**
09:30 - 09:45	10	0	1	0	0	0	0	**12.3**	**11**	4	0	0	0	0	0	1	**4.2**	**5**
09:45 - 10:00	9	0	0	0	0	0	0	**9.0**	**9**	8	1	0	0	0	0	0	**9.0**	**9**
Hourly Total	**34**	**3**	**1**	**0**	**1**	**0**	**0**	**41**	**39**	**30**	**2**	**1**	**0**	**0**	**0**	**1**	**34**	**34**
Session Total	**88**	**10**	**1**	**0**	**1**	**0**	**0**	**102**	**100**	**87**	**9**	**1**	**0**	**1**	**1**	**2**	**100**	**101**
16:00 - 16:15	12	0	0	0	0	0	0	**12.0**	**12**	19	1	0	0	0	1	2	**20.8**	**23**
16:15 - 16:30	14	2	1	0	0	0	0	**18.3**	**17**	19	0	0	0	0	0	2	**19.4**	**21**
16:30 - 16:45	20	1	0	0	1	0	0	**23.0**	**22**	27	0	0	0	0	0	2	**27.4**	**29**
16:45 - 17:00	18	1	2	0	0	1	0	**24.0**	**22**	17	0	0	0	0	0	2	**17.4**	**19**
Hourly Total	**64**	**4**	**3**	**0**	**1**	**1**	**0**	**77**	**73**	**82**	**1**	**0**	**0**	**0**	**1**	**8**	**85**	**92**
17:00 - 17:15	16	2	0	0	0	0	0	**18.0**	**18**	19	2	0	0	0	0	0	**21.0**	**21**
17:15 - 17:30	12	2	0	0	0	0	0	**14.0**	**14**	24	1	0	0	0	0	0	**25.0**	**25**
17:30 - 17:45	15	0	0	0	0	0	0	**15.0**	**15**	18	1	0	0	0	1	1	**19.6**	**21**
17:45 - 18:00	17	2	0	0	1	0	0	**21.0**	**20**	28	1	0	0	0	0	3	**29.6**	**32**
Hourly Total	**60**	**6**	**0**	**0**	**1**	**0**	**0**	**68**	**67**	**89**	**5**	**0**	**0**	**0**	**1**	**4**	**95**	**99**
18:00 - 18:15	21	0	0	0	0	1	0	**21.4**	**22**	19	0	0	0	0	0	1	**19.2**	**20**
18:15 - 18:30	16	0	0	0	0	0	1	**16.2**	**17**	17	2	0	0	0	1	1	**19.6**	**21**
18:30 - 18:45	13	0	0	0	0	0	0	**13.0**	**13**	13	0	0	0	0	0	1	**13.2**	**14**
18:45 - 19:00	10	0	0	0	0	0	0	**10.0**	**10**	11	1	0	0	0	0	0	**12.0**	**12**
Hourly Total	**60**	**0**	**0**	**0**	**0**	**1**	**1**	**60**	**62**	**60**	**3**	**0**	**0**	**0**	**1**	**3**	**64**	**67**
Session Total	**184**	**10**	**3**	**0**	**2**	**2**	**1**	**205**	**202**	**231**	**9**	**0**	**0**	**0**	**3**	**15**	**244**	**258**

B to A									B to B								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
1	1	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
1	1	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
6	2	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
9	0	0	0	0	0	0	**9.0**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
17	**4**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5	0	0	0	0	0	0	**5.0**	**5**	0	0	0	0	0	0	0	**0.0**	**0**
7	0	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
2	0	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
7	0	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
21	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
3	2	1	0	0	0	3	**7.9**	**9**	0	0	0	0	0	0	0	**0.0**	**0**
6	0	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
4	1	0	0	0	0	0	**5.0**	**5**	0	0	0	0	0	0	0	**0.0**	**0**
17	**3**	**1**	**0**	**0**	**0**	**3**	**23**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
55	**7**	**1**	**0**	**0**	**0**	**3**	**65**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14	0	0	0	0	0	0	**14.0**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
11	0	0	0	0	0	0	**11.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
7	1	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
9	1	0	0	0	0	0	**10.0**	**10**	0	0	0	0	0	0	0	**0.0**	**0**
41	**2**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6	4	0	0	0	0	1	**10.2**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
11	0	0	0	0	0	1	**11.2**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
6	1	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
5	1	0	0	0	0	0	**6.0**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
28	**6**	**0**	**0**	**0**	**0**	**2**	**34**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11	0	0	0	0	2	0	**11.8**	**13**	0	0	0	0	0	0	0	**0.0**	**0**
12	0	0	0	0	3	0	**13.2**	**15**	0	0	0	0	0	0	0	**0.0**	**0**
9	1	0	0	0	0	0	**10.0**	**10**	0	0	0	0	0	0	0	**0.0**	**0**
9	1	0	0	0	0	0	**10.0**	**10**	0	0	0	0	0	0	0	**0.0**	**0**
41	**2**	**0**	**0**	**0**	**5**	**0**	**45**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
110	**10**	**0**	**0**	**0**	**5**	**2**	**122**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B									To B								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**
07:00 - 07:15	5	3	0	0	0	0	0	**8.0**	**8**	15	4	1	0	0	0	2	**21.7**	**22**
07:15 - 07:30	8	1	0	0	0	0	0	**9.0**	**9**	25	3	0	0	0	0	3	**28.6**	**31**
07:30 - 07:45	19	3	0	0	1	0	1	**24.2**	**24**	93	5	0	0	0	0	2	**98.4**	**100**
07:45 - 08:00	33	3	0	0	0	0	0	**36.0**	**36**	126	5	0	0	0	1	3	**132.0**	**135**
Hourly Total	**65**	**10**	**0**	**0**	**1**	**0**	**1**	**77**	**77**	**259**	**17**	**1**	**0**	**0**	**1**	**10**	**280**	**288**
08:00 - 08:15	23	1	0	0	0	0	0	**24.0**	**24**	66	4	1	0	1	0	5	**75.3**	**77**
08:15 - 08:30	21	5	0	0	0	0	0	**26.0**	**26**	101	5	1	0	0	0	1	**108.5**	**108**
08:30 - 08:45	21	0	0	0	0	0	0	**21.0**	**21**	92	3	0	1	0	0	4	**98.1**	**100**
08:45 - 09:00	19	2	0	0	0	1	0	**21.4**	**22**	89	6	0	0	0	1	0	**95.4**	**96**
Hourly Total	**84**	**8**	**0**	**0**	**0**	**1**	**0**	**92**	**93**	**348**	**18**	**2**	**1**	**1**	**1**	**10**	**377**	**381**
09:00 - 09:15	16	2	1	0	1	0	0	**22.3**	**20**	62	3	0	0	0	0	0	**65.0**	**65**
09:15 - 09:30	24	4	1	0	0	0	3	**30.9**	**32**	52	3	1	0	0	0	1	**57.5**	**57**
09:30 - 09:45	20	0	1	0	0	0	1	**22.5**	**22**	38	0	2	0	0	0	2	**43.0**	**42**
09:45 - 10:00	21	2	0	0	0	0	0	**23.0**	**23**	30	4	0	0	1	0	3	**36.6**	**38**
Hourly Total	**81**	**8**	**3**	**0**	**1**	**0**	**4**	**99**	**97**	**182**	**10**	**3**	**0**	**1**	**0**	**6**	**202**	**202**
Session Total	**230**	**26**	**3**	**0**	**2**	**1**	**5**	**268**	**267**	**789**	**45**	**6**	**1**	**2**	**2**	**26**	**859**	**871**
16:00 - 16:15	45	1	0	0	0	1	2	**46.8**	**49**	51	2	0	0	0	0	0	**53.0**	**53**
16:15 - 16:30	44	2	1	0	0	0	2	**48.7**	**49**	50	5	0	0	0	1	2	**55.8**	**58**
16:30 - 16:45	54	2	0	0	1	0	2	**58.4**	**59**	52	4	2	0	0	0	0	**60.6**	**58**
16:45 - 17:00	44	2	2	0	0	1	2	**51.4**	**51**	31	6	0	0	1	0	1	**39.2**	**39**
Hourly Total	**187**	**7**	**3**	**0**	**1**	**2**	**8**	**206**	**208**	**184**	**17**	**2**	**0**	**1**	**1**	**3**	**209**	**208**
17:00 - 17:15	41	8	0	0	0	0	1	**49.2**	**50**	35	6	0	0	0	0	1	**41.2**	**42**
17:15 - 17:30	47	3	0	0	0	0	1	**50.2**	**51**	57	5	0	0	0	0	2	**62.4**	**64**
17:30 - 17:45	39	2	0	0	0	1	1	**41.6**	**43**	40	3	0	0	0	1	0	**43.4**	**44**
17:45 - 18:00	50	4	0	0	1	0	3	**56.6**	**58**	43	2	0	0	0	0	0	**45.0**	**45**
Hourly Total	**177**	**17**	**0**	**0**	**1**	**1**	**6**	**197**	**202**	**175**	**16**	**0**	**0**	**0**	**1**	**3**	**192**	**195**
18:00 - 18:15	51	0	0	0	0	3	1	**52.4**	**55**	31	4	0	0	0	0	1	**35.2**	**36**
18:15 - 18:30	45	2	0	0	0	4	2	**49.0**	**53**	26	2	0	0	1	0	1	**30.2**	**30**
18:30 - 18:45	35	1	0	0	0	0	1	**36.2**	**37**	26	4	0	0	0	0	2	**30.4**	**32**
18:45 - 19:00	30	2	0	0	0	0	0	**32.0**	**32**	16	1	0	0	0	0	1	**17.2**	**18**
Hourly Total	**161**	**5**	**0**	**0**	**0**	**7**	**4**	**170**	**177**	**99**	**11**	**0**	**0**	**1**	**0**	**5**	**113**	**116**
Session Total	**525**	**29**	**3**	**0**	**2**	**10**	**18**	**573**	**587**	**458**	**44**	**2**	**0**	**2**	**2**	**11**	**514**	**519**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Salthill Road / B - (East) Clay Lane / C - (South) Salthill Road / D - (West) Clay Lane

Approach: C - (South) Salthill Road

	C to D									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	2	1	0	0	0	0	0	3.0	3	25	7	0	1	0	0	0	34.3	33
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	27	9	0	0	0	1	0	36.4	37
07:30 - 07:45	3	0	0	0	0	0	0	3.0	3	57	6	1	0	0	2	0	66.1	66
07:45 - 08:00	3	0	0	0	0	0	0	3.0	3	24	2	1	1	0	0	0	30.6	28
Hourly Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**133**	**24**	**2**	**2**	**0**	**3**	**0**	**168**	**164**
08:00 - 08:15	2	1	0	0	0	0	0	3.0	3	47	10	0	0	0	0	0	57.0	57
08:15 - 08:30	1	1	1	0	0	0	3	4.9	6	40	5	0	0	0	1	0	45.4	46
08:30 - 08:45	3	1	0	0	0	0	0	4.0	4	36	4	0	0	0	0	0	40.0	40
08:45 - 09:00	8	3	0	0	0	0	1	11.2	12	25	6	0	0	0	0	0	31.0	31
Hourly Total	**14**	**6**	**1**	**0**	**0**	**0**	**4**	**23**	**25**	**148**	**25**	**0**	**0**	**0**	**1**	**0**	**173**	**174**
09:00 - 09:15	3	2	0	0	0	0	0	5.0	5	29	3	1	0	0	0	0	34.3	33
09:15 - 09:30	3	0	0	0	0	0	0	3.0	3	28	4	1	0	0	0	0	34.3	33
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1	37	0	0	0	0	0	0	37.0	37
09:45 - 10:00	5	1	1	0	0	0	0	8.3	7	37	5	0	0	0	0	0	42.0	42
Hourly Total	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**17**	**16**	**131**	**12**	**2**	**0**	**0**	**0**	**0**	**148**	**145**
Session Total	**34**	**10**	**2**	**0**	**0**	**0**	**4**	**49**	**50**	**412**	**61**	**4**	**2**	**0**	**4**	**0**	**489**	**483**
16:00 - 16:15	6	1	0	0	0	0	0	7.0	7	68	1	0	0	0	0	0	69.0	69
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1	30	1	1	0	0	0	0	33.3	32
16:30 - 16:45	2	1	0	0	0	0	0	3.0	3	26	6	1	0	0	1	0	34.7	34
16:45 - 17:00	4	4	0	0	0	0	0	8.0	8	28	4	0	0	0	1	1	32.6	34
Hourly Total	**13**	**6**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**152**	**12**	**2**	**0**	**0**	**2**	**1**	**170**	**169**
17:00 - 17:15	5	1	0	0	0	0	1	6.2	7	26	3	0	0	0	0	0	29.0	29
17:15 - 17:30	10	0	0	0	0	0	0	10.0	10	29	6	0	1	0	0	0	37.3	36
17:30 - 17:45	4	0	0	0	0	0	0	4.0	4	26	0	0	0	0	1	0	26.4	27
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5	26	0	0	0	0	1	0	26.4	27
Hourly Total	**24**	**1**	**0**	**0**	**0**	**0**	**1**	**25**	**26**	**107**	**9**	**0**	**1**	**0**	**2**	**0**	**119**	**119**
18:00 - 18:15	3	0	0	0	0	0	3	3.6	6	26	1	0	0	0	0	0	27.0	27
18:15 - 18:30	4	0	0	0	0	0	0	4.0	4	17	1	0	0	0	0	0	18.0	18
18:30 - 18:45	6	0	0	0	0	0	1	6.2	7	22	1	0	0	0	0	0	23.0	23
18:45 - 19:00	5	0	0	0	0	0	0	5.0	5	11	1	1	1	0	0	0	16.6	14
Hourly Total	**18**	**0**	**0**	**0**	**0**	**0**	**4**	**19**	**22**	**76**	**4**	**1**	**1**	**0**	**0**	**0**	**84**	**82**
Session Total	**55**	**7**	**0**	**0**	**0**	**0**	**5**	**63**	**67**	**335**	**25**	**3**	**2**	**0**	**4**	**1**	**373**	**370**

C to B									C to C								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
7	0	0	0	0	0	0	**7.0**	**7**	0	0	0	0	0	0	0	**0.0**	**0**
15	1	0	0	0	0	0	**16.0**	**16**	0	0	0	0	0	0	0	**0.0**	**0**
54	3	0	0	0	0	0	**57.0**	**57**	1	0	0	0	0	0	0	**1.0**	**1**
75	1	0	0	0	1	0	**76.4**	**77**	0	0	0	0	0	0	0	**0.0**	**0**
151	**5**	**0**	**0**	**0**	**1**	**0**	**156**	**157**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
45	2	1	0	1	0	0	**51.3**	**49**	0	0	0	0	0	0	0	**0.0**	**0**
54	1	1	0	0	0	0	**57.3**	**56**	0	0	0	0	0	0	0	**0.0**	**0**
44	0	0	1	0	0	0	**46.3**	**45**	0	0	0	0	0	0	0	**0.0**	**0**
42	3	0	0	0	1	0	**45.4**	**46**	0	0	0	0	0	0	0	**0.0**	**0**
185	**6**	**2**	**1**	**1**	**1**	**0**	**200**	**196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
34	2	0	0	0	0	0	**36.0**	**36**	0	0	0	0	0	0	0	**0.0**	**0**
24	1	0	0	0	0	0	**25.0**	**25**	0	0	0	0	0	0	0	**0.0**	**0**
19	0	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
15	3	0	0	1	0	0	**20.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
92	**6**	**0**	**0**	**1**	**0**	**0**	**100**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
428	**17**	**2**	**1**	**2**	**2**	**0**	**456**	**452**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
25	1	0	0	0	0	0	**26.0**	**26**	0	0	0	0	0	0	0	**0.0**	**0**
34	2	0	0	0	1	0	**36.4**	**37**	0	0	0	0	0	0	0	**0.0**	**0**
28	2	2	0	0	0	0	**34.6**	**32**	0	0	0	0	0	0	0	**0.0**	**0**
11	2	0	0	1	0	0	**15.0**	**14**	0	0	0	0	0	0	0	**0.0**	**0**
98	**7**	**2**	**0**	**1**	**1**	**0**	**112**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18	1	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
35	1	0	0	0	0	0	**36.0**	**36**	0	0	0	0	0	0	0	**0.0**	**0**
25	1	0	0	0	0	0	**26.0**	**26**	0	0	0	0	0	0	0	**0.0**	**0**
18	1	0	0	0	0	0	**19.0**	**19**	0	0	0	0	0	0	0	**0.0**	**0**
96	**4**	**0**	**0**	**0**	**0**	**0**	**100**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10	0	0	0	0	0	0	**10.0**	**10**	0	0	0	0	0	0	0	**0.0**	**0**
9	1	0	0	1	0	0	**12.0**	**11**	0	0	0	0	0	0	0	**0.0**	**0**
12	0	0	0	0	0	0	**12.0**	**12**	0	0	0	0	0	0	0	**0.0**	**0**
8	0	0	0	0	0	0	**8.0**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
39	**1**	**0**	**0**	**1**	**0**	**0**	**42**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
233	**12**	**2**	**0**	**2**	**1**	**0**	**254**	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C									To C								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**
07:00 - 07:15	34	8	0	1	0	0	0	**44.3**	**43**	15	4	1	0	0	1	0	**21.7**	**21**
07:15 - 07:30	42	10	0	0	0	1	0	**52.4**	**53**	23	2	1	1	0	0	1	**29.8**	**28**
07:30 - 07:45	115	9	1	0	0	2	0	**127.1**	**127**	24	7	1	0	0	0	0	**33.3**	**32**
07:45 - 08:00	102	3	1	1	0	1	0	**110.0**	**108**	24	7	0	0	0	1	0	**31.4**	**32**
Hourly Total	**293**	**30**	**2**	**2**	**0**	**4**	**0**	**335**	**331**	**86**	**20**	**3**	**1**	**0**	**2**	**1**	**116**	**113**
08:00 - 08:15	94	13	1	0	1	0	0	**111.3**	**109**	34	3	0	0	0	0	0	**37.0**	**37**
08:15 - 08:30	95	7	2	0	0	1	3	**107.6**	**108**	33	6	1	1	0	0	0	**43.6**	**41**
08:30 - 08:45	83	5	0	1	0	0	0	**90.3**	**89**	52	5	3	0	0	1	0	**64.3**	**61**
08:45 - 09:00	75	12	0	0	0	1	1	**87.6**	**89**	39	15	1	0	0	0	1	**56.5**	**56**
Hourly Total	**347**	**37**	**3**	**1**	**1**	**2**	**4**	**397**	**395**	**158**	**29**	**5**	**1**	**0**	**1**	**1**	**201**	**195**
09:00 - 09:15	66	7	1	0	0	0	0	**75.3**	**74**	36	4	2	0	1	0	0	**46.6**	**43**
09:15 - 09:30	55	5	1	0	0	0	0	**62.3**	**61**	30	7	2	0	0	0	0	**41.6**	**39**
09:30 - 09:45	57	0	0	0	0	0	0	**57.0**	**57**	38	0	2	1	0	0	0	**44.9**	**41**
09:45 - 10:00	57	9	1	0	1	0	0	**70.3**	**68**	32	4	0	0	0	0	0	**36.0**	**36**
Hourly Total	**235**	**21**	**3**	**0**	**1**	**0**	**0**	**265**	**260**	**136**	**15**	**6**	**1**	**1**	**0**	**0**	**169**	**159**
Session Total	**875**	**88**	**8**	**3**	**2**	**6**	**4**	**997**	**986**	**380**	**64**	**14**	**3**	**1**	**3**	**2**	**486**	**467**
16:00 - 16:15	99	3	0	0	0	0	0	**102.0**	**102**	59	7	0	0	0	0	1	**66.2**	**67**
16:15 - 16:30	65	3	1	0	0	1	0	**70.7**	**70**	64	6	1	0	0	0	0	**72.3**	**71**
16:30 - 16:45	56	9	3	0	0	1	0	**72.3**	**69**	71	5	1	0	1	1	1	**80.9**	**80**
16:45 - 17:00	43	10	0	0	1	1	1	**55.6**	**56**	73	6	2	0	0	2	2	**84.8**	**85**
Hourly Total	**263**	**25**	**4**	**0**	**1**	**3**	**1**	**300**	**297**	**267**	**24**	**4**	**0**	**1**	**3**	**4**	**304**	**303**
17:00 - 17:15	49	5	0	0	0	0	1	**54.2**	**55**	69	8	0	1	0	0	0	**79.3**	**78**
17:15 - 17:30	74	7	0	1	0	0	0	**83.3**	**82**	81	8	2	0	0	0	1	**93.8**	**92**
17:30 - 17:45	55	1	0	0	0	1	0	**56.4**	**57**	63	1	0	0	0	0	0	**64.0**	**64**
17:45 - 18:00	49	1	0	0	0	1	0	**50.4**	**51**	86	6	0	0	1	0	0	**94.0**	**93**
Hourly Total	**227**	**14**	**0**	**1**	**0**	**2**	**1**	**244**	**245**	**299**	**23**	**2**	**1**	**1**	**0**	**1**	**331**	**327**
18:00 - 18:15	39	1	0	0	0	0	3	**40.6**	**43**	55	4	0	0	0	1	0	**59.4**	**60**
18:15 - 18:30	30	2	0	0	1	0	0	**34.0**	**33**	41	3	1	0	0	1	3	**47.3**	**49**
18:30 - 18:45	40	1	0	0	0	0	1	**41.2**	**42**	35	1	0	0	0	0	0	**36.0**	**36**
18:45 - 19:00	24	1	1	1	0	0	0	**29.6**	**27**	29	3	0	0	0	0	0	**32.0**	**32**
Hourly Total	**133**	**5**	**1**	**1**	**1**	**0**	**4**	**145**	**145**	**160**	**11**	**1**	**0**	**0**	**2**	**3**	**175**	**177**
Session Total	**623**	**44**	**5**	**2**	**2**	**5**	**6**	**689**	**687**	**726**	**58**	**7**	**1**	**2**	**5**	**8**	**810**	**807**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Salthill Road / B - (East) Clay Lane / C - (South) Salthill Road / D - (West) Clay Lane

Approach: D - (West) Clay Lane

	D to A									D to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	2	1	0	0	0	0	0	**3.0**	**3**	5	2	0	0	0	0	2	**7.4**	**9**
07:15 - 07:30	10	1	1	0	0	0	0	**13.3**	**12**	9	2	0	0	0	0	3	**11.6**	**14**
07:30 - 07:45	8	1	0	0	0	0	0	**9.0**	**9**	28	1	0	0	0	0	2	**29.4**	**31**
07:45 - 08:00	5	0	0	0	0	1	0	**5.4**	**6**	33	2	0	0	0	0	3	**35.6**	**38**
Hourly Total	**25**	**3**	**1**	**0**	**0**	**1**	**0**	**30**	**30**	**75**	**7**	**0**	**0**	**0**	**0**	**10**	**84**	**92**
08:00 - 08:15	8	1	0	0	0	0	0	**9.0**	**9**	13	2	0	0	0	0	5	**16.0**	**20**
08:15 - 08:30	10	0	0	0	0	0	0	**10.0**	**10**	33	2	0	0	0	0	1	**35.2**	**36**
08:30 - 08:45	7	0	2	0	0	0	0	**11.6**	**9**	23	2	0	0	0	0	4	**25.8**	**29**
08:45 - 09:00	4	4	0	0	0	0	0	**8.0**	**8**	20	1	0	0	0	0	0	**21.0**	**21**
Hourly Total	**29**	**5**	**2**	**0**	**0**	**0**	**0**	**39**	**36**	**89**	**7**	**0**	**0**	**0**	**0**	**10**	**98**	**106**
09:00 - 09:15	3	0	1	0	0	0	0	**5.3**	**4**	21	1	0	0	0	0	0	**22.0**	**22**
09:15 - 09:30	6	0	1	0	0	0	0	**8.3**	**7**	20	0	1	0	0	0	0	**22.3**	**21**
09:30 - 09:45	6	0	0	0	0	0	1	**6.2**	**7**	13	0	1	0	0	0	2	**15.7**	**16**
09:45 - 10:00	4	0	0	0	0	0	0	**4.0**	**4**	6	1	0	0	0	0	3	**7.6**	**10**
Hourly Total	**19**	**0**	**2**	**0**	**0**	**0**	**1**	**24**	**22**	**60**	**2**	**2**	**0**	**0**	**0**	**5**	**68**	**69**
Session Total	**73**	**8**	**5**	**0**	**0**	**1**	**1**	**93**	**88**	**224**	**16**	**2**	**0**	**0**	**0**	**25**	**250**	**267**
16:00 - 16:15	12	1	0	0	0	0	0	**13.0**	**13**	16	0	0	0	0	0	0	**16.0**	**16**
16:15 - 16:30	4	0	0	0	0	0	0	**4.0**	**4**	8	1	0	0	0	0	2	**9.4**	**11**
16:30 - 16:45	8	0	0	0	0	0	0	**8.0**	**8**	12	1	0	0	0	0	0	**13.0**	**13**
16:45 - 17:00	5	0	0	0	0	0	0	**5.0**	**5**	12	3	0	0	0	0	1	**15.2**	**16**
Hourly Total	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**30**	**48**	**5**	**0**	**0**	**0**	**0**	**3**	**54**	**56**
17:00 - 17:15	3	0	1	0	0	0	0	**5.3**	**4**	8	0	0	0	0	0	1	**8.2**	**9**
17:15 - 17:30	10	1	0	0	0	0	0	**11.0**	**11**	12	4	0	0	0	0	2	**16.4**	**18**
17:30 - 17:45	6	0	0	0	0	0	0	**6.0**	**6**	7	0	0	0	0	0	0	**7.0**	**7**
17:45 - 18:00	1	0	0	0	0	1	0	**1.4**	**2**	11	1	0	0	0	0	0	**12.0**	**12**
Hourly Total	**20**	**1**	**1**	**0**	**0**	**1**	**0**	**23**	**23**	**38**	**5**	**0**	**0**	**0**	**0**	**3**	**44**	**46**
18:00 - 18:15	5	1	0	0	0	0	0	**6.0**	**6**	9	2	0	0	0	0	1	**11.2**	**12**
18:15 - 18:30	3	1	0	0	0	0	1	**4.2**	**5**	5	0	0	0	0	0	0	**5.0**	**5**
18:30 - 18:45	4	1	0	0	0	0	0	**5.0**	**5**	8	3	0	0	0	0	2	**11.4**	**13**
18:45 - 19:00	4	1	0	0	0	0	0	**5.0**	**5**	4	0	0	0	0	0	1	**4.2**	**5**
Hourly Total	**16**	**4**	**0**	**0**	**0**	**0**	**1**	**20**	**21**	**26**	**5**	**0**	**0**	**0**	**0**	**4**	**32**	**35**
Session Total	**65**	**6**	**1**	**0**	**0**	**1**	**1**	**73**	**74**	**112**	**15**	**0**	**0**	**0**	**0**	**10**	**130**	**137**

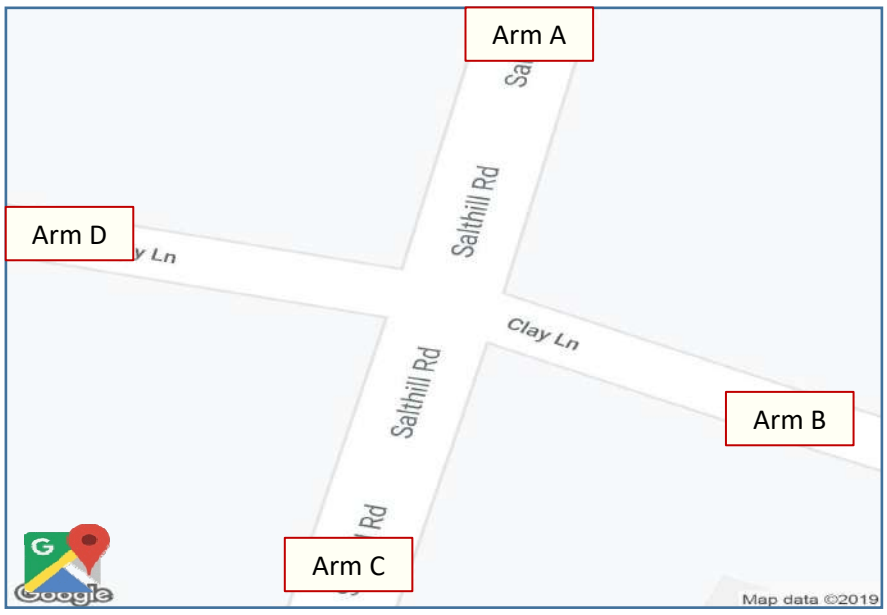
D to C									D to D								
CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
2	1	1	0	0	0	0	**5.3**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
4	0	1	1	0	0	0	**8.6**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
1	1	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
1	0	0	0	0	0	0	**1.0**	**1**	0	0	0	0	0	0	0	**0.0**	**0**
8	**2**	**2**	**1**	**0**	**0**	**0**	**17**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2	0	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
4	1	1	0	0	0	0	**7.3**	**6**	0	0	0	0	0	0	0	**0.0**	**0**
7	0	0	0	0	1	0	**7.4**	**8**	0	0	0	0	0	0	0	**0.0**	**0**
3	1	0	0	0	0	1	**4.2**	**5**	0	0	0	0	0	0	0	**0.0**	**0**
16	**2**	**1**	**0**	**0**	**1**	**1**	**20**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	1	0	0	0	0	**2.3**	**1**	0	0	0	0	0	0	0	**0.0**	**0**
1	3	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
3	0	1	0	0	0	0	**5.3**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
0	0	0	0	0	0	0	**0.0**	**0**	0	0	0	0	0	0	0	**0.0**	**0**
4	**3**	**2**	**0**	**0**	**0**	**0**	**12**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
28	**7**	**5**	**1**	**0**	**1**	**1**	**49**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5	0	0	0	0	0	0	**5.0**	**5**	0	0	0	0	0	0	0	**0.0**	**0**
1	0	0	0	0	0	0	**1.0**	**1**	0	0	0	0	0	0	0	**0.0**	**0**
1	0	0	0	0	0	0	**1.0**	**1**	0	0	0	0	0	0	0	**0.0**	**0**
1	1	0	0	0	0	2	**2.4**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
8	**1**	**0**	**0**	**0**	**0**	**2**	**9**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
2	0	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
4	0	0	0	0	0	0	**4.0**	**4**	0	0	0	0	0	0	0	**0.0**	**0**
14	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3	0	0	0	0	0	0	**3.0**	**3**	0	0	0	0	0	0	0	**0.0**	**0**
2	0	0	0	0	0	1	**2.2**	**3**	0	0	0	0	0	0	0	**0.0**	**0**
1	0	0	0	0	0	0	**1.0**	**1**	0	0	0	0	0	0	0	**0.0**	**0**
2	0	0	0	0	0	0	**2.0**	**2**	0	0	0	0	0	0	0	**0.0**	**0**
8	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
30	**1**	**0**	**0**	**0**	**0**	**3**	**31**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From D									To D								
TIME	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**	**CAR**	**LGV**	**OGV1**	**OGV2**	**BUS**	**M/CYCLE**	**P/CYCLE**	**PCU**	**TOTAL**
07:00 - 07:15	9	4	1	0	0	0	2	**15.7**	**16**	8	2	0	0	0	0	0	**10.0**	**10**
07:15 - 07:30	23	3	2	1	0	0	3	**33.5**	**32**	4	3	0	0	0	0	0	**7.0**	**7**
07:30 - 07:45	37	3	0	0	0	0	2	**40.4**	**42**	13	2	0	0	1	0	1	**17.2**	**17**
07:45 - 08:00	39	2	0	0	0	1	3	**42.0**	**45**	20	1	1	0	0	0	0	**23.3**	**22**
Hourly Total	**108**	**12**	**3**	**1**	**0**	**1**	**10**	**131**	**135**	**45**	**8**	**1**	**0**	**1**	**0**	**1**	**57**	**56**
08:00 - 08:15	23	3	0	0	0	0	5	**27.0**	**31**	17	1	0	0	0	0	0	**18.0**	**18**
08:15 - 08:30	47	3	1	0	0	0	1	**52.5**	**52**	13	5	2	0	0	0	3	**23.2**	**23**
08:30 - 08:45	37	2	2	0	0	1	4	**44.8**	**46**	18	2	0	0	0	0	0	**20.0**	**20**
08:45 - 09:00	27	6	0	0	0	0	1	**33.2**	**34**	21	7	0	0	0	1	1	**28.6**	**30**
Hourly Total	**134**	**14**	**3**	**0**	**0**	**1**	**11**	**157**	**163**	**69**	**15**	**2**	**0**	**0**	**1**	**4**	**90**	**91**
09:00 - 09:15	24	1	2	0	0	0	0	**29.6**	**27**	16	4	2	0	0	0	0	**24.6**	**22**
09:15 - 09:30	27	3	2	0	0	0	0	**34.6**	**32**	16	0	0	0	0	0	0	**16.0**	**16**
09:30 - 09:45	22	0	2	0	0	0	3	**27.2**	**27**	9	1	0	0	0	0	1	**10.2**	**11**
09:45 - 10:00	10	1	0	0	0	0	3	**11.6**	**14**	20	3	1	0	0	0	0	**25.3**	**24**
Hourly Total	**83**	**5**	**6**	**0**	**0**	**0**	**6**	**103**	**100**	**61**	**8**	**3**	**0**	**0**	**0**	**1**	**76**	**73**
Session Total	**325**	**31**	**12**	**1**	**0**	**2**	**27**	**391**	**398**	**175**	**31**	**6**	**0**	**1**	**1**	**6**	**223**	**220**
16:00 - 16:15	33	1	0	0	0	0	0	**34.0**	**34**	35	2	1	0	0	1	3	**40.3**	**42**
16:15 - 16:30	13	1	0	0	0	0	2	**14.4**	**16**	27	2	0	0	0	0	3	**29.6**	**32**
16:30 - 16:45	21	1	0	0	0	0	0	**22.0**	**22**	45	1	0	0	0	0	2	**46.4**	**48**
16:45 - 17:00	18	4	0	0	0	0	3	**22.6**	**25**	32	4	0	0	0	0	2	**36.4**	**38**
Hourly Total	**85**	**7**	**0**	**0**	**0**	**0**	**5**	**93**	**97**	**139**	**9**	**1**	**0**	**0**	**1**	**10**	**152**	**160**
17:00 - 17:15	15	0	1	0	0	0	1	**17.5**	**17**	39	5	0	0	0	0	1	**44.2**	**45**
17:15 - 17:30	26	5	0	0	0	0	2	**31.4**	**33**	55	4	0	0	0	0	0	**59.0**	**59**
17:30 - 17:45	15	0	0	0	0	0	0	**15.0**	**15**	39	3	0	0	0	1	1	**42.6**	**44**
17:45 - 18:00	16	1	0	0	0	1	0	**17.4**	**18**	57	4	0	0	0	0	3	**61.6**	**64**
Hourly Total	**72**	**6**	**1**	**0**	**0**	**1**	**3**	**81**	**83**	**190**	**16**	**0**	**0**	**0**	**1**	**5**	**207**	**212**
18:00 - 18:15	17	3	0	0	0	0	1	**20.2**	**21**	33	0	0	0	0	1	4	**34.2**	**38**
18:15 - 18:30	10	1	0	0	0	0	2	**11.4**	**13**	30	2	0	0	0	1	1	**32.6**	**34**
18:30 - 18:45	13	4	0	0	0	0	2	**17.4**	**19**	29	0	0	0	0	0	2	**29.4**	**31**
18:45 - 19:00	10	1	0	0	0	0	1	**11.2**	**12**	19	2	0	0	0	0	0	**21.0**	**21**
Hourly Total	**50**	**9**	**0**	**0**	**0**	**0**	**6**	**60**	**65**	**111**	**4**	**0**	**0**	**0**	**2**	**7**	**117**	**124**
Session Total	**207**	**22**	**1**	**0**	**0**	**1**	**14**	**234**	**245**	**440**	**29**	**1**	**0**	**0**	**4**	**22**	**476**	**496**

Fishbourne - Manual Traffic Survey: Thursday, 27 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) Salthill Road / B - (East) Clay Lane / C - (South) Salthill Road / D - (West) Clay Lane**



Matrix Totals:	**Counts**
Show single Session:	**No**
	07:00 to 10:00
Custom Start / End:	**07:00** **19:00**
Show Peak Times:	**No**

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	0	284	894	240	**1418**	**100.00%**
B	193	0	302	359	**854**	**100.00%**
C	853	702	1	117	**1673**	**100.00%**
D	162	404	77	0	**643**	**100.00%**
Total	**1208**	**1390**	**1274**	**716**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
M/CYCLE	**Yes**
P/CYCLE	**Yes**

APPENDIX D. PIA Data

Clay Lane, Fishbourne – West Sussex – i-Transport

Collision report 01/10/2015 – 30/09/2020

Date produced
27 October 2020

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

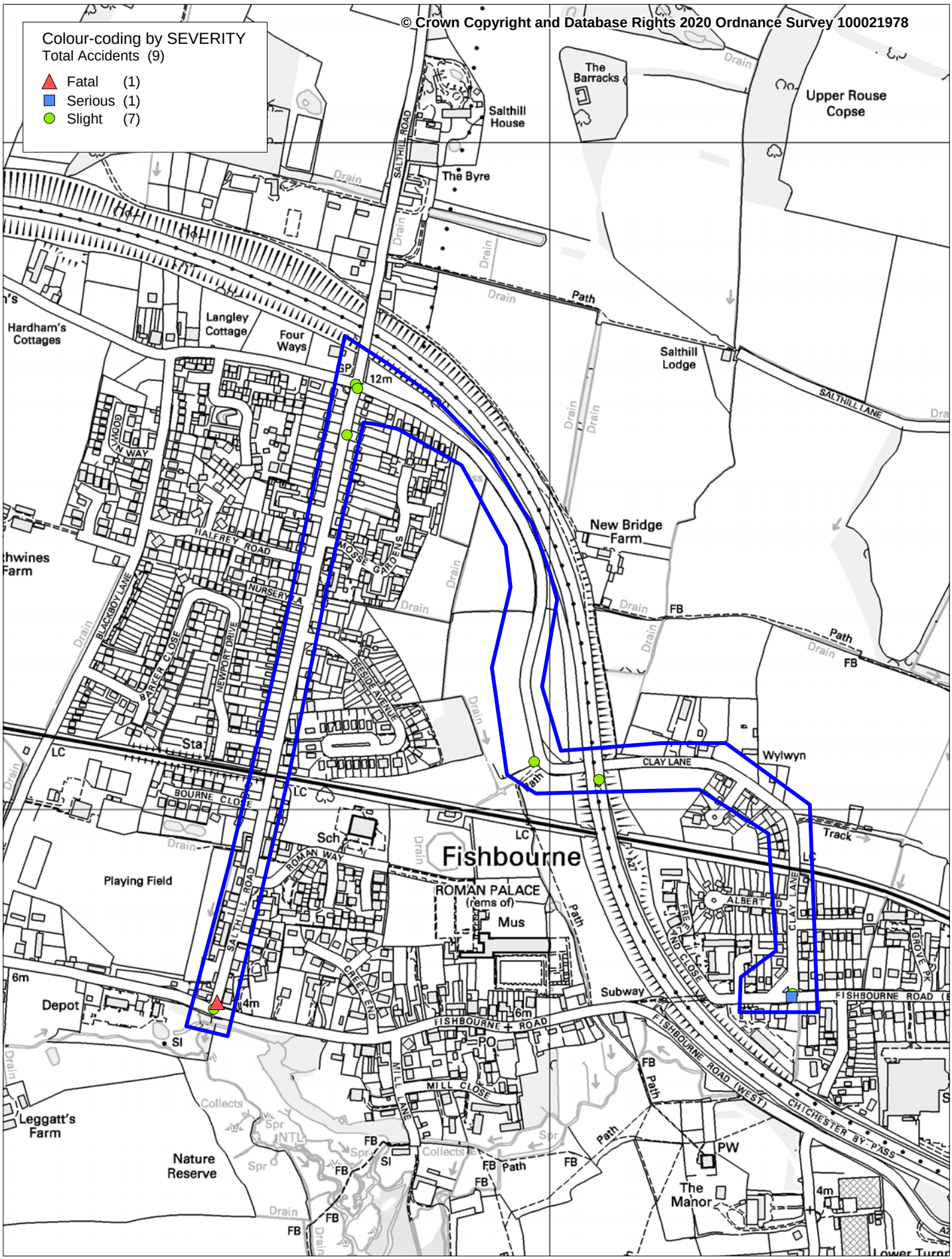
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Sussex Safer Roads Partnership

Clay Lane, Fishbourne
Collision data: 01/10/2015 to 30/09/2020

SCALE	1 : 7500
DATE	27/10/2020
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/10/2015** **to** **30/09/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1602460	Thursday	A27 FISHBOURNE 600M WEST OF A259	Veh 1	Car	Going ahead	N	to	SE	Dri	M	45 Slight
	28/04/2016		Veh 2	Car	Going ahead	N	to	SE	Dri	M	78 Slight
R1: A 27	0740hrs		Veh 3	Car	Change lane to left	N	to	SE			
	Daylight:street lights present		Veh 4	Car	Going ahead	N	to	SE	Dri	M	54 Slight
E 484,074	Dry										
N 105,044	Fine without high winds										
	70 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V4 TRAVELLING WEST ALONG DUAL CARRIAGEWAY SLOWS FOR QUEUING TRAFFIC. V3 TRAVELLING BEHIND V4 QUICKLY CHANGES FROM LANE 2 TO LANE 1. V1 THEN COLLIDES IN THE REAR OF V4 IN LANE 2. V2 THEN COLLIDES IN THE REAR OF V1.

1605678	Monday	U SALTHILL ROAD FISHBOURNE AT JUNCTION OF U CLAY LANE	Veh 1	Car	Going ahead	E	to	W			
	19/09/2016		Veh 2	Car	Going ahead	S	to	N	Dri	F	66 Slight
R1: U	1949hrs										
R2: U	Darkness: street lighting unkno										
E 483,709	Wet/Damp										
N 105,637	Raining without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely

VEHICLE 1 TRAVELLING EAST TO WEST HAS OVERTAKEN VEHICLE IN FRONT IN A 30MPH AND CONTINUED ON FOR A FURTHER 200 METRES AND FAILED TO NOTICE THE GIVE WAY FOR THE CROSSROADS JUNCTION AND TRAVELLED ACROSS THE JUNCTION AND COLLIDED WITH VEHICLE 2 TRAVELLING N
ORTHBOUND.

1607555	Tuesday	U CLAY LANE CHICHESTER 525M WEST OF U ALBERT ROAD	Veh 1	Car	Going ahead RH bend	E	to	N	Dri	F	52 Slight
	13/12/2016										
R1: U	1721hrs										
	Darkness: no street lighting										
E 483,977	Wet/Damp										
N 105,071	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

VEH 1 LOSES CONTROL ON RIGHT HAND BEND IN WET CONDITIONS AND LEAVES THE ROAD TO THE NEAR SIDE AND COLLIDES WITH ROAD FURNITURE.

Details of Personal Injury Accidents for Period - **01/10/2015** **to** **30/09/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No.	Time										
2nd Road No.											
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1701731	Tuesday	U SALTHILL ROAD CHICHESTER AT	Veh 1	Car	Turning left	E	to S				
	28/03/2017	JUNCTION OF U CLAY LANE	Veh 2	Car	Going ahead	N	to S	Dri	F	51	Slight
R1: U	1018hrs										
R2: U	Daylight:street lights present										
E 483,712	Dry										
N 105,631	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

VEHICLE 1 STOPPED AT THE JUNCTION OF CLAY LANE LOOKING TO TURN LEFT ONTO SALTHILL ROAD. AS VEHICLE 1 EDGED OUT THE FRONT END HAS COLLIDED WITH THE FRONT OF VEHICLE 2 TRAVELLING ALONG SALTHILL LANE AT JUNCTION WITH CLAY LANE. THERE IS NO OTHER DAMAGE TO
OTHER VEHICLES OR PROPERTY AND AT THIS TIME ONLY ONE VERY SLIGHT INJURY TO PASSENGER OF VEHICLE 1.

1805313	Wednesday	U CLAY LANE CHICHESTER AT	Veh 1	Goods < 3.5t	Turning left	N	to E				
	26/09/2018	JUNCTION OF U FISHBOURNE ROAD EAST	Veh 2	Pedal cycle	Going ahead	W	to E	Dri	F	69	Slight
R1: U	0940hrs										
R2: U	Daylight:street lights present										
E 484,365	Dry										
N 104,723	Fine without high winds										
	20 mph										

V1 HAS EXITED CLAY LANE, TURNING LEFT ONTO FISHBOURNE ROAD EAST AND STRUCK THE REAR WHEEL OF V2 BICYCLE, KNOCKING HER OFF OF IT.

1806932	Wednesday	U SALTHILL ROAD CHICHESTER 50M	Veh 1	Car	Going ahead	N	to S	Dri	F	26	Slight
	12/12/2018	SOUTH OF U CLAY LANE OUTSIDE	Veh 1	Car	Going ahead	N	to S	FSP	F	19	Slight
R1: U	0830hrs	54 SALTHILL ROAD	Veh 2	Car	Going ahead	N	to S				
	Daylight:street lights present										
E 483,696	Dry										
N 105,561	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely

V1 AND V2 TRAVELLING SBOUND ON SALTHILL ROAD. V2 STOPS BEHIND PARKED CAR AS ROAD IS TOO NARROW TO PASS AND ALLOWS ONCOMING TRAFFIC TO PASS. V1 COLLIDES WITH THE REAR OF V2 CAUSING DAMAGE TO BOTH VEHICLES AND INJURY TO DRIVER OF V1 AND PASSENGER.

Details of Personal Injury Accidents for Period - **01/10/2015** **to** **30/09/2020** (60) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

0855019 Sunday 07/07/2019 1256hrs — FISHBOURNE ROAD (A259) AT JUNCTION WITH SALTHILL ROAD

Veh 1	Car	Turning right	E	to N			
Veh 2	Pedal cycle	Going ahead	W	to E	Dri	M 49	Slight
Veh 3	Car	Wait to turn right	N	to W			

R1: A 259
R2: U
E 483,496
N 104,700
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Poor turn or manoevre	Vehicle 1	

V1 TRAVELLING WESTBOUND A259 THEN TURNING RIGHT INTO SALTHILL ROAD .VEH 1 DID NOT SEE VEH2 TRAVELLING EASTBOUND.VEH1 AND VEH2 COLLIDE, VEH2 RIDER LANDS ON BONNET VEH1.AND THEN ON TO BONNET VEH3 WHICH WAS STATIONARY AT THE JUNCTION

20938737 Saturday 07/03/2020 0820hrs — FISHBOURNE ROAD EAST AT JUNCTION WITH CLAY LANE

Veh 1	Pedal cycle	Going ahead	W	to E	Dri	M 15	Serious
Veh 2	Car	Turning left	N	to E			

R1: U
R2: U
E 484,363
N 104,718
Daylight:street lights present
Dry
Unknown
20 mph

VEHICLE 1 WAS TRAVELLING ON A CYCLE PATH EASTWARDS IN FISHBOURNE ROAD EAST TOWARDS CHICHESTER. VEHICLE 2 WAS EXITING JUNCTION FROM CLAY LANE HITTING VEHICLE 1 CAUSING INJURY

19900708 Wednesday 20/11/2019 1354hrs — SALTHILL ROAD NEAR JUNCTION WITH FISHBOURNE ROAD (A259)

Veh 1	Pedal cycle	Turning left	N	to E	Dri	F 45	Fatal
Veh 2	Goods > 7.5t	Turning left	N	to E			
Veh 3	Car	Wait to turn right	N	to W			

R1: U
R2: A 259
E 483,501
N 104,710
Daylight:street lights present
Dry
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely

VEHICLE ONE, TWO AND THREE HEADING SOUTH TO JUNCTION. V1 HAS PREVIOUSLY OVER TAKEN V3 FURTHER UP THE ROAD. VEHICLE TWO TURNED LEFT TO TRAVEL EAST BOUND WHEN VEHICLE ONE PEDAL CYCLE UNDERTOOK VEHICLE TWO ON THE JUNCTION. IT IS BELIEVED THAT VEHICLE TW
O HAS GOT TOO CLOSE TO CYCLIST CAUSING CYCLIST TO COME OFF AND SUFFER FATAL INJURIES. V3 HAS COME TO A REST AGAIN THE RIDER OF V1.

Clay Lane – Fishbourne – I-Transport

Collision report 01/09/2020 – 31/12/2021

Date produced
02 February 2022

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

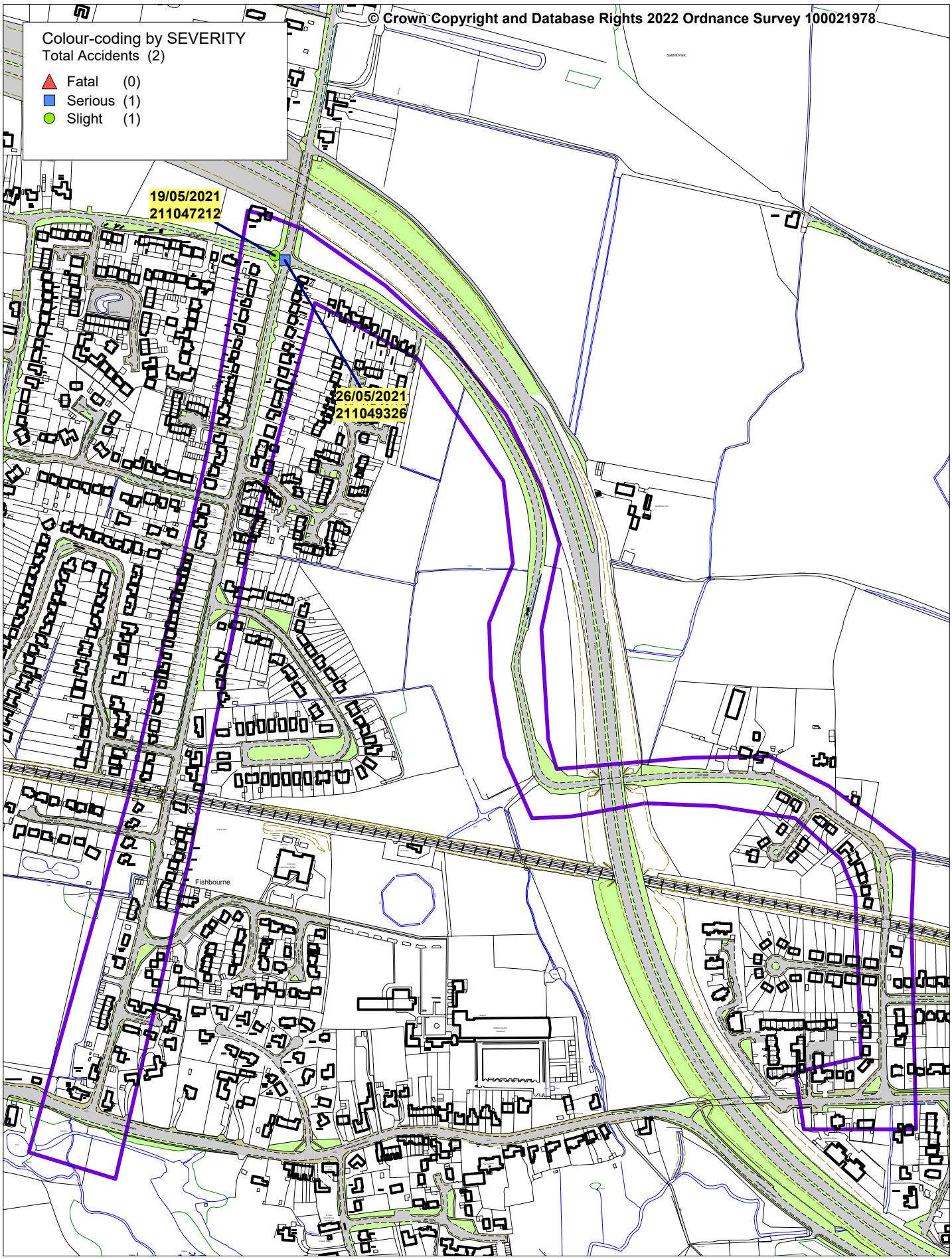
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Sussex Safer Roads PARTNERSHIP

Clay Lane Fishbourne
01/09/2020 - 31/12/2021
i-Transport

SCALE	1 : 5500
DATE	02/02/2022
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/09/2020** **to** **31/12/2021** (16) months

Selection:
Selected using Manual Selection

Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
	Date									
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

211047212	Wednesday	CLAY LANE NEAR JUNCTION WITH	Veh 1	Car	Starting	W	to SE				
	19/05/2021	SALTHILL ROAD	Veh 2	Car	Starting	W	to SE	Dri	F	34	Slight
R1: U	1655 hrs										
R2: U	Daylight:street lights present										
E 483,698	Dry										
N 105,641	Fine without high winds										
	30 mph										

V2 WAS STATIONARY IN QUEING TRAFFIC AT TEMP TRAFFIC LIGHTS IN SALTHILL ROAD, CHICHESTER. V2 STATES WHEN THE TRAFFIC LIGHTS TURNED GREEN THE VEHICLE IN FRONT OF THEM STALLED, V1 WHOM WAS BEHIND V2 DROVE INTO THE BACK OF V1 CAUSING DAMGE.

211049326	Wednesday	CLAY LANE AT JUNCTION WITH	Veh 1	Car	Starting	W	to E	Dri	F	55	Slight
	26/05/2021	SALTHILL ROAD	Veh 2	Goods < 3.5t	Going ahead	N	to S	Dri	M	46	Serious
R1: U	0925 hrs										
R2: U	Daylight:street lights present										
E 483,709	Dry										
N 105,636	Other										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Temporary road layout (eg contraflow)	Vehicle 1	Very Likely

TRAFFIC LIGHTS FOR ROAD WORKS PREVIOUSLY CONTROLLED THE WHOLE CROSSROADS BETWEEN CLAY LANE AND SALTHILL ROAD. HAVE RECENTLY CHANGED TO JUST A SHORT PIECE OF CLAY LANE. DRIVER OF RED CAR WAITED AT RED LIGHT AND WHEN IT TURNED GREEN DROVE STRAIGHT OVER
ONTO THE JUNCTION WITH SALTHILL ROAD THINKING IT WOULD BE CLEAR BECAUSE OF THE LIGHTS. A BLUE VAN WAS HEADING SOUTH ON SALTHILL ROAD AND THE CAR COLLIDED WITH THE SIDE OF THE VAN, WHICH THEN LOST CONTROL AND ROLLED ONTO ITS SIDE ONTO THE OTHER SIDE
F THE ROAD.

APPENDIX E. Bus Service 56 Timetable

Stagecoach

valid from 5th September 2021

56

• Old Bosham • City Centre • Arundel Park

MONDAY TO FRIDAY (excluding Bank Holidays)

	56	56	655	56	56	56	56	56	56	56	56	56	56
	Sch	NSch	Sch	Nsch	Sch				Sch	NSch	Sch		
Southbourne The Bourne College	-	-	-	-	-	-	-	-	-	-	1455	-	-
Bosham White Swan	-	-	-	-	-	-	-	-	-	-	1507	-	-
Bosham Primary School	-	-	-	-	-	-	-	-	-	-	1511	-	-
Old Bosham Car Park	-	-	-	0755	0820	0930	1100	1225	1350	1350	1520	1645	1810
Bosham White Swan	-	-	-	0800	0825	0936	1105	1230	1355	1355	1525	1650	1814
Fishbourne Deeside Avenue	-	-	-	0806	0831	0943	1110	1235	1400	1400	1530	1655	1817
Fishbourne Tesco Footpath	-	-	-	0811	0836	0948	1114	1239	1404	1404	1534	1659	1821
Chichester Cathedral [P]	-	-	-	-	0844	0955	1120	1245	1410	1410	1540	1705	1825
Chichester Bus Station [7]	0705	0705	-	0827	0848	1003	1128	1253	1414	1418	1548	1713	1830
Chichester Adelaide Rd	0708	0708	-	0830	-	1008	1133	1258	-	1423	1553	1718	1833
St James Road Farndell Close	0710	0710	-	0833	-	1011	1136	1301	-	1426	1556	1721	1835
Arundel Park Windsor Rd	0715	0715	0815	0839	-	1016	1141	1306	-	1431	1601	1726	1838
Chichester Bus Station [7]	0725	0725	0830	0850	0850	1030	1155	1320	1420	1445	1615	1740	1845
Chichester Cathedral [C1]	0729	0729	-	0854	0854	1034	1159	1324	1424	1449	1619	1744	-
Fishbourne Tesco Footpath	0734	0734	-	0901	0900	1040	1205	1330	1430	1455	1625	1750	-
Fishbourne Deeside Avenue	0738	0738	-	0905	0904	1044	1209	1334	1434	1459	1629	1754	-
Bosham White Swan	-	0743	-	0910	0910	1050	1215	1340	1440	1505	1635	1800	-
Old Bosham Car Park	-	0748	-	0915	0915	1055	1220	1345	-	1510	1640	1805	-
Bosham White Swan	0743	-	-	-	-	-	-	-	-	-	-	-	-
Bosham Primary School	0747	-	-	-	-	-	-	-	-	-	-	-	-
Southbourne The Bourne College	0803	-	-	-	-	-	-	-	1452	-	-	-	-

Note

Sch - This journey runs on school days only.

NSch - This journey runs on school holidays only.

You can also check journey information by going online at **stagecoachbus.com**, or by signing up for email updates.

Stagecoach

valid from 5th September 2021

56

• Old Bosham • City Centre • Arundel Park

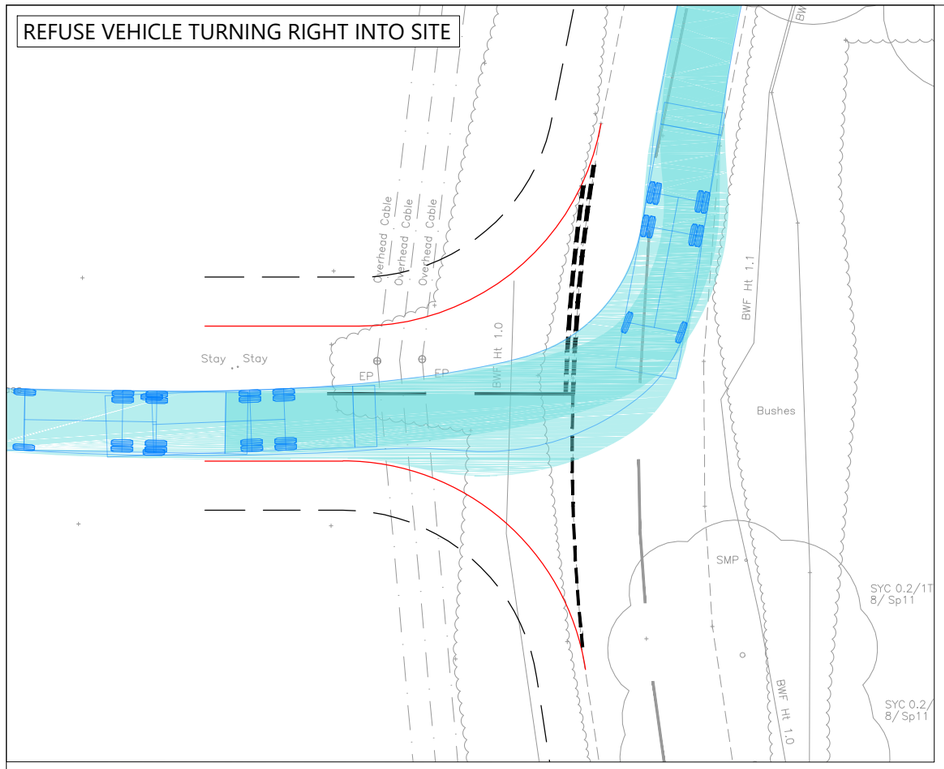
SATURDAYS

	56	56	56	56	56	56	56	56
Old Bosham Car Park	0815	0930	1100	1225	1350	1520	1645	1810
Bosham White Swan	0820	0936	1105	1230	1355	1525	1650	1814
Fishbourne Deeside Avenue	0825	0943	1110	1235	1400	1530	1655	1817
Fishbourne Tesco Footpath	0829	0948	1114	1239	1404	1534	1659	1821
Chichester Cathedral [P]	0834	0955	1120	1245	1410	1540	1705	1825
Chichester Bus Station [7]	0842	1003	1128	1253	1418	1548	1713	1830
Chichester Adelaide Rd	0845	1008	1133	1258	1423	1553	1718	1833
St James Road Farndell Close	0848	1011	1136	1301	1426	1556	1721	1835
Arundel Park Windsor Rd	0852	1016	1141	1306	1431	1601	1726	1838
Chichester Bus Station [7]	0900	1030	1155	1320	1445	1615	1740	1845
Chichester Cathedral [C1]	0904	1034	1159	1324	1449	1619	1744	-
Fishbourne Tesco Footpath	0910	1040	1205	1330	1455	1625	1750	-
Fishbourne Deeside Avenue	0914	1044	1209	1334	1459	1629	1754	-
Bosham White Swan	0920	1050	1215	1340	1505	1635	1800	-
Old Bosham Car Park	0925	1055	1220	1345	1510	1640	1805	-

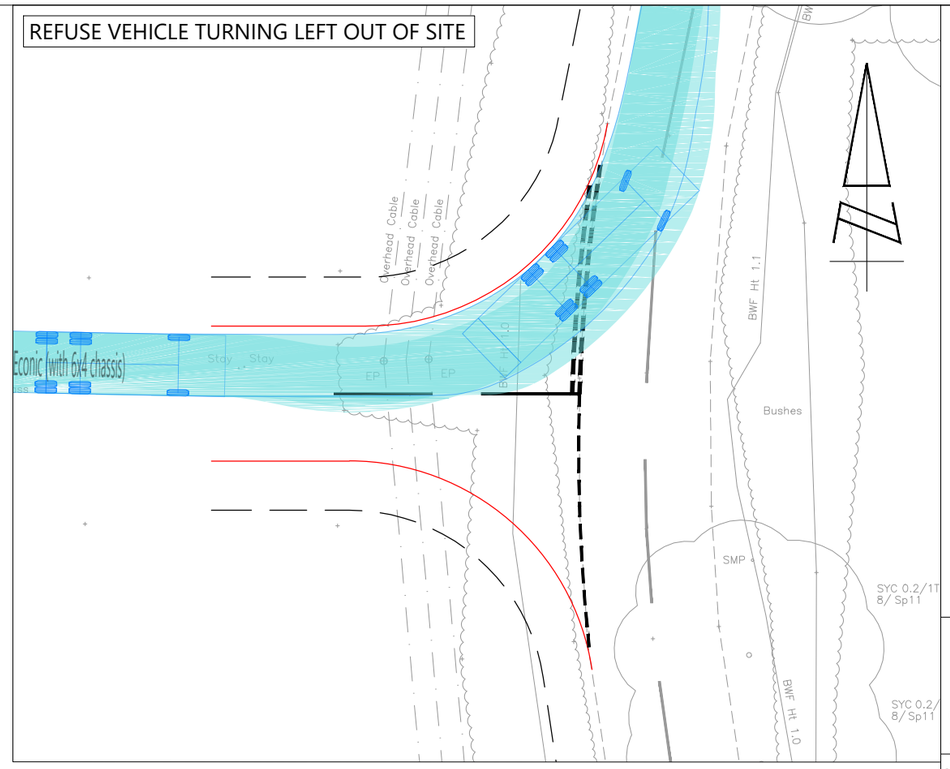
You can also check journey information by going online at **stagecoachbus.com**, or by signing up for email updates.

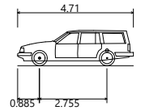
APPENDIX F. Site Access – Swept Path Analysis

REFUSE VEHICLE TURNING RIGHT INTO SITE

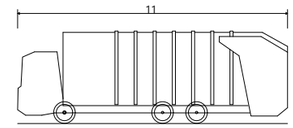


REFUSE VEHICLE TURNING LEFT OUT OF SITE



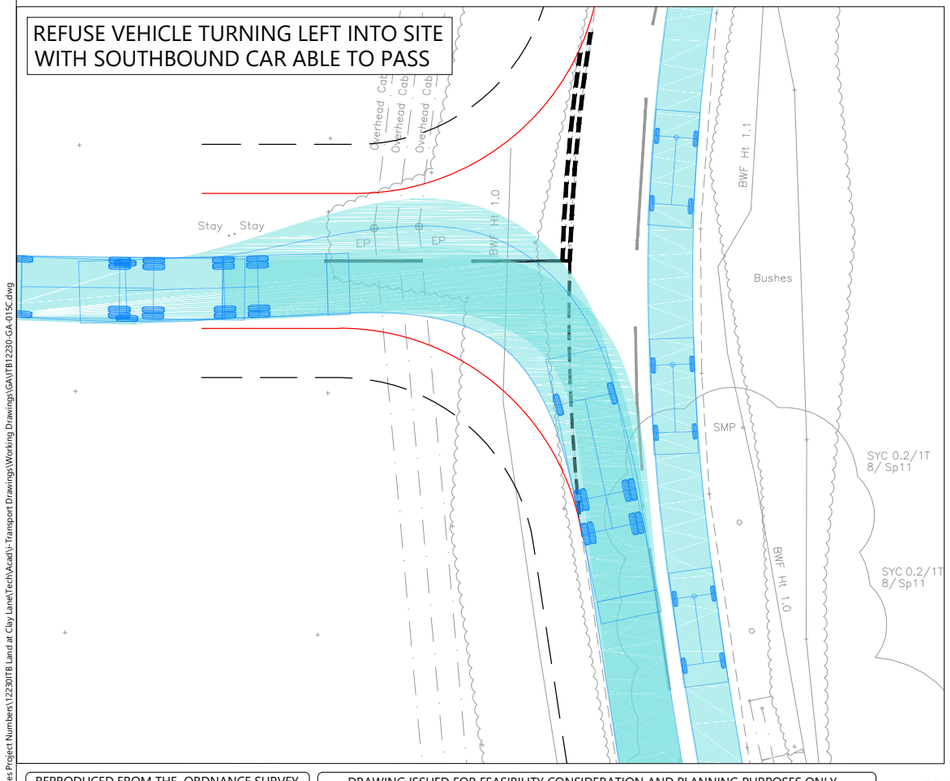


Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

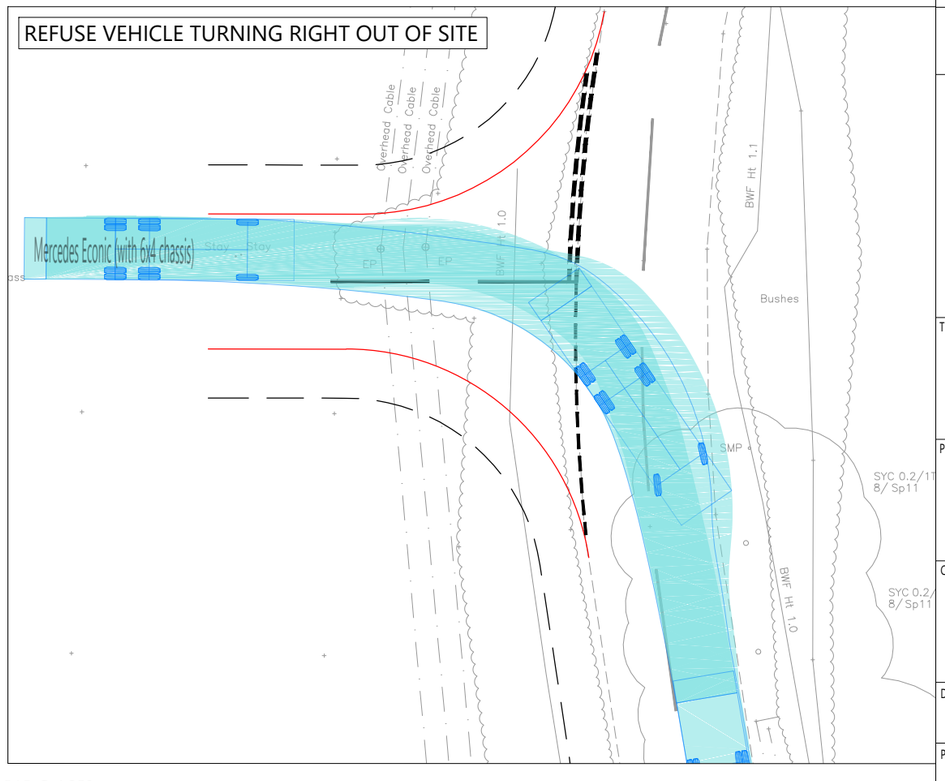


Mercedes Econic (with 6x4 chassis)	
Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.760m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

REFUSE VEHICLE TURNING LEFT INTO SITE WITH SOUTHBOUND CAR ABLE TO PASS



REFUSE VEHICLE TURNING RIGHT OUT OF SITE



REV	DATE	BY	DESCRIPTION	CHK	APD
C	11.03.22	JD	VEHICLE TRACKS AMENDED	GT	MG
B	04.05.21	SH	SITE ACCESS UPDATED	MG	MG
A	19.04.21	SH	SITE ACCESS UPDATED	MG	MG

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: LAND AT CLAY LANE, FISHBOURNE

CLIENT: GLEESON LAND

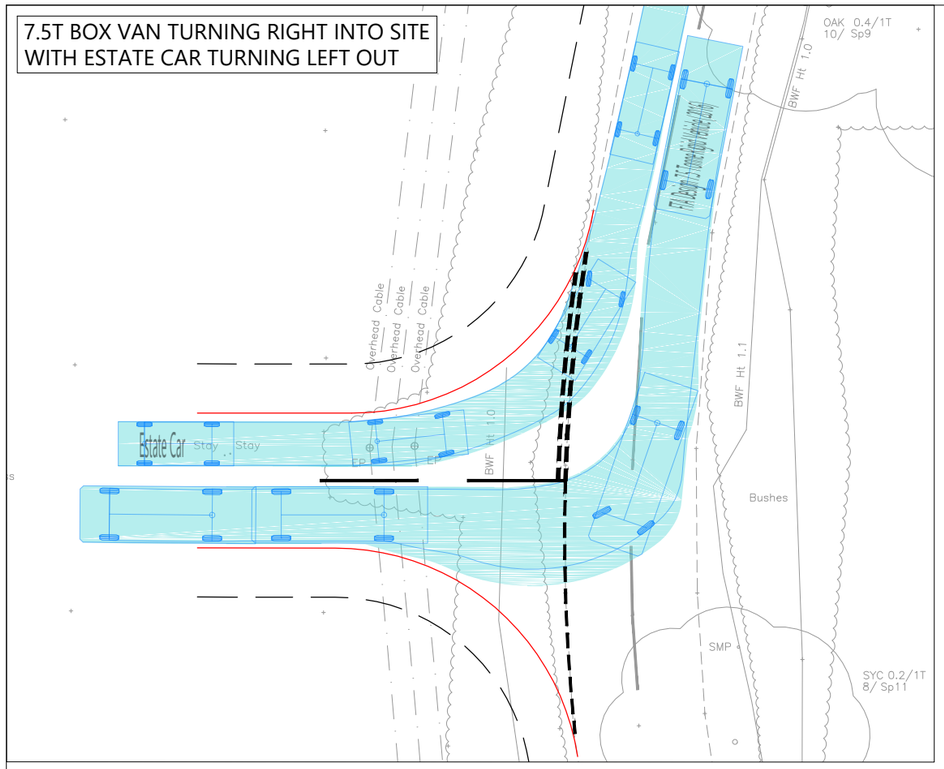
DRAWN:	CHECKED:	APPROVED:
JD	ZB	MG
PROJECT No:	SCALE @ A3:	DATE:
ITB12230	1:250	12.11.20
DRAWING No:		REV:
ITB12230-GA-015		C

SCALE BAR @ 1:250

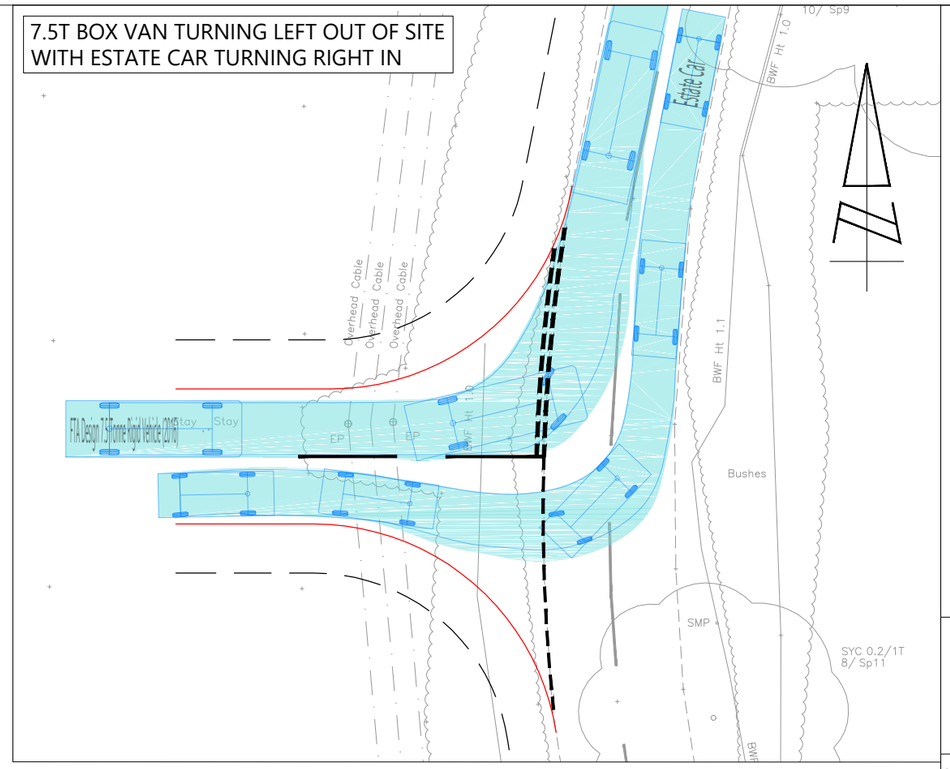
0 1 2 5 10 25

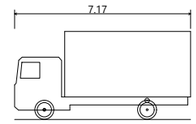
T:\Projects\12200 Series Project Numbers\12230\TB Land at Clay Lane\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB12230-GA-015C.dwg

7.5T BOX VAN TURNING RIGHT INTO SITE WITH ESTATE CAR TURNING LEFT OUT



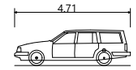
7.5T BOX VAN TURNING LEFT OUT OF SITE WITH ESTATE CAR TURNING RIGHT IN





FTA Design 7.5 Tonne Rigid Vehicle (2016)

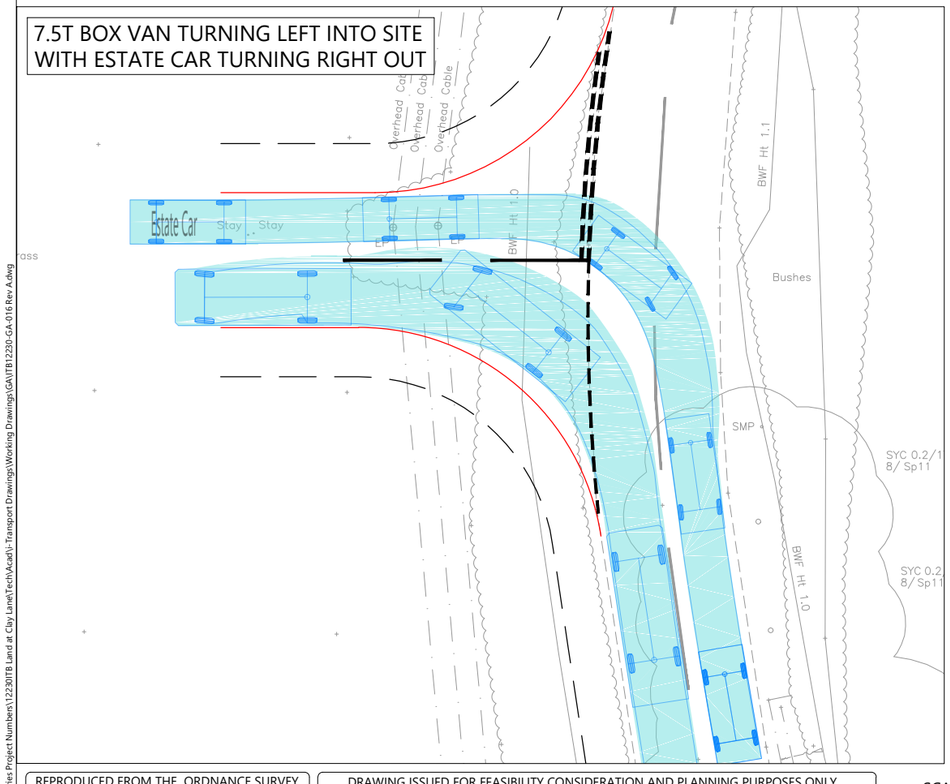
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



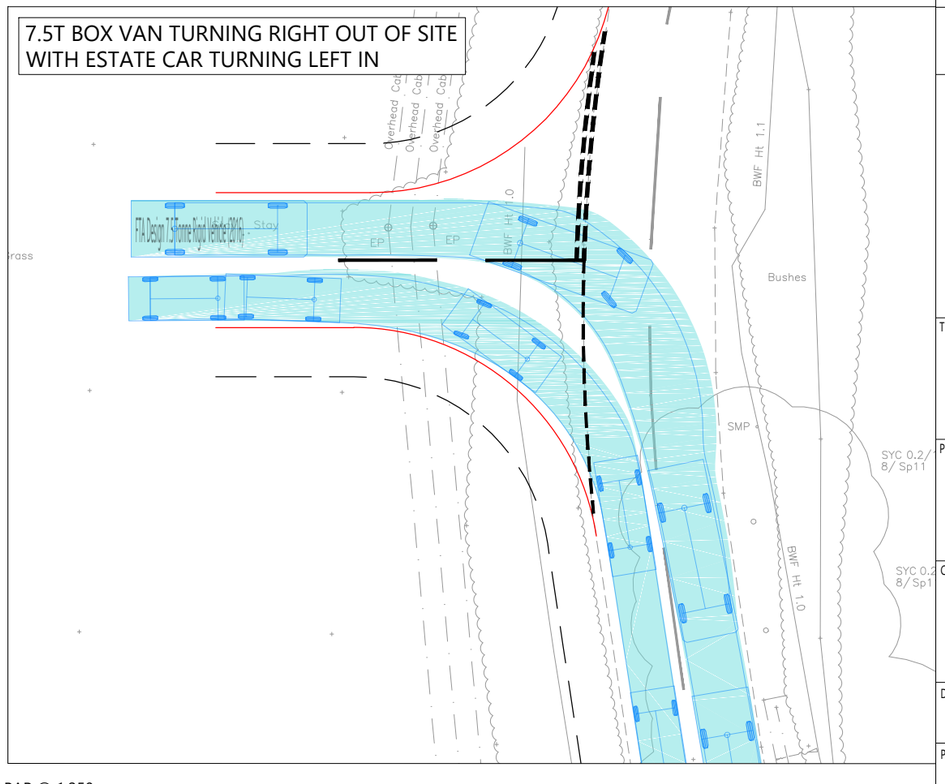
Estate Car

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

7.5T BOX VAN TURNING LEFT INTO SITE WITH ESTATE CAR TURNING RIGHT OUT



7.5T BOX VAN TURNING RIGHT OUT OF SITE WITH ESTATE CAR TURNING LEFT IN



REV	DATE	BY	DESCRIPTION	CHK	APD
A	04.05.21	SH	SITE ACCESS UPDATED	MG	MG

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

SCALE BAR @ 1:250

0 1 2 5 10 25

STATUS: FOR INFORMATION

i-Transport
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE:
SWEPT PATH ANALYSIS -
7.5T BOX VAN & ESTATE CAR

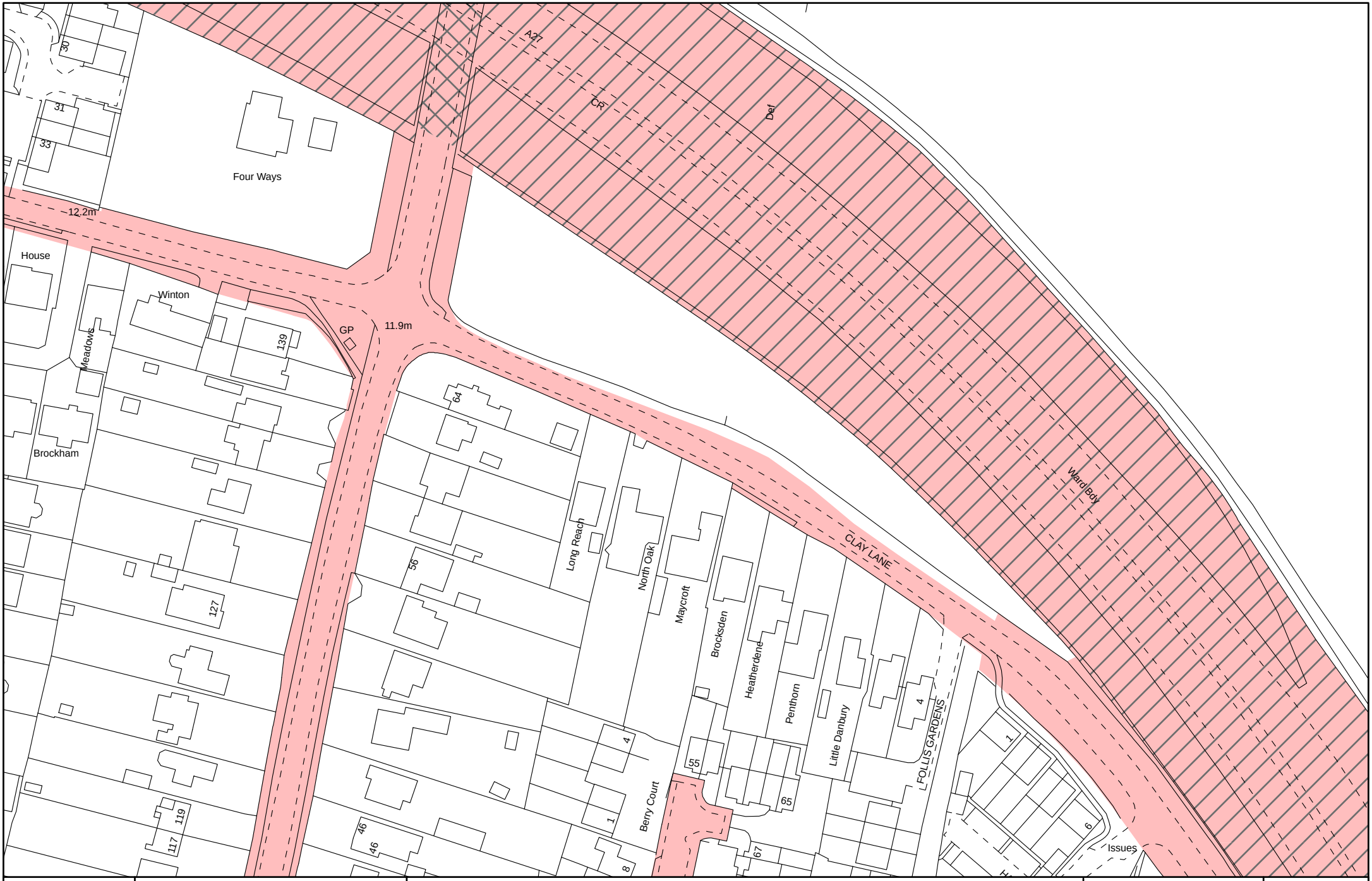
PROJECT:
LAND AT CLAY LANE, FISHBOURNE

CLIENT:
GLEESON LAND

DRAWN:	CHECKED:	APPROVED:
JD	ZB	MG
PROJECT No:	SCALE @ A3:	DATE:
ITB12230	1:250	12.11.20
DRAWING No:		REV:
ITB12230-GA-016		A

T:\Projects\12200 Series Project Numbers\12230\TB Land at Clay Lane\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB12230-GA-016 Rev A.dwg

APPENDIX G. Highway Boundary Data



.

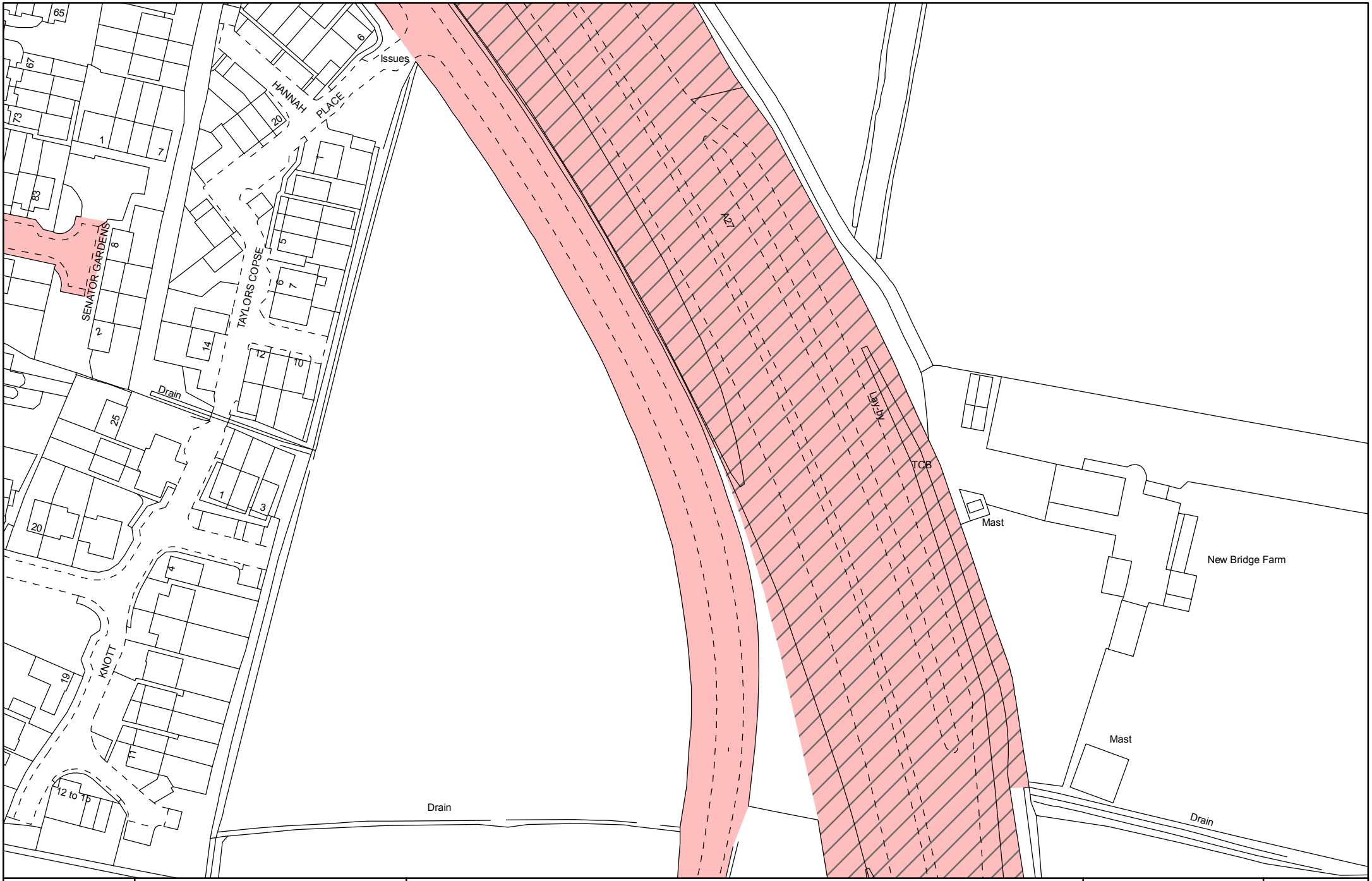
Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 29/04/2019

Scale: 1:1,250

N



.

Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 30/04/2019

Scale: 1:1,250

N

.

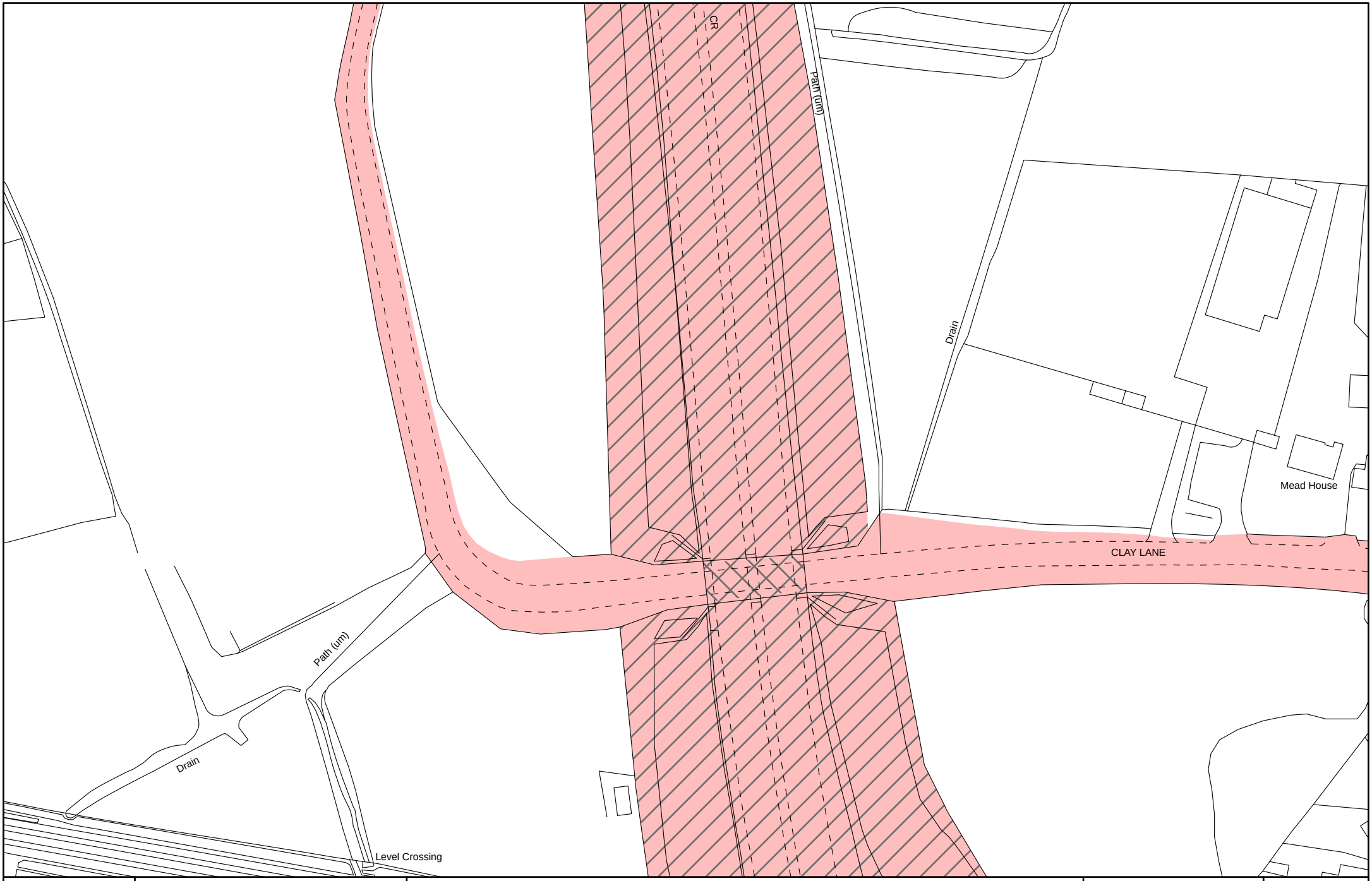
Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 30/04/2019

Scale: 1:1,250

N



.

Local Development
for Customers and Communities

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Date: 29/04/2019

Scale: 1:1,250

N

APPENDIX H.RSA and Designers Response

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised.

Proposed Priority Access off and Highway Works along Clay Lane Fishbourne

Client:
i-Transport

Client reference:
ITB12230

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	RSA-21-204	**Issue no**	3	**Date**	March 2022
Prepared by	JJF	**Verified by**	FB	**Approved by**	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-21/RSA-21-204-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	March 2022
Document reference and revision:	RSA-21-204-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	West Sussex County Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Gleeson Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			7th March 2022
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	9th March 2022
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			9th March 2022
3	Design Organisation Response incorporated	George Taylor on behalf of i-Transport			14th March 2022

Contents:

Appendices:

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed access off and highway works along Clay Lane in Fishbourne. The proposed access takes the form of a priority junction with 10 metre corner radii that meets the Clay Lane carriageway on the outside of a bend in the road. As part of the works, it is proposed to provide a 1.5 metre footway connection between the existing footway network to the southeast and the edge of the site frontage. The scheme drawings provided with the Audit Brief, identify that surface water / highway drainage, street furniture, utility covers and all signage / lighting to be addressed at detailed design stage. The proposals are to facilitate access to a residential development of up to 105 dwellings.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during March 2022 in accordance with the Road Safety Audit Brief and further information provided on the 23rd February 2022 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member
Farouk Bhatti *MCIHT*
Road Safety Auditor

2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of 23rd November 2020 during the hours of darkness following receipt of initial scheme drawings and Monday 19th April 2021 between 2:30pm and 3:30pm. The site visits involved walking and driving around the local highway network for a 60-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was sunny, the road surface was dry and visibility was good. A pedestrian was observed walking along the verge of Clay Lane during the site visit as were cyclists on the carriageway. Vehicular traffic to include cars, light goods vehicles and a passenger service vehicle were also observed, the traffic flow was light.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.8 The Design Organisation Response has been prepared by:

Name:	George Taylor
Position / Organisation:	Principal Consultant, i-Transport LLP

2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3,** if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited undertook a Stage 1 Road Safety Audit of the current proposals in April 2021. The Design Organisation Response associated with the Audit, addressed some of the road safety concerns raised. This Stage 1 Road Safety Audit fully reassesses the scheme presented and raises any road safety concerns that are present, whether raised previously or not.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

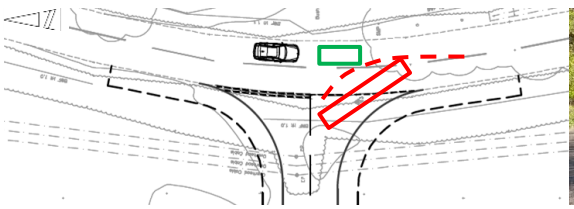
A.1	**LOCAL ALIGNMENT**
	No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage
A.2	**GENERAL**
	No Road Safety Concerns in GENERAL have been raised at this stage
A.3	**JUNCTIONS**
A.3.1	**PROBLEM**
Location:	Clay Lane
Summary:	Refuse Collection Vehicles encroach the opposing lane of Clay Lane when turning left into the proposed access
Acc Type:	Sideswipe type collisions

Clay Lane is a single carriageway two-way road that is rural in nature, derestricted and is circa 5 metres wide in proximity of the junction. Speed survey data provided within the Audit Brief identifies that observed 85th percentile speeds equate to 34.5mph northbound and 36.69mph southbound. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a priority access off the western side of Clay Lane. The proposed priority access is to be situated on the outside of a bend to optimise visibility and formed with 10 metre corner radii serving a 5.5 metre access road. The development associated with the proposals comprises circa 105 dwellings which will be serviced at least weekly by a refuse / recycling collection vehicle (RCV). No swept path analysis has been provided with the Audit Brief. Whilst the driver of a RCV will not encroach the opposing lane of traffic when vehicles are observed, the Audit Team have concerns that the rear overhang of a northbound RCV turning left into the proposed access, will swing out into the opposing southbound lane of traffic. This will not be expected by the driver of a southbound vehicle and could lead to sideswipe type collisions.

RECOMMENDATION:

It is recommended that the proposed access is adequate for the expected vehicles

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on 14th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 9th March 2022

Accepted –As illustrated on drawing ITB12230-GA-015C, the geometry of the proposed access is adequate for a large refuse collection to ingress and egress without obstructing a vehicle proceeding southbound or requiring a southbound vehicle to deviate from its path.

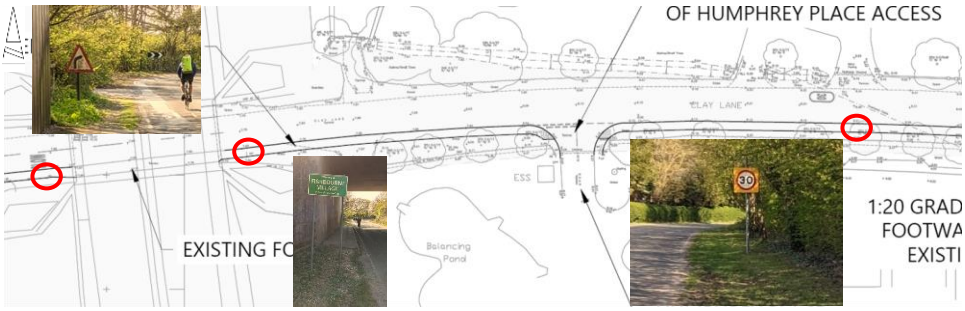
A.4	**WALKING CYCLING AND HORSE RIDING**
A.4.1	**PROBLEM**
Location:	East of existing bridge underpass
Summary:	Existing road sign is present within the proposed footway
Acc Type:	Pedestrian street furniture strike fall and personal injury

To the southeast of the site, Clay Lane passes beneath the A27 two-lane dual carriageway where a "Welcome to Fishbourne Village" sign is present and approximately 200 metres to the east, becomes subject to a 30mph speed limit. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a priority access off the west side of Clay Lane as well as a footway between the south of the site and existing footway network to the southeast. A number of items of street furniture to include the "Welcome to Fishbourne Village" and speed limit gateway signs, are present where the footway is to be provided and will be an obstruction to pedestrians which could lead to falls and personal injuries or vehicle pedestrian collisions should one enter the carriageway suddenly.

RECOMMENDATION:

It is recommended that at obstructions within the footway are relocated / adjusted appropriately

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on 14th March 2022 following formal issue of this Stage 1 Road Safety Audit on the 9th March 2022

Accepted – As stated within the notes on the scheme drawing, such matters will be dealt with through the detailed design of the scheme.

A.5	**ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**
	No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 9th March 2022

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed: 

Position: Road Safety Engineer
Organisation: Fenley Road Safety Limited
Date: 9th March 2022

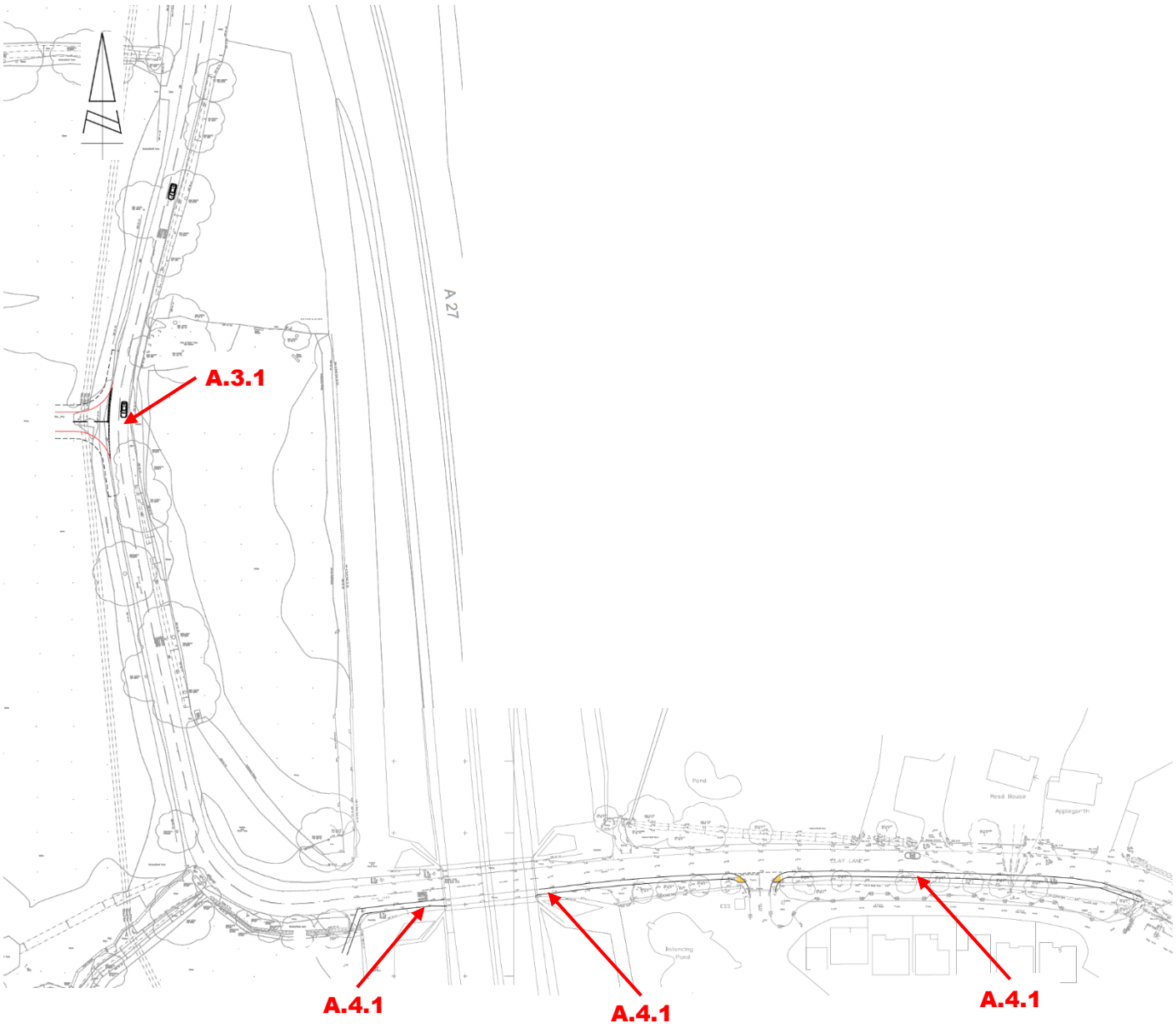
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1	S1 RSA Brief		Road Safety Audit Brief
	ATC Summary		Traffic Survey Data
	Dwg No.	Rev	Title
	ITB12230-GA-003	I	Proposed site access arrangement
	ITB12230-GA-013	D	Proposed footway connection – Eastbound along Clay Lane

Appendix A2

Item Location Plan


A27
A.3.1
A.4.1
A.4.1
A.4.1
Pond
Head House
Applegarth
CLAY LANE
Balancing Pond

Appendix A3

Drawings associated with the Design Organisation Response

Audit Stage	Drawing No.	Rev	Title
Stage 1	ITB12230-GA-015	C	Swept Path Analysis – Refuse Vehicle
	ITB12230-GA-016	A	Swept Path Analysis – 7.5t Box Van & Estate Car


fenley

APPENDIX I. TRICS Output

Calculation Reference: AUDIT-236601-190919-0910

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 85 to 288 (units:)
Range Selected by User: 80 to 350 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 05/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Village	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

2 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

3 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total Number of dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

4 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

5 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 85
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DV-03-A-02	Bungalows
NY-03-A-06	Bungalows

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	175	0.056	5	175	0.242	5	175	0.298
08:00 - 09:00	5	175	0.172	5	175	0.316	5	175	0.488
09:00 - 10:00	5	175	0.141	5	175	0.192	5	175	0.333
10:00 - 11:00	5	175	0.127	5	175	0.173	5	175	0.300
11:00 - 12:00	5	175	0.135	5	175	0.175	5	175	0.310
12:00 - 13:00	5	175	0.157	5	175	0.149	5	175	0.306
13:00 - 14:00	5	175	0.167	5	175	0.150	5	175	0.317
14:00 - 15:00	5	175	0.197	5	175	0.166	5	175	0.363
15:00 - 16:00	5	175	0.269	5	175	0.163	5	175	0.432
16:00 - 17:00	5	175	0.276	5	175	0.174	5	175	0.450
17:00 - 18:00	5	175	0.325	5	175	0.136	5	175	0.461
18:00 - 19:00	5	175	0.258	5	175	0.184	5	175	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.280			2.220			4.500

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	85 - 288 (units:)
Survey date date range:	01/01/11 - 05/07/18
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	175	0.002	5	175	0.003	5	175	0.005
08:00 - 09:00	5	175	0.001	5	175	0.001	5	175	0.002
09:00 - 10:00	5	175	0.000	5	175	0.002	5	175	0.002
10:00 - 11:00	5	175	0.000	5	175	0.001	5	175	0.001
11:00 - 12:00	5	175	0.003	5	175	0.000	5	175	0.003
12:00 - 13:00	5	175	0.001	5	175	0.001	5	175	0.002
13:00 - 14:00	5	175	0.001	5	175	0.003	5	175	0.004
14:00 - 15:00	5	175	0.001	5	175	0.000	5	175	0.001
15:00 - 16:00	5	175	0.005	5	175	0.002	5	175	0.007
16:00 - 17:00	5	175	0.001	5	175	0.002	5	175	0.003
17:00 - 18:00	5	175	0.003	5	175	0.003	5	175	0.006
18:00 - 19:00	5	175	0.006	5	175	0.006	5	175	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX J. Distribution and Assignment Model

		% Car by Destination	Proportion by car	Proportion per route	Route Proportion by Car	Route 1	Route 2	Route 3	Route 4	Route 5
Chichester	1499	60.0%	46.9%	60.0%	28.17%	Clay Lane N	Salthill Road N	-	-	-
				40.0%	18.78%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	Westgate	-
Fishbourne	252	54.8%	7.2%	100.0%	7.21%	Clay Lane N	Salthill Road S	-	-	-
Portsmouth	155	72.9%	5.9%	75.0%	4.43%	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-
				25.0%	1.48%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
Bognor Regis	135	83.7%	5.9%	50.0%	2.95%	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (E)	A27 E	-
				50.0%	2.95%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
Havant	111	83.8%	4.9%	50.0%	2.43%	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-
				50.0%	2.43%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
Southbourne	105	61.0%	3.3%	100.0%	3.34%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
London	81	25.9%	1.1%	100.0%	1.10%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
Hampshire	58	94.8%	2.9%	100.0%	2.87%	Clay Lane N	Salthill Road N	-	-	-
Littlehampton	51	78.4%	2.1%	100.0%	2.09%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
Worthing	45	73.3%	1.7%	100.0%	1.72%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
Other	2918		18.1%	100.0%	18.07%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
	5410		**100.0%**		**100.0%**					

ROUTING		
Route 1		**43.20%**
Clay Lane N	48.0%	20.8%
Clay Lane S	52.0%	22.4%
	100.0%	43.2%
Route 2		
Fishbourne Road E	52.0%	22.4%
Salthill Road N	31.0%	13.4%
Salthill Road S	17.0%	7.3%
	100.0%	43.2%
Route 3		
A259 Cathedral Way E	52.0%	22.4%
A259 Fishbourne Road W (E)	3.0%	1.3%
A259 Fishbourne Road W (W)	6.9%	3.0%
-	38.2%	16.5%
	100.0%	43.2%
Route 4		
A259 Cathedral Way W	33.2%	14.3%
Westgate	18.8%	8.1%
A27 E	3.0%	1.3%
-	45.1%	19.5%
	100.0%	43.2%
Route 5		
A27 E	24.8%	10.7%
A27 W	8.3%	3.6%
-	66.8%	28.9%
	100.0%	43.2%

Chichester	46.9%	20.3%
Fishbourne	7.2%	3.1%
Portsmouth	5.9%	2.5%
Bognor Regis	5.9%	2.5%
Havant	4.9%	2.1%
Southbourne	3.3%	1.4%
London	1.1%	0.5%
Hampshire	2.9%	1.2%
Littlehampton	2.1%	0.9%
Worthing	1.7%	0.7%
Other	18.1%	7.8%
	100.0%	43.2%

ITB112230 - Gravity Model

30 min journey time

Location	Route 1	Route 2	Route 3	Route 4	Route 5	Times (Mins)	2011 Census Total Population	P/T	P/T^2	% of Total	Car Driver Mode Split		% of Car Driver	% of Car Driver By Route
Chichester	Clay Lane N	Salthill Road N	-	-	-	12	28,657	2388	199	18.3%	60%	11.0%	15.4%	9%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	Westgate	-									6%
Fishbourne	Clay Lane N	Salthill Road S	-	-	-	4	2,325	581	145	13.4%	55%	7.3%	10.3%	10%
Portsmouth	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-	25	238,137	9525	381	35.1%	73%	26%	35.8%	27%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W									9%
Bognor Regis	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (E)	A27 E	-	20	63,885	3194	160	14.7%	84%	12.3%	17.2%	9%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E									9%
Havant	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-	18	45,125	2507	139	12.8%	84%	11%	15%	8%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W									8%
Littlehampton	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E	30	55,706	1857	62	5.7%	78%	4.5%	6.3%	6%
							433,835	20053	1086	100.0%			100.0%	100.0%

Route 1	**100.0%**	**56.8%**	156.8%
Clay Lane N	62.5%	35.5%	
Clay Lane S	37.5%	21.3%	156.8%
	100.0%	56.8%	

Route 2	**100.0%**	**56.8%**
Fishbourne Road E	37.5%	21.3%
Salthill Road N	9.2%	5.2%
Salthill Road S	53.3%	30.3%
	100.0%	56.8%

Route 3	**100.0%**	**56.8%**
A259 Cathedral Way E	37.5%	21.3%
A259 Fishbourne Road W (E)	8.6%	4.9%
A259 Fishbourne Road W (W)	34.4%	19.5%
-	19.5%	11.1%
	100.0%	56.8%

Route 4	**100.0%**	**56.8%**
A259 Cathedral Way W	31.4%	17.8%
Westgate	6.2%	3.5%
A27 E	8.6%	4.9%
-	53.9%	30.6%
	100.0%	56.8%

Route 5	**100.0%**	**56.8%**
A27 E	14.9%	8.5%
A27 W	16.5%	9.4%
-	68.6%	39.0%
	100.0%	56.8%

Route 1	JTW	Gravity	Combined
Clay Lane N	20.8%	35.5%	56.3%
Clay Lane S	22.4%	21.3%	43.7%
	43.2%	56.8%	100.0%

Route 2	JTW	Gravity	Combined
Fishbourne Road E	22.4%	21.3%	43.7%
Salthill Road N	13.4%	5.2%	18.7%
Salthill Road S	7.3%	30.3%	37.6%
	43.2%	56.8%	100.0%

Route 3	JTW	Gravity	Combined
A259 Cathedral Way E	22.4%	21.3%	43.7%
A259 Fishbourne Road W (E)	1.3%	4.9%	6.2%
A259 Fishbourne Road W (W)	3.0%	19.5%	22.5%
-	16.5%	11.1%	27.6%
	43.2%	56.8%	100.0%

Route 4	JTW	Gravity	Combined
A259 Cathedral Way W	14.3%	17.8%	32.1%
Westgate	8.1%	3.5%	11.6%
A27 E	1.3%	4.9%	6.2%
-	19.5%	30.6%	50.1%
	43.2%	56.8%	100.0%

Route 5	JTW	Gravity	Combined
A27 E	10.7%	8.5%	19.2%
A27 W	3.6%	9.4%	13.0%
-	28.9%	39.0%	67.9%
	43.2%	56.8%	100.0%

APPENDIX K. Junction Modelling Outputs

Basic Results Summary

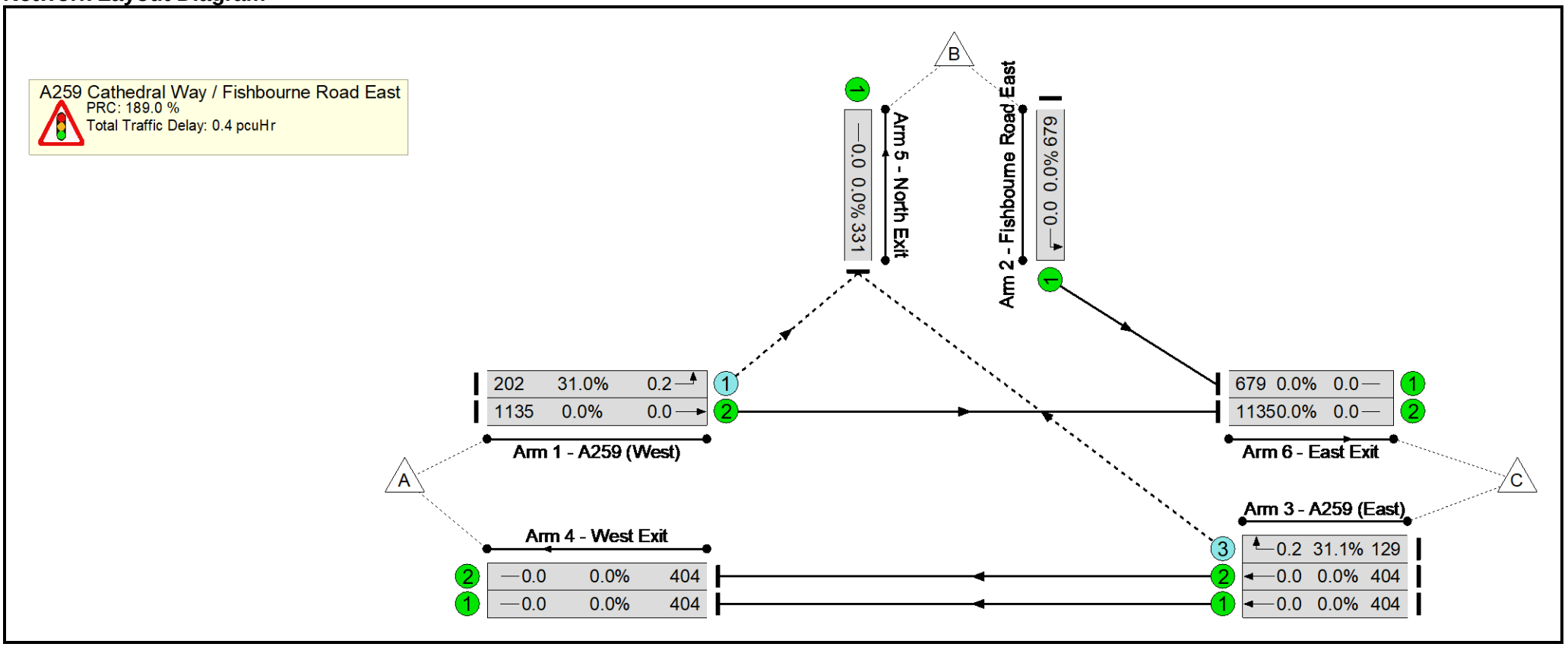
User and Project Details

Project:	**Land at Clay Lane, Fishbourne**
Title:	**A259 Cathedral Way / Fishbourne Road East**
Location:	
Client:	Gleeson Developments Ltd
Design Layout Ref:	Existing
Date Started:	26.10.20
Model Assumptions:	PICADY give-way parameters
Flow Details:	105 Dwellings
Additional detail:	
File name:	A259 Cathedral Way_Fishbourne Road East - PICADY GW.lsg3x
Author:	Jon Wilkinson
Company:	i-Transport
Address:	Manchester

Basic Results Summary

Scenario 1: '2019 Observed AM' (FG1: '2019 Observed AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**31.1%**	**331**	**0**	**0**	**0.4**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**31.1%**	**331**	**0**	**0**	**0.4**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	202	1800	653	31.0%	202	0	0	0.2	4.0	0.2
3/3	A259 (East) Right	O	-		-	-	-	129	2029	414	31.1%	129	0	0	0.2	6.3	0.2

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 189.0

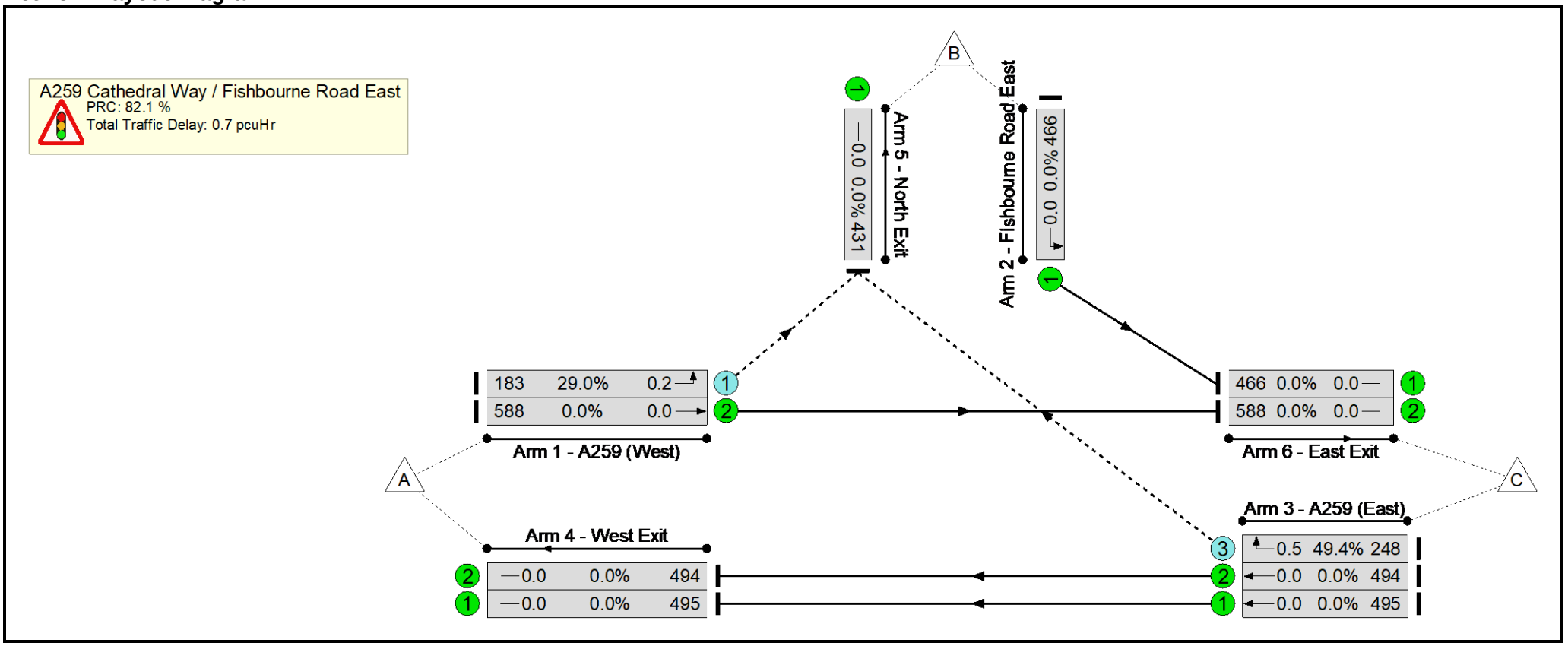
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.45

Cycle Time (s): 60

Basic Results Summary

Scenario 2: '2019 Observed PM' (FG2: '2019 Observed PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.4%**	**431**	**0**	**0**	**0.7**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.4%**	**431**	**0**	**0**	**0.7**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	183	1800	631	29.0%	183	0	0	0.2	4.0	0.2
3/3	A259 (East) Right	O	-		-	-	-	248	2029	502	49.4%	248	0	0	0.5	7.1	0.5

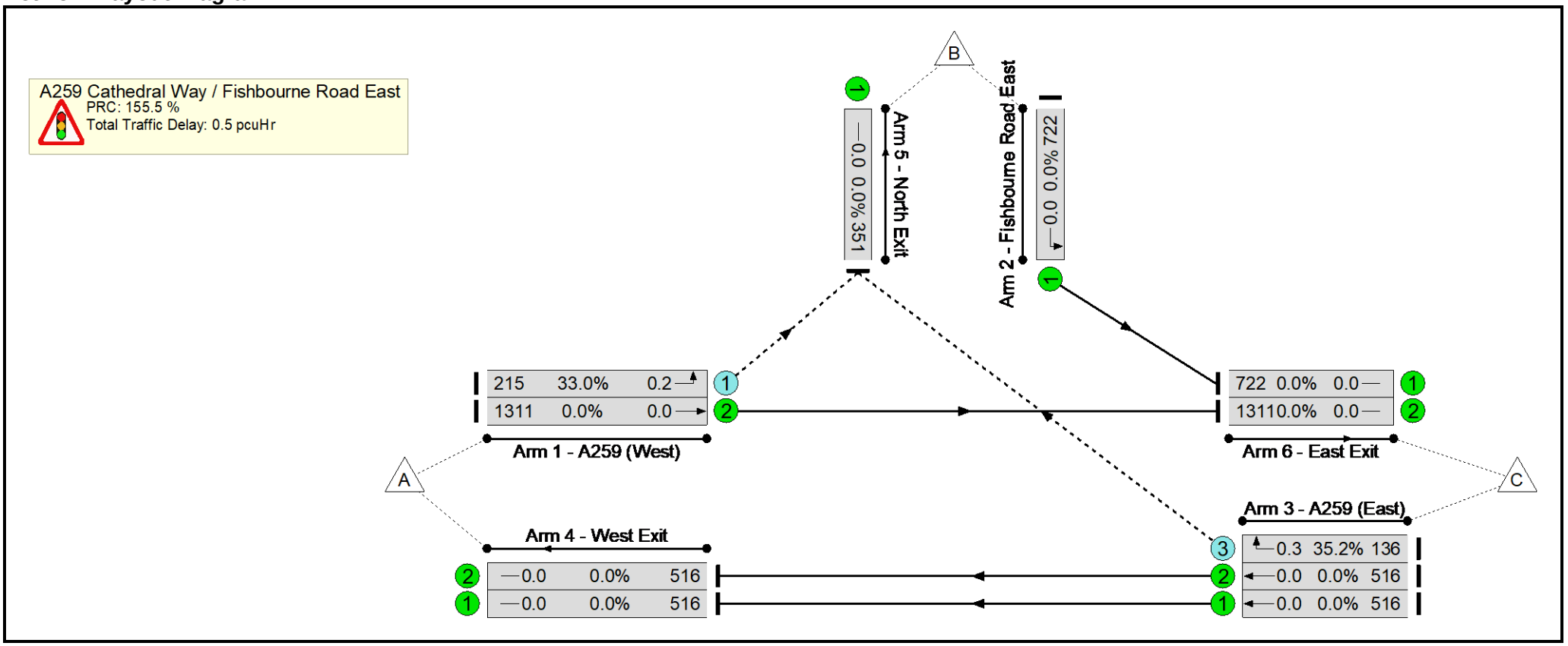
C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 82.1
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.69
Cycle Time (s): 60

Basic Results Summary

Scenario 3: '2024 Base + Comm AM' (FG3: '2024 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.2%**	**351**	**0**	**0**	**0.5**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.2%**	**351**	**0**	**0**	**0.5**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	215	1800	651	33.0%	215	0	0	0.2	4.1	0.2
3/3	A259 (East) Right	O	-		-	-	-	136	2029	386	35.2%	136	0	0	0.3	7.2	0.3

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 155.5

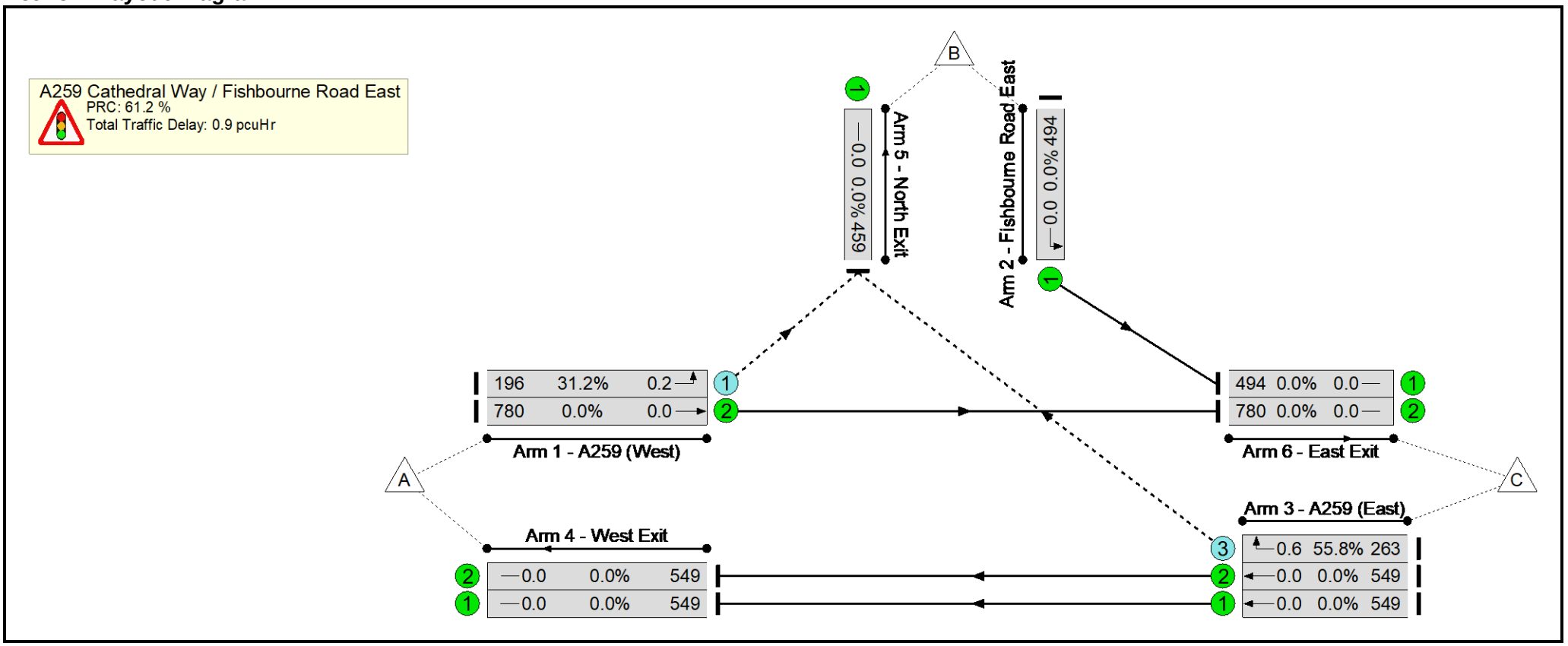
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.52

Cycle Time (s): 60

Basic Results Summary

Scenario 4: '2024 Base + Comm PM' (FG4: '2024 Base + Comm PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.8%**	**459**	**0**	**0**	**0.9**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.8%**	**459**	**0**	**0**	**0.9**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	196	1800	628	31.2%	196	0	0	0.2	4.2	0.2
3/3	A259 (East) Right	O	-		-	-	-	263	2029	471	55.8%	263	0	0	0.6	8.6	0.6

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 61.2

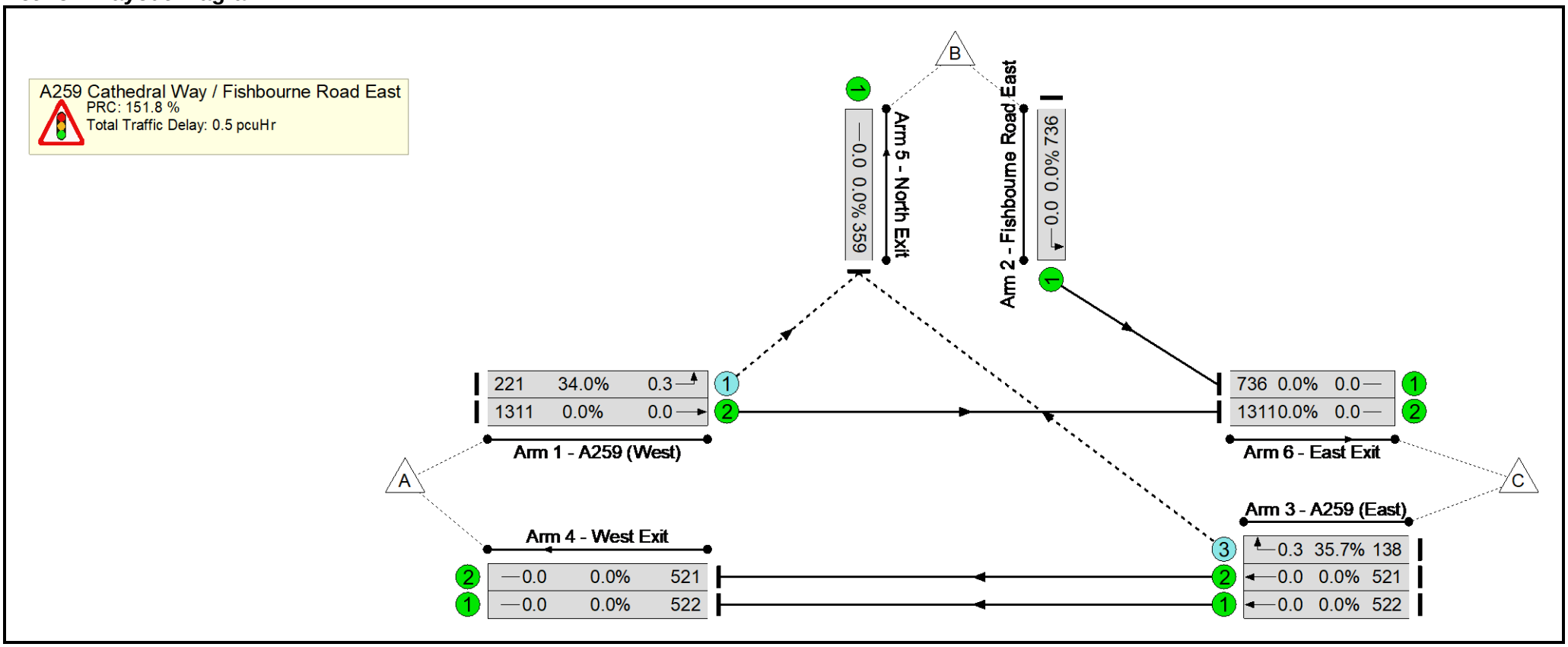
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.85

Cycle Time (s): 60

Basic Results Summary

Scenario 5: '2024 Base + Comm + Dev AM' (FG5: '2024 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.7%**	**359**	**0**	**0**	**0.5**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.7%**	**359**	**0**	**0**	**0.5**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	221	1800	651	34.0%	221	0	0	0.3	4.2	0.3
3/3	A259 (East) Right	O	-		-	-	-	138	2029	386	35.7%	138	0	0	0.3	7.2	0.3

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 151.8

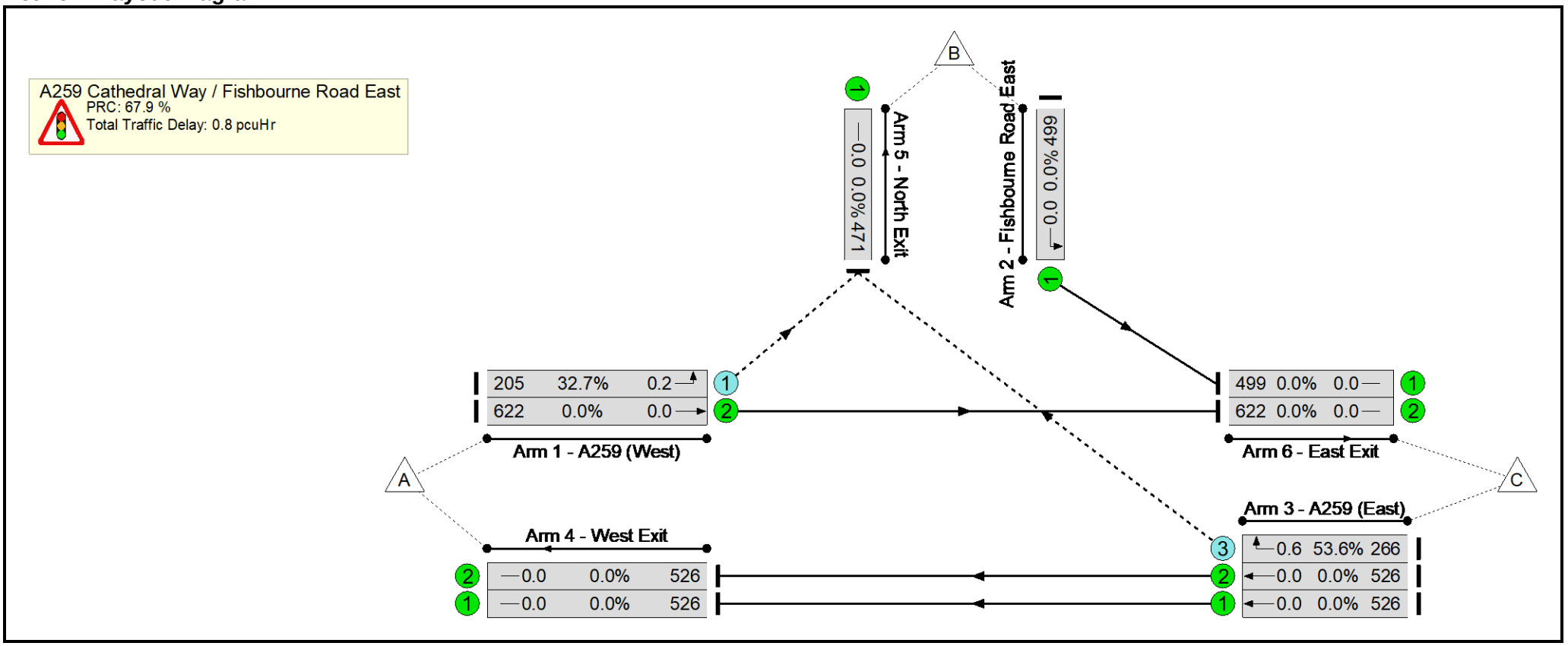
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.53

Cycle Time (s): 60

Basic Results Summary

Scenario 6: '2024 Base + Comm + Dev PM' (FG6: '2024 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.6%**	**471**	**0**	**0**	**0.8**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.6%**	**471**	**0**	**0**	**0.8**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	205	1800	628	32.7%	205	0	0	0.2	4.3	0.2
3/3	A259 (East) Right	O	-		-	-	-	266	2029	496	53.6%	266	0	0	0.6	7.8	0.6

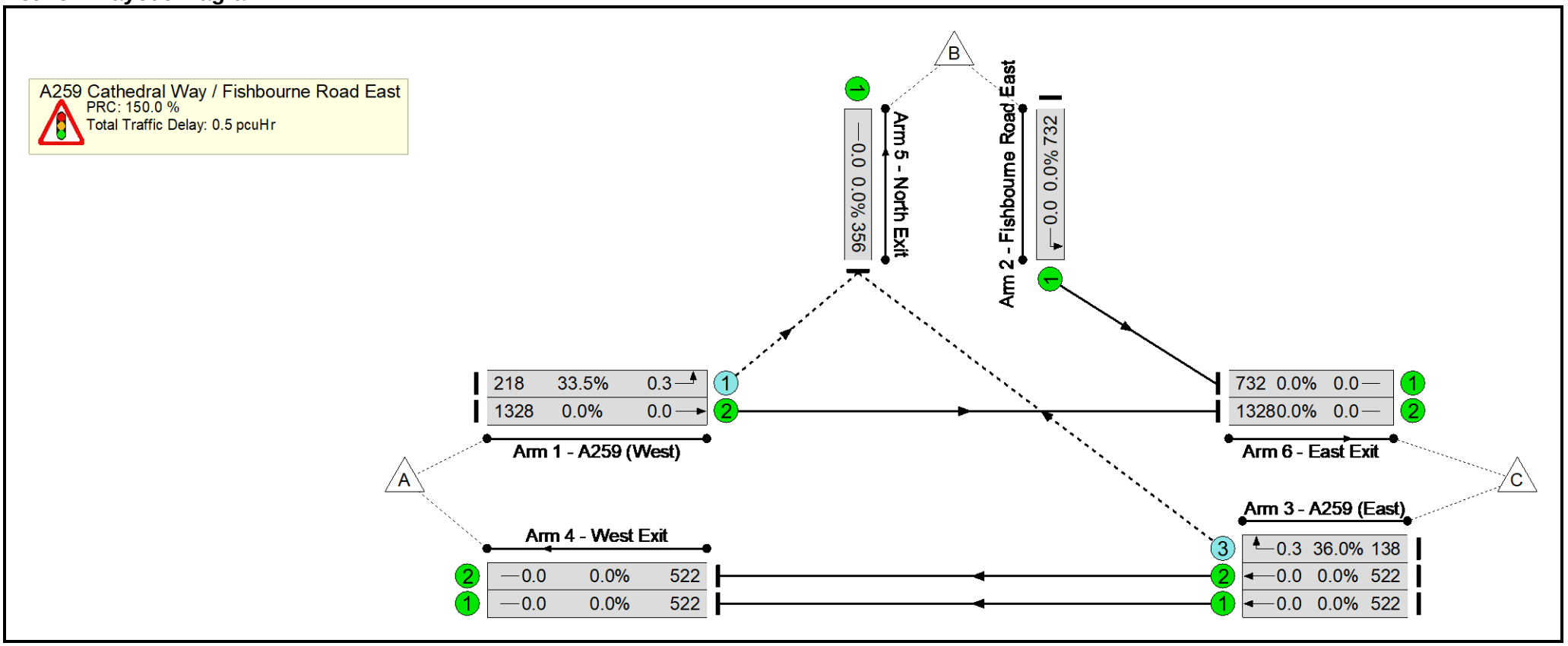
C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 67.9
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.82
Cycle Time (s): 60

Basic Results Summary

Scenario 7: '2027 Base + Comm AM' (FG7: '2027 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.0%**	**356**	**0**	**0**	**0.5**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**36.0%**	**356**	**0**	**0**	**0.5**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	218	1800	651	33.5%	218	0	0	0.3	4.2	0.3
3/3	A259 (East) Right	O	-		-	-	-	138	2029	383	36.0%	138	0	0	0.3	7.3	0.3

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 150.0

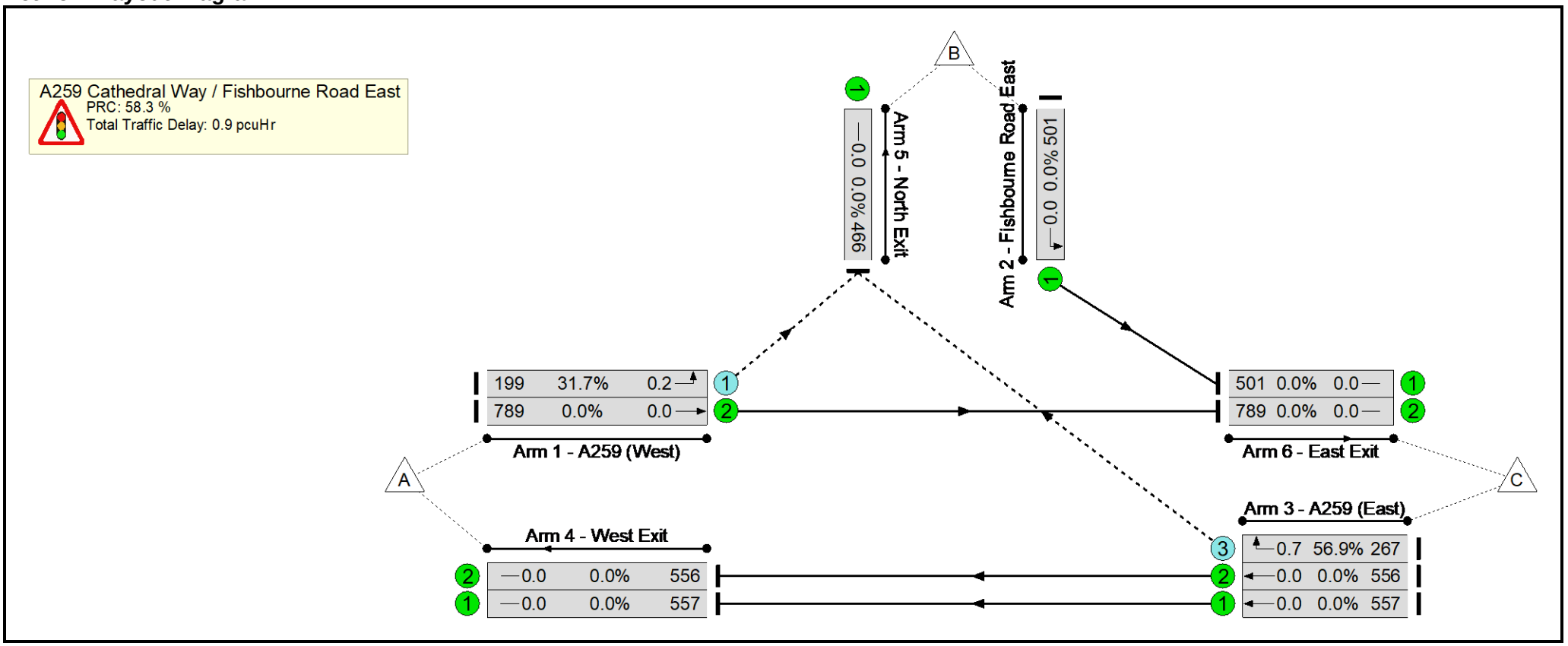
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.53

Cycle Time (s): 60

Basic Results Summary

Scenario 8: '2027 Base + Comm PM' (FG8: '2027 Base + Comm PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.9%**	**466**	**0**	**0**	**0.9**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.9%**	**466**	**0**	**0**	**0.9**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	199	1800	628	31.7%	199	0	0	0.2	4.2	0.2
3/3	A259 (East) Right	O	-		-	-	-	267	2029	470	56.9%	267	0	0	0.7	8.8	0.7

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 58.3

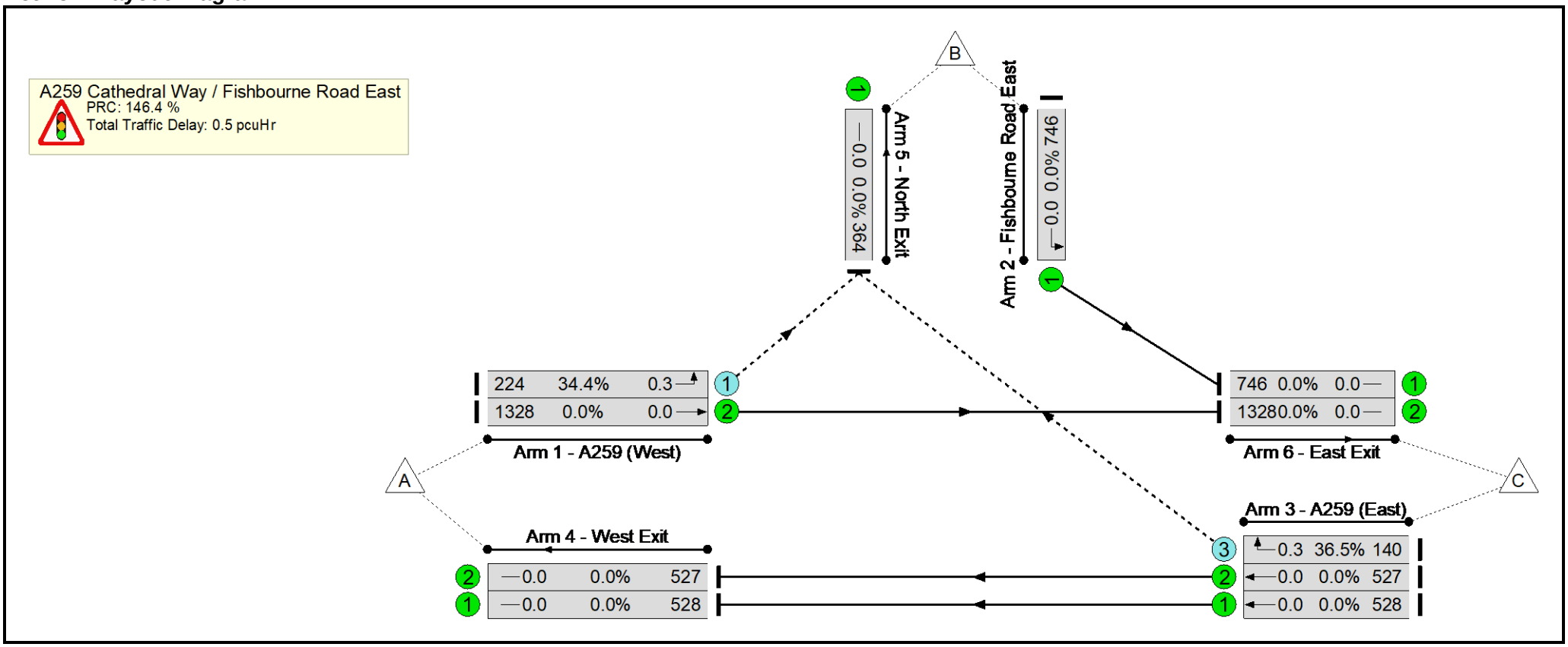
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.89

Cycle Time (s): 60

Basic Results Summary

Scenario 9: '2027 Base + Comm + Dev AM' (FG9: '2027 Base + Comm + Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	-	-	-		-	-	-	-	-	-	**36.5%**	**364**	**0**	**0**	**0.5**	-	-
A259 Cathedral Way / Fishbourne Road East	-	-	-		-	-	-	-	-	-	**36.5%**	**364**	**0**	**0**	**0.5**	-	-
1/1	A259 (West) Left	O	-		-	-	-	224	1800	651	34.4%	224	0	0	0.3	4.2	0.3
3/3	A259 (East) Right	O	-		-	-	-	140	2029	383	36.5%	140	0	0	0.3	7.4	0.3

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 146.4

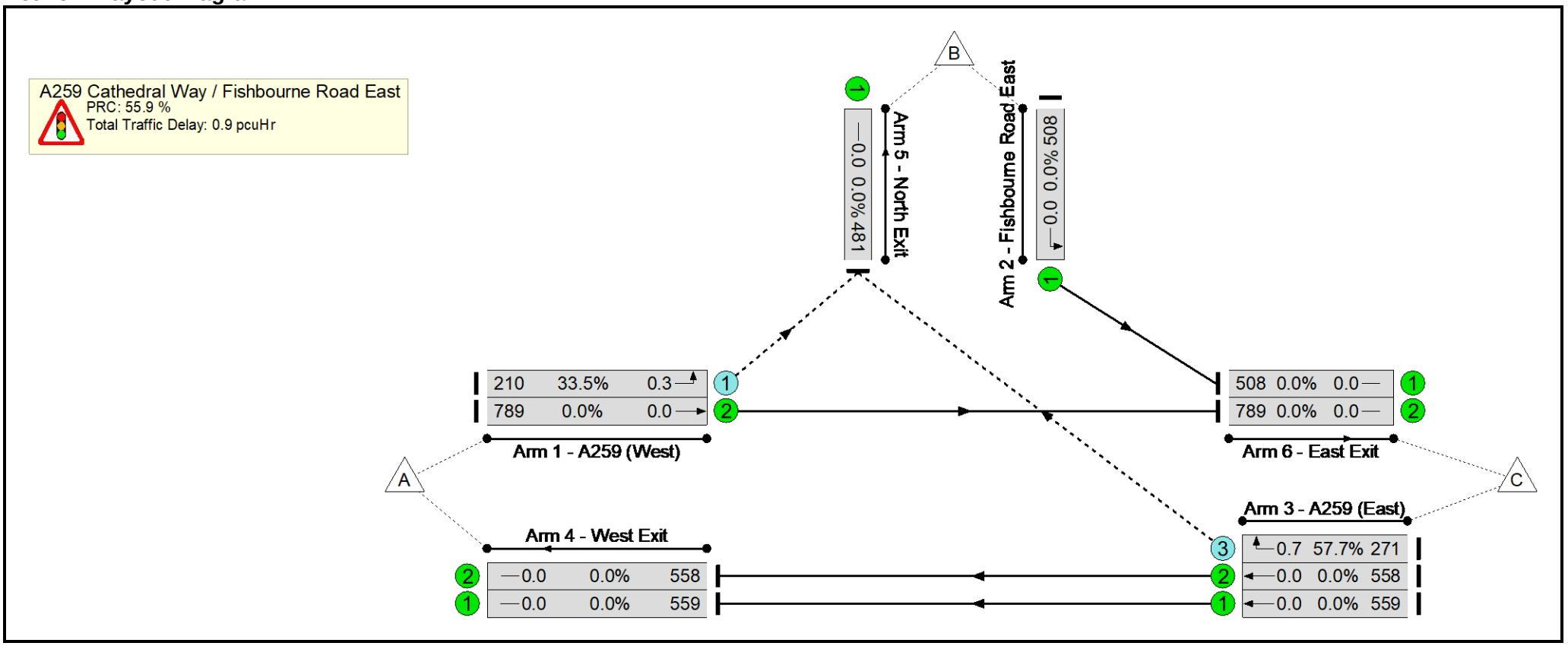
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.55

Cycle Time (s): 60

Basic Results Summary

Scenario 10: '2027 Base + Comm + Dev PM' (FG10: '2027 Base + Comm + Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**	**481**	**0**	**0**	**0.9**	**-**	**-**
A259 Cathedral Way / Fishbourne Road East	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.7%**	**481**	**0**	**0**	**0.9**	**-**	**-**
1/1	A259 (West) Left	O	-		-	-	-	210	1800	627	33.5%	210	0	0	0.3	4.3	0.3
3/3	A259 (East) Right	O	-		-	-	-	271	2029	470	57.7%	271	0	0	0.7	9.0	0.7

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 55.9

Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 0.93

Cycle Time (s): 60

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Salthill Road and Clay Lane Crossroads.j9
Path: T:\Projects\12000 Series Project Numbers\12230ITB Land at Clay Lane\Tech\Junction Assessments\Picady
Report generation date: 10/02/2022 14:44:53

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2019 Observed					
Stream B-ACD	0.4	11.97	0.28	1.1	17.76	0.52
Stream A-BCD	0.1	6.45	0.07	0.2	5.65	0.12
Stream D-ABC	0.8	16.34	0.44	0.3	10.95	0.24
Stream C-ABD	1.2	10.04	0.49	0.4	7.06	0.25
	2024 Base + Committed					
Stream B-ACD	0.5	12.86	0.32	1.3	20.03	0.56
Stream A-BCD	0.1	6.48	0.08	0.2	5.65	0.13
Stream D-ABC	0.9	18.07	0.49	0.3	11.50	0.26
Stream C-ABD	1.4	10.82	0.53	0.5	7.27	0.28
	2024 Base + Committed + Development					
Stream B-ACD	0.6	13.64	0.36	1.4	21.05	0.58
Stream A-BCD	0.1	6.48	0.08	0.3	5.64	0.13
Stream D-ABC	0.9	18.31	0.49	0.3	11.62	0.26
Stream C-ABD	1.5	11.21	0.55	0.6	7.50	0.30
	2027 Base + Committed					
Stream B-ACD	0.5	13.05	0.32	1.3	20.64	0.58
Stream A-BCD	0.1	6.48	0.08	0.3	5.64	0.13
Stream D-ABC	0.9	18.39	0.49	0.4	11.63	0.26
Stream C-ABD	1.4	11.05	0.54	0.5	7.33	0.28
	2027 Base + Committed + Development					
Stream B-ACD	0.6	13.84	0.37	1.5	22.07	0.60
Stream A-BCD	0.1	6.48	0.08	0.3	5.65	0.13
Stream D-ABC	1.0	18.62	0.50	0.4	11.79	0.26
Stream C-ABD	1.5	11.39	0.56	0.6	7.65	0.31

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	21/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\peter.snell
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2019 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D9	2027 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2027 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		8.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Salthill Road (North)		Major
B	Clay Lane (East)		Minor
C	Salthill Road (South)		Major
D	Clay Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Salthill Road (North)	6.23			92.5	✓	0.00
C - Salthill Road (South)	6.23			119.3	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Clay Lane (East)	One lane	3.36	21	32
D - Clay Lane (West)	One lane	3.24	31	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	628	-	-	-	-	-	-	0.241	0.344	0.241	-	-	-
1	B-A	518	0.093	0.236	0.236	-	-	-	0.149	0.338	-	0.236	0.236	0.118
1	B-C	668	0.101	0.256	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	518	0.093	0.236	0.236	-	-	-	0.149	0.338	0.149	-	-	-
1	B-D, offside lane	518	0.093	0.236	0.236	-	-	-	0.149	0.338	0.149	-	-	-
1	C-B	643	0.247	0.247	0.352	-	-	-	-	-	-	-	-	-
1	D-A	662	-	-	-	-	-	-	0.254	-	0.100	-	-	-
1	D-B, nearside lane	517	0.148	0.148	0.337	-	-	-	0.236	0.236	0.093	-	-	-
1	D-B, offside lane	517	0.148	0.148	0.337	-	-	-	0.236	0.236	0.093	-	-	-
1	D-C	517	-	0.148	0.337	0.118	0.236	0.236	0.236	0.236	0.093	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Observed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	206	100.000
B - Clay Lane (East)		ONE HOUR	✓	107	100.000
C - Salthill Road (South)		ONE HOUR	✓	409	100.000
D - Clay Lane (West)		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	70	110	26
	B - Clay Lane (East)	23	0	43	41
	C - Salthill Road (South)	170	226	0	13
	D - Clay Lane (West)	33	110	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	4	8
	B - Clay Lane (East)	0	0	0	0
	C - Salthill Road (South)	1	2	0	8
	D - Clay Lane (West)	6	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.28	11.97	0.4	B	98	147
A-BCD	0.07	6.45	0.1	A	33	50
A-B					60	91
A-C					95	143
D-ABC	0.44	16.34	0.8	C	146	219
C-ABD	0.49	10.04	1.2	B	277	415
C-D					7	11
C-A					92	138

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	470	0.171	80	0.0	0.2	9.196	A
A-BCD	25	6	593	0.043	25	0.0	0.1	6.334	A
A-B	50	13			50				
A-C	79	20			79				
D-ABC	120	30	440	0.272	118	0.0	0.4	11.124	B
C-ABD	213	53	683	0.312	211	0.0	0.5	7.610	A
C-D	7	2			7				
C-A	88	22			88				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96	24	449	0.214	96	0.2	0.3	10.189	B
A-BCD	32	8	597	0.054	32	0.1	0.1	6.385	A
A-B	60	15			60				
A-C	94	23			94				
D-ABC	143	36	422	0.339	142	0.4	0.5	12.871	B
C-ABD	267	67	693	0.385	266	0.5	0.7	8.425	A
C-D	7	2			7				
C-A	94	23			94				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	29	419	0.281	117	0.3	0.4	11.931	B
A-BCD	43	11	602	0.071	43	0.1	0.1	6.446	A
A-B	72	18			72				
A-C	112	28			112				
D-ABC	175	44	396	0.443	174	0.5	0.8	16.165	C
C-ABD	349	87	709	0.492	347	0.7	1.2	9.953	A
C-D	7	2			7				
C-A	94	24			94				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	29	419	0.281	118	0.4	0.4	11.969	B
A-BCD	43	11	602	0.071	43	0.1	0.1	6.443	A
A-B	72	18			72				
A-C	112	28			112				
D-ABC	175	44	395	0.443	175	0.8	0.8	16.344	C
C-ABD	349	87	709	0.492	349	1.2	1.2	10.043	B
C-D	7	2			7				
C-A	94	23			94				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96	24	448	0.215	97	0.4	0.3	10.252	B
A-BCD	32	8	596	0.054	32	0.1	0.1	6.382	A
A-B	59	15			59				
A-C	93	23			93				
D-ABC	143	36	421	0.340	144	0.8	0.5	13.049	B
C-ABD	268	67	694	0.385	269	1.2	0.8	8.525	A
C-D	7	2			7				
C-A	93	23			93				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	20	469	0.172	81	0.3	0.2	9.270	A
A-BCD	25	6	593	0.043	26	0.1	0.1	6.343	A
A-B	50	13			50				
A-C	79	20			79				
D-ABC	120	30	440	0.272	120	0.5	0.4	11.291	B
C-ABD	214	53	683	0.313	215	0.8	0.5	7.711	A
C-D	7	2			7				
C-A	87	22			87				

2019 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		6.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	305	100.000
B - Clay Lane (East)		ONE HOUR	✓	198	100.000
C - Salthill Road (South)		ONE HOUR	✓	293	100.000
D - Clay Lane (West)		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	43	215	47
	B - Clay Lane (East)	43	0	72	83
	C - Salthill Road (South)	166	108	0	19
	D - Clay Lane (West)	30	53	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	1	2
	B - Clay Lane (East)	0	0	6	0
	C - Salthill Road (South)	1	3	0	0
	D - Clay Lane (West)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.52	17.76	1.1	C	182	273
A-BCD	0.12	5.65	0.2	A	66	99
A-B					36	53
A-C					178	267
D-ABC	0.24	10.95	0.3	B	84	127
C-ABD	0.25	7.06	0.4	A	134	201
C-D					14	21
C-A					121	181

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149	37	465	0.321	147	0.0	0.5	11.275	B
A-BCD	49	12	688	0.072	49	0.0	0.1	5.635	A
A-B	30	8			30				
A-C	150	38			150				
D-ABC	69	17	472	0.147	69	0.0	0.2	8.909	A
C-ABD	103	26	661	0.156	102	0.0	0.2	6.431	A
C-D	12	3			12				
C-A	106	26			106				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	178	44	446	0.399	177	0.5	0.6	13.347	B
A-BCD	63	16	703	0.090	63	0.1	0.2	5.628	A
A-B	35	9			35				
A-C	176	44			176				
D-ABC	83	21	454	0.182	83	0.2	0.2	9.674	A
C-ABD	129	32	669	0.193	129	0.2	0.3	6.669	A
C-D	14	3			14				
C-A	120	30			120				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	218	55	421	0.518	216	0.6	1.0	17.496	C
A-BCD	85	21	726	0.118	85	0.2	0.2	5.628	A
A-B	42	10			42				
A-C	209	52			209				
D-ABC	101	25	430	0.235	101	0.2	0.3	10.924	B
C-ABD	170	43	681	0.250	170	0.3	0.4	7.044	A
C-D	16	4			16				
C-A	137	34			137				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	218	55	420	0.519	218	1.0	1.1	17.760	C
A-BCD	85	21	726	0.118	85	0.2	0.2	5.628	A
A-B	42	10			42				
A-C	209	52			209				
D-ABC	101	25	430	0.236	101	0.3	0.3	10.953	B
C-ABD	170	43	681	0.250	170	0.4	0.4	7.058	A
C-D	16	4			16				
C-A	137	34			137				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	178	44	446	0.399	180	1.1	0.7	13.587	B
A-BCD	63	16	703	0.090	64	0.2	0.2	5.631	A
A-B	35	9			35				
A-C	176	44			176				
D-ABC	83	21	454	0.182	83	0.3	0.2	9.712	A
C-ABD	130	32	669	0.194	130	0.4	0.3	6.682	A
C-D	14	3			14				
C-A	120	30			120				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149	37	464	0.321	150	0.7	0.5	11.480	B
A-BCD	49	12	687	0.072	50	0.2	0.1	5.648	A
A-B	30	8			30				
A-C	150	38			150				
D-ABC	69	17	471	0.147	69	0.2	0.2	8.961	A
C-ABD	103	26	661	0.156	104	0.3	0.2	6.460	A
C-D	12	3			12				
C-A	105	26			105				

2024 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		8.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	221	100.000
B - Clay Lane (East)		ONE HOUR	✓	117	100.000
C - Salthill Road (South)		ONE HOUR	✓	434	100.000
D - Clay Lane (West)		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	75	117	29
	B - Clay Lane (East)	26	0	48	43
	C - Salthill Road (South)	180	240	0	14
	D - Clay Lane (West)	37	117	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	4	7
	B - Clay Lane (East)	0	0	0	0
	C - Salthill Road (South)	1	2	0	8
	D - Clay Lane (West)	6	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.32	12.86	0.5	B	107	161
A-BCD	0.08	6.48	0.1	A	38	57
A-B					64	96
A-C					100	150
D-ABC	0.49	18.07	0.9	C	157	235
C-ABD	0.53	10.82	1.4	B	299	449
C-D					7	11
C-A					92	138

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	88	22	465	0.189	87	0.0	0.2	9.509	A
A-BCD	29	7	596	0.048	29	0.0	0.1	6.341	A
A-B	54	13			54				
A-C	84	21			84				
D-ABC	129	32	436	0.295	127	0.0	0.4	11.602	B
C-ABD	230	57	685	0.335	227	0.0	0.6	7.833	A
C-D	7	2			7				
C-A	90	23			90				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	26	442	0.238	105	0.2	0.3	10.676	B
A-BCD	37	9	600	0.061	37	0.1	0.1	6.402	A
A-B	63	16			63				
A-C	99	25			99				
D-ABC	154	38	416	0.370	153	0.4	0.6	13.679	B
C-ABD	288	72	697	0.414	287	0.6	0.8	8.796	A
C-D	7	2			7				
C-A	94	24			94				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	409	0.315	128	0.3	0.5	12.778	B
A-BCD	49	12	606	0.081	49	0.1	0.1	6.472	A
A-B	76	19			76				
A-C	118	30			118				
D-ABC	188	47	388	0.486	187	0.6	0.9	17.800	C
C-ABD	379	95	713	0.531	376	0.8	1.4	10.688	B
C-D	7	2			7				
C-A	92	23			92				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	129	32	409	0.315	129	0.5	0.5	12.859	B
A-BCD	49	12	606	0.081	49	0.1	0.1	6.476	A
A-B	76	19			76				
A-C	118	30			118				
D-ABC	188	47	387	0.486	188	0.9	0.9	18.070	C
C-ABD	379	95	714	0.531	379	1.4	1.4	10.822	B
C-D	7	2			7				
C-A	92	23			92				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	26	441	0.239	106	0.5	0.3	10.762	B
A-BCD	37	9	599	0.061	37	0.1	0.1	6.399	A
A-B	63	16			63				
A-C	99	25			99				
D-ABC	154	38	415	0.371	155	0.9	0.6	13.933	B
C-ABD	289	72	698	0.415	291	1.4	0.9	8.929	A
C-D	7	2			7				
C-A	94	23			94				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	88	22	464	0.190	88	0.3	0.2	9.601	A
A-BCD	29	7	595	0.049	29	0.1	0.1	6.352	A
A-B	54	13			54				
A-C	84	21			84				
D-ABC	129	32	435	0.296	129	0.6	0.4	11.812	B
C-ABD	230	58	686	0.336	231	0.9	0.6	7.955	A
C-D	7	2			7				
C-A	89	22			89				

2024 Base + Committed , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	326	100.000
B - Clay Lane (East)		ONE HOUR	✓	211	100.000
C - Salthill Road (South)		ONE HOUR	✓	313	100.000
D - Clay Lane (West)		ONE HOUR	✓	99	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	47	228	51
	B - Clay Lane (East)	46	0	77	88
	C - Salthill Road (South)	176	117	0	20
	D - Clay Lane (West)	33	56	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	0	2
	B - Clay Lane (East)	0	0	5	0
	C - Salthill Road (South)	1	3	0	0
	D - Clay Lane (West)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.56	20.03	1.3	C	194	290
A-BCD	0.13	5.65	0.2	A	74	111
A-B					39	58
A-C					187	280
D-ABC	0.26	11.50	0.3	B	91	136
C-ABD	0.28	7.27	0.5	A	148	223
C-D					14	21
C-A					125	187

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	159	40	459	0.346	157	0.0	0.5	11.819	B
A-BCD	55	14	693	0.079	54	0.0	0.1	5.636	A
A-B	33	8			33				
A-C	158	40			158				
D-ABC	75	19	467	0.160	74	0.0	0.2	9.135	A
C-ABD	113	28	663	0.171	112	0.0	0.3	6.525	A
C-D	12	3			12				
C-A	110	27			110				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	190	47	439	0.432	189	0.5	0.7	14.307	B
A-BCD	71	18	710	0.099	70	0.1	0.2	5.636	A
A-B	38	10			38				
A-C	184	46			184				
D-ABC	89	22	448	0.199	89	0.2	0.2	10.007	B
C-ABD	143	36	672	0.213	143	0.3	0.3	6.806	A
C-D	14	4			14				
C-A	124	31			124				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	232	58	412	0.564	230	0.7	1.2	19.614	C
A-BCD	96	24	734	0.131	96	0.2	0.2	5.649	A
A-B	45	11			45				
A-C	218	55			218				
D-ABC	109	27	422	0.258	109	0.2	0.3	11.464	B
C-ABD	189	47	684	0.276	188	0.3	0.5	7.260	A
C-D	16	4			16				
C-A	140	35			140				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	232	58	412	0.564	232	1.2	1.3	20.031	C
A-BCD	96	24	734	0.131	96	0.2	0.3	5.652	A
A-B	45	11			45				
A-C	218	54			218				
D-ABC	109	27	422	0.258	109	0.3	0.3	11.503	B
C-ABD	189	47	685	0.276	189	0.5	0.5	7.274	A
C-D	16	4			16				
C-A	140	35			140				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	190	47	439	0.432	192	1.3	0.8	14.659	B
A-BCD	71	18	710	0.100	71	0.3	0.2	5.641	A
A-B	38	10			38				
A-C	184	46			184				
D-ABC	89	22	448	0.199	89	0.3	0.3	10.053	B
C-ABD	143	36	672	0.213	144	0.5	0.4	6.826	A
C-D	14	4			14				
C-A	124	31			124				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	159	40	459	0.346	160	0.8	0.5	12.077	B
A-BCD	55	14	693	0.079	55	0.2	0.1	5.647	A
A-B	33	8			33				
A-C	158	39			158				
D-ABC	75	19	467	0.160	75	0.3	0.2	9.195	A
C-ABD	114	28	663	0.171	114	0.4	0.3	6.557	A
C-D	12	3			12				
C-A	110	27			110				

2024 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		9.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	224	100.000
B - Clay Lane (East)		ONE HOUR	✓	135	100.000
C - Salthill Road (South)		ONE HOUR	✓	441	100.000
D - Clay Lane (West)		ONE HOUR	✓	171	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	78	117	29
	B - Clay Lane (East)	32	0	60	43
	C - Salthill Road (South)	180	247	0	14
	D - Clay Lane (West)	37	117	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	4	7
	B - Clay Lane (East)	0	0	0	0
	C - Salthill Road (South)	1	2	0	8
	D - Clay Lane (West)	6	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.36	13.64	0.6	B	124	186
A-BCD	0.08	6.48	0.1	A	39	58
A-B					67	100
A-C					100	150
D-ABC	0.49	18.31	0.9	C	157	235
C-ABD	0.55	11.21	1.5	B	308	462
C-D					7	10
C-A					90	135

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	470	0.216	101	0.0	0.3	9.730	A
A-BCD	29	7	596	0.049	29	0.0	0.1	6.341	A
A-B	56	14			56				
A-C	84	21			84				
D-ABC	129	32	434	0.297	127	0.0	0.4	11.667	B
C-ABD	236	59	685	0.345	234	0.0	0.6	7.944	A
C-D	7	2			7				
C-A	89	22			89				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	121	30	446	0.272	121	0.3	0.4	11.058	B
A-BCD	37	9	600	0.062	37	0.1	0.1	6.400	A
A-B	66	16			66				
A-C	99	25			99				
D-ABC	154	38	413	0.372	153	0.4	0.6	13.789	B
C-ABD	297	74	697	0.426	296	0.6	0.9	8.981	A
C-D	7	2			7				
C-A	92	23			92				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149	37	413	0.360	148	0.4	0.5	13.533	B
A-BCD	50	12	606	0.082	49	0.1	0.1	6.476	A
A-B	79	20			79				
A-C	118	30			118				
D-ABC	188	47	385	0.489	187	0.6	0.9	18.028	C
C-ABD	390	97	713	0.547	387	0.9	1.4	11.052	B
C-D	7	2			7				
C-A	89	22			89				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149	37	412	0.360	149	0.5	0.6	13.638	B
A-BCD	50	12	606	0.082	50	0.1	0.1	6.475	A
A-B	79	20			79				
A-C	118	30			118				
D-ABC	188	47	385	0.490	188	0.9	0.9	18.312	C
C-ABD	390	98	713	0.547	390	1.4	1.5	11.206	B
C-D	7	2			7				
C-A	88	22			88				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	121	30	445	0.273	122	0.6	0.4	11.168	B
A-BCD	37	9	599	0.062	37	0.1	0.1	6.400	A
A-B	66	16			66				
A-C	99	25			99				
D-ABC	154	38	413	0.373	155	0.9	0.6	14.052	B
C-ABD	298	74	698	0.427	300	1.5	0.9	9.131	A
C-D	7	2			7				
C-A	92	23			92				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	25	468	0.217	102	0.4	0.3	9.840	A
A-BCD	29	7	596	0.049	29	0.1	0.1	6.350	A
A-B	56	14			56				
A-C	84	21			84				
D-ABC	129	32	433	0.297	129	0.6	0.4	11.883	B
C-ABD	237	59	686	0.346	238	0.9	0.6	8.078	A
C-D	7	2			7				
C-A	88	22			88				

2024 Base + Committed + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	330	100.000
B - Clay Lane (East)		ONE HOUR	✓	217	100.000
C - Salthill Road (South)		ONE HOUR	✓	323	100.000
D - Clay Lane (West)		ONE HOUR	✓	98	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	52	228	50
	B - Clay Lane (East)	48	0	81	88
	C - Salthill Road (South)	176	127	0	20
	D - Clay Lane (West)	32	56	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	0	2
	B - Clay Lane (East)	0	0	5	0
	C - Salthill Road (South)	1	2	0	0
	D - Clay Lane (West)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.58	21.05	1.4	C	199	299
A-BCD	0.13	5.64	0.3	A	73	110
A-B					43	64
A-C					187	281
D-ABC	0.26	11.62	0.3	B	90	135
C-ABD	0.30	7.50	0.6	A	161	241
C-D					14	21
C-A					122	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	163	41	458	0.356	161	0.0	0.5	12.033	B
A-BCD	54	14	693	0.078	54	0.0	0.1	5.627	A
A-B	36	9			36				
A-C	158	40			158				
D-ABC	74	18	464	0.159	73	0.0	0.2	9.188	A
C-ABD	123	31	665	0.185	122	0.0	0.3	6.621	A
C-D	12	3			12				
C-A	108	27			108				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	195	49	438	0.445	194	0.5	0.8	14.702	B
A-BCD	70	17	710	0.098	70	0.1	0.2	5.625	A
A-B	42	11			42				
A-C	185	46			185				
D-ABC	88	22	445	0.198	88	0.2	0.2	10.079	B
C-ABD	155	39	673	0.230	155	0.3	0.4	6.948	A
C-D	14	3			14				
C-A	122	30			122				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	239	60	410	0.583	237	0.8	1.3	20.543	C
A-BCD	95	24	735	0.130	95	0.2	0.2	5.632	A
A-B	50	12			50				
A-C	218	55			218				
D-ABC	108	27	418	0.258	108	0.2	0.3	11.575	B
C-ABD	205	51	686	0.299	204	0.4	0.6	7.487	A
C-D	15	4			15				
C-A	136	34			136				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	239	60	409	0.584	239	1.3	1.4	21.048	C
A-BCD	95	24	735	0.130	95	0.2	0.3	5.635	A
A-B	50	12			50				
A-C	218	55			218				
D-ABC	108	27	418	0.258	108	0.3	0.3	11.616	B
C-ABD	205	51	686	0.299	205	0.6	0.6	7.502	A
C-D	15	4			15				
C-A	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	195	49	438	0.446	197	1.4	0.8	15.110	C
A-BCD	70	17	710	0.099	70	0.3	0.2	5.628	A
A-B	42	11			42				
A-C	185	46			185				
D-ABC	88	22	444	0.198	88	0.3	0.3	10.125	B
C-ABD	155	39	673	0.231	156	0.6	0.4	6.973	A
C-D	14	3			14				
C-A	121	30			121				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	163	41	458	0.357	164	0.8	0.6	12.318	B
A-BCD	54	14	693	0.078	54	0.2	0.1	5.638	A
A-B	36	9			36				
A-C	158	40			158				
D-ABC	74	18	464	0.159	74	0.3	0.2	9.247	A
C-ABD	123	31	665	0.185	124	0.4	0.3	6.661	A
C-D	12	3			12				
C-A	108	27			108				

2027 Base + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		9.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	223	100.000
B - Clay Lane (East)		ONE HOUR	✓	119	100.000
C - Salthill Road (South)		ONE HOUR	✓	441	100.000
D - Clay Lane (West)		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	76	118	29
	B - Clay Lane (East)	26	0	49	44
	C - Salthill Road (South)	183	244	0	14
	D - Clay Lane (West)	37	118	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	4	7
	B - Clay Lane (East)	0	0	0	0
	C - Salthill Road (South)	1	2	0	8
	D - Clay Lane (West)	6	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.32	13.05	0.5	B	109	164
A-BCD	0.08	6.48	0.1	A	38	58
A-B					65	98
A-C					101	152
D-ABC	0.49	18.39	0.9	C	158	237
C-ABD	0.54	11.05	1.4	B	306	459
C-D					7	11
C-A					92	138

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	22	464	0.193	89	0.0	0.2	9.572	A
A-BCD	29	7	596	0.049	29	0.0	0.1	6.345	A
A-B	54	14			54				
A-C	85	21			85				
D-ABC	129	32	434	0.298	128	0.0	0.4	11.689	B
C-ABD	234	59	687	0.341	232	0.0	0.6	7.891	A
C-D	7	2			7				
C-A	91	23			91				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	27	440	0.243	107	0.2	0.3	10.774	B
A-BCD	37	9	599	0.061	37	0.1	0.1	6.407	A
A-B	64	16			64				
A-C	100	25			100				
D-ABC	155	39	414	0.374	154	0.4	0.6	13.828	B
C-ABD	295	74	698	0.422	294	0.6	0.9	8.897	A
C-D	7	2			7				
C-A	95	24			95				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	33	408	0.321	130	0.3	0.5	12.961	B
A-BCD	49	12	606	0.082	49	0.1	0.1	6.479	A
A-B	77	19			77				
A-C	119	30			119				
D-ABC	189	47	385	0.491	188	0.6	0.9	18.099	C
C-ABD	387	97	715	0.541	385	0.9	1.4	10.901	B
C-D	7	2			7				
C-A	92	23			92				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	33	407	0.322	131	0.5	0.5	13.047	B
A-BCD	50	12	605	0.082	50	0.1	0.1	6.483	A
A-B	77	19			77				
A-C	119	30			119				
D-ABC	189	47	385	0.492	189	0.9	0.9	18.389	C
C-ABD	388	97	715	0.542	388	1.4	1.4	11.047	B
C-D	7	2			7				
C-A	91	23			91				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	27	439	0.243	108	0.5	0.3	10.869	B
A-BCD	37	9	599	0.062	37	0.1	0.1	6.402	A
A-B	64	16			64				
A-C	99	25			99				
D-ABC	155	39	413	0.375	156	0.9	0.6	14.092	B
C-ABD	295	74	699	0.423	298	1.4	0.9	9.041	A
C-D	7	2			7				
C-A	94	23			94				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	22	463	0.194	90	0.3	0.2	9.666	A
A-BCD	29	7	595	0.049	29	0.1	0.1	6.354	A
A-B	54	14			54				
A-C	84	21			84				
D-ABC	129	32	433	0.299	130	0.6	0.4	11.906	B
C-ABD	235	59	687	0.342	236	0.9	0.6	8.019	A
C-D	7	2			7				
C-A	90	23			90				

2027 Base + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		7.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	330	100.000
B - Clay Lane (East)		ONE HOUR	✓	214	100.000
C - Salthill Road (South)		ONE HOUR	✓	317	100.000
D - Clay Lane (West)		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	48	231	51
	B - Clay Lane (East)	47	0	78	89
	C - Salthill Road (South)	178	119	0	20
	D - Clay Lane (West)	33	57	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	0	2
	B - Clay Lane (East)	0	0	5	0
	C - Salthill Road (South)	1	3	0	0
	D - Clay Lane (West)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.58	20.64	1.3	C	196	295
A-BCD	0.13	5.64	0.3	A	74	112
A-B					39	59
A-C					189	284
D-ABC	0.26	11.63	0.4	B	92	138
C-ABD	0.28	7.33	0.5	A	151	227
C-D					14	21
C-A					125	188

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	161	40	458	0.352	159	0.0	0.5	11.959	B
A-BCD	55	14	694	0.079	55	0.0	0.1	5.627	A
A-B	33	8			33				
A-C	160	40			160				
D-ABC	75	19	465	0.162	75	0.0	0.2	9.191	A
C-ABD	116	29	664	0.174	114	0.0	0.3	6.548	A
C-D	12	3			12				
C-A	111	28			111				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	192	48	438	0.439	191	0.5	0.8	14.556	B
A-BCD	71	18	711	0.100	71	0.1	0.2	5.626	A
A-B	39	10			39				
A-C	187	47			187				
D-ABC	90	22	446	0.201	90	0.2	0.2	10.085	B
C-ABD	146	36	672	0.217	145	0.3	0.4	6.838	A
C-D	14	4			14				
C-A	125	31			125				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	236	59	410	0.575	234	0.8	1.3	20.178	C
A-BCD	97	24	736	0.131	96	0.2	0.3	5.638	A
A-B	46	11			46				
A-C	221	55			221				
D-ABC	110	28	420	0.262	110	0.2	0.3	11.589	B
C-ABD	193	48	685	0.281	192	0.4	0.5	7.311	A
C-D	16	4			16				
C-A	141	35			141				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	236	59	410	0.575	235	1.3	1.3	20.644	C
A-BCD	97	24	736	0.132	97	0.3	0.3	5.638	A
A-B	46	11			46				
A-C	221	55			221				
D-ABC	110	28	420	0.262	110	0.3	0.4	11.629	B
C-ABD	193	48	685	0.282	193	0.5	0.5	7.328	A
C-D	16	4			16				
C-A	140	35			140				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	192	48	437	0.440	194	1.3	0.8	14.937	B
A-BCD	71	18	711	0.100	71	0.3	0.2	5.629	A
A-B	39	10			39				
A-C	187	47			187				
D-ABC	90	22	446	0.202	90	0.4	0.3	10.132	B
C-ABD	146	37	673	0.217	147	0.5	0.4	6.856	A
C-D	14	4			14				
C-A	125	31			125				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	161	40	457	0.352	162	0.8	0.6	12.233	B
A-BCD	55	14	694	0.080	55	0.2	0.1	5.638	A
A-B	33	8			33				
A-C	160	40			160				
D-ABC	75	19	465	0.162	76	0.3	0.2	9.253	A
C-ABD	116	29	664	0.175	116	0.4	0.3	6.580	A
C-D	12	3			12				
C-A	110	28			110				

2027 Base + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		9.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2027 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	226	100.000
B - Clay Lane (East)		ONE HOUR	✓	137	100.000
C - Salthill Road (South)		ONE HOUR	✓	447	100.000
D - Clay Lane (West)		ONE HOUR	✓	172	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	79	118	29
	B - Clay Lane (East)	32	0	61	44
	C - Salthill Road (South)	183	250	0	14
	D - Clay Lane (West)	37	118	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	4	7
	B - Clay Lane (East)	0	0	0	0
	C - Salthill Road (South)	1	2	0	8
	D - Clay Lane (West)	6	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.37	13.84	0.6	B	126	189
A-BCD	0.08	6.48	0.1	A	39	58
A-B					68	101
A-C					101	152
D-ABC	0.50	18.62	1.0	C	158	237
C-ABD	0.56	11.39	1.5	B	313	470
C-D					7	10
C-A					90	135

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	103	26	469	0.220	102	0.0	0.3	9.793	A
A-BCD	29	7	596	0.049	29	0.0	0.1	6.342	A
A-B	57	14			57				
A-C	85	21			85				
D-ABC	129	32	433	0.299	128	0.0	0.4	11.745	B
C-ABD	240	60	687	0.350	238	0.0	0.6	7.989	A
C-D	7	2			7				
C-A	90	22			90				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	123	31	445	0.277	123	0.3	0.4	11.162	B
A-BCD	37	9	600	0.062	37	0.1	0.1	6.403	A
A-B	67	17			67				
A-C	99	25			99				
D-ABC	155	39	412	0.376	154	0.4	0.6	13.926	B
C-ABD	302	75	698	0.432	301	0.6	0.9	9.060	A
C-D	7	2			7				
C-A	93	23			93				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	151	38	412	0.367	150	0.4	0.6	13.725	B
A-BCD	50	12	606	0.082	50	0.1	0.1	6.479	A
A-B	80	20			80				
A-C	119	30			119				
D-ABC	189	47	383	0.494	188	0.6	0.9	18.313	C
C-ABD	397	99	715	0.555	394	0.9	1.5	11.227	B
C-D	7	2			7				
C-A	89	22			89				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	151	38	411	0.367	151	0.6	0.6	13.841	B
A-BCD	50	12	606	0.082	50	0.1	0.1	6.478	A
A-B	80	20			80				
A-C	119	30			119				
D-ABC	189	47	382	0.495	189	0.9	1.0	18.616	C
C-ABD	397	99	715	0.556	397	1.5	1.5	11.389	B
C-D	7	2			7				
C-A	88	22			88				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	123	31	444	0.278	124	0.6	0.4	11.279	B
A-BCD	37	9	599	0.062	37	0.1	0.1	6.400	A
A-B	67	17			67				
A-C	99	25			99				
D-ABC	155	39	411	0.376	156	1.0	0.6	14.200	B
C-ABD	303	76	699	0.433	305	1.5	0.9	9.221	A
C-D	7	2			7				
C-A	92	23			92				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	103	26	467	0.221	104	0.4	0.3	9.908	A
A-BCD	29	7	595	0.049	29	0.1	0.1	6.355	A
A-B	57	14			57				
A-C	84	21			84				
D-ABC	129	32	432	0.300	130	0.6	0.4	11.969	B
C-ABD	241	60	687	0.351	242	0.9	0.7	8.125	A
C-D	7	2			7				
C-A	89	22			89				

2027 Base + Committed + Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		8.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2027 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Salthill Road (North)		ONE HOUR	✓	336	100.000
B - Clay Lane (East)		ONE HOUR	✓	222	100.000
C - Salthill Road (South)		ONE HOUR	✓	330	100.000
D - Clay Lane (West)		ONE HOUR	✓	100	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	54	231	51
	B - Clay Lane (East)	49	0	84	89
	C - Salthill Road (South)	178	132	0	20
	D - Clay Lane (West)	33	57	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Salthill Road (North)	B - Clay Lane (East)	C - Salthill Road (South)	D - Clay Lane (West)
From	A - Salthill Road (North)	0	0	0	2
	B - Clay Lane (East)	0	0	5	0
	C - Salthill Road (South)	1	2	0	0
	D - Clay Lane (West)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.60	22.07	1.5	C	204	306
A-BCD	0.13	5.65	0.3	A	75	113
A-B					44	66
A-C					189	283
D-ABC	0.26	11.79	0.4	B	92	138
C-ABD	0.31	7.65	0.6	A	168	252
C-D					14	20
C-A					121	182

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	42	457	0.366	165	0.0	0.6	12.236	B
A-BCD	56	14	694	0.080	55	0.0	0.1	5.629	A
A-B	37	9			37				
A-C	160	40			160				
D-ABC	75	19	463	0.163	75	0.0	0.2	9.256	A
C-ABD	128	32	665	0.193	127	0.0	0.3	6.686	A
C-D	12	3			12				
C-A	108	27			108				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	200	50	436	0.458	199	0.6	0.8	15.082	C
A-BCD	72	18	712	0.101	72	0.1	0.2	5.630	A
A-B	44	11			44				
A-C	187	47			187				
D-ABC	90	22	443	0.203	90	0.2	0.3	10.175	B
C-ABD	162	40	673	0.240	161	0.3	0.4	7.039	A
C-D	14	3			14				
C-A	121	30			121				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	244	61	407	0.600	242	0.8	1.4	21.470	C
A-BCD	98	25	737	0.133	98	0.2	0.3	5.644	A
A-B	51	13			51				
A-C	220	55			220				
D-ABC	110	28	416	0.265	110	0.3	0.4	11.739	B
C-ABD	214	53	686	0.312	213	0.4	0.6	7.625	A
C-D	15	4			15				
C-A	135	34			135				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	244	61	407	0.601	244	1.4	1.5	22.068	C
A-BCD	98	25	737	0.133	98	0.3	0.3	5.647	A
A-B	51	13			51				
A-C	220	55			220				
D-ABC	110	28	416	0.265	110	0.4	0.4	11.785	B
C-ABD	214	53	686	0.312	214	0.6	0.6	7.650	A
C-D	15	4			15				
C-A	134	34			134				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	200	50	436	0.458	202	1.5	0.9	15.548	C
A-BCD	72	18	712	0.101	72	0.3	0.2	5.635	A
A-B	44	11			44				
A-C	186	47			186				
D-ABC	90	22	443	0.203	90	0.4	0.3	10.226	B
C-ABD	162	40	673	0.240	163	0.6	0.4	7.067	A
C-D	14	3			14				
C-A	121	30			121				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	42	456	0.366	168	0.9	0.6	12.543	B
A-BCD	56	14	694	0.080	56	0.2	0.1	5.643	A
A-B	37	9			37				
A-C	160	40			160				
D-ABC	75	19	462	0.163	76	0.3	0.2	9.316	A
C-ABD	128	32	665	0.193	129	0.4	0.3	6.727	A
C-D	12	3			12				
C-A	108	27			108				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site Access.j9
Path: T:\Projects\12000 Series Project Numbers\12230ITB Land at Clay Lane\Tech\Junction Assessments\Picady
Report generation date: 10/02/2022 12:22:45

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2024 Base + Committed + Development					
Stream B-AC	0.1	7.79	0.07	0.0	7.47	0.03
Stream C-AB	0.0	4.53	0.03	0.1	5.43	0.04
	2027 Base + Committed + Development					
Stream B-AC	0.1	7.82	0.07	0.0	7.50	0.03
Stream C-AB	0.0	4.52	0.03	0.1	5.41	0.04

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	21/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\peter.snell
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2027 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2024 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clay Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Clay Lane (South)		Major
B	Site Access		Minor
C	Clay Lane (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Clay Lane (North)	5.10			67.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.40	16	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	511	0.097	0.244	0.154	0.349
1	B-C	660	0.105	0.266	-	-
1	C-B	613	0.247	0.247	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Clay Lane (South)		ONE HOUR	✓	125	100.000
B - Site Access		ONE HOUR	✓	33	100.000
C - Clay Lane (North)		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	8	117
	B - Site Access	15	0	18
	C - Clay Lane (North)	432	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	0	0
	B - Site Access	0	0	0
	C - Clay Lane (North)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.79	0.1	A	30	45
C-AB	0.03	4.53	0.0	A	18	26
C-A					388	582
A-B					7	11
A-C					107	161

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	526	0.047	25	0.0	0.0	7.182	A
C-AB	13	3	807	0.016	13	0.0	0.0	4.529	A
C-A	320	80			320				
A-B	6	2			6				
A-C	88	22			88				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	514	0.058	30	0.0	0.1	7.426	A
C-AB	17	4	846	0.020	17	0.0	0.0	4.339	A
C-A	381	95			381				
A-B	7	2			7				
A-C	105	26			105				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	498	0.073	36	0.1	0.1	7.793	A
C-AB	23	6	900	0.026	23	0.0	0.0	4.104	A
C-A	463	116			463				
A-B	9	2			9				
A-C	129	32			129				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	498	0.073	36	0.1	0.1	7.795	A
C-AB	23	6	900	0.026	23	0.0	0.0	4.106	A
C-A	463	116			463				
A-B	9	2			9				
A-C	129	32			129				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	514	0.058	30	0.1	0.1	7.431	A
C-AB	17	4	846	0.020	17	0.0	0.0	4.344	A
C-A	381	95			381				
A-B	7	2			7				
A-C	105	26			105				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	526	0.047	25	0.1	0.0	7.188	A
C-AB	13	3	807	0.016	13	0.0	0.0	4.533	A
C-A	320	80			320				
A-B	6	2			6				
A-C	88	22			88				

2024 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clay Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Clay Lane (South)		ONE HOUR	✓	225	100.000
B - Site Access		ONE HOUR	✓	14	100.000
C - Clay Lane (North)		ONE HOUR	✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	15	210
	B - Site Access	6	0	8
	C - Clay Lane (North)	216	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	0	2
	B - Site Access	0	0	0
	C - Clay Lane (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	7.47	0.0	A	13	19
C-AB	0.04	5.43	0.1	A	25	37
C-A					191	286
A-B					14	21
A-C					193	289

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	526	0.020	10	0.0	0.0	6.983	A
C-AB	19	5	681	0.028	19	0.0	0.0	5.432	A
C-A	158	40			158				
A-B	11	3			11				
A-C	158	40			158				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	514	0.024	13	0.0	0.0	7.178	A
C-AB	24	6	696	0.034	24	0.0	0.0	5.357	A
C-A	188	47			188				
A-B	13	3			13				
A-C	189	47			189				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	497	0.031	15	0.0	0.0	7.469	A
C-AB	31	8	716	0.044	31	0.0	0.1	5.259	A
C-A	227	57			227				
A-B	17	4			17				
A-C	231	58			231				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	497	0.031	15	0.0	0.0	7.469	A
C-AB	31	8	716	0.044	31	0.1	0.1	5.262	A
C-A	227	57			227				
A-B	17	4			17				
A-C	231	58			231				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	514	0.024	13	0.0	0.0	7.182	A
C-AB	24	6	696	0.034	24	0.1	0.0	5.359	A
C-A	187	47			187				
A-B	13	3			13				
A-C	189	47			189				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	526	0.020	11	0.0	0.0	6.986	A
C-AB	19	5	681	0.028	19	0.0	0.0	5.433	A
C-A	158	40			158				
A-B	11	3			11				
A-C	158	40			158				

2027 Base + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clay Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Clay Lane (South)		ONE HOUR	✓	127	100.000
B - Site Access		ONE HOUR	✓	33	100.000
C - Clay Lane (North)		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	8	119
	B - Site Access	15	0	18
	C - Clay Lane (North)	438	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	0	0
	B - Site Access	0	0	0
	C - Clay Lane (North)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	7.82	0.1	A	30	45
C-AB	0.03	4.52	0.0	A	18	27
C-A					393	590
A-B					7	11
A-C					109	164

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	525	0.047	25	0.0	0.0	7.194	A
C-AB	13	3	810	0.016	13	0.0	0.0	4.514	A
C-A	325	81			325				
A-B	6	2			6				
A-C	90	22			90				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	513	0.058	30	0.0	0.1	7.442	A
C-AB	17	4	849	0.020	17	0.0	0.0	4.322	A
C-A	386	96			386				
A-B	7	2			7				
A-C	107	27			107				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	497	0.073	36	0.1	0.1	7.815	A
C-AB	24	6	904	0.026	24	0.0	0.0	4.087	A
C-A	470	117			470				
A-B	9	2			9				
A-C	131	33			131				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	497	0.073	36	0.1	0.1	7.817	A
C-AB	24	6	904	0.026	24	0.0	0.0	4.088	A
C-A	470	117			470				
A-B	9	2			9				
A-C	131	33			131				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	7	513	0.058	30	0.1	0.1	7.444	A
C-AB	17	4	849	0.020	17	0.0	0.0	4.326	A
C-A	386	96			386				
A-B	7	2			7				
A-C	107	27			107				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	525	0.047	25	0.1	0.1	7.200	A
C-AB	13	3	810	0.016	13	0.0	0.0	4.516	A
C-A	325	81			325				
A-B	6	2			6				
A-C	90	22			90				

2027 Base + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Clay Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Clay Lane (South)		ONE HOUR	✓	230	100.000
B - Site Access		ONE HOUR	✓	14	100.000
C - Clay Lane (North)		ONE HOUR	✓	242	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	15	215
	B - Site Access	6	0	8
	C - Clay Lane (North)	223	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Clay Lane (South)	B - Site Access	C - Clay Lane (North)
From	A - Clay Lane (South)	0	0	2
	B - Site Access	0	0	0
	C - Clay Lane (North)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	7.50	0.0	A	13	19
C-AB	0.04	5.41	0.1	A	25	37
C-A					197	296
A-B					14	21
A-C					197	296

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	525	0.020	10	0.0	0.0	7.003	A
C-AB	19	5	684	0.028	19	0.0	0.0	5.411	A
C-A	163	41			163				
A-B	11	3			11				
A-C	162	40			162				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	512	0.025	13	0.0	0.0	7.204	A
C-AB	24	6	699	0.034	24	0.0	0.0	5.332	A
C-A	194	48			194				
A-B	13	3			13				
A-C	193	48			193				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	495	0.031	15	0.0	0.0	7.503	A
C-AB	32	8	720	0.044	32	0.0	0.1	5.231	A
C-A	235	59			235				
A-B	17	4			17				
A-C	237	59			237				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	495	0.031	15	0.0	0.0	7.503	A
C-AB	32	8	720	0.044	32	0.1	0.1	5.234	A
C-A	235	59			235				
A-B	17	4			17				
A-C	237	59			237				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	512	0.025	13	0.0	0.0	7.208	A
C-AB	24	6	699	0.034	24	0.1	0.0	5.334	A
C-A	194	48			194				
A-B	13	3			13				
A-C	193	48			193				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	524	0.020	11	0.0	0.0	7.004	A
C-AB	19	5	684	0.028	19	0.0	0.0	5.412	A
C-A	163	41			163				
A-B	11	3			11				
A-C	162	40			162				

APPENDIX L. A27/A259 Fishbourne Roundabout Impact Assessment Technical Note

i-Transport LLP
Grove House, Lutyens Close, Chineham Court
Basingstoke, RG24 8AG

Tel: 01256 338640

Technical Note

Project No: ITB12230
Project Title: Land at Clay Lane, Fishbourne
Title: A27 / A259 Fishbourne Roundabout Impact Assessment
Ref: ZB/12230-005 TN
Date: 21 October 2020

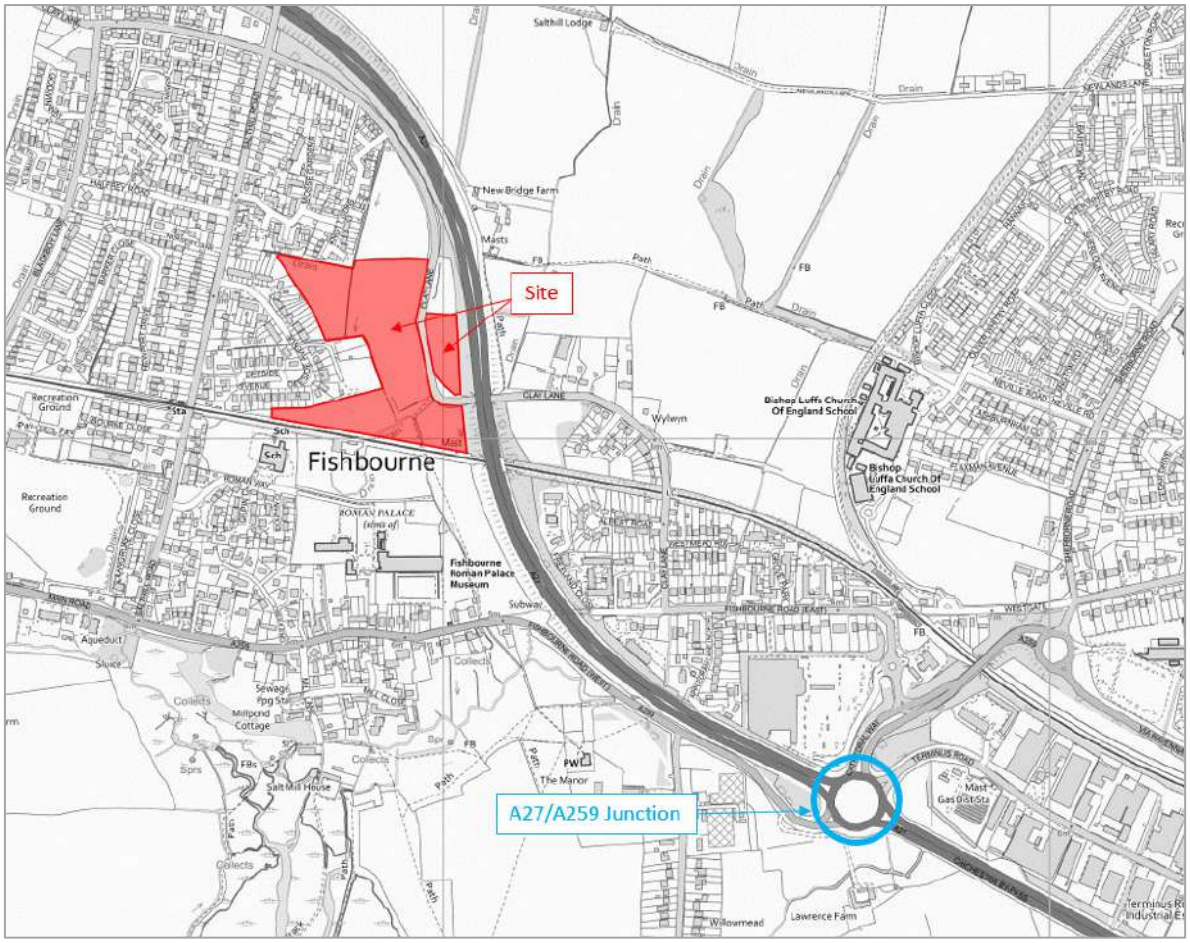
SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 Gleeson Strategic Land Limited has appointed i-Transport LLP to provide transport and highways advice for an outline planning application for a residential development comprised of some 140 new dwellings, with associated public open space, landscaping, street infrastructure and drainage, new vehicular accesses from Clay Lane in Fishbourne, West Sussex.

1.1.2 The site is located to the north-east of Fishbourne village, some 2km west of Chichester town centre and some 1.6km north-west of the A27 Chichester Bypass / A259 Fishbourne Roundabout. The location of the site and its proximity to the A27 Chichester Bypass / A259 Fishbourne Roundabout is shown on **Image 1** below.

Image 1.1: Site Location



Source: Consultant

1.1.3 This A27/A259 Impact Assessment Technical Note identifies the likely traffic impact on the A27 Chichester Bypass / A259 Fishbourne Roundabout junction (located some 1.6km south-east of the site) resulting from the development.

1.1.4 Accordingly, Section 2 presents an overview of the local highway network within the vicinity of the site, Section 3 sets out the methodology for assessing the traffic impact and Section 4 identifies the resultant traffic impact from the development. The Conclusion is presented in Section 5.

SECTION 2 LOCAL HIGHWAY NETWORK

2.1.1 The site is made up of two parcels of land, separated by Clay Lane. The parcels of land are bounded to the north by open greenfield land, to the east by the A27, to the south by the railway line and the west by residential dwellings.

2.1.2 To the north, Clay Lane provides a connection between Salthill Road, and beyond to B2146 Ratham Lane, to the west and Fishbourne Road E to the east.

2.1.3 Salthill Road connects to the B2178 to the north, which in turn provides a connection eastbound to Chichester town centre and an alternative route to the A27 (north of Bosham), via the B2146 Ratham Lane, to the west. To the south, Salthill Road provides a connection to the A259 Fishbourne Road W, in the centre of Fishbourne. The A259 provides an alternative connection to the A27 / A259 Fishbourne Roundabout junction to the east and the A27 / Emsworth Road roundabouts in Warblington to the west.

2.1.4 Fishbourne Road E provides a connection south-east to the A259 Cathedral Way, which in turn provides a further connection to the centre of Chichester to the east and further connection to the A27 / A259 Fishbourne Roundabout junction to the west.

2.1.5 The local highway network within the vicinity of the site is shown on **Image 2** below.

Image 2: Local Highway Network

Source: Consultant

2.1.6 The site is therefore well placed to gain access to the local highway network. The potential reliance of residents from the development on the A27 strategic network is therefore limited to destinations further afield such as, Portsmouth and London to the west and Worthing and Brighton to the east.

2.2 Proposed Access

2.2.1 Vehicular access to the two parcels of land are proposed from Clay Lane. Access to 'Site 1' (western parcel) will be taken from the western side of Clay Lane, some 320m south of the existing Hannah Place

/ Taylor's Copse junction with Clay Lane while access for 'Site 2' (eastern parcel) will be taken some 370m south of the existing Hannah Place / Taylor's Copse junction with Clay Lane.

2.2.2 It is proposed to provide access to the two parcels of land in the form of simple priority junctions with carriageway widths of 5.5m and 10m wide kerb radii.

SECTION 3 TRAFFIC IMPACT METHODOLOGY

3.1 Potential Trip Generation

3.1.1 To understand the potential vehicular trip generation of the development, an assessment has been undertaken using residential trip rates derived from comparable survey data contained within the TRICS trip generation database.

3.1.2 It is generally accepted that private houses generate more vehicle trips when compared to flats and affordable houses. Therefore, an assessment has been undertaken using trip rates for private houses, which is considered to be robust.

3.1.3 The proposed trip rates and traffic generation for up to 140 private houses are shown in **Table 3.1**.

Table 3.1: Proposed Trip Generation – Privately Owned Houses (140 Dwellings)

Time Period	Morning Peak Hour (08:00-09:00)			Evening Peak Hour (17:00-18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Vehicular Trip Rate	0.172	0.316	0.488	0.325	0.136	0.461
Vehicular Trips	24	44	68	46	19	65

Source: TRICS / Consultant's calculations

3.1.4 The development is therefore expected to generate up to 68 additional two-way vehicle movements in the morning peak hour and up to 65 two-way vehicle movements in the evening peak hour, equating to approximately one additional two-way vehicle movement per minute.

3.2 Traffic Distribution and Assignment

Journey Purpose

3.2.1 Data derived from the National Travel Survey (NTS) 2019 (DfT) outlines the proportion of peak hour trips made by car, split into journey purpose (**Table 3.2**).

Table 3.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Commuting/Business	37.60%	43.90%
All Other Journey Purposes	62.40%	56.10%
Total	**100%**	**100%**

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2014/18, National Travel Survey, DfT, 2019

3.2.2 Some 38% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 62% of the vehicle trips will be all other purposes, including education, shopping, leisure and personal business trips. In the evening peak hour, 44% of journeys are employment related with other journeys comprising 56% of the total vehicular trips.

3.2.3 For the purpose of this assessment, the analysis has been undertaken on the basis that 44% of the total vehicular trips generated by the residential development will be for employment journeys and the remaining 56% of the vehicle trips will be for all other purposes for both the morning and evening peak hours. This provides a robust estimate because it assumes a greater proportion of non-local (e.g. work) journeys.

Trip Distribution

3.2.4 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes: -

- For commuting and business trips, the National Census Journey to Work statistics (for car drivers) for the Chichester 011 Super Output Area – Middle Layer has been used. This identifies the location of existing resident's employment locations and so identifies existing commuting patterns; and
- For other journey purpose trips a P/T2 gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 30-minute drive from the site (estimated from Google Maps Directions facility).

3.2.5 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment (**Table 3.3**).

Table 3.3: Distribution of Car Driver Trips (All Purpose)

Broad Destination	Employment Trips %	Non Employment Trips %	Combined %
Bognor Regis	3%	10%	12%
Chichester	21%	9%	29%
Fishbourne	3%	6%	9%
Hampshire	1%	0%	1%
Havant	2%	8%	11%
Littlehampton	1%	4%	4%
London	0%	0%	0%
Portsmouth	3%	20%	23%
Southbourne	1%	0%	1%
Worthing	1%	0%	1%
Other	8%	0%	8%
Total	**44%**	**56%**	**100%**

Source: 2011 Census / Consultant Gravity Model (rounding applied)

3.2.6 This identifies that Chichester is the main attractor, with 29% of total travel demand, followed by Portsmouth (23%), Bognor Regis (12%), Havant (11%) and Fishbourne (9%). The remainder of trips are well distributed across various destinations.

Assignment

3.2.7 The expected traffic that would be generated by the development is then distributed onto the local network to the destinations identified in **Table 3.3**.

3.2.8 To determine the routing of vehicle trips to these destinations, trips were assigned to the road network based on the quickest route from the site to the destination location using the Google Maps 'Directions' Facility. Within the Directions facility, a start time for journeys of 08:00 was utilised to reflect peak period traffic conditions. In some cases, a single route option was identified by the assessment, however for the majority of destinations the assessment identified multiple routes. In these cases, development trips were distributed to the possible routes based upon the journey times identified, with the quickest route assigned a larger number of trips.

3.2.9 The full distribution and assignment model is included in **Appendix A**.

SECTION 4 TRAFFIC IMPACT ASSESSMENT

4.1 Using the information presented in **Table 3.1** and the distribution and assignment model contained in **Appendix A**, the total two-way development related traffic anticipated to travel through the A27 / A259 Fishbourne Roundabout junction has been calculated. **Table 4.1** and **Table 4.2** present the morning and evening peak hour development assignment respectively.

Table 4.1: Development Traffic - Morning Peak Hour Traffic Flows

	A	B	C	D	E
A	0	0	8	0	6
B	0	0	0	0	0
C	5	0	0	1	0
D	0	0	3	0	0
E	3	0	0	0	0

Notes: Arm A - A259 Cathedral Way, Arm B - Terminus Road, Arm C - A27 Chichester Bypass SE, Arm D - A258 Fishbourne Road West, Arm E - A27 Chichester Bypass NW

Table 4.2: Development Traffic - Evening Peak Hour Traffic Flows

	A	B	C	D	E
A	0	0	4	0	2
B	0	0	0	0	0
C	9	0	0	3	0
D	0	0	1	0	0
E	6	0	0	0	0

Notes: Arm A - A259 Cathedral Way, Arm B - Terminus Road, Arm C - A27 Chichester Bypass SE, Arm D - A258 Fishbourne Road West, Arm E - A27 Chichester Bypass NW

4.2 As can be seen, the development proposal is predicted to add the following total two-way morning and evening peak hour vehicle movements through the junction: -

- Morning peak hour – 26 (less than one additional vehicle every two minutes); and
- Evening peak hour – 25 (less than one additional vehicle every two minutes).

SECTION 5 CONCLUSION

5.1.1 The development is predicted to add up to 26 two-way vehicle movements (equating to approximately one additional vehicle every two minutes) through the junction. This is well within what could be considered daily fluctuations.

5.1.2 This marginal increase in flows will not materially affect the safety, reliability and/or operation of the strategic network in this location.

5.1.3 Notwithstanding that, we would look to engage with HE to discuss whether it is appropriate to make a contribution to the identified A27 Fishbourne Roundabout junction improvements.

APPENDIX A. DISTRIBUTION AND ASSIGMENT MODEL

		% Car by Destination	Proportion by car	Proportion per route	Route Proportion by Car	Route 1	Route 2	Route 3	Route 4	Route 5
Chichester	1499	60.0%	46.9%	60.0%	28.17%	Clay Lane N	Salthill Road N	-	-	-
				40.0%	18.78%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	Westgate	-
Fishbourne	252	54.8%	7.2%	100.0%	7.21%	Clay Lane N	Salthill Road S	-	-	-
Portsmouth	155	72.9%	5.9%	75.0%	4.43%	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-
				25.0%	1.48%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
Bognor Regis	135	83.7%	5.9%	50.0%	2.95%	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (E)	A27 E	-
				50.0%	2.95%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
Havant	111	83.8%	4.9%	50.0%	2.43%	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-
				50.0%	2.43%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
Southbourne	105	61.0%	3.3%	100.0%	3.34%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
London	81	25.9%	1.1%	100.0%	1.10%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W
Hampshire	58	94.8%	2.9%	100.0%	2.87%	Clay Lane N	Salthill Road N	-	-	-
Littlehampton	51	78.4%	2.1%	100.0%	2.09%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
Worthing	45	73.3%	1.7%	100.0%	1.72%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
Other	2918		18.1%	100.0%	18.07%	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E
	5410		**100.0%**		**100.0%**					

ROUTING

Route 1		**44.00%**
Clay Lane N	48.0%	21.1%
Clay Lane S	52.0%	22.9%
	100.0%	44.0%
Route 2		
Fishbourne Road E	52.0%	22.9%
Salthill Road N	31.0%	13.7%
Salthill Road S	17.0%	7.5%
	100.0%	44.0%
Route 3		
A259 Cathedral Way E	52.0%	22.9%
A259 Fishbourne Road W (E)	3.0%	1.3%
A259 Fishbourne Road W (W)	6.9%	3.0%
-	38.2%	16.8%
	100.0%	44.0%
Route 4		
A259 Cathedral Way W	33.2%	14.6%
Westgate	18.8%	8.3%
A27 E	3.0%	1.3%
-	45.1%	19.8%
	100.0%	44.0%
Route 5		
A27 E	24.8%	10.9%
A27 W	8.3%	3.7%
-	66.8%	29.4%
	100.0%	44.0%

ITB112230 - Gravity Model

30 min journey time

Location	Route 1	Route 2	Route 3	Route 4	Route 5	Times (Mins)	2011 Census Total Population	P/T	P/T^2	% of Total	Car Driver Mode Split		% of Car Driver	% of Car Driver By Route
Chichester	Clay Lane N	Salthill Road N	-	-	-	12	28,657	2388	199	18.3%	60%	11.0%	15.4%	9%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	Westgate	-									6%
Fishbourne	Clay Lane N	Salthill Road S	-	-	-	4	2,325	581	145	13.4%	55%	7.3%	10.3%	10%
Portsmouth	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-	25	238,137	9525	381	35.1%	73%	26%	35.8%	27%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W									9%
Bognor Regis	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (E)	A27 E	-	20	63,885	3194	160	14.7%	84%	12.3%	17.2%	9%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E									9%
Havant	Clay Lane N	Salthill Road S	A259 Fishbourne Road W (W)	-	-	18	45,125	2507	139	12.8%	84%	11%	15%	8%
	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 W									8%
Littlehampton	Clay Lane S	Fishbourne Road E	A259 Cathedral Way E	A259 Cathedral Way W	A27 E	30	55,706	1857	62	5.7%	78%	4.5%	6.3%	6%
							433,835	20053	1086	100.0%			100.0%	100.0%

Route 1	**100.0%**	**56.0%**
Clay Lane N	62.5%	35.0%
Clay Lane S	37.5%	21.0%
	100.0%	56.0%

Route 2	**100.0%**	**56.0%**
Fishbourne Road E	37.5%	21.0%
Salthill Road N	9.2%	5.2%
Salthill Road S	53.3%	29.8%
	100.0%	56.0%

Route 3	**100.0%**	**56.0%**
A259 Cathedral Way E	37.5%	21.0%
A259 Fishbourne Road W (E)	8.6%	4.8%
A259 Fishbourne Road W (W)	34.4%	19.3%
-	19.5%	10.9%
	100.0%	56.0%

Route 4	**100.0%**	**56.0%**
A259 Cathedral Way W	31.4%	17.6%
Westgate	6.2%	3.4%
A27 E	8.6%	4.8%
-	53.9%	30.2%
	100.0%	56.0%

Route 5	**100.0%**	**56.0%**
A27 E	14.9%	8.3%
A27 W	16.5%	9.2%
-	68.6%	38.4%
	100.0%	56.0%

Route 1	JTW	Gravity	Combined
Clay Lane N	21.1%	35.0%	56%
Clay Lane S	22.9%	21.0%	44%
	44.0%	56.0%	100.0%

Route 2	JTW	Gravity	Combined
Fishbourne Road E	22.9%	21.0%	44%
Salthill Road N	13.7%	5.2%	19%
Salthill Road S	7.5%	29.8%	37%
	44.0%	56.0%	100.0%

Route 3	JTW	Gravity	Combined
A259 Cathedral Way E	22.9%	21.0%	44%
A259 Fishbourne Road W (E)	1.3%	4.8%	6%
A259 Fishbourne Road W (W)	3.0%	19.3%	22%
-	16.8%	10.9%	28%
	44.0%	56.0%	100.0%

Route 4	JTW	Gravity	Combined
A259 Cathedral Way W	14.6%	17.6%	32%
Westgate	8.3%	3.4%	12%
A27 E	1.3%	4.8%	6%
-	19.8%	30.2%	50%
	44.0%	56.0%	100.0%

Route 5	JTW	Gravity	Combined
A27 E	10.9%	8.3%	19%
A27 W	3.7%	9.2%	13%
-	29.4%	38.4%	68%
	44.0%	56.0%	100.0%

i-Transport – Basingstoke | Manchester | London | Leeds
www.i-transport.co.uk