LAND AT HIGHGROVE FARM, BOSHAM

LAND PROMOTION TRANSPORT REPORT

January 2019

Barratt Homes

MIXED USE DEVELOPMENT
HIGHGROVE FARM
BOSHAM

LAND PROMOTION TRANSPORT REPORT

CONTROLLED DOCUMENT

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LAND PROMOTION TRANSPORT REPORT

Contents

Figures

Tables

Appendices

1. INTRODUCTION

1.1 This Land Promotion Transport Report (LPTR) has been prepared by Paul Basham Associates on behalf of Barratt Homes to support a 250-unit residential development, community facilities and land for a two-form entry (2FE) primary school at Highgrove Farm, Bosham

1.2 Chichester District Council (CDC) are currently consulting on the Chichester Local Plan Review Preferred Approach 2016-2025 (from 13th December 2018 to 7th February 2019). The proposed site is included in the Local Plan Review as Policy AL7: Highgrove Farm Bosham and is allocated for a residential-led development of a minimum of 250 dwellings and a two-form entry primary school. The site was also included in the Strategic Housing Land Availability Assessment (SHLAA) in May 2014 and was considered suitable for the provision of up to 265 residential dwellings.

1.3 As part of the consultation, the 'Sustainability Appraisal for the Chichester Local Plan Review – Preferred Approach' (October 2018) Policy AL7 is reviewed against their assessment criteria. The relevant transport criteria and assessment score is identified below:

- 3A: Does the option reduce air pollution from industrial processes and transport? = Single negative quoting 'Additional pressure on A259 and backroads. Impact will increase with house numbers'
- 4B: Does the option reduce the need to travel? = Single negative quoting 'There is a bus and train service present, however distance to the city means that car travel is more likely. Development here would add to increased commuter journeys on A259/A27 and also the need to travel for facilities in Havant or Chichester'
- 6A: Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks? = Single positive quoting 'Bus and train service. However, car travel is more likely owing from distance to the city'.
- 6B: Does the options improve networks for cyclists and pedestrians? = Single negative quoting 'Limited opportunity to be extended or improved. Distance from amenities means that cycling/walking is unlikely'.
- 6C: Does the option reduce congestion? = Single negative quoting 'Increase congestion on the A259'.
- 9: Does the option provide access to services and facilities = 0 quoting 'Some local shops but access to secondary, hospital and further education worse than some other options'

1.4 These criterion will be reviewed in the relevant chapters of this LPTR.

1.5 In October 2017 a planning application for the erection of 50 dwellings on the south west portion of the site was submitted by Barratt Homes. This application was later approved by CDC (planning reference: 17/03148/FUL) on 15th January 2019. Condition 20 of the Decision Notice references highway matters in such that 'No part of the development herby permitted shall be first occupied until such time as the vehicular access and associated pedestrian enhancements have been constructed in accordance with plans and details that shall first have been submitted to and approved in writing by the Local Planning Authority'. This application proposed access into the site from Main Road (A259) in the form of a ghost island right turn junction. The Transport Statement to support this application was also prepared by Paul Basham Associates and reference will be made (where appropriate) to this document throughout this LPTR (document reference 041.0011/TS/4).

1.6 This LPTR seeks to build upon the precedents set out by the planning application for the 50-unit development, for the development of up 250 additional residential units on-site, a 2FE primary school and community facilities. **Figure 1** shows the location of the recently approved 50-unit scheme in blue and the location of the wider proposals included in the Chichester Local Plan Review in red.

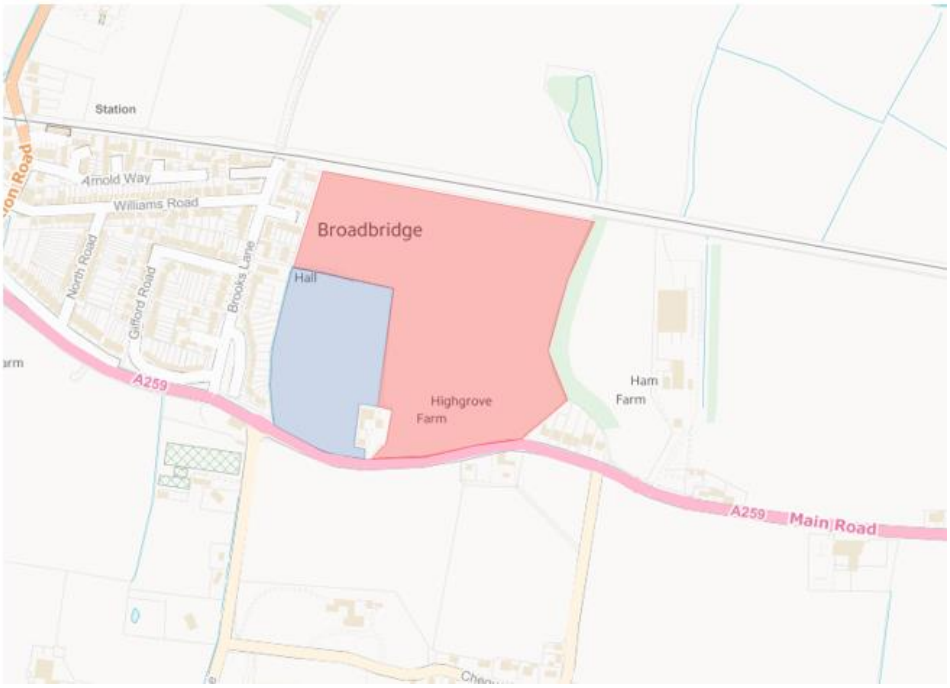

Figure 1: Site Location

1.7 This LPTR will therefore demonstrate the suitability and benefits of the proposals through an assessment of site accessibility, development proposals, access arrangements, trip generation, trip distribution and highway impact before drawing conclusions that the site is wholly suitable doe allocation from a transport perspective.

2. SITE ACCESSIBILITY

2.1 The site is located to the north of Bosham, 6km to the west of Chichester City Centre. The site is bordered by the Southampton to Brighton railway line to the north, Ham Farm to the east, Main Road (the A259) to the south and residential properties fronting Brooks Lane to the west. The proposed site is currently agricultural land, used for arable farming and is accessed through Highgrove Farm to the east. The existing access takes the form of a vehicle crossover which measures circa 10m wide. The existing site and access arrangements through Highgrove Farm are demonstrated in **Photographs 1** and **2**.

Photograph 1: Existing Site Use

Photograph 2: Existing Access Arrangement (through Highgrove Farm)

Local Road Network

2.2 The A259 (Main Road) is a single carriageway road measuring circa 7.6m wide in the site vicinity. Main Road runs broadly parallel to the A27 between Emsworth (west of Bosham) and the Fishbourne Roundabout (east of Bosham). Main Road is subject to a 40mph speed limit along much of its length, with the limit changing to 30mph across the site frontage, to the immediate east of the approved site access for the 50-unit scheme.

2.3 As part of the planning application for the 50-unit scheme, Automated Traffic Count (ATC) surveys were undertaken either side of the speed limit change on Main Road between 10th July 2017 and 16th July 2017 (outside of school or public holidays). The survey demonstrated 85th percentile speeds of 43.5mph eastbound and 43.7mph westbound. The full ATC survey outputs are included in **Appendix A** for reference.

24 Hour	A259 Bosham West of Highgrove Farm	A259 Bosham East of Highgrove Farm
Eastbound	41.6mph	43.5mph
Westbound	39.5mph	43.7mph

Table 1: ATC Speed Survey Results

2.4 In the wider vicinity, Fishbourne lies 2.4km east of the site, whilst Nutbourne is located 3km to the west. The site is 6km west of Chichester and 22km east of Portsmouth, both of which are accessible via the A259/A27.

Local Pedestrian Network

2.5 The local road network benefits from a gentle topography which makes it attractive for use by pedestrians. Main Road benefits from a continuous shared footway/cycleway along the northern side of the carriageway (across the site frontage). The footway/cycleway measures c.2.5m wide across the site frontage, with a pedestrian refuge island and associated crossing point provided adjacent to Walton Lane. The shared use path connects around the perimeter of Bosham roundabout with dropped kerbs and tactile paving provided at the crossing points and on the refuge islands. Conditions for pedestrians on Main Road in the site vicinity are demonstrated in **Photograph 3**.

Photograph 3: Pedestrian Conditions on Main Road

Cycle Network

2.6 The gentle topography within the vicinity of the site is also attractive for cyclists. National Cycle Network (NCN) Route 2 fronts directly onto the southern border of the site in the form of a shared use path (as previously described). In accordance with CDC's Sustainability Appraisal, the site is excellently placed to support more sustainable modes of travel including walking and cycling and therefore the negative criteria for 6A and 6B is questionable.

2.7 A cycle into Chichester City Centre takes approximately 15 minutes, using local cycle routes, with the opportunity for cyclists to continue further towards Bognor Regis/Pagham Harbour. A ride into Portsmouth takes approximately 1 hour along a traffic free route following the coastline. The cycle routes within the vicinity of the site are shown in **Figure 2**, with purple lines representing on-road routes, and green representing traffic-free routes.

Figure 2: Local Cycle Routes (www.sustrans.org.uk)

Bus Services

2.8 The site is also supported by a pair of bus stops on Main Road. The closest eastbound bus stop is located directly opposite the approved access onto Main Road (as part of planning application 17/03148/FUL). This bus stop benefits from a singular pole, timetable and demarcated layby. The closest westbound bus stop is located c.180m to the west of the approved site access and benefits from a flagpole, timetable, demarcated layby and shelter as shown in **Photograph 4**.

Photograph 4: Bus Stop Conditions

2.9 A summary of the services available from local bus stops are provided in **Table 2**, which demonstrates that in accordance with CDC's Sustainability Appraisal, criteria 4B, 6A and 9 should not be negative with plentiful opportunities for travel on buses.

No.	Route	Frequency		
		Weekday	Saturday	Sunday
44A*	Bosham – Bourne Community College	07:42	-	-
56	Bosham – Chichester – Arundel Park	Every 90 minutes	Every 90 minutes	-
700	Flansham Park – Bognor Regis – Chichester – Havant – Portsmouth	Every 20 minutes	Every 20 minutes	Every 30 minutes
727	Chichester – South Downs College	08:00	-	-

Table 2: Summary of Local Bus Services
*School Service only, stops at eastbound stop only

Rail Services

2.10 Bosham Rail Station is located c.960m (an 11-minute walk) from the site. Steps from Station Road provide access to the station platforms. Bosham Rail Station is equipped with 20 sheltered and secure cycle storage spaces, a pay & display car park, step free access, waiting rooms, customer help points, CCTV and daytime (Monday – Friday) staffing.

2.11 Bosham Railway Station provides direct access to destinations including Portsmouth and Southsea, Chichester, Brighton and London Victoria. Trains typically stop every hour during the day for services between Portsmouth and Littlehampton, with some journeys in the AM and PM peak periods travelling on to Brighton / London. Journeys to Portsmouth and Southsea take approximately 33 minutes.

2.12 In the AM and PM peaks there are trains approximately every 25 minutes in an easterly direction and every 20 minutes in a westerly direction, providing opportunities for commuters to travel to Southampton, Portsmouth, Chichester and London. It is therefore considered that criteria 4B, 6A and 9 should not be a negative rating given the proximity to Bosham Railway Station and the services available.

Site Accessibility

2.13 The Chichester District Council Local Plan Review Background Paper 'Settlement Hierarchy' (December 2018) classifies Bosham & Broadbridge as a Service Village. Service Villages are categorised as 'Villages that either provide a reasonable range of basic facilities (e.g. primary school, convenience store and post office) to meet the everyday needs of local residents, or villages that provide fewer of these facilities but still have access to them in nearby settlements'. The site's proximity to existing local amenities and pedestrian and cycle networks presents an opportunity to encourage the use of sustainable transport and create a sustainable development. This has also been confirmed given the recent approval of the 50-unit scheme which considered the site as suitable to support a sustainable residential development.

2.14 A summary of the proximity to local amenities (with distances taken from the proposed site access) is shown in **Table 3**, with an Accessibility Map included as **Appendix B**.

Amenity	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Bus Stop (WB)	10m	<1	N/A
Bus Stop (EB)	200m	2	<1
Convenience Store	800m	10	3
Railway Station	960m	11	3
Doctors Surgery	800m	10	3
Primary School	960m	11	3
Post Office	800m	10	3
Dentist	800m	10	3

Table 3: Proximity to Local Amenities

2.15 Bosham Primary School is located within Bosham village (960m; 11-minute walk from the site via Walton Lane or a 20-minute walk via Delling Lane which is provided with a continuous footway) and caters for children in Reception to Year 6. Opposite the primary school is Bosham Nursery. The nearest secondary schools are located in Southbourne and Chichester and are accessible via the local bus services identified in **Table 2**.

2.16 In terms of health provision, a Doctor's surgery and Dentist are situated off Delling Lane, 800m west of the site access, with the closest pharmacy located on the outskirts of Chichester, approximately 3km away. St Richards Hospital is located 5.5km away in Chichester and provides a minor injuries clinic and Accident and Emergency facilities.

2.17 As part of the planning application for 50-unit scheme, the site's location in regard to local amenities was considered to be suitable by West Sussex County Council's (WSCC) highways officer and the site is therefore considered to be well located to local amenities within Bosham and Fishbourne.

2.18 When Policy AL7 is reviewed in CDC's Sustainability Appraisal (December 2018) the site receives a number of single negative responses suggesting that the site is not well placed to support a sustainable development. However, as outlined above, a planning application for 50-units to the immediate south west of the proposed allocation site was approved proving that the site was considered acceptable to support sustainable development. The site is located within a 1km walking distance from a number of facilities to the north of the Bosham Roundabout including a convenience store, public house and doctor's surgery. A single negative rating against 4B is therefore not considered applicable against this proposed allocation. A single negative rating against 6B is also questioned as it is highlighted above that a number of amenities are in walking distance with the note quoting 'distance form amenities means that cycling/walking is unlikely' when such modes are likely to form key travel modes for shorter journey to local facilities including convenience store/eateries and indeed the proposal for a 2FE primary school and community facilities on site as part of the allocation.

PIA Data

2.19 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained for the most recent 5-year period from 2013 to 2017. PIA data is shown in **Figure 3** and indicates that during this period there have been two slight accidents within c.200m of the proposed site access onto Main Road. It is therefore not considered that the proposals would exacerbate highway safety conditions on the surrounding highway network, particularly given that Main Road (A259) is a strategic route.

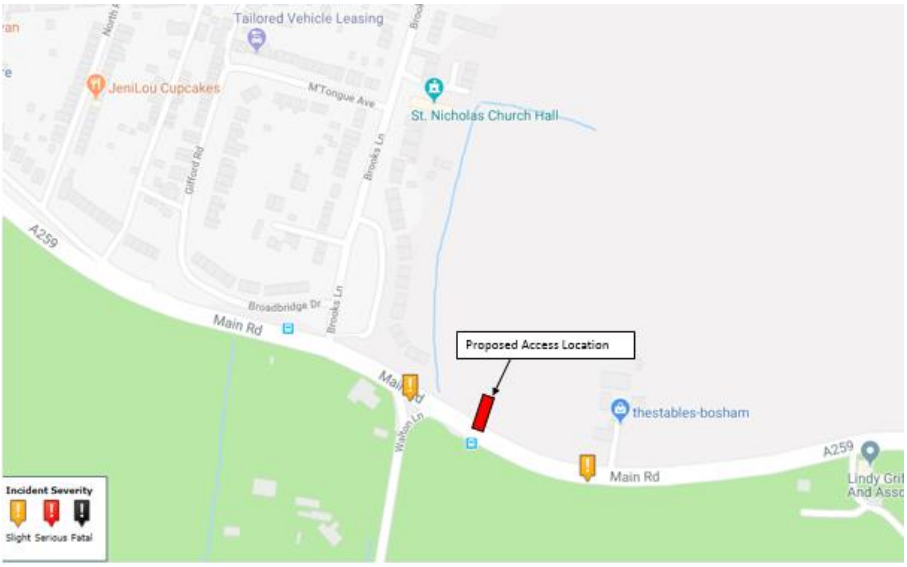

Figure 3: PIA Data *(www.crashmap.co.uk)*

3. DEVELOPMENT PROPOSALS

3.1 The development proposes that following the approved 50 units, a second phase of up to 250 additional residential dwellings would be provided. The site would therefore provide a total of 300 residential units with one point of vehicular access onto Main Road. An indicative masterplan demonstrating the proposals is attached as **Appendix C**.

3.2 In addition to the proposed residential development, in accordance with the Local Plan Review the site would provide a 2FE primary school and community facilities. The primary school would incorporate Bosham Primary School (currently a 1FE school) which would relocate to the site and be extended by 1FE. The site would therefore provide a significant benefit to the local community by expanding an existing land locked school as well as providing communal facilitates for use by existing and new residents.

Access Design

3.3 As detailed within the Transport Statement (also prepared by Paul Basham Associates) to support the approved 50-unit scheme, the development would be served via a 5.5m wide bellmouth junction onto Main Road which would be supported by 2m wide footways flanking either side of the carriageway which connect to the 2.5m wide footway/cycleway (NCN 2). The bellmouth arrangement would provide corner radii of 15m to ensure that large goods vehicles, refuse vehicles and a school bus/coach are able to access the site. To facilitate access into the site, a right turn lane would be provided on Main Road (A259) and the works include widening of the carriageway into the site. This design has been considered acceptable by WSCC highways officers through the 50-unit scheme which at the time also considered additional development up to a total of 300 dwellings being served through the site. The design provides sufficient width to support the two-way movement of vehicles in accordance with Manual for Streets (MfS) guidance. The proposed access is shown on the general arrangement drawing attached as **Appendix D** and is currently going through the Section 278 design process.

3.4 As part of the access works, a pedestrian refuge island would also be provided c.20m west of the site access. This crossing would provide a safe and convenient access for pedestrians when travelling to local amenities, further encouraging sustainable development.

3.5 Through discussions with Bosham Parish Council it is also understood that there is the desire for a controlled pedestrian crossing across the A259 further west between the site access and the Bosham roundabout. The principle of providing a controlled crossing is supported however the deliverability of such a crossing is limited largely due to the lack of a continuous pedestrian footway on both sides of the A259 carriageway. Chichester District Council's 'Chichester Infrastructure Delivery Plan 2016-2035' also does not identify any specific need for additional pedestrian infrastructure along Main Road. An additional pedestrian refuge island is being provided to the west of the agreed access arrangement for the 50-unit scheme which would facilitate north to south movements. Further investigations will be completed to understand the deliverability of a controlled crossing between the site and the Bosham roundabout through any subsequent planning application process.

Visibility Splays

3.6 As demonstrated in the application for 50 units, visibility at the proposed access is achievable to 2.4m x 118.4m in the primary direction and 2.4m x 119.3m in the secondary direction, in accordance with recorded speeds of 43.5mph and 43.7mph respectively. Visibility at the access was considered to be acceptable as part of this application, with visibility at the access demonstrated in **Appendix D.** Visibility requirements are not related to development quantum and would remain acceptable to serve this increased quantity of development.

3.7 The safety implications of this access arrangement have been accessed as part of the 50-unit scheme, through the competition of a Stage 1 Road Safety Audit. The Road Safety Audit was undertaken by an external auditor and did not identify any safety concerns.

4. TRIP GENERATION AND TRIP DISTRIBUTION

4.1 To assess the impact that the additional 250 dwellings and 2FE Primary School included in Chichester District Council Local Plan would have on the local highway network a trip generation assessment has been undertaken using the TRICS database for each of the proposed uses.

Residential Trip Generation

4.2 To understand the vehicular trip rates and generation from the proposed development, the trip rates identified within the Transport Statement for the 50-unit scheme have been used, given that these have been considered acceptable by WSCC highways officers. For reference the following parameters were used for this search:

- Residential 'Houses Privately Owned' Use Class;
- Sites in England and Wales (Excluding Greater London);
- 20-100 dwellings;
- Monday to Friday surveys only;
- Population within 5 miles <125,000; and
- Suburban Area/ Edge of Town Locations.

4.3 Full TRICS outputs are provided in **Appendix E**, whilst **Table 4** outlines the trip generation for the approved 50-unit scheme and the addition of 250 units.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate 'Houses Privately Owned'	0.135	0.381	0.361	0.134	4.576
Trip Generation (Approved 50-unit scheme)	7	20	18	7	229
Trip Generation (250 additional houses)	34	95	90	34	1,144

Table 4: Residential Trip Generation

4.4 As identified within the Transport Statement for planning application 17/03148/FUL, the 50-unit scheme is anticipated to generate 27 trips in the AM peak, 25 trips in the PM peak and 229 trips over a 12-hour period. This level of trip generation was considered acceptable through the 50-unit application with highway officers confirming that the scheme would not have a 'severe' impact on the operation of the local road network.

4.5 Utilising the previously agreed trip rates, the additional 250 dwellings proposed through the Local Plan is anticipated to generate 129 trips in the AM peak, 124 trips in the PM peak and 1,144 trips over a 12-hour period.

4.6 In total, with 300 dwellings at this site, it is anticipated to generate 156 trips in the AM peak, 149 trips in the PM peak and 1,373 trips over a day period.

School Trip Generation

4.7 As previously described, the proposals include the relocation and expansion of Bosham Primary School (1FE primary school) to a 2FE primary school, and as such is anticipated to have a total of 420 pupils. Given that 1FE is existing, trips associated with 210 pupils are already present on the local highway network. The trips associated with the existing school would be 'diverted' and 'transferred' to the site based on attraction. It should however be noted that these trips would not be entirely new to the wider network (A259/A27).

4.8 ONS population data 'Families and Households: 2017' Figure 2 indicates that 67% of households in the UK have dependent children. For the combined 300-unit developments (approved 50 units + proposed 250 units), it is anticipated that up to 201 children would be present on-site with 50% (100) of these children anticipated to be of primary school age and enrolled to the school within the development. As such the trips associated with circa 100 pupils would be undertaken within the development itself.

4.9 The primary school extension and relocation is therefore anticipated to result in 320 pupils located outside the development and 110 pupils from other new developments. On this basis, the TRICS database has been consulted to anticipate the level of trips generated by 320 primary school pupils using the following search criteria:

- Education: Primary School;
- England and Wales (excluding Greater London);
- Surveys Monday to Friday;
- Schools with 10-500 pupils;
- Schools in Suburban/Edge of Town location; and
- Schools with no Travel Plan

4.10 The results of this assessment are summarised in **Table 5**, with outputs provided in **Appendix E**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Primary School Trip Generation (Per pupil)	0.277	0.186	0.021	0.032	1.442
Proposed 2FE Primary School (320 Pupils from offsite)	89	60	7	10	461

Table 5: School Trip Generation

4.11 This assessment indicates that the primary school is anticipated to generate 149 trips in the AM peak, 17 trips in the PM peak and 461 trips over a 12-hour period. It is important to note that the traditional PM peak (1700-1800) falls outside of the school pick up period and therefore should not have an impact on the operation of the local road network at this time.

Community Facilities Trip Generation

4.12 The community facilities included as part of the development is not anticipated to generate any new vehicle trips. Users of the community facilities would be residents of the local area or from within the development itself. Whilst the community facilities may possibly result in an increase in vehicle trips through the site access these trips would be outside the peak periods and have therefore not been assessed.

Total Trip Generation

4.13 A summary of the total trip generation through the site access (thus the approved 50-unit scheme, additional 250 units and 2FE Primary School) is provided in **Table 6**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Approved 50 dwellings	7	20	18	7	229
Proposed 250 dwellings	34	95	90	34	1,144
Primary School Trip Generation (320 pupils)	89	60	7	10	461
TOTAL	130	175	115	51	1834

Table 6: Total Trip Generation

4.14 A summary of the total trip generation identifies that the Local Plan proposals plus the approved 50-unit scheme would generation approximately 305 trips in the AM (0800-0900) peak, 166 trips in the PM (1700-1800) peak and 1834 trips over a 12-hour period through the proposed/approved right turn lane access.

Trip Distribution

4.15 To determine the impact of the proposed residential development on the surrounding highway network, 2011 Location of Usual Residence and Place of Work Census data has been obtained for Middle Super Output Area Chichester 011 which includes the site and the surrounding area to the east. This data has been used to confirm the likely distribution of trips from the site access, by consulting work destinations with five or more trips. The location and most attractive route to this destination was then used to confirm the direction of travel from the proposed site access on Main Road.

4.16 For destinations of Liphook, Guildford, Cowplain, Petersfield and Haselmere it is anticipated that there would be a 50/50 split between trips traveling east (right) via the B2141 and west (left) via the A3. The results of this assessment are attached as **Appendix F**, with the results summarised in **Table 7.**

Location	Percentage of Trips	Direction from Site Access	Route
Fishbourne	10.00%	E	Salthill Road
South of Haslemere	0.20%	E	Salthill Road
West of Midhurst	0.40%	E	Salthill Road
Midhurst	0.70%	E	Salthill Road
East of Haslemere	0.20%	E	Salthill Road
Petworth	1.00%	E	Salthill Road/Fishbourne A27 EB
West of Littlehampton	0.60%	E	Fishbourne A27 EB
Littlehampton	0.50%	E	Fishbourne A27 EB
North Bersted	0.80%	E	Fishbourne A27 EB
North of Bognor Regis	1.50%	E	Fishbourne A27 EB
Felpham	0.40%	E	Fishbourne A27 EB
Bognor Regis	1.90%	E	Fishbourne A27 EB
West of Aldwick	0.70%	E	Fishbourne A27 EB
South East of Chichester	5.70%	E	Fishbourne A27 EB
North West of Selsey	2.50%	E	Fishbourne A27 EB
Selsey	1.60%	E	Fishbourne A27 EB
North of Crawley	0.80%	E	Fishbourne A27 EB
Horsham	0.30%	E	Fishbourne A27 EB
South of Pulborough	0.20%	E	Fishbourne A27 EB
North of Broadwater	0.20%	E	Fishbourne A27 EB
Durrington	0.20%	E	Fishbourne A27 EB
Worthing	0.60%	E	Fishbourne A27 EB
Goring-by-Sea	0.20%	E	Fishbourne A27 EB
Brighton	0.20%	E	Fishbourne A27 WB
Cosham	0.80%	E	Fishbourne A27 WB

Portsmouth Harbour	0.30%	E	Fishbourne A27 WB
Hilsea	0.80%	E	Fishbourne A27 WB
Tipner	0.30%	E	Fishbourne A27 WB
Portsmouth Harbour	0.50%	E	Fishbourne A27 WB
Baffins	0.20%	E	Fishbourne A27 WB
Portsea	1.50%	E	Fishbourne A27 WB
Milton	0.20%	E	Fishbourne A27 WB
Old Portsmouth	0.30%	E	Fishbourne A27 WB
Farlington	0.40%	E	Fishbourne A27 WB
Southwick	0.20%	E	Fishbourne A27 WB
South of Bishop's Waltham	0.20%	E	Fishbourne A27 WB
Stoneham	0.20%	E	Fishbourne A27 WB
Fareham	0.50%	E	Fishbourne A27 WB
Chichester	41.10%	E	Fishbourne A259/ A27 EB
North of Chichester	4.70%	E	Fishbourne A259
Arundel	0.30%	E	Fishbourne A259
South of Fontwell	1.20%	E	Fishbourne A27 EB or Fishbourne A259
Guildford	0.40%	E+W	Fishbourne WB/A259 Main Road
Cowplain	0.30%	E+W	Fishbourne WB/A259 Main Road
West Leigh	0.40%	E+W	Fishbourne WB/A259 Main Road
Liphook	0.20%	E+W	A259 Main Road or Salthill Road
West of Petersfield	0.70%	E+W	A259 Main Road or Salthill Road
Petersfield	0.60%	E+W	A259 Main Road or Salthill Road
Rowlands Castle	0.40%	W	A259 Main Road
Emsworth	1.00%	W	A259 Main Road
Havant	2.30%	W	A259 Main Road
East of Emsworth	4.20%	W	A259 Main Road
North of Emsworth	2.70%	W	A259 Main Road
Central London	1.00%	W	A259 Main Road

Table 7: Trip Distributions

4.17 2011 Census data indicates that the majority of commuter trips (87%) are anticipated to travel east (turn left), with 13% of trips anticipated to travel west (turning right) from the site access. This data also indicates that vehicles travelling westbound are either likely to travel via Salthill Road or the Fishbourne Roundabout, with 73% of trips anticipated to travel via the Fishbourne roundabout and 14% anticipated to travel via Salthill Road.

School Trip Distribution

4.18 It is unknown at this stage what the existing trip distributions for Bosham Primary School are and what the catchment area for the new school would be. Thus, as a worst case at this stage it is assumed that the new trips generated by the school would follow the same distributions as the residential development.

4.19 It is worth noting that whilst the new trips associated with 320 pupils would be experienced through the site access, only 110 pupil trips are not already on the network and are thus from proposed development and not existing pupils residing in Bosham. On that basis the capacity assessments presented in **Chapter 5** for the site access will show 320 pupils trips through the access whilst the wider road network has only been assessed for 110 pupil related trips.

4.20 The resultant distribution flow diagram is provided in **Appendix G.**

5. JUNCTION MODELLING AND HIGHWAY IMPACT

5.1 Given the scale of the proposed development, consideration has been given to the development's impact on the surrounding highway network and particularly the impact of the proposals on the new junction between the site and Main Road (A259).

Site Access/Main Road

5.2 To anticipate the impact of the proposed development on the proposed access junction (proposed in the approved 50-unit scheme), a junction modelling exercise has been undertaken using JUNCTIONS 9 software.

5.3 To inform this exercise, the results of surveys undertaken as part of the approved 50-unit scheme on Main Road in 2017 have been utilised, alongside the trip generation figures outlined in **Tables 4** and **5** of this report.

TEMPro Growth Traffic

5.4 To assess the development's impact in future years, background traffic (2017) has been factored up to the future year 2029 in order to provide a robust assessment. To factor up background traffic, growth rates have been obtained from the TEMPro database for Chichester given that the site is within Chichester District's jurisdiction. The growth rates in **Table 8** represent the proportional increase in background traffic in the AM and PM peaks.

Year 2017-2029	
AM	1.1591
PM	1.1595

Table 8: TEMPro Growth Rates

Modelling Results

5.5 The results of the capacity modelling at the site access has been assessed under two scenarios 'Baseline 2029 plus approved 50-unit development' and 'Baseline 2029 plus Local Plan proposals'. The first scenario provides an indication of the operation of the approved access with the 50-unit scheme, whilst the second scenario demonstrates the impact of the Local Plan proposals (up to 300 residential units, 2FE primary school and community facilities). The results of this assessment are summarised in **Table 9**, with modelling outputs attached as **Appendix H**.

5.6 When interpreting the modelling outputs, it should be noted that the RFC (ratio of flow to capacity) value of a junction's arm indicates how much of the arm's capacity is in use. An RFC value of 0.85 is used as a threshold for when alternative designs/improvements should be considered, whilst an RFC of 1 indicates that the junction is operating at maximum capacity.

		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
Baseline 2029 plus 50-unit scheme	Site Access- Main Road (A259)	0.1	8.75	0.04	0.0	8.12	0.02
	Main Road (A259) – Site Access	0.0	7.68	0.01	0.0	7.29	0.03
Baseline 2029 plus Local Plan Proposals	Site Access- Main Road (A259)	0.8	15.18	0.42	0.1	9.23	0.12
	Main Road (A259) – Site Access	0.3	10.03	0.24	0.3	8.85	0.20

Table 9: Summary of Modelling Results

5.7 Modelling of the approved 50-unit scheme in 2029 indicates that this junction operates well under capacity, with the highest RFC being 0.04 in the AM peak with the highest delay at 8.75 seconds.

5.8 Modelling of the Local Plan proposals which includes the approved 50-unit scheme and the addition of 250 dwellings, a 2FE primary school and community facilities indicates that, whilst there would be an increase in trips utilising this access, the junction is still expected to operate well under capacity. The highest RFC in this scenario is 0.42 in the AM peak for vehicles turning from the site onto Main Road (A259) which results in a queue of 1 vehicle with a delay of less than 16 seconds.

5.9 Whilst a higher percentage of trips would be turning right into the site from Main Road this modelling exercise does not indicate that any queuing would occur on the proposed right turn lane. The modelling does however indicate that there would be a maximum queue of 1 vehicle at the site access (when rounded up) during the AM peak with a delay of 15.18 seconds.

5.10 This exercise therefore indicates that the Local Plan proposals are not anticipated to have a significant impact on the operation or capacity of the approved access onto the A259, with sufficient capacity still available to accommodate additional development.

5.11 In order to assess Policy AL7's impact on the wider road network, as highlighted in paragraph 4.19, only 110 pupil trips would be new trips on the wider road network (i.e. not already on the network). The resultant trip generation for assessing the impact on the wider road network is presented in **Table 10**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Approved 50 dwellings	7	20	18	7	229
Proposed 250 dwellings	34	95	90	34	1,144
Primary School Trip Generation (110 pupils not already on the wider road network)	30	20	2	4	159
TOTAL	71	135	110	45	1532

Table 10: Wider Road Network Trip Generation

5.12 The above trip generation figures identify that the wider road network is likely to experience 206 additional vehicle trips in the AM peak, 155 additional trips in the PM peak and 1532 additional vehicle trips over a 12-hour period. These figures are used in the below assessments of the wider road network.

Bosham Roundabout

5.13 Bosham Roundabout is accessible c.650m to the west of the site and distributes traffic into Bosham to the north and south and the A27 to the east and west. It is estimated that 13% of development trips would travel to and from the west and thus travel through this junction. Based on the total trip generation figures presented in **Table 10**, this would equate to 9 arrivals from the A259 west and 18 departures from the A259 west in the AM peak and 14 arrivals from the A259 west and 6 departures from the A259 east in the PM Peak. This therefore demonstrates that during the busiest period the Local Plan proposals would see the addition of 18 vehicles on one arm which equates to 1 vehicle every 3 minutes. It is not anticipated that this would result in a severe impact on the operation this roundabout. It is proposed that the impact of the development on this junction, as well as any improvements (if required), would be confirmed as part of any future planning application, albeit no mitigation package was identified as necessary to support the Local Plan Review in CDC's Infrastructure Delivery Plan (IDP).

Junction between Salthill Road/Main Road (A259)

5.14 The junction between Salthill Road/Main Road (A259) facilitates access into Fishbourne and, as with the proposed access arrangement, this junction is supported by an existing right turn lane on Main Road. It is anticipated that 14% of trips travelling eastbound on Main Road (A259) would travel via Salthill Road to access destinations including Fishbourne, Haslemere, Midhurst and Petworth as identified in Table 7.

5.15 Based on the total development trip generation figures (Table 10), 14% would equate to 10 arrivals and 19 departures in the AM peak to/from Salthill Road and 15 arrivals and 6 departures in the PM peak to/from Salthill Road. This therefore demonstrates that during the busiest period the Local Plan proposals would see the addition of 19 vehicles on one arm which equates to 1 vehicle every 3 minutes. It is not anticipated that this would result in a severe impact on the operation this arm of the junction. It is proposed that the impact of the development on this junction, as well as any improvements (if required), would be confirmed as part of any future planning application, again with no mitigation identified as necessary through CDC's IDP.

5.16 In addition, a further 73% of vehicle traffic would travel through this junction along Main Road to access the Fishbourne Roundabout.

Fishbourne Roundabout

5.17 The Fishbourne Roundabout is a strategic junction, where the A259 and the A27 meet. The roundabout was ranked first in terms of priority of construction in the Peter Brett Associates 'Chichester District Council – Local Plan Transport Study of Strategic Development Options and Sustainable Transport Measures (December 2018)'. The ranking offers a means of managing contributions more efficiently to secure works as early as possible as developments are forthcoming.

5.18 The Peter Brett Associates report reviewed the local road network within Chichester on three development growth scenarios; 650dpa, 800 dpa and 1,000 dpa which for Bosham and Broadbridge (which Policy AL7 falls within) relates to an allocation 250, 526 or 1179 dwellings. Through their assessment Peter Brett Associates identified mitigation measures would be required for any number of development growth scenarios given the strategic role of the roundabout.

5.19 The mitigation considered at this roundabout is a Hamburger Roundabout with Terminus Road arm removed and a new arm added for a Stockbridge Road Link Road connection. All arms would also become signal controlled. Barratt Homes would work alongside West Sussex County Council and Highways England to determine a suitable contribution towards the improvement works at this roundabout. This junction would be fully considered in any Transport Assessment required to support any future planning applications at this site which would include a junction capacity assessment to under the impact of the proposed development on this roundabout in its current format.

5.20 Based on the total trip generation and with 73% of vehicular traffic expected to travel to the Fishbourne Roundabout this would result in 52 vehicle arrivals and 99 vehicle departures in the AM peak and 80 vehicle arrivals and 33 vehicle departures in the PM peak to/from the Fishbourne Roundabout. The Department for Transport (DfT) traffic count survey located to the east of Fishbourne Roundabout (location: 46298) recorded an Annual Average Daily Flow (AADF) of 50,914 in 2017. Given the high volumes of vehicular traffic through this roundabout it is anticipated that the proposed development would not have a 'severe' or even noticeable impact on the operation of this roundabout although a full detailed review would be completed to support any planning applications.

CDC Sustainability Appraisal

5.21 Criteria 3A and 6C of CDC's Sustainability Appraisal questions the policies ability to reduce air pollution from industrial processes and transport (3A) and whether the option reduces congestion (6C). However, nine of the ten sites identified are given a single negative rating against 3A with one slight receiving a neutral rating. This therefore suggests that this criterion should not hold much weight in the decision-making process given that all sites are anticipated to have a similar impact. This is also the same for criteria 6C with nine sites having a single negative rating and one having a neutral rating. Effectively the only opportunity to achieve a positive assessment under these criteria are low density developments on brownfield industrial sites which is an unrealistic form of development.

6. SUMMARY AND CONCLUSIONS

6.1 This LPTR has been prepared by Paul Basham Associates to support Chichester District Council's Local Plan review which allocates 250 residential dwellings and a 2FE primary school at Highgrove Farm, Bosham, under policy AL7. In January 2019 a 50-unit scheme was approved on this site with access taken from Main Road. The Local Plan proposals would result in the addition of 250 units at this site, therefore totalling 300 residential dwellings.

6.2 The site's proximity to existing local amenities and pedestrian and cycle networks presents a good opportunity to encourage the use of sustainable transport and create a sustainable development. The site's location and sustainability were assessed as part of the approved 50-unit scheme and was considered to be acceptable, and therefore the Local Plan proposals support a sustainable development.

6.3 CDC's 'Sustainability Appraisal' highlights a number of negative ratings for Policy AL7 relating to congestion and sustainable transport measures. However, the location of the site has been considered as suitable for sustainable development through the approval of the 50-unit scheme and therefore this assessment should be considered within the context of the sustainability review contained within the LPTR.

6.4 The Local Plan proposals include utilising the approved access to serve the 50-unit scheme which at the time was designed to ensure additional development could be accommodated. The Local Plan proposals would be accessed via one point of access onto Main Road (A259). The access would take the form of a ghost right turn lane junction. The arrangement has been assessed by WSCC's highways and was considered to be acceptable for the 50-unit scheme.

6.5 The trip rates agreed within the application for the 50-unit scheme have been applied to anticipate the expected number of trips generated by an additional 250 residential dwellings at this site. The Local Plan proposals are anticipated to generate 129 trips in the AM peak, 124 trips in the PM peak and 1,144 trips over a 12-hour period. Using these trip rates, 300 dwellings at this site would be anticipated to generate 156 trips in the AM peak, 149 trips in the PM peak and 1,373 trips over a day period. School traffic from the 2FE primary school allocations would result in traffic relating to 320 pupils through the site access and 110 pupils on the wider network (with 210 pupils transferred from Bosham Primary School).

6.6 2011 Census data indicates that the majority of trips (87%) are anticipated to travel east (turn left) from the site access, with the remaining 13% anticipated to travel west (turn right). Of trips traveling east 73% are anticipated to travel via the Fishbourne Roundabout and 14% are anticipated to travel via Salthill Road.

6.7 Modelling has been undertaken of the site's access arrangement (ghost right turn lane junction) onto Main Road using JUNCTIONS 9 software. In the '2029 Baseline plus Combined Development' scenario this junction operates well under capacity, with the highest RFC being 0.41 in the AM peak for vehicles turning from the site onto Main Road (A259). Whilst a higher percentage of trips would be turning right into the site from Main Road, this modelling exercise does not indicate that any queuing would occur within the proposed right turn lane. Modelling of this junction therefore indicates that despite an increase in trips, this junction operates well within capacity with sufficient capacity still available to accommodate future growth.

6.8 Peter Brett Associates' 'Chichester District Council – Local Plan Transport Study of Strategic Development Options and Sustainable Transport Measures' (December 2018) identified no mitigation as necessary on the A259 (Bosham Roundabout or Salthill Road junction but a mitigation measure for the Fishbourne Roundabout in the form of a Hamburg Roundabout with a new arm provided and all arms signal controlled (as part of a comprehensive strategy for the A27). Policy AL7 development's impact on this junction would be assessed in further detail within any future planning application with the proposed mitigation measure assessed against the proposals impact. However, based on the development traffic values being routed through this roundabout the impact is likely to be low given the strategic role of this roundabout and thus the high traffic volumes already experienced by the roundabout.

6.9 Paul Basham Associates therefore support the inclusion of Policy AL7 Highgrove Farm, Bosham in the Local Plan Review based on the likely highway impact of the development and the opportunity to promoted a sustainable development utilising existing facilities within Bosham and the improved facilities being promoted through the site itself.

Appendix A

KEY

- SITE BOUNDARY
- SITE ACCESS
- PEDESTRIAN ACCESS
- PEDESTRIAN / CYCLE LINK
- PRIMARY ROUTE
- FOCAL SPACE
- PUBLIC OPEN SPACE

Scale @ A2:

0 20 40 60 80 100m

Scale 1:2000

NORTH

Rev	Date	Drawn	Checked

10.07.18

Date: APRIL 2018

Drawn by : MC Checked by : BB

Drg No: CB_15_134_AI01 Rev:

Project:
HIGHGROVE FARM, BOSHAM, WEST SUSSEX

Title:
CONCEPT MASTERPLAN

Client:
DAVID WILSON HOMES
WHERE QUALITY LIVES

COOPERBAILLIE

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Appendix B

Bosham, West Sussex

Report Id 405/17
Site Name Site 1 of 2
Description A259 Main Road, 115m East of Hammers Farm Access
Direction Eastbound

Monday 10 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	13	5	5	1	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	3	0	1	0	51.2	45.2	7.7
0100 - 0200	9	3	3	1	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	2	1	0	0	-	45.3	6.3
0200 - 0300	5	2	0	0	3	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	-	46.8	3.8
0300 - 0400	6	1	2	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	2	0	0	0	-	40.1	6.7
0400 - 0500	26	7	4	10	5	1	0	15	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	5	10	4	0	1	1	51.4	45.1	9.7
0500 - 0600	80	6	15	31	28	0	1	71	0	6	2	0	0	0	0	0	0	0	0	0	1	0	1	3	15	25	18	12	3	1	1	51.5	44.2	7.7
0600 - 0700	162	18	44	52	48	5	4	139	0	14	0	0	0	0	0	0	0	0	0	0	3	2	0	11	34	57	37	14	4	0	0	49.3	42.6	6.9
0700 - 0800	425	81	88	118	138	11	2	363	1	47	0	0	0	1	0	0	0	0	1	3	7	1	2	41	179	155	27	5	3	1	0	43.4	39.2	5.8
0800 - 0900	602	137	149	160	156	7	3	533	1	53	1	1	2	1	0	0	0	0	0	0	5	7	5	78	302	167	33	5	0	0	0	42.8	38.5	4.6
0900 - 1000	517	156	118	113	130	4	0	451	1	55	3	0	1	2	0	0	0	0	0	0	1	7	7	68	264	130	35	4	0	1	0	42.9	38.6	4.7
1000 - 1100	436	107	103	119	107	4	2	381	3	44	1	0	0	0	1	0	0	0	1	1	2	1	9	52	202	139	26	3	0	0	0	42.8	38.7	4.7
1100 - 1200	458	107	115	104	132	1	1	393	6	53	0	0	3	1	0	0	0	0	0	0	1	4	11	87	217	114	22	2	0	0	0	42.3	37.9	4.5
1200 - 1300	433	102	122	108	101	4	4	376	3	43	1	1	0	1	0	0	0	0	0	2	3	0	2	66	215	118	23	2	2	0	0	42.4	38.5	4.6
1300 - 1400	476	122	127	128	99	1	4	413	5	49	2	1	0	1	0	0	0	0	0	0	1	1	4	90	241	118	18	3	0	0	0	42.2	38.2	4.1
1400 - 1500	440	96	113	131	100	4	5	374	1	50	2	1	0	0	2	1	0	0	0	1	4	0	7	67	221	107	26	6	0	0	1	42.9	38.6	4.9
1500 - 1600	505	97	127	129	152	2	3	449	9	41	0	0	1	0	0	0	0	0	0	0	1	2	3	91	214	159	29	5	1	0	0	42.6	38.7	4.3
1600 - 1700	519	145	129	131	114	4	3	461	5	44	0	0	0	1	0	1	0	0	1	0	1	3	3	66	202	197	43	3	0	0	0	43.9	39.3	4.6
1700 - 1800	394	102	93	110	89	8	6	349	4	24	0	0	1	0	1	0	0	1	0	1	4	3	0	31	141	161	43	8	1	0	1	44.6	40.2	5.2
1800 - 1900	337	89	80	79	89	2	4	313	3	15	0	0	0	0	0	0	0	0	0	0	2	0	0	9	115	149	48	10	2	0	2	45.7	41.7	4.9
1900 - 2000	220	78	67	34	41	6	2	199	0	13	0	0	0	0	0	0	0	0	1	1	3	1	1	9	65	81	42	9	7	0	0	46.9	41.7	6.5
2000 - 2100	167	48	40	36	43	4	2	149	2	10	0	0	0	0	0	0	0	0	0	0	0	3	1	12	60	59	26	6	0	0	0	46.1	40.8	5.3
2100 - 2200	304	38	34	102	130	1	2	276	1	19	0	0	0	0	5	0	0	0	0	0	0	2	2	30	153	98	11	4	3	1	0	43	39.4	4.4
2200 - 2300	391	87	124	96	84	0	7	341	0	32	2	0	1	1	5	2	0	0	0	0	0	0	1	44	186	122	24	10	3	1	0	43.7	39.8	4.6
2300 - 0000	222	83	50	47	42	1	2	191	0	16	0	0	1	0	7	4	0	0	1	0	0	0	0	23	76	79	32	9	2	0	0	45.5	41.1	5.3
0700 - 1900	**5542**	**1341**	**1364**	**1430**	**1407**	**52**	**37**	**4856**	**42**	**518**	**10**	**4**	**8**	**8**	**4**	**2**	**0**	**1**	**3**	**8**	**32**	**29**	**53**	**746**	**2513**	**1714**	**373**	**56**	**9**	**2**	**4**	**43.2**	**38.9**	**4.8**
0600 - 2200	**6395**	**1523**	**1549**	**1654**	**1669**	**68**	**47**	**5619**	**45**	**574**	**10**	**4**	**8**	**8**	**9**	**2**	**0**	**1**	**4**	**9**	**38**	**37**	**57**	**808**	**2825**	**2009**	**489**	**89**	**23**	**3**	**4**	**43.6**	**39.2**	**5**
0600 - 0000	**7008**	**1693**	**1723**	**1797**	**1795**	**69**	**56**	**6151**	**45**	**622**	**12**	**4**	**10**	**9**	**21**	**8**	**0**	**1**	**5**	**9**	**38**	**37**	**58**	**875**	**3087**	**2210**	**545**	**108**	**28**	**4**	**4**	**43.7**	**39.3**	**5**
0000 - 0000	**7147**	**1717**	**1752**	**1842**	**1836**	**70**	**58**	**6266**	**45**	**641**	**14**	**4**	**10**	**9**	**21**	**8**	**0**	**1**	**5**	**10**	**39**	**37**	**59**	**882**	**3112**	**2248**	**580**	**130**	**32**	**7**	**6**	**43.8**	**39.4**	**5.1**

Tuesday 11 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	129	46	32	26	25	0	1	99	0	15	1	0	0	1	6	6	0	0	0	0	0	0	0	4	38	58	19	7	1	0	2	46.6	42.5	5.4
0100 - 0200	80	23	22	18	17	0	2	52	0	16	0	0	0	0	4	6	0	0	0	0	0	0	0	1	28	32	14	2	1	2	0	47.1	42.4	5.1
0200 - 0300	83	20	25	16	22	0	0	58	0	18	2	0	0	1	3	1	0	0	0	0	0	0	1	2	25	28	16	5	6	0	0	49.9	43.3	5.9
0300 - 0400	62	17	23	10	12	0	0	37	0	17	0	1	0	1	3	3	0	0	0	0	0	0	0	3	8	30	16	5	0	0	0	47.2	43.3	4.6
0400 - 0500	136	22	21	33	60	0	5	79	0	33	1	0	1	11	1	5	0	0	0	0	0	0	0	11	51	38	14	12	7	2	1	50.4	42.5	7.1
0500 - 0600	95	34	10	33	18	0	1	77	1	10	1	0	0	0	3	2	0	0	0	0	2	0	0	6	16	37	24	7	0	3	0	49.6	43.2	7.2
0600 - 0700	171	26	31	50	64	3	2	150	1	15	0	0	0	0	0	0	0	0	0	0	3	0	0	5	46	71	38	6	2	0	0	47.3	42.1	5.5
0700 - 0800	423	67	96	132	128	5	3	352	1	56	1	1	0	3	1	0	0	0	0	1	3	1	0	26	198	153	37	4	0	0	0	43.7	39.9	4.4
0800 - 0900	635	134	142	174	185	7	0	561	2	57	3	4	1	0	0	0	0	0	0	1	7	5	15	82	289	203	33	0	0	0	0	42.3	38.3	4.8
0900 - 1000	460	142	121	93	104	0	1	397	5	54	2	0	0	1	0	0	0	0	0	0	2	0	2	74	234	126	19	3	0	0	0	41.9	38.5	4
1000 - 1100	450	124	102	125	99	0	2	405	4	36	2	0	0	0	1	0	0	0	0	0	0	0	6	80	226	113	25	0	0	0	0	41.7	38.1	3.8
1100 - 1200	430	106	108	115	101	1	0	386	1	39	2	1	0	0	0	0	0	0	0	5	1	0	3	66	208	113	29	3	0	0	2	42.6	38.5	6.2
1200 - 1300	445	112	99	111	123	1	0	395	2	46	1	0	0	0	0	0	0	0	0	2	0	0	7	47	222	130	28	7	2	0	0	43.1	39.1	4.6
1300 - 1400	415	102	98	106	109	2	0	374	2	33	1	1	1	1	0	0	0	0	0	1	0	2	8	63	192	130	16	2	1	0	0	42.3	38.6	4.3
1400 - 1500	426	103	107	119	97	0	0	387	1	34	0	0	0	2	2	0	0	0	0	0	0	0	5	53	214	123	29	1	0	1	0	42.7	38.9	3.9
1500 - 1600	490	124	132	118	116	4	2	429	2	47	0	1	0	2	2	1	0	0	2	0	1	1	3	73	249	134	23	4	0	0	0	42.1	38.4	4.6
1600 - 1700	478	121	133	107	117	2	2	409	3	59	0	0	0	3	0	0	0	0	1	1	0	0	10	91	217	143	14	1	0	0	0	42.1	38.1	4.2
1700 - 1800	351	90	99	96	66	4	3	323	0	19	0	0	0	0	2	0	0	0	0	3	2	1	1	40	141	125	37	1	0	0	0	44.3	39.3	5.2
1800 - 1900	324	99	73	80	72	2	2	302	0	18	0	0	0	0	0	0	0	0	0	1	1	0	8	46	125	116	21	5	0	0	1	43.5	39.2	5.1
1900 - 2000	250	67	69	59	55	1	0	230	1	18	0	0	0	0	0	0	0	0	0	1	0	0	1	37	102	82	24	2	1	0	0	44.4	39.3	4.7
2000 - 2100	158	44	39	42	33	0	5	142	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	19	76	50	7	4	0	1	0	43.1	39.3	4.3
2100 - 2200	105	27	18	28	32	1	1	95	0	8	0	0	0	0	0	0	0	0	0	1	0	0	6	14	49	27	6	2	0	0	0	42.4	38	5.3
2200 - 2300	83	22	26	20	15	0	0	79	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	19	30	25	3	3	0	0	0	43.6	38.6	5.1
2300 - 0000	29	7	11	7	4	0	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	11	5	0	1	2	0	49	42.8	7.2
0700 - 1900	**5327**	**1324**	**1310**	**1376**	**1317**	**28**	**15**	**4720**	**23**	**498**	**12**	**8**	**2**	**12**	**8**	**1**	**0**	**0**	**3**	**15**	**17**	**10**	**68**	**741**	**2515**	**1609**	**311**	**31**	**3**	**1**	**3**	**42.7**	**38.7**	**4.6**
0600 - 2200	**6011**	**1488**	**1467**	**1555**	**1501**	**33**	**23**	**5337**	**25**	**550**	**12**	**8**	**2**	**12**	**8**	**1**	**0**	**0**	**3**	**17**	**20**	**10**	**76**	**816**	**2788**	**1839**	**386**	**45**	**6**	**2**	**3**	**42.8**	**38.8**	**4.7**
0600 - 0000	**6123**	**1517**	**1504**	**1582**	**1520**	**33**	**23**	**5443**	**25**	**556**	**12**	**8**	**2**	**12**	**8**	**1**	**0**	**0**	**3**	**17**	**20**	**10**	**79**	**839**	**2824**	**1875**	**394**	**48**	**7**	**4**	**3**	**42.9**	**38.8**	**4.7**
0000 - 0000	**6708**	**1679**	**1637**	**1718**	**1674**	**33**	**32**	**5845**	**26**	**665**	**17**	**9**	**3**	**26**	**28**	**24**	**0**	**0**	**3**	**17**	**22**	**10**	**80**	**866**	**2990**	**2098**	**497**	**86**	**22**	**11**	**6**	**43.3**	**39.2**	**5**

Wednesday 12 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	18	6	5	1	6	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	4	1	1	0	0	49.7	43.8	5.4
0100 - 0200	4	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	-	38.3	1.9
0200 - 0300	9	5	3	0	1	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	2	4	0	0	0	0	-	40.2	7.8
0300 - 0400	5	1	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	0	-	44.1	6.8
0400 - 0500	18	1	2	11	4	1	0	13	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	3	1	3	2	0	0	54.8	42.8	9.8
0500 - 0600	75	10	15	32	18	0	1	67	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	3	13	30	20	7	0	1	0	48.4	43.7	6.1
0600 - 0700	184	33	34	47	70	4	2	154	1	22	0	0	0	0	0	1	0	0	0	0	4	0	1	9	48	75	35	12	0	0	0	47.3	41.7	5.9
0700 - 0800	417	68	105	116	128	7	3	352	4	49	2	0	0	0	0	0	0	0	0	5	2	20	2	44	180	125	33	4	2	0	0	43.2	38.3	6.3
0800 - 0900	632	148	141	179	164	5	3	571	2	47	1	0	1	2	0	0	0	0	0	1	4	1	4	80	341	163	33	4	1	0	0	42.2	38.6	4.3
0900 - 1000	519	123	133	142	121	2	2	448	1	60	1	1	0	2	1	1	0	0	0	0	3	3	21	104	250	111	21	5	1	0	0	41.5	37.4	4.8
1000 - 1100	476	100	124	130	122	3	1	401	4	62	4	0	0	0	0	1	0	0	1	2	21	10	3	81	240	101	16	1	0	0	0	41.3	36.6	6.2
1100 - 1200	409	104	122	94	89	0	0	362	1	44	0	1	0	1	0	0	0	0	0	0	3	11	4	43	221	104	18	5	0	0	0	41.8	38.2	4.9
1200 - 1300	453	114	106	105	128	4	1	397	1	46	2	0	0	1	1	0	0	0	0	1	5	0	9	62	227	129	17	2	1	0	0	42	38.3	4.6
1300 - 1400	439	104	108	108	119	2	3	385	3	42	2	0	1	0	1	0	0	0	0	1	1	0	5	61	234	112	23	1	1	0	0	41.9	38.4	4.1
1400 - 1500	428	111	106	91	120	1	3	370	3	50	0	0	0	1	0	0	0	0	0	0	2	4	4	59	216	121	18	4	0	0	0	42.1	38.5	4.3
1500 - 1600	494	130	136	113	115	4	2	445	6	36	0	0	0	1	0	0	0	0	0	2	3	2	3	53	235	166	27	2	0	1	0	42.8	38.9	4.6
1600 - 1700	503	134	121	131	117	2	4	427	3	65	0	0	0	0	2	0	0	0	0	1	1	1	4	46	201	197	42	9	1	0	0	44	39.9	4.5
1700 - 1800	460	139	108	116	97	3	6	415	1	32	1	0	1	0	1	0	0	0	1	1	1	0	5	56	202	148	38	8	0	0	0	44.1	39.4	4.8
1800 - 1900	346	110	84	78	74	5	1	300	4	36	0	0	0	0	0	0	0	0	0	1	3	2	2	16	135	130	46	8	0	2	1	45.4	40.6	5.5
1900 - 2000	290	73	83	61	73	2	8	267	1	12	0	0	0	0	0	0	0	0	0	1	1	1	1	14	82	124	48	13	3	2	0	46.4	42	5.4
2000 - 2100	331	52	49	72	158	2	2	292	1	27	0	2	1	0	1	2	0	1	0	0	2	3	0	9	128	149	33	5	1	0	1	44.1	40.7	4.8
2100 - 2200	633	180	157	159	137	2	7	568	5	41	2	0	1	0	5	2	0	0	0	0	2	0	1	81	347	181	17	4	0	0	0	41.8	38.6	3.5
2200 - 2300	493	134	135	124	100	0	4	438	3	29	2	0	0	0	13	4	0	0	0	0	0	0	8	59	276	127	20	3	0	0	0	41.8	38.5	3.6
2300 - 0000	199	68	45	48	38	1	1	181	0	12	1	0	0	0	3	0	0	0	0	0	0	1	2	11	70	83	21	8	2	0	1	45.1	41	5.2
0700 - 1900	**5576**	**1385**	**1394**	**1403**	**1394**	**38**	**29**	**4873**	**33**	**569**	**13**	**2**	**3**	**8**	**6**	**2**	**0**	**0**	**2**	**15**	**49**	**54**	**66**	**705**	**2682**	**1607**	**332**	**53**	**7**	**3**	**1**	**42.7**	**38.5**	**5**
0600 - 2200	**7014**	**1723**	**1717**	**1742**	**1832**	**48**	**48**	**6154**	**41**	**671**	**15**	**4**	**5**	**8**	**12**	**7**	**0**	**1**	**2**	**16**	**58**	**58**	**69**	**818**	**3287**	**2136**	**465**	**87**	**11**	**5**	**2**	**43.1**	**38.9**	**5**
0600 - 0000	**7706**	**1925**	**1897**	**1914**	**1970**	**49**	**53**	**6773**	**44**	**712**	**18**	**4**	**5**	**8**	**28**	**11**	**0**	**1**	**2**	**16**	**58**	**59**	**79**	**888**	**3633**	**2346**	**506**	**98**	**13**	**5**	**3**	**43.1**	**38.9**	**5**
0000 - 0000	**7835**	**1948**	**1926**	**1960**	**2001**	**50**	**54**	**6884**	**44**	**727**	**18**	**4**	**6**	**8**	**28**	**11**	**0**	**1**	**2**	**17**	**59**	**59**	**80**	**895**	**3660**	**2391**	**537**	**110**	**16**	**6**	**3**	**43.2**	**39**	**5**

Thursday 13 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	144	48	34	32	30	1	1	113	1	17	1	0	1	1	3	5	0	0	0	1	0	0	0	8	44	58	23	6	3	1	0	47	41.9	5.8
0100 - 0200	99	22	31	21	25	0	2	66	1	20	0	1	0	1	4	4	0	0	0	0	0	0	0	4	27	40	20	7	1	0	0	48.8	42.7	5
0200 - 0300	89	23	22	26	18	0	2	60	0	13	2	2	1	0	4	5	0	0	0	0	0	0	0	3	25	43	12	2	2	2	0	46.6	42.5	5
0300 - 0400	83	16	19	25	23	0	0	49	0	24	0	0	0	1	5	4	0	0	0	0	0	0	0	8	17	35	13	10	0	0	0	49.3	42.7	5.5
0400 - 0500	90	26	31	26	7	1	0	55	0	23	3	0	0	4	2	2	0	0	0	0	1	0	0	4	23	41	9	7	3	1	1	49.4	42.6	6.7
0500 - 0600	70	18	11	23	18	0	0	59	0	10	1	0	0	0	0	0	0	0	0	0	1	0	0	1	20	19	15	10	3	1	0	51.6	43.8	7.1
0600 - 0700	181	29	41	50	61	3	3	154	0	20	0	0	0	0	1	0	0	0	0	0	3	0	0	7	53	72	30	12	2	1	1	48.2	42.2	6.2
0700 - 0800	424	72	94	120	138	8	2	363	1	47	1	0	0	1	1	0	0	0	1	3	3	1	3	49	143	143	60	16	2	0	0	45.6	40.1	6
0800 - 0900	631	130	144	168	189	4	3	548	3	68	0	0	1	4	0	0	0	0	0	1	3	0	5	77	315	178	44	7	0	1	0	43.1	39.1	4.4
0900 - 1000	506	143	133	112	118	1	1	435	2	65	0	0	1	1	0	0	0	0	0	1	0	1	10	81	249	135	25	3	0	1	0	42.6	38.6	4.3
1000 - 1100	418	109	101	99	109	2	2	358	5	47	2	0	1	1	0	0	0	0	0	0	5	3	9	46	230	107	14	4	0	0	0	42	38.1	4.7
1100 - 1200	441	113	101	111	116	4	0	370	0	64	2	0	0	0	0	1	0	0	1	1	2	0	6	71	229	109	17	4	1	0	0	42.3	38.3	4.5
1200 - 1300	454	115	128	103	108	1	2	404	3	40	0	0	0	2	1	1	0	0	0	2	0	0	1	74	235	116	22	2	2	0	0	42.2	38.5	4.3
1300 - 1400	449	88	112	129	120	6	5	390	3	40	2	0	0	2	0	1	0	0	0	2	3	0	10	52	237	115	28	2	0	0	0	42.6	38.5	4.6
1400 - 1500	477	136	122	95	124	1	3	417	4	44	2	0	1	2	1	2	0	0	0	0	1	2	16	57	228	145	25	3	0	0	0	42.5	38.6	4.4
1500 - 1600	508	124	126	139	119	3	2	446	5	46	0	2	0	3	0	1	0	0	0	0	1	3	13	57	235	163	28	8	0	0	0	42.9	39	4.5
1600 - 1700	516	148	153	109	106	4	4	433	7	62	0	3	0	0	1	1	1	0	1	10	16	7	15	80	182	153	43	9	0	0	0	43.9	37.7	7.2
1700 - 1800	427	115	122	96	94	10	4	371	1	38	0	0	0	1	1	1	0	0	0	2	8	3	5	43	159	153	43	6	4	0	1	44.6	39.6	6.1
1800 - 1900	360	94	90	91	85	5	6	317	1	30	1	0	0	0	0	0	0	0	0	0	1	4	0	16	130	149	53	5	2	0	0	45.3	40.9	4.8
1900 - 2000	272	68	84	57	63	5	8	242	2	12	0	1	0	1	0	1	0	0	0	0	3	1	2	24	83	96	41	17	3	1	1	47.6	41.4	6.5
2000 - 2100	561	67	70	218	206	7	2	503	2	36	0	0	1	1	6	3	0	0	0	0	3	4	15	70	237	186	34	10	2	0	0	43.3	38.9	4.9
2100 - 2200	653	162	172	168	151	1	3	579	3	53	1	0	0	0	9	4	0	0	0	0	1	0	14	115	352	157	11	3	0	0	0	41.4	37.8	3.7
2200 - 2300	487	147	114	114	112	0	5	435	0	34	1	0	1	0	7	4	0	0	0	0	0	0	6	100	213	126	39	1	1	0	1	42.9	38.6	4.7
2300 - 0000	273	74	80	57	62	0	5	242	0	21	0	0	0	0	3	2	0	0	0	0	0	0	1	17	98	105	42	8	1	1	0	45.7	41.2	4.6
0700 - 1900	**5611**	**1387**	**1426**	**1372**	**1426**	**49**	**34**	**4852**	**35**	**591**	**10**	**5**	**4**	**17**	**5**	**8**	**1**	**0**	**3**	**22**	**43**	**24**	**93**	**703**	**2572**	**1666**	**402**	**69**	**11**	**2**	**1**	**43.2**	**38.9**	**5.1**
0600 - 2200	**7278**	**1713**	**1793**	**1865**	**1907**	**65**	**50**	**6330**	**42**	**712**	**11**	**6**	**5**	**19**	**20**	**17**	**1**	**0**	**3**	**22**	**53**	**29**	**124**	**919**	**3297**	**2177**	**518**	**111**	**18**	**4**	**3**	**43.3**	**38.9**	**5.1**
0600 - 0000	**8038**	**1934**	**1987**	**2036**	**2081**	**65**	**60**	**7007**	**42**	**767**	**12**	**6**	**6**	**19**	**30**	**23**	**1**	**0**	**3**	**22**	**53**	**29**	**131**	**1036**	**3608**	**2408**	**599**	**120**	**20**	**5**	**4**	**43.4**	**39**	**5.1**
0000 - 0000	**8613**	**2087**	**2135**	**2189**	**2202**	**67**	**65**	**7409**	**44**	**874**	**19**	**9**	**8**	**26**	**48**	**43**	**1**	**0**	**3**	**23**	**55**	**29**	**131**	**1064**	**3764**	**2644**	**691**	**162**	**32**	**10**	**5**	**43.7**	**39.2**	**5.2**

Friday 14 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	136	53	36	27	20	0	1	111	0	14	0	1	0	3	4	2	0	0	0	0	0	0	0	2	7	34	59	23	5	3	1	2	47.4	42.7	7.4
0100 - 0200	72	26	14	18	14	0	0	52	1	11	0	0	0	0	4	4	0	0	0	0	0	0	0	0	6	18	30	13	4	0	1	0	48.4	42.4	5.4
0200 - 0300	17	11	1	3	2	0	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	7	1	1	0	0	50.5	44.9	5.7
0300 - 0400	4	0	2	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	-	40.3	5.1
0400 - 0500	21	1	3	9	8	2	0	13	0	6	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	4	4	2	3	0	1	55.6	43.7	12.2
0500 - 0600	64	12	9	26	17	1	0	57	0	5	1	0	0	0	0	0	0	0	0	0	2	0	0	2	8	21	21	8	1	1	0	51.4	44.4	7.8
0600 - 0700	188	22	37	57	72	3	5	159	0	21	0	0	0	0	0	0	0	0	0	0	3	2	0	11	40	72	40	16	4	0	0	48.2	42.4	6.6
0700 - 0800	384	57	79	114	134	7	3	319	1	51	1	0	0	2	0	0	0	0	0	0	4	4	5	25	166	143	30	4	2	1	0	44.2	39.7	5.2
0800 - 0900	596	157	110	176	153	9	7	518	1	56	2	2	0	1	0	0	0	0	1	0	6	3	2	90	268	191	31	3	1	0	0	42.6	38.6	4.8
0900 - 1000	510	133	142	127	108	1	3	450	1	48	3	1	0	1	1	1	0	0	0	0	3	1	6	69	244	153	29	3	2	0	0	42.2	38.7	4.4
1000 - 1100	475	116	113	106	140	2	0	422	3	43	2	0	1	1	1	0	0	0	0	0	3	5	6	89	250	106	15	1	0	0	0	41.5	37.6	4.4
1100 - 1200	428	107	107	104	110	3	4	375	5	36	1	3	0	1	0	0	0	0	0	0	2	4	12	84	194	105	25	1	1	0	0	42.2	37.9	4.8
1200 - 1300	536	151	130	135	120	8	4	470	7	41	2	1	1	1	1	0	0	0	0	3	8	4	5	77	279	133	23	1	2	0	1	41.9	38	5.3
1300 - 1400	424	113	105	101	105	2	8	368	6	35	1	0	1	1	1	1	0	0	0	1	1	0	8	35	197	146	29	7	0	0	0	43.3	39.5	4.4
1400 - 1500	474	129	116	126	103	1	3	418	4	45	1	1	0	0	0	1	0	0	0	0	3	1	6	74	208	140	35	6	1	0	0	43.6	39	4.7
1500 - 1600	506	128	143	115	120	7	2	447	4	44	0	1	0	1	0	0	0	0	1	1	4	1	2	60	236	156	35	7	2	1	0	43.5	39.2	5.2
1600 - 1700	504	136	151	118	99	8	6	440	1	49	0	0	0	0	0	0	0	0	0	1	2	5	8	74	213	167	27	6	0	0	1	43.3	38.9	5
1700 - 1800	456	120	127	96	113	2	10	408	2	33	0	0	0	0	1	0	0	0	0	2	1	0	2	37	174	178	53	8	1	0	0	44.7	40.4	4.7
1800 - 1900	386	104	88	97	97	5	5	351	0	24	0	1	0	0	0	0	0	0	0	0	3	3	0	11	114	170	67	13	2	3	0	46.6	41.8	5.2
1900 - 2000	277	79	76	56	66	3	1	260	1	12	0	0	0	0	0	0	0	0	0	0	3	0	1	11	73	120	59	8	0	2	0	46.3	41.9	5.1
2000 - 2100	417	61	42	90	224	0	3	384	2	26	0	0	0	1	0	1	0	0	0	1	0	0	0	30	182	159	32	11	2	0	0	43.9	40.3	4.2
2100 - 2200	856	220	203	231	202	1	7	771	7	53	2	0	0	2	10	3	0	0	0	0	0	8	28	177	433	196	11	3	0	0	0	41.3	37.4	4.1
2200 - 2300	591	139	184	141	127	0	2	545	2	32	0	1	0	0	7	2	0	0	0	0	1	2	11	67	310	173	21	5	0	1	0	42.3	38.6	4.2
2300 - 0000	411	118	108	95	90	0	2	374	1	28	0	0	0	0	6	0	0	0	0	0	0	0	1	31	189	139	40	10	1	0	0	44.4	40.2	4
0700 - 1900	**5679**	**1451**	**1411**	**1415**	**1402**	**55**	**55**	**4986**	**35**	**505**	**13**	**10**	**3**	**9**	**5**	**3**	**0**	**0**	**2**	**8**	**40**	**31**	**62**	**725**	**2543**	**1788**	**399**	**60**	**14**	**5**	**2**	**43.3**	**39**	**5**
0600 - 2200	**7417**	**1833**	**1769**	**1849**	**1966**	**62**	**71**	**6560**	**45**	**617**	**15**	**10**	**3**	**12**	**15**	**7**	**0**	**0**	**2**	**9**	**46**	**41**	**91**	**954**	**3271**	**2335**	**541**	**98**	**20**	**7**	**2**	**43.4**	**39.1**	**5**
0600 - 0000	**8419**	**2090**	**2061**	**2085**	**2183**	**62**	**75**	**7479**	**48**	**677**	**15**	**11**	**3**	**12**	**28**	**9**	**0**	**0**	**2**	**9**	**47**	**43**	**103**	**1052**	**3770**	**2647**	**602**	**113**	**21**	**8**	**2**	**43.4**	**39.1**	**4.9**
0000 - 0000	**8733**	**2193**	**2126**	**2169**	**2245**	**65**	**77**	**7729**	**49**	**716**	**16**	**12**	**3**	**15**	**36**	**15**	**0**	**0**	**2**	**10**	**50**	**43**	**105**	**1067**	**3842**	**2765**	**671**	**133**	**29**	**11**	**5**	**43.6**	**39.3**	**5**

Saturday 15 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	200	67	53	32	48	0	2	170	0	21	1	0	0	0	3	3	0	0	0	0	0	0	0	16	67	88	16	9	4	0	0	44.9	41.1	4.8
0100 - 0200	127	40	34	21	32	0	1	104	0	13	0	0	0	1	3	5	0	0	0	0	0	0	0	1	47	56	14	7	0	2	0	45.5	41.7	4.7
0200 - 0300	93	25	17	25	26	0	1	76	0	9	2	0	0	1	1	3	0	0	0	0	0	1	1	3	27	31	19	7	2	0	2	49.9	43.4	8.1
0300 - 0400	30	16	6	3	5	0	1	23	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	2	2	14	7	2	1	2	0	51.8	45	7.2
0400 - 0500	14	1	3	6	4	0	1	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	3	2	0	0	0	51.3	44.1	4.9
0500 - 0600	32	6	5	11	10	0	1	23	0	6	0	0	1	0	1	0	0	0	0	0	1	0	0	6	4	9	7	4	1	0	0	50.1	42	8
0600 - 0700	90	18	15	26	31	3	1	79	0	7	0	0	0	0	0	0	0	0	0	0	3	0	0	1	28	23	23	8	3	1	0	49.2	42.9	7.5
0700 - 0800	175	28	32	54	61	4	1	136	3	28	0	0	0	3	0	0	0	0	0	2	1	1	1	23	47	71	22	6	1	0	0	45.3	40.3	6.2
0800 - 0900	342	63	74	100	105	5	3	305	1	26	0	1	0	0	0	1	0	0	0	0	1	4	4	33	130	120	43	5	2	0	0	45	40	5.2
0900 - 1000	455	111	103	127	114	3	4	417	3	28	0	0	0	0	0	0	0	0	0	0	3	0	3	65	190	155	30	9	0	0	0	43.6	39.2	4.6
1000 - 1100	490	100	128	119	143	5	4	444	2	33	0	0	0	1	0	0	0	1	0	1	3	2	6	64	229	150	32	2	1	0	0	43.3	38.7	4.7
1100 - 1200	521	117	165	127	112	6	7	471	6	30	0	1	0	0	0	0	0	0	0	1	3	6	13	71	258	150	17	2	0	0	0	42	37.9	4.7
1200 - 1300	520	122	124	124	150	2	4	490	3	19	0	1	0	1	0	0	0	0	0	0	3	0	1	58	241	190	22	4	1	0	0	42.9	39.1	4.1
1300 - 1400	443	105	102	116	120	3	5	407	2	24	0	0	1	1	0	0	0	0	0	2	1	1	2	59	198	142	31	3	2	1	1	43.3	39.3	5
1400 - 1500	445	109	119	109	108	8	3	412	3	18	0	0	0	0	1	0	0	0	0	2	5	2	2	34	218	139	32	10	1	0	0	43.8	39.4	5.1
1500 - 1600	396	106	91	100	99	2	6	363	3	19	0	0	0	1	1	1	0	0	0	0	1	1	5	52	184	116	30	6	1	0	0	43.6	39.2	4.5
1600 - 1700	367	89	89	94	95	1	5	331	3	25	0	1	0	0	1	0	0	0	0	0	1	0	3	17	139	158	42	7	0	0	0	44.7	40.8	4.2
1700 - 1800	361	79	94	94	94	3	5	331	4	17	0	0	0	0	1	0	0	0	1	0	3	1	1	11	141	149	44	6	3	1	0	45	40.8	5.3
1800 - 1900	278	71	62	68	77	5	4	256	2	11	0	0	0	0	0	0	0	0	0	1	3	2	1	16	104	95	38	12	4	0	2	46.3	41	6.5
1900 - 2000	240	64	70	58	48	0	0	227	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	15	74	89	41	16	2	0	1	47	42	5.6
2000 - 2100	135	26	26	39	44	0	0	127	1	7	0	0	0	0	0	0	0	0	0	0	0	0	2	12	47	49	19	3	3	0	0	46.2	40.8	5.2
2100 - 2200	129	26	31	38	34	0	1	125	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	17	59	42	8	1	0	0	0	43.1	39.1	4
2200 - 2300	129	43	33	27	26	1	1	117	0	10	0	0	0	0	0	0	0	0	0	1	0	0	2	11	50	44	13	6	2	0	0	45.3	40.4	5.7
2300 - 0000	71	25	16	14	16	0	0	67	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10	20	23	13	4	1	0	0	47.8	41.5	5.7
0700 - 1900	**4793**	**1100**	**1183**	**1232**	**1278**	**47**	**51**	**4363**	**35**	**278**	**0**	**4**	**1**	**7**	**3**	**3**	**0**	**1**	**1**	**9**	**28**	**20**	**42**	**503**	**2079**	**1635**	**383**	**72**	**16**	**2**	**3**	**43.9**	**39.5**	**5**
0600 - 2200	**5387**	**1234**	**1325**	**1393**	**1435**	**50**	**53**	**4921**	**36**	**308**	**0**	**4**	**1**	**7**	**3**	**3**	**0**	**1**	**1**	**9**	**31**	**20**	**48**	**548**	**2287**	**1838**	**474**	**100**	**24**	**3**	**4**	**44.2**	**39.7**	**5.1**
0600 - 0000	**5587**	**1302**	**1374**	**1434**	**1477**	**51**	**54**	**5105**	**36**	**322**	**0**	**4**	**1**	**7**	**3**	**3**	**0**	**1**	**1**	**10**	**31**	**20**	**50**	**569**	**2357**	**1905**	**500**	**110**	**27**	**3**	**4**	**44.2**	**39.7**	**5.1**
0000 - 0000	**6083**	**1457**	**1492**	**1532**	**1602**	**51**	**61**	**5512**	**36**	**376**	**3**	**4**	**2**	**10**	**13**	**14**	**0**	**1**	**1**	**10**	**32**	**21**	**51**	**597**	**2507**	**2109**	**566**	**141**	**35**	**7**	**6**	**44.4**	**39.9**	**5.3**

Sunday 16 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	37	11	12	10	4	1	0	30	0	5	0	0	0	1	0	0	0	0	0	1	0	0	1	5	6	11	8	4	1	0	0	49.6	41.9	7.6
0100 - 0200	21	5	8	5	3	0	3	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8	3	4	0	0	0	50.8	43.2	5.2
0200 - 0300	13	5	2	5	1	0	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	3	2	1	0	57.9	47.6	8.2
0300 - 0400	12	2	4	3	3	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	5	2	0	0	0	51.5	43.7	6.9
0400 - 0500	23	3	5	9	6	0	1	17	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	7	4	6	0	0	0	52.1	44.4	6
0500 - 0600	25	5	7	9	4	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	11	6	1	0	0	0	47.9	43.1	4.3
0600 - 0700	53	11	13	13	16	1	0	48	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	3	15	19	7	7	1	0	0	50.6	42.4	6.9
0700 - 0800	93	13	19	28	33	6	2	74	1	8	0	0	0	1	1	0	0	0	0	1	2	3	1	10	23	37	13	3	0	0	0	45.3	39.5	6.9
0800 - 0900	186	31	38	53	64	12	2	153	1	18	0	0	0	0	0	0	0	0	0	3	7	2	5	13	72	61	15	8	0	0	0	44.3	38.7	7.3
0900 - 1000	301	63	49	83	106	16	3	269	2	11	0	0	0	0	0	0	0	0	0	1	10	6	2	36	113	99	26	8	0	0	0	43.9	38.7	6.6
1000 - 1100	438	88	117	121	112	9	7	400	3	16	0	2	0	0	0	0	1	0	0	1	5	6	11	69	180	135	26	2	1	0	2	43.2	38.6	5.9
1100 - 1200	573	128	138	152	155	9	3	522	5	32	0	1	1	0	0	0	0	0	0	2	6	9	16	85	265	162	23	4	1	0	0	41.9	37.9	5.1
1200 - 1300	653	160	172	165	156	2	0	610	5	33	1	0	1	1	0	0	0	0	0	0	1	1	3	97	326	196	26	3	0	0	0	42.1	38.6	3.8
1300 - 1400	644	159	160	163	162	1	3	593	9	32	1	2	2	0	1	0	0	0	0	0	0	1	16	115	299	182	29	2	0	0	0	42	38.3	4.1
1400 - 1500	630	145	155	178	152	4	5	574	8	38	0	0	0	1	0	0	0	0	1	1	2	1	7	63	289	223	36	5	2	0	0	42.7	39.2	4.3
1500 - 1600	418	131	113	97	77	3	4	384	2	23	0	1	1	0	0	0	0	0	0	0	4	0	0	19	176	170	41	7	0	0	1	44.2	40.5	4.5
1600 - 1700	367	81	95	90	101	3	2	346	0	14	0	0	0	1	1	0	0	0	1	0	1	1	1	27	115	172	34	12	3	0	0	44.7	40.8	5
1700 - 1800	306	72	84	79	71	3	6	282	0	14	1	0	0	0	0	0	0	0	1	0	3	0	1	20	126	116	34	5	0	0	0	44.6	40.2	4.9
1800 - 1900	269	71	54	76	68	0	2	247	6	12	0	0	0	2	0	0	0	0	0	0	0	1	2	9	102	120	30	3	2	0	0	44.7	40.7	4.1
1900 - 2000	207	68	55	41	43	0	3	185	1	17	0	0	1	0	0	0	0	0	0	0	4	2	0	22	58	76	34	7	2	1	1	46.3	40.9	6.5
2000 - 2100	143	44	43	29	27	2	3	130	0	8	0	0	0	0	0	0	0	0	0	0	2	0	1	6	36	59	28	8	1	1	1	47.5	42.4	6.4
2100 - 2200	80	22	17	22	19	0	3	71	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	4	26	28	20	1	0	1	0	47.2	42	4.8
2200 - 2300	55	23	12	12	8	0	1	51	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	20	10	4	2	1	0	47.9	42.9	6.1
2300 - 0000	19	4	5	4	6	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	4	7	0	0	0	51.7	46.5	5.3
0700 - 1900	**4878**	**1142**	**1194**	**1285**	**1257**	**68**	**39**	**4454**	**42**	**251**	**3**	**6**	**5**	**6**	**3**	**0**	**1**	**0**	**3**	**9**	**41**	**31**	**65**	**563**	**2086**	**1673**	**333**	**62**	**9**	**0**	**3**	**43.2**	**39.1**	**5**
0600 - 2200	**5361**	**1287**	**1322**	**1390**	**1362**	**71**	**48**	**4888**	**43**	**285**	**4**	**6**	**6**	**6**	**3**	**0**	**1**	**0**	**3**	**9**	**48**	**33**	**66**	**598**	**2221**	**1855**	**422**	**85**	**13**	**3**	**5**	**43.6**	**39.3**	**5.2**
0600 - 0000	**5435**	**1314**	**1339**	**1406**	**1376**	**71**	**50**	**4956**	**43**	**289**	**4**	**6**	**6**	**6**	**3**	**0**	**1**	**0**	**3**	**9**	**48**	**33**	**66**	**601**	**2239**	**1880**	**436**	**96**	**15**	**4**	**5**	**43.7**	**39.4**	**5.2**
0000 - 0000	**5566**	**1345**	**1377**	**1447**	**1397**	**72**	**55**	**5064**	**43**	**304**	**4**	**6**	**6**	**7**	**4**	**0**	**1**	**0**	**3**	**10**	**48**	**33**	**67**	**608**	**2269**	**1922**	**462**	**116**	**18**	**5**	**5**	**43.9**	**39.5**	**5.3**

Virtual Day (7)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	97	34	25	18	19	0	1	79	0	11	0	0	0	1	2	2	0	0	0	0	0	0	0	0	6	28	41	14	5	2	0	1	46.8	42.1	6
0100 - 0200	59	17	16	12	14	0	1	43	0	9	0	0	0	0	2	3	0	0	0	0	0	0	0	0	2	19	24	9	4	0	1	0	47.2	42.3	5.1
0200 - 0300	44	13	10	11	10	0	1	33	0	7	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	12	16	9	3	2	0	0	48.9	43.3	6.6
0300 - 0400	29	8	8	7	6	0	0	19	0	7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	5	12	7	3	0	0	0	48.5	43.2	5.7
0400 - 0500	47	9	10	15	13	1	1	29	0	12	1	0	0	2	1	1	0	0	0	0	0	0	0	0	3	14	15	6	5	2	1	1	51.1	43	7.6
0500 - 0600	63	13	10	24	16	0	1	54	0	6	1	0	0	0	1	0	0	0	0	0	1	0	0	0	3	12	22	16	7	1	1	0	49.9	43.6	7.1
0600 - 0700	147	22	31	42	52	3	2	126	0	15	0	0	0	0	0	0	0	0	0	0	3	1	0	0	7	38	56	30	11	2	0	0	48	42.2	6.4
0700 - 0800	334	55	73	97	109	7	2	280	2	41	1	0	0	2	0	0	0	0	0	2	3	4	2	31	134	118	32	6	1	0	0	0	44.4	39.5	5.7
0800 - 0900	518	114	114	144	145	7	3	456	2	46	1	1	1	1	0	0	0	0	0	1	5	3	6	65	245	155	33	5	1	0	0	0	42.9	38.8	4.8
0900 - 1000	467	124	114	114	114	4	2	410	2	46	1	0	0	1	0	0	0	0	0	0	3	3	7	71	221	130	26	5	0	0	0	0	42.6	38.5	4.7
1000 - 1100	455	106	113	117	119	4	3	402	3	40	2	0	0	0	0	0	0	0	0	1	6	4	7	69	222	122	22	2	0	0	0	0	42.2	38.1	5
1100 - 1200	466	112	122	115	116	3	2	411	3	43	1	1	1	0	0	0	0	0	0	1	3	5	9	72	227	122	22	3	0	0	0	0	42.2	38.1	5
1200 - 1300	499	125	126	122	127	3	2	449	3	38	1	0	0	1	0	0	0	0	0	1	3	1	4	69	249	145	23	3	1	0	0	0	42.4	38.6	4.5
1300 - 1400	470	113	116	122	119	2	4	419	4	36	1	1	1	1	0	0	0	0	0	1	1	1	8	68	228	135	25	3	1	0	0	0	42.5	38.6	4.4
1400 - 1500	474	118	120	121	115	3	3	422	3	40	1	0	0	1	1	1	0	0	0	1	2	1	7	58	228	143	29	5	1	0	0	0	42.9	38.9	4.5
1500 - 1600	474	120	124	116	114	4	3	423	4	37	0	1	0	1	0	0	0	0	0	0	2	1	4	58	218	152	30	6	1	0	0	0	43.1	39.1	4.7
1600 - 1700	465	122	124	111	107	3	4	407	3	45	0	1	0	1	1	0	0	0	1	2	3	2	6	57	181	170	35	7	1	0	0	0	43.8	39.2	5.2
1700 - 1800	394	102	104	98	89	5	6	354	2	25	0	0	0	0	1	0	0	0	0	1	3	1	2	34	155	147	42	6	1	0	0	0	44.5	40	5.2
1800 - 1900	329	91	76	81	80	3	3	298	2	21	0	0	0	0	0	0	0	0	0	0	2	2	2	18	118	133	43	8	2	1	1	0	45.4	40.9	5.3
1900 - 2000	251	71	72	52	56	2	3	230	1	14	0	0	0	0	0	0	0	0	0	0	2	1	1	19	77	95	41	10	3	1	0	0	46.4	41.3	5.8
2000 - 2100	273	49	44	75	105	2	2	247	1	18	0	0	0	0	1	1	0	0	0	0	1	1	3	23	109	102	26	7	1	0	0	0	44.4	40.1	5
2100 - 2200	394	96	90	107	101	1	3	355	2	26	1	0	0	0	4	1	0	0	0	0	0	1	8	63	203	104	12	3	0	0	0	0	41.9	38.2	4.1
2200 - 2300	318	85	90	76	67	0	3	287	1	21	1	0	0	0	5	2	0	0	0	0	0	0	4	43	154	91	19	5	1	0	0	0	42.9	39	4.5
2300 - 0000	175	54	45	39	37	0	2	157	0	12	0	0	0	0	3	1	0	0	0	0	0	0	1	14	66	64	22	7	1	0	0	0	45.5	41	4.9
0700 - 1900	**5344**	**1304**	**1326**	**1359**	**1354**	**48**	**37**	**4729**	**35**	**459**	**9**	**6**	**4**	**10**	**5**	**3**	**0**	**0**	**2**	**12**	**36**	**28**	**64**	**669**	**2427**	**1670**	**362**	**58**	**10**	**2**	**2**	**43.2**	**38.9**	**4.9**
0600 - 2200	**6409**	**1543**	**1563**	**1635**	**1667**	**57**	**49**	**5687**	**40**	**531**	**10**	**6**	**4**	**10**	**10**	**5**	**0**	**0**	**3**	**13**	**42**	**33**	**76**	**780**	**2854**	**2027**	**471**	**88**	**16**	**4**	**3**	**43.4**	**39.1**	**5**
0600 - 0000	**6902**	**1682**	**1698**	**1751**	**1772**	**57**	**53**	**6131**	**40**	**564**	**10**	**6**	**5**	**10**	**17**	**8**	**0**	**0**	**3**	**13**	**42**	**33**	**81**	**837**	**3074**	**2182**	**512**	**99**	**19**	**5**	**4**	**43.5**	**39.2**	**5**
0000 - 0000	**7241**	**1775**	**1778**	**1837**	**1851**	**58**	**57**	**6387**	**41**	**615**	**13**	**7**	**5**	**14**	**25**	**16**	**0**	**0**	**3**	**14**	**44**	**33**	**82**	**854**	**3163**	**2311**	**572**	**125**	**26**	**8**	**5**	**43.7**	**39.3**	**5.1**

Virtual Week (1)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
Mon	7147	1717	1752	1842	1836	70	58	6266	45	641	14	4	10	9	21	8	0	1	5	10	39	37	59	882	3112	2248	580	130	32	7	6	43.8	39.4	5.1
Tue	6708	1679	1637	1718	1674	33	32	5845	26	665	17	9	3	26	28	24	0	0	3	17	22	10	80	866	2990	2098	497	86	22	11	6	43.3	39.2	5
Wed	7835	1948	1926	1960	2001	50	54	6884	44	727	18	4	6	8	28	11	0	1	2	17	59	59	80	895	3660	2391	537	110	16	6	3	43.2	39	5
Thu	8613	2087	2135	2189	2202	67	65	7409	44	874	19	9	8	26	48	43	1	0	3	23	55	29	131	1064	3764	2644	691	162	32	10	5	43.7	39.2	5.2
Fri	8733	2193	2126	2169	2245	65	77	7729	49	716	16	12	3	15	36	15	0	0	2	10	50	43	105	1067	3842	2765	671	133	29	11	5	43.6	39.3	5
Sat	6083	1457	1492	1532	1602	51	61	5512	36	376	3	4	2	10	13	14	0	1	1	10	32	21	51	597	2507	2109	566	141	35	7	6	44.4	39.9	5.3
Sun	5566	1345	1377	1447	1397	72	55	5064	43	304	4	6	6	7	4	0	1	0	3	10	48	33	67	608	2269	1922	462	116	18	5	5	43.9	39.5	5.3

Bosham, West Sussex

Report Id 405/17
Site Name Site 1 of 2
Description A259 Main Road, 115m East of Hammers Farm Access
Direction Westbound

Monday 10 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	16	7	2	4	3	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	4	1	3	0	0	55.9	46.1	6.4
0100 - 0200	13	6	2	3	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	3	2	0	0	55.1	48.3	6.2
0200 - 0300	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	-	53	16.5
0300 - 0400	5	2	1	0	2	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	- -	40.7	4.8
0400 - 0500	11	3	2	2	4	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	1	0	0	54.8	48.3	5
0500 - 0600	34	2	8	7	17	0	0	26	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	12	5	4	0	0	53.7	47.1	5.8
0600 - 0700	124	15	19	30	60	1	1	95	0	22	3	1	0	0	0	0	0	1	0	0	1	0	1	4	28	61	21	7	0	1	0	46.6	42.5	5.2
0700 - 0800	354	66	75	93	120	1	6	279	2	59	3	1	2	1	0	0	0	0	0	2	2	0	2	21	112	172	37	4	2	0	0	44.5	40.6	4.8
0800 - 0900	455	117	108	105	125	0	4	376	4	67	0	0	1	2	1	0	0	0	0	1	0	1	0	31	183	200	32	6	1	0	0	43.6	40.2	4
0900 - 1000	385	105	113	69	98	1	2	323	2	52	2	0	2	0	0	1	0	0	0	2	0	0	0	28	179	144	26	4	1	1	0	43.5	39.9	4.4
1000 - 1100	382	104	86	99	93	1	4	317	4	52	2	1	0	0	0	1	0	0	0	2	0	0	17	33	170	135	21	3	1	0	0	42.9	38.9	4.8
1100 - 1200	472	106	121	122	123	0	3	397	4	62	2	1	0	2	0	1	0	0	0	0	0	1	3	54	256	135	20	2	1	0	0	42.3	38.9	3.7
1200 - 1300	473	108	113	138	114	0	5	406	11	49	2	0	0	0	0	0	0	0	0	1	0	0	16	61	228	143	24	0	0	0	0	42.2	38.4	4.1
1300 - 1400	446	126	105	98	117	0	8	392	2	41	2	0	0	1	0	0	0	0	0	2	0	0	5	62	216	142	16	1	2	0	0	42.3	38.7	4.2
1400 - 1500	462	106	125	101	130	1	6	393	6	52	1	0	1	0	2	0	0	0	0	1	5	1	0	38	235	165	16	1	0	0	0	42.3	39	4.1
1500 - 1600	459	135	92	119	113	2	6	393	3	52	1	0	0	1	1	0	0	0	0	3	1	4	7	48	249	133	10	3	0	1	0	41.8	38.4	4.5
1600 - 1700	480	131	143	119	87	1	5	415	1	55	1	0	0	1	0	1	0	0	0	2	1	1	4	57	195	180	37	3	0	0	0	43.6	39.4	4.4
1700 - 1800	497	115	138	120	124	4	11	437	4	40	0	1	0	0	0	0	0	0	0	6	1	0	0	14	198	228	46	4	0	0	0	43.9	40.4	4.6
1800 - 1900	345	95	86	91	73	3	2	315	1	21	2	0	1	0	0	0	0	0	0	3	1	1	1	19	124	157	26	8	4	1	0	44.4	40.6	5.3
1900 - 2000	276	82	64	78	52	0	4	247	2	23	0	0	0	0	0	0	0	0	0	1	0	0	1	12	102	116	32	9	3	0	0	45.1	41.1	4.7
2000 - 2100	197	62	56	40	39	0	1	177	1	17	0	0	0	1	0	0	0	0	0	0	0	0	0	5	66	89	28	6	3	0	0	45.8	41.8	4.2
2100 - 2200	148	35	39	38	36	1	4	135	1	7	0	0	0	0	0	0	0	0	0	1	0	0	3	12	69	39	21	3	0	0	0	45.4	39.7	5.2
2200 - 2300	117	28	32	28	29	0	3	111	1	2	0	0	0	0	0	0	0	0	0	2	0	0	0	7	43	46	15	2	1	1	0	45.6	40.7	6.1
2300 - 0000	63	17	22	11	13	0	3	60	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	15	29	9	3	1	1	0	46.8	41.7	7.3
0700 - 1900	**5210**	**1314**	**1305**	**1274**	**1317**	**14**	**62**	**4443**	**44**	**602**	**18**	**4**	**7**	**8**	**4**	**4**	**0**	**0**	**0**	**25**	**11**	**9**	**55**	**466**	**2345**	**1934**	**311**	**39**	**12**	**3**	**0**	**43.2**	**39.4**	**4.5**
0600 - 2200	**5955**	**1508**	**1483**	**1460**	**1504**	**16**	**72**	**5097**	**48**	**671**	**21**	**5**	**7**	**9**	**4**	**4**	**0**	**1**	**0**	**27**	**12**	**9**	**60**	**499**	**2610**	**2239**	**413**	**64**	**18**	**4**	**0**	**43.5**	**39.6**	**4.5**
0600 - 0000	**6135**	**1553**	**1537**	**1499**	**1546**	**16**	**78**	**5268**	**49**	**673**	**21**	**5**	**7**	**9**	**4**	**4**	**0**	**1**	**0**	**31**	**12**	**9**	**60**	**509**	**2668**	**2314**	**437**	**69**	**20**	**6**	**0**	**43.6**	**39.7**	**4.6**
0000 - 0000	**6217**	**1573**	**1554**	**1516**	**1574**	**16**	**78**	**5330**	**49**	**690**	**23**	**5**	**7**	**9**	**4**	**5**	**0**	**1**	**0**	**31**	**12**	**9**	**60**	**509**	**2677**	**2340**	**461**	**81**	**30**	**6**	**1**	**43.7**	**39.8**	**4.7**

Tuesday 11 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	22	10	1	8	3	0	0	17	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	9	6	1	1	0	0	48.5	42.9	7.4
0100 - 0200	14	4	4	4	2	0	2	10	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3	4	4	1	1	0	0	49.9	43.8	6.9
0200 - 0300	11	4	3	2	2	0	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3	2	0	0	56.4	47.5	9.3
0300 - 0400	3	2	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	-	43.8	6.5
0400 - 0500	9	0	2	4	3	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	3	0	0	0	-	46.2	6
0500 - 0600	27	2	7	7	11	0	1	23	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	8	3	1	1	0	50.4	45.3	5.6
0600 - 0700	108	13	13	43	39	0	1	82	0	22	1	0	0	1	1	0	0	0	0	0	0	0	0	5	25	34	33	8	3	0	0	49	43.6	5.6
0700 - 0800	375	74	77	98	126	0	4	294	1	69	4	2	0	0	1	0	0	0	0	0	2	0	0	6	132	178	49	6	2	0	0	45.1	41.5	4
0800 - 0900	426	100	100	110	116	2	4	351	3	63	2	0	0	1	0	0	0	0	0	1	4	3	19	38	179	155	18	7	2	0	0	42.9	38.8	5.2
0900 - 1000	388	105	98	93	92	1	1	309	2	68	1	1	1	2	0	2	0	0	0	0	1	0	4	58	183	124	15	3	0	0	0	42.8	38.9	4.1
1000 - 1100	379	80	90	104	105	0	0	320	2	53	2	0	1	0	0	1	0	0	0	0	0	0	3	47	199	111	14	5	0	0	0	42.2	38.8	3.7
1100 - 1200	420	97	94	119	110	0	2	365	3	43	1	1	2	2	1	0	0	0	1	33	7	2	9	52	178	118	12	6	2	0	0	41.9	36	8.9
1200 - 1300	442	112	102	106	122	2	0	374	1	61	0	0	1	3	0	0	0	0	0	4	0	0	0	41	215	162	16	3	1	0	0	42.6	39.1	4.3
1300 - 1400	451	119	106	122	104	2	5	390	1	49	0	1	0	0	1	2	0	0	0	3	0	0	0	56	241	122	25	4	0	0	0	43.1	38.8	4.2
1400 - 1500	471	106	120	117	128	0	2	420	4	41	1	0	0	1	1	1	0	0	0	1	0	6	11	65	248	122	16	2	0	0	0	42	38.2	4.3
1500 - 1600	452	117	101	116	118	1	1	392	0	55	0	0	2	1	0	0	0	0	0	0	1	0	1	48	231	139	29	3	0	0	0	42.5	39.1	3.8
1600 - 1700	457	106	122	113	116	0	3	394	2	50	5	1	0	1	0	1	0	0	0	1	1	1	9	73	188	165	18	1	0	0	0	42.2	38.6	4.3
1700 - 1800	499	109	136	124	130	0	5	455	0	35	3	0	0	0	1	0	0	0	0	0	1	11	8	58	233	160	25	2	1	0	0	42.6	38.6	4.7
1800 - 1900	348	98	87	76	87	0	3	324	1	20	0	0	0	0	0	0	0	0	0	0	3	0	1	21	145	135	37	5	1	0	0	44.3	40.2	4.5
1900 - 2000	276	69	82	67	58	0	4	256	1	14	1	0	0	0	0	0	0	0	0	0	1	0	3	27	117	97	29	2	0	0	0	44	39.8	4.4
2000 - 2100	175	61	44	42	28	0	0	166	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12	72	66	20	4	0	1	0	44.9	40.7	4.3
2100 - 2200	127	29	38	30	30	0	0	121	0	5	1	0	0	0	0	0	0	0	0	0	0	0	3	10	61	38	10	3	2	0	0	44.2	39.7	5
2200 - 2300	136	31	34	39	32	0	1	130	0	4	1	0	0	0	0	0	0	0	0	1	1	0	2	24	64	34	9	1	0	0	0	42	38.2	4.9
2300 - 0000	47	13	17	5	12	0	0	42	0	5	0	0	0	0	0	0	0	0	0	0	1	0	1	6	13	19	2	4	0	1	0	45.6	40.3	6.9
0700 - 1900	**5108**	**1223**	**1233**	**1298**	**1354**	**8**	**30**	**4388**	**20**	**607**	**19**	**6**	**7**	**11**	**5**	**7**	**0**	**0**	**1**	**43**	**20**	**23**	**65**	**563**	**2372**	**1691**	**274**	**47**	**9**	**0**	**0**	**42.9**	**38.8**	**5**
0600 - 2200	**5794**	**1395**	**1410**	**1480**	**1509**	**8**	**35**	**5013**	**21**	**657**	**22**	**6**	**7**	**12**	**6**	**7**	**0**	**0**	**1**	**43**	**21**	**23**	**71**	**617**	**2647**	**1926**	**366**	**64**	**14**	**1**	**0**	**43.2**	**39**	**5**
0600 - 0000	**5977**	**1439**	**1461**	**1524**	**1553**	**8**	**36**	**5185**	**21**	**666**	**23**	**6**	**7**	**12**	**6**	**7**	**0**	**0**	**1**	**44**	**23**	**23**	**74**	**647**	**2724**	**1979**	**377**	**69**	**14**	**2**	**0**	**43.2**	**39**	**5**
0000 - 0000	**6063**	**1461**	**1478**	**1550**	**1574**	**8**	**41**	**5250**	**21**	**679**	**24**	**6**	**7**	**13**	**6**	**7**	**0**	**1**	**1**	**44**	**24**	**23**	**74**	**651**	**2735**	**2007**	**402**	**80**	**19**	**3**	**0**	**43.3**	**39.1**	**5.1**

Wednesday 12 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme: Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed: MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	24	7	7	6	4	0	0	21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	13	3	1	0	0	0	45.4	42	4.1
0100 - 0200	7	2	2	3	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	1	2	0	0	0	-	44	8.3
0200 - 0300	6	2	0	3	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	1	0	0	-	46.2	6
0300 - 0400	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	40.8	-
0400 - 0500	10	1	2	2	5	0	1	4	0	3	0	0	1	0	1	0	0	0	0	0	0	0	1	1	1	2	2	1	2	0	0	-	44.6	10
0500 - 0600	32	4	8	6	14	0	0	27	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1	0	5	14	12	0	0	0	0	47	42.6	4.3
0600 - 0700	99	12	17	25	45	2	3	82	0	8	4	0	0	0	0	0	0	0	0	2	1	2	0	3	22	43	20	3	3	0	0	47	41.5	7.4
0700 - 0800	383	66	72	123	122	0	7	308	2	60	4	0	0	2	0	0	0	0	0	0	5	8	14	32	104	167	45	5	3	0	0	44.6	39.8	5.9
0800 - 0900	408	107	80	110	111	0	3	349	1	49	1	1	0	1	1	2	0	0	0	0	1	0	10	30	173	160	30	1	0	2	1	43.3	39.8	4.9
0900 - 1000	381	91	92	95	103	1	3	318	1	54	1	0	0	1	2	0	0	0	0	1	0	0	17	48	164	110	32	9	0	0	0	43.5	39	5
1000 - 1100	358	91	74	97	96	1	1	294	3	54	2	0	0	1	1	1	0	0	0	1	0	0	9	44	181	98	23	2	0	0	0	42.6	38.6	4.2
1100 - 1200	416	111	99	92	114	0	2	356	4	49	3	1	0	1	0	0	0	0	0	1	0	0	1	45	220	132	14	3	0	0	0	42.1	38.9	3.6
1200 - 1300	477	132	115	120	110	0	2	416	1	57	0	0	1	0	0	0	0	0	0	0	2	0	12	60	226	151	21	5	0	0	0	42.5	38.7	4.2
1300 - 1400	462	115	107	120	120	1	0	392	2	66	0	0	1	0	0	0	0	0	0	1	0	1	10	43	243	151	11	2	0	0	0	42.2	38.6	4
1400 - 1500	491	101	133	126	131	0	4	424	5	56	0	1	1	0	0	0	0	0	0	3	1	7	10	79	226	140	22	2	1	0	0	42.6	38.2	5
1500 - 1600	492	131	109	131	121	1	4	415	3	63	3	0	0	2	0	1	0	0	1	0	2	1	5	40	226	191	21	4	1	0	0	42.6	39.3	4.2
1600 - 1700	473	113	110	133	117	3	6	398	4	61	0	0	1	0	0	0	0	0	0	3	3	1	5	43	166	205	42	4	0	0	1	43.8	39.9	6.4
1700 - 1800	497	114	135	132	116	2	3	448	4	36	2	0	0	1	1	0	0	0	0	1	3	3	1	26	205	205	49	4	0	0	0	44.1	40.2	4.5
1800 - 1900	366	92	98	89	87	2	5	331	2	25	0	0	1	0	0	0	0	0	0	0	1	2	1	7	126	168	52	8	1	0	0	45.5	41.4	4.3
1900 - 2000	284	81	81	73	49	0	4	258	1	20	0	0	1	0	0	0	0	0	0	0	2	2	1	4	108	127	34	3	2	1	0	44.9	41.1	4.6
2000 - 2100	209	55	58	55	41	2	7	188	0	10	1	0	0	1	0	0	0	0	0	0	1	2	0	5	74	77	39	8	2	0	1	46.8	41.8	5.4
2100 - 2200	141	46	26	31	38	0	0	135	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	12	53	61	11	3	0	0	0	44.4	40.3	4.2
2200 - 2300	124	22	23	36	43	0	1	117	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	9	37	60	13	2	1	0	1	44.9	41.3	6.3
2300 - 0000	61	19	15	13	14	0	1	54	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	4	9	21	17	8	1	0	0	50	43.3	6.6
0700 - 1900	**5204**	**1264**	**1224**	**1368**	**1348**	**11**	**40**	**4449**	**32**	**630**	**16**	**3**	**5**	**9**	**5**	**4**	**0**	**0**	**1**	**11**	**18**	**23**	**95**	**497**	**2260**	**1878**	**362**	**49**	**6**	**2**	**2**	**43.3**	**39.3**	**4.8**
0600 - 2200	**5937**	**1458**	**1406**	**1552**	**1521**	**15**	**54**	**5112**	**33**	**673**	**22**	**3**	**6**	**10**	**5**	**4**	**0**	**0**	**1**	**13**	**22**	**29**	**97**	**521**	**2517**	**2186**	**466**	**66**	**13**	**3**	**3**	**43.6**	**39.6**	**4.9**
0600 - 0000	**6122**	**1499**	**1444**	**1601**	**1578**	**15**	**56**	**5283**	**33**	**685**	**22**	**3**	**6**	**10**	**5**	**4**	**0**	**0**	**1**	**13**	**23**	**29**	**98**	**534**	**2563**	**2267**	**496**	**76**	**15**	**3**	**4**	**43.7**	**39.6**	**5**
0000 - 0000	**6202**	**1516**	**1463**	**1621**	**1602**	**15**	**57**	**5346**	**33**	**697**	**24**	**3**	**7**	**10**	**6**	**4**	**0**	**0**	**1**	**13**	**23**	**29**	**101**	**536**	**2577**	**2300**	**517**	**80**	**18**	**3**	**4**	**43.8**	**39.7**	**5**

Thursday 13 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme: Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed: MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	18	5	7	2	4	0	0	14	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	3	6	1	1	1	0	52.9	43.5	9.3
0100 - 0200	7	3	2	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	1	0	0	-	46.4	6.2
0200 - 0300	10	4	1	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	1	1	0	0	-	45.7	4.8
0300 - 0400	5	3	1	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	0	-	40.4	7.9
0400 - 0500	12	2	3	2	5	0	1	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	2	2	0	0	55.6	44.9	7.9
0500 - 0600	34	5	5	10	14	0	0	27	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	6	16	8	1	2	0	1	49.6	44.6	6.3
0600 - 0700	116	12	20	36	48	1	1	93	0	18	1	2	0	0	0	0	0	0	0	0	2	0	0	6	21	45	31	9	2	0	0	48	43	6.1
0700 - 0800	358	67	78	90	123	2	4	277	4	67	1	0	0	2	1	0	0	0	0	0	4	1	0	11	115	166	50	11	0	0	0	45.4	41.3	4.8
0800 - 0900	411	110	82	123	96	0	4	334	5	61	3	0	0	4	0	0	0	0	0	0	2	0	2	22	179	150	51	3	1	0	1	44.7	40.4	4.6
0900 - 1000	397	108	94	95	100	3	2	329	2	57	0	0	2	1	0	0	0	1	0	2	0	2	2	22	150	184	30	5	0	0	0	44	40.2	4.3
1000 - 1100	399	87	112	109	91	3	1	330	2	58	2	1	1	1	0	0	0	0	0	0	7	7	18	44	182	119	16	6	0	0	0	42.2	38	5.5
1100 - 1200	462	129	100	126	107	1	2	399	3	47	3	0	1	1	2	3	0	0	0	1	2	2	18	59	225	129	22	3	1	0	0	41.9	38.2	4.7
1200 - 1300	500	125	128	120	127	1	5	434	2	54	2	0	0	2	0	0	0	0	0	0	1	0	7	38	201	217	34	2	0	0	0	43.4	39.8	3.9
1300 - 1400	463	117	113	111	122	1	7	388	3	61	0	0	1	2	0	0	0	0	0	1	1	1	8	46	227	149	22	6	1	1	0	42.8	38.9	4.5
1400 - 1500	458	113	107	109	129	1	1	386	2	63	1	1	0	1	2	0	0	0	0	1	0	0	14	39	224	156	22	2	0	0	0	42.4	38.9	4.1
1500 - 1600	499	125	138	123	113	0	4	438	3	52	0	1	1	0	0	0	0	0	0	0	2	2	13	43	202	202	30	3	1	0	1	43.2	39.5	4.6
1600 - 1700	518	146	126	126	120	3	2	446	3	60	0	2	0	0	0	2	0	0	0	1	8	5	15	66	186	208	26	2	1	0	0	43.1	38.7	5.3
1700 - 1800	504	112	135	133	124	1	7	455	0	40	0	0	0	0	0	1	0	0	1	0	4	1	1	33	184	228	43	6	1	1	1	44.2	40.3	5
1800 - 1900	362	102	74	92	94	0	3	334	3	22	0	0	0	0	0	0	0	0	0	1	1	0	3	23	96	177	52	6	3	0	0	45.3	41.1	4.7
1900 - 2000	313	90	81	74	68	3	2	288	2	17	0	1	0	0	0	0	0	0	1	0	1	2	4	14	110	144	31	3	3	0	0	44.5	40.6	4.9
2000 - 2100	255	73	68	59	55	2	3	230	1	19	0	0	0	0	0	0	0	0	0	1	0	1	1	18	83	109	34	6	1	1	0	45.2	40.8	4.8
2100 - 2200	174	46	54	35	39	0	2	164	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	7	75	62	24	4	2	0	0	45.5	41.1	4.5
2200 - 2300	140	37	37	40	26	0	5	128	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	14	52	57	8	5	3	0	0	43	40.1	5.1
2300 - 0000	54	20	17	12	5	0	2	50	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10	24	7	10	0	1	0	50.7	43.5	6.8
0700 - 1900	**5331**	**1341**	**1287**	**1357**	**1346**	**16**	**42**	**4550**	**32**	**642**	**12**	**5**	**6**	**14**	**5**	**6**	**0**	**1**	**1**	**7**	**32**	**21**	**101**	**446**	**2171**	**2085**	**398**	**55**	**9**	**2**	**3**	**43.6**	**39.6**	**4.8**
0600 - 2200	**6189**	**1562**	**1510**	**1561**	**1556**	**22**	**50**	**5325**	**35**	**704**	**13**	**8**	**6**	**14**	**5**	**6**	**0**	**1**	**2**	**8**	**35**	**24**	**106**	**491**	**2460**	**2445**	**518**	**77**	**17**	**3**	**3**	**43.9**	**39.8**	**4.8**
0600 - 0000	**6383**	**1619**	**1564**	**1613**	**1587**	**22**	**57**	**5503**	**35**	**713**	**13**	**8**	**6**	**14**	**5**	**6**	**0**	**1**	**2**	**9**	**36**	**24**	**106**	**506**	**2522**	**2526**	**533**	**92**	**20**	**4**	**3**	**44**	**39.8**	**4.9**
0000 - 0000	**6469**	**1641**	**1583**	**1633**	**1612**	**22**	**58**	**5573**	**35**	**727**	**13**	**8**	**6**	**14**	**6**	**6**	**0**	**1**	**2**	**9**	**37**	**24**	**106**	**508**	**2539**	**2556**	**552**	**100**	**27**	**5**	**4**	**44**	**39.9**	**4.9**

Friday 14 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	21	8	4	6	3	2	0	18	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	10	3	1	0	0	0	48.1	40.1	9.3
0100 - 0200	8	1	4	2	1	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	3	1	0	0	-	46	9.3
0200 - 0300	7	2	3	1	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	-	44.5	5.6
0300 - 0400	5	3	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	-	48.6	3.4
0400 - 0500	12	3	2	3	4	0	1	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	0	0	1	1	62.3	46.2	9.4
0500 - 0600	40	4	7	14	15	0	1	30	0	6	2	0	0	0	1	0	0	0	0	0	1	0	0	2	3	11	9	8	3	2	1	56.7	47	9.1
0600 - 0700	118	15	23	34	46	2	2	97	0	13	4	0	0	0	0	0	0	0	0	1	2	2	1	4	26	44	24	12	1	1	0	49.1	42.3	7.3
0700 - 0800	346	67	83	93	103	2	5	276	0	58	2	1	0	2	0	0	0	0	0	1	4	0	3	15	138	145	35	5	0	0	0	44.1	40.3	4.9
0800 - 0900	452	109	118	112	113	1	6	382	2	55	2	1	1	2	0	0	0	0	0	2	0	1	2	16	199	199	28	5	0	0	0	43.5	40.1	3.8
0900 - 1000	370	98	78	88	106	0	5	302	4	57	0	0	1	1	0	0	0	0	0	1	5	2	3	34	158	140	20	5	1	1	0	43.6	39.3	5.3
1000 - 1100	434	96	99	117	122	0	2	371	4	55	0	0	0	2	0	0	0	0	0	1	1	3	4	70	183	145	22	1	4	0	0	42.9	38.8	4.7
1100 - 1200	457	110	103	114	130	2	5	383	6	59	0	0	0	0	0	2	0	0	0	1	2	0	2	41	253	126	29	3	0	0	0	42.7	39	4.1
1200 - 1300	495	111	139	119	126	2	1	424	6	57	1	0	0	2	1	1	0	0	0	2	0	2	9	61	245	153	20	1	1	0	1	42.5	38.6	4.4
1300 - 1400	440	130	119	92	99	1	7	383	3	42	2	0	0	1	0	1	0	0	0	1	2	0	2	39	209	160	21	4	2	0	0	42.9	39.4	4.2
1400 - 1500	481	131	112	134	104	1	6	422	3	47	1	0	0	0	1	0	0	0	0	1	1	0	5	55	219	163	32	3	2	0	0	42.9	39.2	4.3
1500 - 1600	477	142	118	103	114	2	7	420	4	41	1	0	2	0	0	0	0	0	1	3	1	2	13	65	221	144	23	3	1	0	0	43.4	38.4	5.3
1600 - 1700	515	125	145	118	127	3	8	455	3	44	1	0	0	0	1	0	0	0	0	1	4	6	2	22	55	219	167	32	7	0	0	43.1	38.4	5.8
1700 - 1800	383	112	102	84	85	2	5	341	4	30	0	1	0	0	0	0	0	0	0	3	5	0	4	21	129	178	35	7	1	0	0	44.4	40.1	5.5
1800 - 1900	397	99	108	101	89	1	5	367	0	21	0	1	0	1	1	0	0	0	0	4	3	0	0	12	136	184	51	7	0	0	0	45	40.9	5.1
1900 - 2000	345	89	93	86	77	1	3	320	3	17	0	0	0	1	0	0	0	0	0	1	0	0	1	19	100	170	49	4	1	0	0	45.1	41.1	4.3
2000 - 2100	214	61	60	52	41	1	2	190	0	21	0	0	0	0	0	0	0	0	0	1	1	0	2	14	82	85	27	1	1	0	0	44.7	40.2	4.6
2100 - 2200	161	40	43	52	26	0	1	153	0	6	0	0	0	1	0	0	0	0	0	0	1	0	0	20	69	52	19	0	0	0	0	44.4	39.5	4.5
2200 - 2300	166	41	29	51	45	1	0	159	1	4	0	0	0	0	1	0	0	0	0	0	0	1	4	20	81	47	11	2	0	0	0	42.8	38.9	4.4
2300 - 0000	116	29	31	37	19	0	2	105	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	4	40	53	15	3	1	0	0	45.5	41.5	4.3
0700 - 1900	**5247**	**1330**	**1324**	**1275**	**1318**	**17**	**62**	**4526**	**39**	**566**	**10**	**4**	**4**	**11**	**4**	**4**	**0**	**0**	**2**	**24**	**30**	**12**	**69**	**484**	**2309**	**1904**	**348**	**51**	**12**	**1**	**1**	**43.5**	**39.3**	**4.9**
0600 - 2200	**6085**	**1535**	**1543**	**1499**	**1508**	**21**	**70**	**5286**	**42**	**623**	**14**	**4**	**4**	**13**	**4**	**4**	**0**	**0**	**2**	**27**	**34**	**14**	**73**	**541**	**2586**	**2255**	**467**	**68**	**15**	**2**	**1**	**43.7**	**39.5**	**4.9**
0600 - 0000	**6367**	**1605**	**1603**	**1587**	**1572**	**22**	**72**	**5550**	**43**	**636**	**14**	**4**	**4**	**13**	**5**	**4**	**0**	**0**	**2**	**27**	**34**	**15**	**77**	**565**	**2707**	**2355**	**493**	**73**	**16**	**2**	**1**	**43.7**	**39.5**	**4.9**
0000 - 0000	**6460**	**1626**	**1623**	**1615**	**1596**	**24**	**75**	**5624**	**43**	**646**	**17**	**4**	**4**	**13**	**6**	**4**	**0**	**0**	**2**	**28**	**36**	**15**	**77**	**571**	**2718**	**2384**	**513**	**88**	**20**	**5**	**3**	**43.8**	**39.6**	**5**

Saturday 15 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	33	6	9	12	6	0	1	31	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	15	10	1	0	0	0	47.4	42.5	6
0100 - 0200	25	11	8	4	2	0	0	21	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	9	9	4	0	0	0	50.4	44.3	5.6
0200 - 0300	9	2	2	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	1	0	0	0	-	45.8	4.6
0300 - 0400	6	2	1	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	1	0	-	45	9.9
0400 - 0500	4	0	2	2	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	-	45.1	1.4
0500 - 0600	24	3	5	8	8	0	0	19	1	3	0	0	0	1	0	0	0	0	0	0	0	0	1	3	9	6	2	3	0	0	0	52.4	46.1	6.8
0600 - 0700	30	4	9	6	11	0	1	22	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	2	6	16	3	3	0	0	0	48	42.2	5.2
0700 - 0800	103	17	17	31	38	1	1	79	0	22	0	0	0	0	0	0	0	0	0	0	1	0	0	3	22	42	27	3	1	2	2	47.9	43.4	7
0800 - 0900	214	34	56	69	55	0	4	175	1	32	1	0	0	0	0	1	0	0	0	1	0	0	0	18	68	100	25	2	0	0	0	44.7	40.7	4.3
0900 - 1000	358	82	88	84	104	1	1	315	3	36	1	0	0	0	1	0	0	0	0	2	3	2	0	28	160	138	21	4	0	0	0	43.2	39.4	4.9
1000 - 1100	396	104	93	86	113	1	3	356	3	33	0	0	0	0	0	0	0	0	0	2	0	1	2	28	192	145	24	2	0	0	0	43.2	39.4	4.1
1100 - 1200	493	126	117	119	131	3	4	448	3	31	2	1	0	1	0	0	0	0	0	2	3	0	5	76	254	132	20	1	0	0	0	42	38.2	4.2
1200 - 1300	512	123	138	125	126	1	3	477	4	26	0	0	1	0	0	0	0	0	1	4	4	0	1	36	285	156	18	6	1	0	0	42.2	38.8	4.7
1300 - 1400	460	137	105	112	106	0	10	423	3	22	1	0	0	1	0	0	0	0	0	5	2	3	0	26	212	174	34	4	0	0	0	43.3	39.6	4.9
1400 - 1500	460	123	116	107	114	1	10	402	4	40	0	0	1	1	1	0	0	0	0	0	2	0	2	42	233	156	21	3	1	0	0	42.6	39.1	4
1500 - 1600	454	100	116	117	121	0	5	422	4	23	0	0	0	0	0	0	0	0	0	0	2	6	12	47	204	155	24	1	2	1	0	42.8	38.9	4.8
1600 - 1700	445	93	123	122	107	1	4	410	4	24	1	0	0	1	0	0	0	0	0	0	0	1	2	34	209	179	15	3	1	1	0	42.9	39.6	3.7
1700 - 1800	451	108	123	117	103	0	2	420	1	26	0	0	1	1	0	0	0	0	0	1	1	0	13	41	205	164	21	3	2	0	0	42.7	39.1	4.5
1800 - 1900	370	100	101	81	88	0	4	354	0	10	0	0	1	1	0	0	0	0	0	1	1	0	2	14	185	138	22	5	2	0	0	43.3	39.9	4.2
1900 - 2000	251	66	73	55	57	0	3	227	0	18	0	0	1	2	0	0	0	0	0	0	1	0	2	19	97	107	21	3	1	0	0	43.9	40.1	4.4
2000 - 2100	183	56	49	38	40	0	2	170	0	9	0	0	0	1	0	0	0	0	0	0	0	0	4	13	66	76	22	1	1	0	0	44.8	40.5	4.4
2100 - 2200	122	32	32	26	32	0	0	116	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	52	43	6	9	1	0	0	44.2	40.5	5
2200 - 2300	159	39	38	50	32	1	1	149	0	8	0	0	0	0	0	0	0	0	0	0	0	1	0	8	56	66	22	5	1	0	0	45.7	41	4.6
2300 - 0000	83	31	18	12	22	0	1	78	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	3	19	40	15	2	2	0	0	46.4	41.9	5.3
0700 - 1900	**4716**	**1147**	**1193**	**1170**	**1206**	**9**	**51**	**4281**	**30**	**325**	**6**	**1**	**4**	**6**	**2**	**1**	**0**	**0**	**1**	**18**	**19**	**13**	**45**	**393**	**2229**	**1679**	**272**	**37**	**10**	**4**	**2**	**43**	**39.3**	**4.6**
0600 - 2200	**5302**	**1305**	**1356**	**1295**	**1346**	**9**	**57**	**4816**	**31**	**363**	**6**	**1**	**5**	**9**	**3**	**1**	**1**	**0**	**1**	**18**	**20**	**13**	**45**	**438**	**2450**	**1921**	**324**	**53**	**13**	**4**	**2**	**43.2**	**39.4**	**4.6**
0600 - 0000	**5544**	**1375**	**1412**	**1357**	**1400**	**10**	**59**	**5043**	**31**	**375**	**6**	**1**	**5**	**9**	**3**	**1**	**1**	**0**	**1**	**18**	**20**	**16**	**45**	**449**	**2525**	**2027**	**361**	**60**	**16**	**4**	**2**	**43.3**	**39.5**	**4.6**
0000 - 0000	**5645**	**1399**	**1439**	**1388**	**1419**	**10**	**60**	**5130**	**32**	**386**	**6**	**1**	**5**	**9**	**4**	**1**	**1**	**0**	**1**	**18**	**21**	**16**	**45**	**453**	**2538**	**2064**	**394**	**69**	**19**	**5**	**2**	**43.5**	**39.6**	**4.7**

Sunday 16 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	47	16	12	10	9	0	1	42	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	8	17	14	5	0	1	1	50.4	44.9	6.5
0100 - 0200	33	7	9	6	11	0	3	23	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	12	8	6	0	1	0	51.5	44.5	6.6
0200 - 0300	19	4	7	2	6	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	9	5	3	0	0	0	51.2	44.1	6.2
0300 - 0400	9	4	4	1	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	5	0	1	1	0	0	-	44	6.6
0400 - 0500	6	4	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	-	51	6.7
0500 - 0600	15	4	2	4	5	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	2	2	0	59.2	49.4	6.5
0600 - 0700	31	6	5	12	8	0	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	13	8	4	1	0	1	52.7	45.5	6.6
0700 - 0800	69	9	18	22	20	1	0	55	1	12	0	0	0	0	0	0	0	0	0	1	0	0	0	3	15	32	13	4	1	0	0	46.9	42.3	5.6
0800 - 0900	118	18	24	35	41	1	1	102	0	13	0	0	1	0	0	0	0	0	0	0	2	0	1	9	38	38	21	8	1	0	0	46.7	41.4	5.8
0900 - 1000	208	36	41	62	69	3	4	188	0	13	0	0	0	0	0	0	0	0	1	1	3	0	0	19	85	77	17	3	2	0	0	43.9	39.7	5.7
1000 - 1100	312	53	83	81	95	2	5	284	3	18	0	0	0	0	0	0	0	0	0	2	1	2	1	46	142	99	16	2	0	0	1	42.6	38.9	4.9
1100 - 1200	428	102	106	103	117	4	10	383	2	27	1	1	0	0	0	0	0	0	0	5	1	2	4	64	199	123	30	0	0	0	0	42.8	38.3	5.1
1200 - 1300	493	122	123	121	127	1	4	469	0	17	0	0	1	0	0	1	0	0	0	0	0	1	4	57	280	126	22	3	0	0	0	42.1	38.7	3.6
1300 - 1400	467	101	112	130	124	1	12	420	5	24	1	2	0	1	1	0	0	0	0	1	3	6	6	45	221	151	30	3	0	0	1	43.1	38.9	5
1400 - 1500	440	112	92	110	126	0	5	408	0	27	0	0	0	0	0	0	0	0	0	1	0	1	7	45	242	133	10	0	0	0	1	42.5	38.8	4
1500 - 1600	369	113	83	83	90	1	8	328	3	24	1	0	0	3	1	0	0	0	1	0	2	1	5	27	185	129	17	0	1	0	1	42.5	39.1	4.5
1600 - 1700	376	91	103	86	96	1	6	343	0	24	1	0	0	0	1	0	0	0	0	2	1	0	3	39	140	160	26	4	0	1	1	43.6	39.8	4.7
1700 - 1800	338	93	86	86	73	3	6	306	5	17	1	0	0	0	0	0	0	0	1	2	2	1	0	18	153	122	29	10	0	0	0	44.1	40.1	5.1
1800 - 1900	270	70	67	65	68	0	4	243	2	19	0	0	1	1	0	0	0	0	0	0	0	0	2	7	108	112	34	5	2	0	0	45.1	40.9	4.3
1900 - 2000	234	72	53	61	48	1	4	209	5	15	0	0	0	0	0	0	0	0	0	0	1	1	0	9	81	111	19	12	0	0	0	44.7	40.8	4.6
2000 - 2100	143	36	42	41	24	0	4	129	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	9	39	54	29	8	4	0	0	47.6	42.5	5.4
2100 - 2200	81	19	23	18	21	0	2	73	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	24	31	14	5	1	1	0	48.2	42	5.7
2200 - 2300	61	20	24	8	9	0	2	54	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	6	18	19	8	5	1	3	0	50	42.3	7.8
2300 - 0000	34	9	8	9	8	0	0	30	0	4	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	10	11	4	1	1	1	53.3	45.1	9.9
0700 - 1900	**3888**	**920**	**938**	**904**	**1046**	**19**	**65**	**3529**	**21**	**235**	**5**	**3**	**3**	**5**	**3**	**1**	**0**	**0**	**3**	**15**	**15**	**14**	**33**	**379**	**1808**	**1302**	**265**	**42**	**7**	**1**	**4**	**43.3**	**39.3**	**4.8**
0600 - 2200	**4377**	**1053**	**1061**	**1116**	**1147**	**19**	**75**	**3969**	**27**	**265**	**5**	**3**	**3**	**6**	**4**	**1**	**0**	**0**	**3**	**15**	**16**	**15**	**33**	**403**	**1955**	**1511**	**335**	**71**	**13**	**2**	**5**	**43.7**	**39.6**	**4.9**
0600 - 0000	**4472**	**1082**	**1093**	**1133**	**1164**	**19**	**77**	**4053**	**27**	**274**	**5**	**3**	**3**	**6**	**4**	**1**	**0**	**0**	**3**	**15**	**18**	**15**	**34**	**410**	**1976**	**1540**	**354**	**80**	**15**	**6**	**6**	**43.8**	**39.7**	**5**
0000 - 0000	**4601**	**1121**	**1128**	**1156**	**1196**	**19**	**83**	**4160**	**27**	**289**	**5**	**3**	**3**	**6**	**4**	**2**	**0**	**0**	**3**	**15**	**18**	**15**	**35**	**415**	**1989**	**1588**	**389**	**97**	**20**	**10**	**7**	**44**	**39.8**	**5.2**

Virtual Day (7)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed															P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	85%	Speed	deviation
0000 - 0100	26	8	6	7	5	0	0	23	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	5	10	7	2	1	0	0	48.5	43.3	7.1
0100 - 0200	15	5	4	3	3	0	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	4	3	1	0	0	52.6	45	6.7
0200 - 0300	9	3	3	2	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	1	1	0	0	-	45.8	7
0300 - 0400	5	2	1	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	-	43.7	6.9
0400 - 0500	9	2	2	2	3	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	0	0	-	46.4	7.5
0500 - 0600	29	3	6	8	12	0	0	24	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	3	11	9	3	2	1	0	51.3	45.8	6.8
0600 - 0700	89	11	15	27	37	1	1	71	0	13	2	0	0	0	0	0	0	0	0	0	1	1	0	4	19	37	20	7	1	0	48.2	42.7	6.4
0700 - 0800	284	52	60	79	93	1	4	224	1	50	2	1	0	1	0	0	0	0	0	1	3	1	3	13	91	129	37	5	1	0	45.1	40.9	5.1
0800 - 0900	355	85	81	95	94	1	4	296	2	49	1	0	0	1	0	0	0	0	0	1	1	1	5	23	146	143	29	5	1	0	43.8	40	4.6
0900 - 1000	355	89	86	84	96	1	3	298	2	48	1	0	1	1	0	0	0	0	0	1	2	1	4	34	154	131	23	5	1	0	43.5	39.5	4.8
1000 - 1100	380	88	91	99	102	1	2	325	3	46	1	0	0	1	0	0	0	0	0	1	1	2	8	45	178	122	19	3	1	0	42.6	38.8	4.6
1100 - 1200	450	112	106	114	119	1	4	390	4	45	2	1	0	1	0	1	0	0	0	6	2	1	6	56	226	128	21	3	1	0	42.2	38.2	5.2
1200 - 1300	485	119	123	121	122	1	3	429	4	46	1	0	1	1	0	0	0	0	0	2	1	0	7	51	240	158	22	3	0	0	42.5	38.9	4.2
1300 - 1400	456	121	110	112	113	1	7	398	3	44	1	0	0	1	0	0	0	0	0	2	1	2	4	45	224	150	23	3	1	0	42.7	39	4.5
1400 - 1500	466	113	115	115	123	1	5	408	3	47	1	0	0	0	1	0	0	0	0	1	1	2	7	52	232	148	20	2	1	0	42.4	38.7	4.3
1500 - 1600	457	123	108	113	113	1	5	401	3	44	1	0	1	1	0	0	0	0	0	1	2	2	8	45	217	156	22	2	1	0	42.8	38.9	4.6
1600 - 1700	466	115	125	117	110	2	5	409	2	45	1	0	0	0	0	1	0	0	0	2	3	2	9	52	186	181	28	3	0	0	43.2	39.2	5.1
1700 - 1800	453	109	122	114	108	2	6	409	3	32	1	0	0	0	0	0	0	0	0	2	2	2	4	30	187	184	35	5	1	0	43.8	39.8	4.9
1800 - 1900	351	94	89	85	84	1	4	324	1	20	0	0	1	0	0	0	0	0	0	1	1	0	1	15	131	153	39	6	2	0	44.6	40.7	4.7
1900 - 2000	283	78	75	71	58	1	3	258	2	18	0	0	0	0	0	0	0	0	0	0	1	1	2	15	102	125	31	5	1	0	44.7	40.7	4.6
2000 - 2100	197	58	54	47	38	1	3	179	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	11	69	79	28	5	2	0	45.6	41.1	4.8
2100 - 2200	136	35	36	33	32	0	1	128	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	11	58	47	15	4	1	0	44.9	40.3	4.9
2200 - 2300	129	31	31	36	31	0	2	121	0	5	0	0	0	0	0	0	0	0	0	1	0	0	1	13	50	47	12	3	1	1	44.5	40.1	5.5
2300 - 0000	65	20	18	14	13	0	1	60	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	3	16	28	11	5	1	1	47.6	42.2	6.4
0700 - 1900	**4958**	**1220**	**1215**	**1247**	**1276**	**13**	**50**	**4309**	**31**	**515**	**12**	**4**	**5**	**9**	**4**	**4**	**0**	**0**	**1**	**20**	**21**	**16**	**65**	**461**	**2213**	**1782**	**319**	**46**	**9**	**2**	**2**	**43.3**	**39.3**	**4.8**
0600 - 2200	**5663**	**1402**	**1396**	**1423**	**1442**	**16**	**59**	**4945**	**34**	**565**	**15**	**4**	**5**	**10**	**4**	**4**	**0**	**0**	**1**	**22**	**23**	**18**	**69**	**501**	**2461**	**2069**	**413**	**66**	**15**	**3**	**2**	**43.6**	**39.5**	**4.8**
0600 - 0000	**5857**	**1453**	**1445**	**1473**	**1486**	**16**	**62**	**5126**	**34**	**575**	**15**	**4**	**5**	**10**	**5**	**4**	**0**	**0**	**1**	**22**	**24**	**19**	**71**	**517**	**2526**	**2144**	**436**	**74**	**17**	**4**	**2**	**43.6**	**39.6**	**4.9**
0000 - 0000	**5951**	**1477**	**1467**	**1497**	**1510**	**16**	**65**	**5202**	**34**	**588**	**16**	**4**	**6**	**11**	**5**	**4**	**0**	**0**	**1**	**23**	**24**	**19**	**71**	**520**	**2539**	**2177**	**461**	**85**	**22**	**5**	**3**	**43.7**	**39.6**	**5**

Virtual Week (1)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
Mon	6217	1573	1554	1516	1574	16	78	5330	49	690	23	5	7	9	4	5	0	1	0	31	12	9	509	2677	2340	461	81	30	6	1	43.7	39.8	4.7
Tue	6063	1461	1478	1550	1574	8	41	5250	21	679	24	6	7	13	6	7	0	1	1	44	24	23	74	651	2735	2007	402	80	19	3	0	43.3	39.1	5.1
Wed	6202	1516	1463	1621	1602	15	57	5346	33	697	24	3	7	10	6	4	0	0	1	13	23	29	101	536	2577	2300	517	80	18	3	4	43.8	39.7	5
Thu	6469	1641	1583	1633	1612	22	58	5573	35	727	13	8	6	14	6	6	0	1	2	9	37	24	106	508	2539	2556	552	100	27	5	4	44	39.9	4.9
Fri	6460	1626	1623	1615	1596	24	75	5624	43	646	17	4	4	13	6	4	0	0	2	28	36	15	77	571	2718	2384	513	88	20	5	3	43.8	39.6	5
Sat	5645	1399	1439	1388	1419	10	60	5130	32	386	6	1	5	9	4	1	1	0	1	18	21	16	45	453	2538	2064	394	69	19	5	2	43.5	39.6	4.7
Sun	4601	1121	1128	1156	1196	19	83	4160	27	289	5	3	3	6	4	2	0	0	3	15	18	15	35	415	1989	1588	389	97	20	10	7	44	39.8	5.2

Bosham, West Sussex

Report Id 405/17
Site Name Site 2 of 2
Description A259 Main Road, 25m East of Walton Lane
Direction Eastbound

Monday 10 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	13	5	5	1	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	3	2	2	0	0	0	51.1	38.9	9.5
0100 - 0200	9	3	3	1	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	2	1	2	0	0	0	-	39	11.4
0200 - 0300	5	2	0	0	3	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0	-	43.6	11.7
0300 - 0400	6	1	2	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	-	36.5	12.1
0400 - 0500	25	6	4	10	5	0	0	14	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	6	8	4	0	1	1	52.2	45.6	8.4
0500 - 0600	81	7	15	31	28	0	1	72	0	6	2	0	0	0	0	0	0	0	0	0	3	1	3	11	11	20	19	8	2	1	2	50.2	42.2	9.9
0600 - 0700	162	20	40	54	48	1	3	131	0	26	1	0	0	0	0	0	0	0	0	0	1	13	6	17	37	41	32	10	4	1	0	48.3	40	8.6
0700 - 0800	416	79	87	114	136	0	2	353	1	57	1	0	0	1	1	0	0	0	0	1	1	17	27	86	160	97	20	7	0	0	0	42.5	37	5.9
0800 - 0900	599	140	146	162	151	1	4	521	2	68	2	0	1	0	0	0	0	0	0	1	1	43	34	137	239	123	19	1	1	0	0	41.4	36	5.8
0900 - 1000	511	160	112	112	127	3	0	436	1	66	2	1	0	2	0	0	0	0	0	0	4	40	44	129	197	75	19	3	0	0	0	40.9	35.3	6.1
1000 - 1100	436	109	105	118	104	1	2	366	4	60	3	0	0	0	0	0	0	0	0	0	5	47	37	119	159	48	18	3	0	0	0	40.3	34.5	6.4
1100 - 1200	459	112	109	105	133	0	2	386	5	61	2	0	2	1	0	0	0	0	0	1	8	29	35	121	183	73	9	0	0	0	0	40.8	35.2	5.9
1200 - 1300	425	103	120	105	97	3	3	352	5	61	0	1	0	0	0	0	0	0	0	2	11	25	34	119	159	66	7	2	0	0	0	40.6	34.8	6.2
1300 - 1400	471	121	124	128	98	1	4	384	9	66	4	2	0	1	0	0	0	0	0	2	9	46	33	129	153	87	11	1	0	0	0	41.2	34.7	6.6
1400 - 1500	433	98	108	131	96	1	6	361	3	55	3	1	1	0	0	2	0	0	0	1	5	51	30	101	167	63	11	4	0	0	0	40.9	34.7	6.7
1500 - 1600	493	92	129	128	144	0	4	418	9	60	0	0	1	1	0	0	0	0	0	0	3	43	31	118	191	88	14	5	0	0	0	41.2	35.6	6.2
1600 - 1700	516	146	127	127	116	1	3	434	2	73	0	0	0	2	0	0	0	1	0	0	7	43	34	111	184	113	23	0	1	0	0	41.7	35.6	6.5
1700 - 1800	377	98	83	107	89	1	8	326	4	35	1	0	1	0	1	0	0	0	0	1	5	30	9	70	131	106	23	2	0	0	0	43.4	36.9	6.7
1800 - 1900	335	88	81	81	85	0	4	296	5	30	0	0	0	0	0	0	0	0	0	0	3	18	16	43	128	94	24	7	1	0	1	43.3	37.8	6.7
1900 - 2000	218	77	69	30	42	0	3	197	0	18	0	0	0	0	0	0	0	0	0	1	2	14	19	28	50	67	30	5	2	0	0	45.5	38.3	7.8
2000 - 2100	164	46	39	37	42	1	2	147	2	11	0	1	0	0	0	0	0	0	1	0	2	16	6	33	55	33	14	4	0	0	0	44.1	36.5	7.6
2100 - 2200	300	36	34	102	128	0	3	265	1	26	0	0	0	1	3	1	0	0	0	1	0	7	18	108	122	35	4	4	0	0	1	39.9	35.7	5.2
2200 - 2300	391	92	122	95	82	0	6	341	0	35	1	0	0	1	5	2	0	0	0	0	0	4	19	153	169	31	8	7	0	0	0	39.4	35.8	4.5
2300 - 0000	220	84	47	47	42	0	1	188	0	19	0	0	1	0	7	4	0	0	0	0	1	1	3	66	81	49	15	4	0	0	0	42.5	37.6	4.9
0700 - 1900	**5471**	**1346**	**1331**	**1418**	**1376**	**12**	**42**	**4633**	**50**	**692**	**18**	**5**	**6**	**8**	**2**	**2**	**0**	**1**	**0**	**9**	**62**	**432**	**364**	**1283**	**2051**	**1033**	**198**	**35**	**3**	**0**	**1**	**41.5**	**35.6**	**6.4**
0600 - 2200	**6315**	**1525**	**1513**	**1641**	**1636**	**14**	**53**	**5373**	**53**	**773**	**19**	**6**	**6**	**9**	**5**	**3**	**0**	**1**	**1**	**11**	**67**	**482**	**413**	**1469**	**2315**	**1209**	**278**	**58**	**9**	**1**	**2**	**41.9**	**35.8**	**6.5**
0600 - 0000	**6926**	**1701**	**1682**	**1783**	**1760**	**14**	**60**	**5902**	**53**	**827**	**20**	**6**	**7**	**10**	**17**	**9**	**0**	**1**	**1**	**11**	**68**	**487**	**435**	**1688**	**2565**	**1289**	**301**	**69**	**9**	**1**	**2**	**41.8**	**35.9**	**6.4**
0000 - 0000	**7065**	**1725**	**1711**	**1828**	**1801**	**14**	**62**	**6017**	**53**	**847**	**22**	**6**	**7**	**10**	**17**	**9**	**0**	**1**	**1**	**11**	**72**	**492**	**440**	**1706**	**2581**	**1321**	**336**	**86**	**11**	**3**	**5**	**42**	**36**	**6.5**

Tuesday 11 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	132	48	33	27	24	0	1	102	0	16	0	0	0	1	6	6	0	0	0	0	0	0	3	33	59	25	6	4	1	0	1	43.3	38.5	5.9
0100 - 0200	81	23	23	18	17	0	2	53	0	18	0	0	0	0	2	6	0	0	0	0	0	0	1	24	34	13	6	1	0	1	1	42.8	38.5	6
0200 - 0300	84	21	25	16	22	0	0	59	0	20	1	0	0	1	2	1	0	0	0	0	0	2	2	15	31	20	7	5	2	0	0	45.5	39.3	6.7
0300 - 0400	67	18	22	10	17	0	0	38	1	21	0	0	0	1	3	3	0	0	1	0	0	0	0	13	28	19	4	2	0	0	0	43.7	38.7	6
0400 - 0500	132	17	21	34	60	0	5	76	0	33	1	0	1	11	1	4	0	0	0	0	0	2	7	35	49	17	9	8	4	1	0	47	38.5	7.4
0500 - 0600	97	34	10	34	19	0	1	79	1	10	1	0	0	0	3	2	0	0	0	1	2	1	5	13	22	25	17	9	0	2	0	47.7	40.2	8.4
0600 - 0700	169	25	30	52	62	0	2	142	1	24	0	0	0	0	0	0	0	0	0	0	2	13	12	22	40	51	23	6	0	0	0	46.1	38.1	7.8
0700 - 0800	422	67	93	133	129	3	3	344	1	67	1	0	1	2	0	0	0	0	0	0	5	20	28	91	170	84	20	3	1	0	0	42.2	36.5	6.1
0800 - 0900	632	139	139	170	184	2	2	543	2	77	3	2	1	0	0	0	0	0	0	1	10	51	49	169	236	104	10	2	0	0	0	40.7	34.9	6.1
0900 - 1000	461	141	123	90	107	0	2	387	2	64	2	2	0	2	0	0	0	0	0	1	3	44	47	148	160	48	8	1	1	0	0	39.4	34.1	5.9
1000 - 1100	443	124	97	122	100	1	1	389	4	46	1	0	0	0	1	0	0	0	1	0	8	37	34	151	162	42	7	1	0	0	0	39.5	34.1	6
1100 - 1200	430	106	106	116	102	0	1	368	2	56	2	0	0	1	0	0	0	0	0	2	7	33	31	124	147	72	11	3	0	0	0	40.7	34.9	6.2
1200 - 1300	445	113	98	111	123	0	2	378	1	60	3	1	0	0	0	0	0	0	0	1	1	41	34	123	156	76	12	1	0	0	0	41	35.1	6.1
1300 - 1400	412	100	101	105	106	1	1	352	2	51	1	1	2	1	0	0	0	0	0	0	5	33	32	117	153	61	8	1	2	0	0	40.7	34.7	6.2
1400 - 1500	424	100	110	120	94	0	0	371	1	48	0	0	0	2	2	0	0	0	0	0	1	31	39	136	140	66	8	3	0	0	0	40.6	35	5.9
1500 - 1600	478	119	131	119	109	0	2	405	2	63	2	1	1	1	0	1	0	0	0	1	10	68	36	130	163	59	9	1	1	0	0	39.9	33.7	6.6
1600 - 1700	475	120	131	106	118	0	2	405	3	63	0	0	0	1	1	0	0	0	0	0	6	37	49	131	161	80	10	1	0	0	0	40.9	34.8	6.1
1700 - 1800	339	86	95	92	66	0	4	304	0	29	0	0	0	0	2	0	0	0	0	0	3	21	21	68	127	73	23	3	0	0	0	42.7	36.7	6.3
1800 - 1900	319	98	72	79	70	0	3	290	0	26	0	0	0	0	0	0	0	0	0	0	3	21	10	78	114	77	10	5	1	0	0	42.4	36.6	6.3
1900 - 2000	247	69	64	61	53	1	0	226	1	18	1	0	0	0	0	0	0	0	0	1	1	22	22	60	64	56	17	4	0	0	0	42.9	35.9	7.2
2000 - 2100	156	45	37	42	32	0	5	141	0	10	0	0	0	0	0	0	0	0	0	0	5	11	8	31	62	31	7	0	1	0	0	42.2	36	6.8
2100 - 2200	103	26	17	30	30	0	1	95	0	7	0	0	0	0	0	0	0	0	0	0	5	9	12	22	31	18	5	1	0	0	0	41.5	34.4	7.5
2200 - 2300	82	22	26	19	15	0	0	77	0	5	0	0	0	0	0	0	0	0	0	0	0	10	7	22	22	17	3	1	0	0	0	41.5	34.9	7
2300 - 0000	29	7	11	7	4	0	0	26	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	4	10	5	3	2	1	0	0	49	39.2	8
0700 - 1900	**5280**	**1313**	**1296**	**1363**	**1308**	**7**	**23**	**4536**	**20**	**650**	**15**	**7**	**5**	**10**	**6**	**1**	**0**	**0**	**1**	**6**	**62**	**437**	**410**	**1466**	**1889**	**842**	**136**	**25**	**6**	**0**	**0**	**40.8**	**35**	**6.2**
0600 - 2200	**5955**	**1478**	**1444**	**1548**	**1485**	**8**	**31**	**5140**	**22**	**709**	**16**	**7**	**5**	**10**	**6**	**1**	**0**	**0**	**1**	**7**	**75**	**492**	**464**	**1601**	**2086**	**998**	**188**	**36**	**7**	**0**	**0**	**41.2**	**35.1**	**6.4**
0600 - 0000	**6066**	**1507**	**1481**	**1574**	**1504**	**8**	**31**	**5243**	**22**	**717**	**16**	**7**	**5**	**10**	**6**	**1**	**0**	**0**	**1**	**7**	**75**	**503**	**474**	**1627**	**2118**	**1020**	**194**	**39**	**8**	**0**	**0**	**41.2**	**35.1**	**6.4**
0000 - 0000	**6659**	**1668**	**1615**	**1713**	**1663**	**8**	**40**	**5650**	**24**	**835**	**19**	**7**	**6**	**24**	**23**	**23**	**0**	**0**	**2**	**8**	**77**	**508**	**492**	**1760**	**2341**	**1139**	**243**	**68**	**15**	**4**	**2**	**41.5**	**35.5**	**6.5**

Wednesday 12 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme: Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed: MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	18	6	5	1	6	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4	7	1	1	1	0	0	46.2	38.9	8.8
0100 - 0200	4	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-	35.1	3.2
0200 - 0300	9	5	3	0	1	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	0	1	4	1	0	0	0	0	-	34.5	12.3
0300 - 0400	5	1	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	-	42.7	7.4
0400 - 0500	17	1	2	11	3	0	0	12	0	4	0	1	0	0	0	0	0	0	0	0	0	1	1	4	4	0	4	1	2	0	0	52.4	40	9.7
0500 - 0600	73	10	14	31	18	0	1	63	0	9	0	0	0	0	0	0	0	0	0	0	1	3	6	12	11	25	9	6	0	0	0	46.6	39.2	7.9
0600 - 0700	176	32	33	44	67	0	2	145	0	28	0	0	0	0	0	1	0	0	0	0	1	11	7	27	42	49	34	4	1	0	0	46.8	39.1	7.3
0700 - 0800	411	70	101	115	125	2	3	341	1	58	2	1	1	1	1	0	0	0	0	1	6	27	37	89	155	74	17	5	0	0	0	41.6	35.6	6.6
0800 - 0900	624	143	138	176	167	0	4	563	2	53	0	1	0	0	1	0	0	0	0	0	15	44	39	165	242	108	11	0	0	0	0	40.7	35	6
0900 - 1000	505	123	134	135	113	1	1	433	2	64	3	1	0	0	0	0	0	0	0	1	8	38	59	159	166	62	10	2	0	0	0	40	34.1	5.9
1000 - 1100	479	101	126	129	123	1	1	406	1	62	4	2	0	1	0	1	0	0	0	3	25	47	30	146	174	43	11	0	0	0	0	39.3	33.4	6.9
1100 - 1200	408	102	119	94	93	0	0	349	1	55	1	0	0	1	1	0	0	0	0	0	3	36	34	98	159	61	15	2	0	0	0	40.9	35.2	6.3
1200 - 1300	448	114	106	105	123	1	1	379	2	62	1	0	0	1	1	0	0	0	0	0	7	44	36	107	184	57	11	2	0	0	0	40.2	34.7	6.2
1300 - 1400	447	110	109	102	126	2	3	382	2	54	1	2	0	0	1	0	0	0	1	2	3	33	37	120	170	66	11	3	1	0	0	40.8	35.1	6.3
1400 - 1500	420	108	104	91	117	1	2	349	1	63	1	1	1	1	0	0	0	0	0	0	3	32	27	123	159	62	12	1	1	0	0	40.7	35.1	6
1500 - 1600	490	129	134	112	115	1	2	429	4	50	0	1	0	1	0	2	0	0	1	1	9	44	30	106	180	102	14	0	2	1	0	41.9	35.4	6.9
1600 - 1700	503	133	120	131	119	1	2	415	3	79	0	1	0	1	0	1	0	0	0	3	11	45	30	94	187	104	23	6	0	0	0	42.1	35.7	7.1
1700 - 1800	463	137	110	116	100	0	7	415	0	38	1	0	1	0	1	0	0	0	1	1	2	29	39	124	158	76	29	4	0	0	0	42.6	35.9	6.6
1800 - 1900	332	103	84	70	75	0	1	287	3	40	1	0	0	0	0	0	0	0	0	0	1	24	14	63	122	70	28	8	2	0	0	43.6	37.4	6.7
1900 - 2000	286	74	83	57	72	1	7	260	1	16	0	1	0	0	0	0	0	0	0	0	2	15	13	35	94	85	28	11	1	2	0	44.9	38.8	7.2
2000 - 2100	328	49	44	71	164	0	2	288	2	35	0	0	0	0	0	1	0	0	0	0	1	16	6	69	140	75	15	4	1	0	1	42.8	37.6	5.8
2100 - 2200	627	174	162	160	131	0	6	557	4	52	2	0	0	0	3	3	0	0	0	0	1	6	20	223	284	84	8	1	0	0	0	40	36	3.9
2200 - 2300	495	139	133	128	95	0	5	434	2	36	2	0	1	0	10	4	0	1	0	0	0	6	21	211	216	34	7	0	0	0	0	39	35.3	3.7
2300 - 0000	199	69	42	48	40	0	1	183	0	13	1	0	0	0	1	0	0	0	0	0	0	1	8	51	88	37	8	4	2	0	0	42.7	37.7	5.3
0700 - 1900	**5530**	**1373**	**1385**	**1376**	**1396**	**10**	**27**	**4748**	**22**	**678**	**15**	**10**	**3**	**7**	**6**	**4**	**0**	**0**	**3**	**12**	**93**	**443**	**412**	**1394**	**2056**	**885**	**192**	**33**	**6**	**1**	**0**	**41**	**35.1**	**6.5**
0600 - 2200	**6947**	**1702**	**1707**	**1708**	**1830**	**11**	**44**	**5998**	**29**	**809**	**17**	**11**	**3**	**7**	**9**	**9**	**0**	**0**	**3**	**12**	**98**	**491**	**458**	**1748**	**2616**	**1178**	**277**	**53**	**9**	**3**	**1**	**41.4**	**35.6**	**6.4**
0600 - 0000	**7641**	**1910**	**1882**	**1884**	**1965**	**11**	**50**	**6615**	**31**	**858**	**20**	**11**	**4**	**7**	**20**	**13**	**0**	**1**	**3**	**12**	**98**	**498**	**487**	**2010**	**2920**	**1249**	**292**	**57**	**11**	**3**	**1**	**41.3**	**35.6**	**6.3**
0000 - 0000	**7767**	**1933**	**1910**	**1929**	**1995**	**11**	**51**	**6720**	**31**	**876**	**20**	**12**	**5**	**7**	**20**	**13**	**0**	**1**	**3**	**12**	**101**	**505**	**496**	**2029**	**2942**	**1287**	**309**	**65**	**14**	**3**	**1**	**41.4**	**35.7**	**6.3**

Thursday 13 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	142	48	31	34	29	0	2	108	0	20	1	0	2	1	3	5	0	0	0	1	0	3	4	21	60	35	10	5	2	1	0	44.4	38.9	6.6
0100 - 0200	100	26	28	20	26	0	2	67	2	20	0	0	0	1	3	5	0	0	0	0	0	2	1	21	43	17	11	3	2	0	0	45.7	38.9	5.9
0200 - 0300	88	22	22	26	18	0	1	59	1	14	1	2	1	0	4	5	0	0	0	0	0	1	3	32	32	13	3	3	1	0	0	43.3	36.9	5.9
0300 - 0400	84	17	18	25	24	0	0	48	0	26	0	0	0	1	5	4	0	0	0	0	0	0	1	19	35	19	7	3	0	0	0	43.6	38.7	5.2
0400 - 0500	89	25	37	20	7	1	0	56	0	21	3	0	0	4	2	2	0	0	0	0	1	1	2	20	35	14	11	4	0	0	1	45.9	38.5	6.7
0500 - 0600	71	18	11	24	18	0	0	58	0	12	1	0	0	0	0	0	0	0	0	0	1	3	2	11	10	24	8	9	1	2	0	50.9	41.2	8.8
0600 - 0700	178	26	42	50	60	1	3	150	1	22	0	0	0	0	0	1	0	0	0	0	4	11	9	20	53	48	25	3	2	1	2	46.6	38.9	8.2
0700 - 0800	413	70	89	119	135	2	4	347	1	57	2	0	0	0	0	0	0	0	0	2	4	22	33	77	132	93	43	6	1	0	0	44.2	37	7.1
0800 - 0900	624	126	145	166	187	2	4	524	3	85	1	1	1	3	0	0	0	0	0	3	7	36	49	140	246	116	21	6	0	0	0	41.6	35.9	6.3
0900 - 1000	498	142	131	110	115	2	0	416	0	74	2	1	1	2	0	0	0	0	1	1	8	31	36	143	181	72	23	2	0	0	0	40.7	35.1	6.3
1000 - 1100	421	112	105	96	108	1	2	352	5	56	2	0	1	2	0	0	0	0	0	0	7	41	24	128	150	58	10	2	1	0	0	40.5	34.7	6.3
1100 - 1200	434	110	102	109	113	1	0	368	0	62	2	0	0	0	0	1	0	0	0	0	2	35	31	143	155	55	12	1	0	0	0	40.3	34.8	5.6
1200 - 1300	457	119	126	104	108	0	4	386	4	58	1	1	0	2	0	1	0	0	0	2	3	37	32	128	182	57	10	6	0	0	0	40.2	35	6.1
1300 - 1400	443	89	112	125	117	0	6	374	3	53	2	0	0	4	0	1	0	0	0	1	3	27	24	105	180	78	21	4	0	0	0	41.6	36.1	6
1400 - 1500	469	135	119	89	126	1	4	400	4	58	1	0	0	0	1	0	0	0	0	1	6	27	40	125	185	68	14	2	1	0	0	40.5	35.2	5.9
1500 - 1600	504	122	126	139	117	0	1	422	4	70	1	1	0	3	2	0	0	0	0	0	10	43	42	113	186	91	16	3	0	0	0	41	35.1	6.5
1600 - 1700	517	144	159	105	109	1	6	432	3	73	1	1	0	0	0	0	0	0	0	2	7	47	59	118	152	107	22	3	0	0	0	42.2	35	7
1700 - 1800	413	112	120	91	90	1	4	358	2	43	1	1	1	1	0	1	0	0	0	2	5	31	28	79	146	88	28	4	2	0	0	42.7	36.3	7.1
1800 - 1900	358	94	91	88	85	3	5	304	2	43	1	0	0	0	0	0	0	0	1	0	4	14	16	71	123	93	29	4	2	1	0	44.1	37.7	6.8
1900 - 2000	265	65	84	54	62	0	9	238	2	12	0	3	0	1	0	0	0	0	0	0	4	22	19	32	83	67	21	14	1	1	1	44.8	37.9	8.2
2000 - 2100	562	67	69	225	201	1	1	499	2	51	0	0	1	1	3	3	0	0	0	0	3	22	26	193	226	72	16	4	0	0	0	40.4	35.8	5.1
2100 - 2200	653	162	175	164	152	0	3	563	4	69	2	0	0	0	8	3	0	1	0	0	4	18	21	302	250	47	9	1	0	0	1	38.4	34.9	4.5
2200 - 2300	484	147	112	113	112	0	6	424	1	41	1	0	1	0	5	5	0	0	0	0	0	4	28	212	180	45	10	3	2	0	0	39.5	35.5	4.5
2300 - 0000	270	73	79	55	63	0	5	231	0	28	0	0	0	0	3	2	1	0	0	0	0	3	9	64	128	48	12	4	2	0	0	41.9	37.6	5
0700 - 1900	**5551**	**1375**	**1425**	**1341**	**1410**	**14**	**40**	**4683**	**31**	**732**	**17**	**6**	**4**	**17**	**3**	**4**	**0**	**0**	**2**	**14**	**66**	**391**	**414**	**1370**	**2018**	**976**	**249**	**43**	**7**	**1**	**0**	**41.6**	**35.6**	**6.5**
0600 - 2200	**7209**	**1695**	**1795**	**1834**	**1885**	**16**	**56**	**6133**	**40**	**886**	**19**	**9**	**5**	**19**	**14**	**11**	**0**	**1**	**2**	**14**	**81**	**464**	**489**	**1917**	**2630**	**1210**	**320**	**65**	**10**	**3**	**4**	**41.6**	**35.7**	**6.4**
0600 - 0000	**7963**	**1915**	**1986**	**2002**	**2060**	**16**	**67**	**6788**	**41**	**955**	**20**	**9**	**6**	**19**	**22**	**18**	**1**	**1**	**2**	**14**	**81**	**471**	**526**	**2193**	**2938**	**1303**	**342**	**72**	**14**	**3**	**4**	**41.5**	**35.8**	**6.3**
0000 - 0000	**8537**	**2071**	**2133**	**2151**	**2182**	**17**	**72**	**7184**	**44**	**1068**	**26**	**11**	**9**	**26**	**39**	**39**	**1**	**1**	**2**	**15**	**83**	**481**	**539**	**2317**	**3153**	**1425**	**392**	**99**	**20**	**6**	**5**	**41.7**	**36**	**6.3**

Friday 14 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	135	52	36	27	20	0	1	108	1	16	0	0	0	3	4	2	0	0	0	0	0	2	3	38	50	28	10	1	1	2	0	43.8	38.3	6.2
0100 - 0200	73	26	14	18	15	0	0	52	1	12	0	0	0	0	4	4	0	0	0	0	0	0	2	21	18	19	9	3	0	0	1	45.3	39.1	6.7
0200 - 0300	16	10	1	3	2	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	1	2	6	1	3	0	0	0	50.3	39.4	10.4
0300 - 0400	4	0	2	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	-	35.9	8.5
0400 - 0500	20	1	3	10	6	1	0	13	0	6	0	0	0	0	0	0	0	0	0	1	0	1	2	1	5	3	2	2	1	1	1	54.8	41.1	12.9
0500 - 0600	65	12	11	24	18	0	1	57	0	6	1	0	0	0	0	0	0	0	1	0	1	2	6	6	10	15	13	10	1	0	0	51.1	40.5	9.5
0600 - 0700	185	22	35	57	71	1	5	153	0	25	1	0	0	0	0	0	0	0	0	1	1	14	10	21	46	44	34	11	2	0	1	47.2	39.4	8.5
0700 - 0800	384	56	85	114	129	2	2	307	2	68	1	1	1	0	0	0	0	0	0	0	6	25	23	83	136	85	22	3	1	0	0	42.4	36.4	6.6
0800 - 0900	583	151	114	172	146	4	7	495	0	71	2	3	0	1	0	0	0	0	0	0	5	50	47	152	224	86	18	1	0	0	0	40.9	35.1	6.1
0900 - 1000	507	134	142	127	104	1	4	443	1	52	3	0	0	1	1	1	0	0	0	1	8	45	40	142	170	91	9	0	1	0	0	40.9	34.7	6.3
1000 - 1100	470	113	113	107	137	1	2	397	3	61	4	0	0	1	1	0	0	0	0	0	5	41	39	126	181	68	9	1	0	0	0	40.2	34.7	6
1100 - 1200	427	108	104	101	114	2	3	358	3	60	0	1	0	0	0	0	0	0	0	0	11	26	43	130	152	50	15	0	0	0	0	40.1	34.4	6
1200 - 1300	526	148	128	135	115	5	3	453	5	54	1	1	1	3	0	0	0	0	0	2	9	49	40	160	187	62	14	1	2	0	0	40	34.4	6.4
1300 - 1400	418	115	106	97	100	1	8	361	5	38	2	1	0	1	1	0	0	0	0	2	9	20	26	81	165	95	18	2	0	0	0	41.8	36.1	6.4
1400 - 1500	474	129	113	128	104	0	5	410	3	55	0	0	0	1	0	0	0	0	0	0	6	44	33	93	196	79	18	5	0	0	0	41.3	35.6	6.6
1500 - 1600	488	119	142	113	114	0	1	420	7	55	0	0	2	3	0	0	0	0	0	0	7	36	35	113	182	90	20	4	0	1	0	41.4	35.8	6.4
1600 - 1700	499	136	152	115	96	2	5	425	2	64	1	0	0	0	0	0	0	0	0	1	5	33	39	116	199	90	11	4	0	1	0	40.8	35.7	6.1
1700 - 1800	454	122	124	96	112	0	7	395	1	49	0	1	0	0	0	1	0	0	1	0	2	29	20	93	150	115	37	4	3	0	0	43.6	37.3	6.8
1800 - 1900	381	102	90	94	95	0	5	347	0	29	0	0	0	0	0	0	0	0	1	0	1	30	17	45	141	97	35	9	2	3	0	44.6	37.9	7.3
1900 - 2000	272	79	73	55	65	0	1	248	0	23	0	0	0	0	0	0	0	0	0	0	4	21	13	45	76	71	33	6	1	1	1	45.1	37.9	8.2
2000 - 2100	420	62	40	93	225	0	3	379	2	33	0	1	0	1	0	1	0	0	0	0	3	11	31	104	170	78	16	7	0	0	0	41.6	36.6	5.7
2100 - 2200	848	220	200	230	198	0	9	738	3	81	2	0	0	2	10	3	0	0	0	0	4	20	24	336	374	83	5	2	0	0	0	39.1	35.3	4.1
2200 - 2300	595	144	185	138	128	1	3	535	2	43	0	0	0	0	8	3	0	0	0	0	2	17	12	211	286	56	6	4	0	1	0	39.4	35.7	4.4
2300 - 0000	404	112	107	95	90	0	2	359	1	34	0	1	0	0	6	1	0	0	0	0	0	3	4	141	182	56	16	1	1	0	0	41.2	36.8	4.2
0700 - 1900	**5611**	**1433**	**1413**	**1399**	**1366**	**18**	**52**	**4811**	**32**	**656**	**14**	**8**	**4**	**11**	**3**	**2**	**0**	**0**	**2**	**6**	**74**	**428**	**402**	**1334**	**2083**	**1008**	**226**	**34**	**9**	**5**	**0**	**41.4**	**35.6**	**6.5**
0600 - 2200	**7336**	**1816**	**1761**	**1834**	**1925**	**19**	**70**	**6329**	**37**	**818**	**17**	**9**	**4**	**14**	**13**	**6**	**0**	**0**	**2**	**7**	**86**	**494**	**480**	**1840**	**2749**	**1284**	**314**	**60**	**12**	**6**	**2**	**41.6**	**35.8**	**6.4**
0600 - 0000	**8335**	**2072**	**2053**	**2067**	**2143**	**20**	**75**	**7223**	**40**	**895**	**17**	**10**	**4**	**14**	**27**	**10**	**0**	**0**	**2**	**7**	**88**	**514**	**496**	**2192**	**3217**	**1396**	**336**	**65**	**13**	**7**	**2**	**41.4**	**35.8**	**6.2**
0000 - 0000	**8648**	**2173**	**2120**	**2150**	**2205**	**21**	**78**	**7470**	**42**	**937**	**18**	**10**	**4**	**17**	**35**	**16**	**0**	**0**	**3**	**8**	**91**	**519**	**511**	**2260**	**3303**	**1467**	**372**	**84**	**16**	**10**	**4**	**41.6**	**36**	**6.3**

Saturday 15 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	199	67	58	26	48	0	2	166	0	23	1	0	0	0	4	3	0	0	0	0	1	7	70	75	33	6	4	1	2	0	41.9	37	5.7
0100 - 0200	127	39	34	23	31	0	1	104	0	13	0	0	0	1	4	4	0	0	0	0	0	3	27	63	17	11	3	2	1	0	43.7	38.5	5.8
0200 - 0300	93	25	17	25	26	0	1	73	0	13	1	0	0	1	1	3	0	0	0	0	0	3	3	18	31	20	14	1	1	1	47.3	39.5	8.5
0300 - 0400	30	16	6	3	5	0	1	23	0	3	0	0	0	1	2	0	0	0	0	0	0	0	1	7	4	9	3	1	4	0	1	55.2	42.3	8.9
0400 - 0500	15	1	3	6	5	0	1	11	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	3	5	1	0	0	0	48.8	41.5	6.9
0500 - 0600	31	5	5	11	10	0	0	24	0	5	0	0	1	0	1	0	0	0	0	0	0	2	5	2	8	8	4	2	0	0	0	46.8	38.5	7.9
0600 - 0700	87	16	16	24	31	0	1	76	1	9	0	0	0	0	0	0	0	0	0	0	1	6	5	9	25	20	12	7	1	1	0	47.3	39.1	8.5
0700 - 0800	169	28	31	50	60	0	2	129	1	33	0	0	0	4	0	0	0	0	0	1	0	17	7	25	45	49	22	2	1	0	0	45	37.7	7.5
0800 - 0900	346	63	71	105	107	1	3	314	0	28	0	0	0	0	0	0	0	0	0	0	6	17	24	71	118	86	21	2	1	0	0	42.6	36.8	6.5
0900 - 1000	443	107	101	124	111	3	3	393	4	37	2	1	0	0	0	0	0	0	0	1	7	38	28	110	163	74	18	2	2	0	0	41.3	35.4	6.6
1000 - 1100	485	102	125	121	137	2	4	434	4	39	1	0	0	1	0	0	0	0	0	1	6	43	44	116	173	83	14	3	2	0	1	41.4	35.4	7.1
1100 - 1200	515	120	157	123	115	2	5	457	5	46	0	0	0	0	0	0	0	0	0	0	3	29	34	144	221	72	11	1	0	0	0	40.4	35.4	5.4
1200 - 1300	506	112	120	122	152	0	5	466	2	31	1	0	0	1	0	0	0	0	0	0	4	21	30	122	218	96	12	3	0	0	0	41.4	36.1	5.4
1300 - 1400	440	107	101	117	115	1	7	382	0	48	0	0	1	1	0	0	0	0	0	1	2	36	26	114	159	79	18	3	1	0	1	41.6	35.9	6.6
1400 - 1500	444	112	117	107	108	2	4	408	1	27	0	0	0	1	0	1	0	0	0	0	6	32	26	90	181	85	19	3	2	0	0	41.7	36.2	6.4
1500 - 1600	395	104	93	103	95	0	8	349	2	32	1	0	1	1	0	1	0	0	0	1	5	28	27	84	162	69	15	3	1	0	0	41.1	35.8	6.4
1600 - 1700	366	89	87	92	98	1	4	330	1	29	0	0	0	0	0	1	0	0	0	1	3	28	13	73	121	88	31	8	0	0	0	43.6	37.3	6.8
1700 - 1800	363	80	92	92	99	1	4	327	2	26	0	0	2	0	0	1	0	0	0	0	2	24	22	71	130	80	26	6	1	0	1	43.5	37	7
1800 - 1900	273	69	61	64	79	2	3	248	2	17	0	1	0	0	0	0	0	0	1	0	3	19	15	43	102	61	19	6	3	0	1	44.1	37.4	7.9
1900 - 2000	238	65	70	55	48	0	0	219	0	19	0	0	0	0	0	0	0	0	0	0	2	15	8	41	70	68	25	7	0	1	1	44.8	38.4	7.7
2000 - 2100	137	26	26	39	46	0	0	127	1	9	0	0	0	0	0	0	0	0	0	0	3	10	12	24	39	32	11	2	4	0	0	43.3	36.8	8
2100 - 2200	130	25	31	38	36	0	1	123	1	5	0	0	0	0	0	0	0	0	0	0	3	12	14	45	33	17	5	0	0	1	0	40.7	34.2	7.1
2200 - 2300	128	41	34	26	27	0	1	118	0	9	0	0	0	0	0	0	0	0	0	0	2	14	6	18	53	25	7	2	0	0	1	43.4	36.4	7.7
2300 - 0000	70	24	16	13	17	0	0	64	0	6	0	0	0	0	0	0	0	0	0	0	0	4	5	16	14	22	7	2	0	0	0	44.3	37.7	7
0700 - 1900	**4745**	**1093**	**1156**	**1220**	**1276**	**15**	**52**	**4237**	**24**	**393**	**5**	**2**	**4**	**9**	**0**	**4**	**0**	**0**	**1**	**5**	**47**	**332**	**296**	**1063**	**1793**	**922**	**226**	**42**	**14**	**0**	**4**	**42.1**	**36.2**	**6.6**
0600 - 2200	**5337**	**1225**	**1299**	**1376**	**1437**	**15**	**54**	**4782**	**27**	**435**	**5**	**2**	**4**	**9**	**0**	**4**	**0**	**0**	**1**	**5**	**56**	**375**	**335**	**1182**	**1960**	**1059**	**279**	**58**	**19**	**3**	**5**	**42.3**	**36.3**	**6.8**
0600 - 0000	**5535**	**1290**	**1349**	**1415**	**1481**	**15**	**55**	**4964**	**27**	**450**	**5**	**2**	**4**	**9**	**0**	**4**	**0**	**0**	**1**	**5**	**58**	**393**	**346**	**1216**	**2027**	**1106**	**293**	**62**	**19**	**3**	**6**	**42.4**	**36.3**	**6.8**
0000 - 0000	**6030**	**1443**	**1472**	**1509**	**1606**	**15**	**61**	**5365**	**27**	**510**	**7**	**2**	**5**	**12**	**12**	**14**	**0**	**0**	**1**	**5**	**58**	**400**	**365**	**1341**	**2212**	**1196**	**336**	**74**	**27**	**7**	**8**	**42.5**	**36.5**	**6.8**

Sunday 16 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	37	10	13	11	3	0	0	30	1	6	0	0	0	0	0	0	0	0	0	0	1	1	8	6	11	8	2	0	0	0	46.6	40.1	6.9
0100 - 0200	20	4	9	4	3	0	3	12	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	7	4	4	0	0	0	0	46.2	38.8	6.4
0200 - 0300	13	5	3	4	1	0	1	10	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	2	2	1	1	0	55.5	42.2	11.2
0300 - 0400	12	2	4	3	3	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	2	5	1	0	0	0	49	41.5	8.6
0400 - 0500	23	3	5	9	6	0	1	16	0	5	0	0	0	0	1	0	0	0	0	0	0	1	4	3	2	6	5	2	0	0	0	49.5	39.6	9.4
0500 - 0600	25	5	7	9	4	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	5	12	3	1	0	0	0	45.4	40.5	5.3
0600 - 0700	52	11	13	12	16	0	0	48	0	4	0	0	0	0	0	0	0	0	0	0	0	3	7	3	5	14	9	7	4	0	0	47.1	36.4	9.5
0700 - 0800	89	12	19	28	30	3	2	70	0	11	0	0	0	2	1	0	0	0	0	0	1	6	5	17	24	28	6	2	0	0	0	44.5	37.5	6.9
0800 - 0900	177	29	35	52	61	3	3	150	1	19	0	1	0	0	0	0	0	0	0	1	2	14	4	44	55	38	14	5	0	0	0	43.7	36.9	7.2
0900 - 1000	293	61	49	79	104	6	5	261	2	18	0	1	0	0	0	0	0	0	0	2	6	30	17	77	90	51	14	6	0	0	0	41.9	35.1	7.3
1000 - 1100	427	83	112	118	114	2	2	399	2	20	0	0	0	1	0	0	0	1	0	1	3	39	32	123	134	77	13	4	0	0	1	41.3	35.2	6.5
1100 - 1200	568	127	133	156	152	2	4	510	5	46	0	0	1	0	0	0	0	0	1	1	4	43	39	147	233	85	13	3	0	0	0	40.7	35.2	5.8
1200 - 1300	642	159	170	164	149	0	0	585	4	51	1	0	0	0	1	0	0	0	0	0	4	32	31	184	263	105	20	2	1	0	0	41.2	36	5.4
1300 - 1400	639	163	153	162	161	0	6	575	8	47	0	0	3	0	0	0	0	0	0	0	3	17	38	186	249	129	14	3	0	0	0	40.9	36.1	5
1400 - 1500	618	140	155	172	151	1	5	553	6	49	0	0	1	2	0	1	0	0	0	1	0	27	46	149	232	136	21	5	1	0	0	41.7	36.4	5.6
1500 - 1600	419	129	115	93	82	0	4	380	2	32	0	0	0	1	0	0	0	0	0	0	6	21	11	58	181	111	24	6	1	0	0	42.8	37.6	6.1
1600 - 1700	368	82	93	90	103	0	2	340	0	23	1	1	0	1	0	0	0	0	0	1	3	35	10	53	129	103	25	8	1	0	0	43.4	37.3	7.2
1700 - 1800	301	72	82	77	70	2	6	269	0	24	0	0	0	0	0	0	0	0	1	0	5	15	23	65	91	75	22	4	0	0	0	43.4	36.7	6.9
1800 - 1900	267	69	54	78	66	0	2	238	6	19	0	1	0	1	0	0	0	0	0	0	2	21	7	45	92	76	19	4	1	0	0	43.3	37.5	6.7
1900 - 2000	210	69	57	41	43	0	4	181	1	23	0	0	1	0	0	0	0	0	0	0	3	14	19	48	66	38	14	4	2	1	1	43.8	36.5	7.7
2000 - 2100	140	44	42	29	25	0	3	124	0	13	0	0	0	0	0	0	0	0	0	0	3	5	5	21	40	36	20	6	2	0	2	46.8	39.5	8.4
2100 - 2200	79	22	19	19	19	0	3	68	0	7	1	0	0	0	0	0	0	0	0	0	0	6	3	19	20	23	5	2	0	1	0	44.7	37.7	7.3
2200 - 2300	55	23	12	12	8	0	1	51	0	3	0	0	0	0	0	0	0	0	0	0	1	3	3	15	14	14	2	1	1	1	0	43.6	37.2	8.1
2300 - 0000	19	4	5	5	5	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	2	4	7	2	0	0	0	49.9	42.4	8.7
0700 - 1900	**4808**	**1126**	**1170**	**1269**	**1243**	**19**	**41**	**4330**	**36**	**359**	**2**	**4**	**5**	**8**	**1**	**2**	**0**	**1**	**1**	**7**	**39**	**300**	**263**	**1148**	**1773**	**1014**	**265**	**52**	**5**	**0**	**1**	**41.9**	**36.3**	**6.2**
0600 - 2200	**5289**	**1272**	**1301**	**1370**	**1346**	**19**	**51**	**4751**	**37**	**406**	**3**	**4**	**6**	**8**	**1**	**2**	**0**	**1**	**1**	**7**	**48**	**332**	**293**	**1241**	**1913**	**1120**	**251**	**68**	**9**	**2**	**4**	**42.1**	**36.4**	**6.4**
0600 - 0000	**5493**	**1328**	**1359**	**1427**	**1379**	**19**	**58**	**4920**	**38**	**432**	**3**	**4**	**6**	**8**	**2**	**2**	**0**	**1**	**1**	**7**	**50**	**340**	**304**	**1280**	**1952**	**1174**	**287**	**79**	**11**	**4**	**4**	**42.3**	**36.5**	**6.5**
0000 - 0000	**5363**	**1299**	**1318**	**1387**	**1359**	**19**	**53**	**4819**	**37**	**410**	**3**	**4**	**6**	**8**	**1**	**2**	**0**	**1**	**1**	**7**	**50**	**335**	**296**	**1259**	**1929**	**1138**	**260**	**71**	**10**	**3**	**4**	**42.2**	**36.4**	**6.4**

Virtual Day (7)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	97	34	26	18	19	0	1	77	0	12	0	0	0	1	2	2	0	0	0	0	0	1	3	25	37	20	6	3	1	1	0	43.8	38.2	6.3
0100 - 0200	59	17	16	12	14	0	1	43	0	10	0	0	0	0	2	3	0	0	0	0	0	1	1	14	24	10	6	2	1	0	0	45	38.7	6.2
0200 - 0300	44	13	10	11	10	0	1	32	0	8	0	0	0	0	1	1	0	0	0	0	1	1	1	10	14	9	4	2	1	0	0	45.8	38.7	7.9
0300 - 0400	30	8	8	7	7	0	0	19	0	8	0	0	0	0	1	1	0	0	0	0	0	0	1	6	10	7	3	1	1	0	0	46	39.3	6.7
0400 - 0500	46	8	11	14	13	0	1	28	0	12	1	0	0	2	1	1	0	0	0	0	0	1	2	10	14	7	6	3	1	0	0	48.6	39.5	8.2
0500 - 0600	63	13	10	23	16	0	1	54	0	7	1	0	0	0	1	0	0	0	0	0	1	2	4	8	11	18	10	6	1	1	0	48.9	40.5	8.7
0600 - 0700	144	22	30	42	51	0	2	121	0	20	0	0	0	0	0	0	0	0	0	0	2	11	7	17	37	37	24	6	1	0	0	47	39	8.2
0700 - 0800	329	55	72	96	106	2	3	270	1	50	1	0	0	1	0	0	0	0	0	1	3	19	23	67	117	73	21	4	1	0	0	42.8	36.6	6.6
0800 - 0900	512	113	113	143	143	2	4	444	1	57	1	1	0	1	0	0	0	0	0	1	7	36	35	125	194	94	16	2	0	0	0	41.3	35.6	6.2
0900 - 1000	460	124	113	111	112	2	2	396	2	54	2	1	0	1	0	0	0	0	0	1	6	38	39	130	161	68	14	2	1	0	0	40.7	34.8	6.3
1000 - 1100	452	106	112	116	118	1	2	392	3	49	2	0	0	1	0	0	0	0	0	1	8	42	34	130	162	60	12	2	0	0	0	40.3	34.6	6.5
1100 - 1200	463	112	119	115	117	1	2	399	3	55	1	0	0	0	0	0	0	0	0	1	5	33	35	130	179	67	12	1	0	0	0	40.5	35	5.9
1200 - 1300	493	124	124	121	124	1	3	428	3	54	1	1	0	1	0	0	0	0	0	1	6	36	34	135	193	74	12	2	0	0	0	40.7	35.2	6
1300 - 1400	467	115	115	119	118	1	5	401	4	51	1	1	1	1	0	0	0	0	0	1	5	30	31	122	176	85	14	2	1	0	0	41.2	35.5	6.1
1400 - 1500	469	117	118	120	114	1	4	407	3	51	1	0	0	1	0	1	0	0	0	0	4	35	34	117	180	80	15	3	1	0	0	41.2	35.5	6.2
1500 - 1600	467	116	124	115	111	0	3	403	4	52	1	0	1	2	0	1	0	0	0	0	7	40	30	103	178	87	16	3	1	0	0	41.4	35.5	6.6
1600 - 1700	463	121	124	109	108	1	3	397	2	58	0	0	0	1	0	0	0	0	0	1	6	38	33	99	162	98	21	4	0	0	0	42.1	35.8	6.7
1700 - 1800	387	101	101	96	89	1	6	342	1	35	0	0	1	0	1	0	0	0	0	1	3	26	23	81	133	88	27	4	1	0	0	43.2	36.7	6.8
1800 - 1900	324	89	76	79	79	1	3	287	3	29	0	0	0	0	0	0	0	0	0	0	2	21	14	55	117	81	23	6	2	1	0	43.6	37.5	6.9
1900 - 2000	248	71	71	50	55	0	3	224	1	18	0	1	0	0	0	0	0	0	0	0	3	18	16	41	72	65	24	7	1	1	1	44.7	37.7	7.8
2000 - 2100	272	48	42	77	105	0	2	244	1	23	0	0	0	0	0	1	0	0	0	0	3	13	13	68	105	51	14	4	1	0	0	42.5	36.7	6.3
2100 - 2200	391	95	91	106	99	0	4	344	2	35	1	0	0	0	3	1	0	0	0	0	2	11	16	151	159	44	6	2	0	0	0	39.5	35.4	4.8
2200 - 2300	319	87	89	76	67	0	3	283	1	25	1	0	0	0	4	2	0	0	0	0	1	8	14	120	134	32	6	3	0	0	0	39.6	35.7	4.8
2300 - 0000	173	53	44	39	37	0	1	153	0	15	0	0	0	0	2	1	0	0	0	0	0	2	5	49	72	32	10	3	1	0	0	42.4	37.5	5.2
0700 - 1900	**5285**	**1294**	**1311**	**1341**	**1339**	**14**	**40**	**4568**	**31**	**594**	**12**	**6**	**4**	**10**	**3**	**3**	**0**	**0**	**1**	**8**	**63**	**395**	**366**	**1294**	**1952**	**954**	**205**	**38**	**7**	**1**	**1**	**41.5**	**35.6**	**6.4**
0600 - 2200	**6341**	**1530**	**1546**	**1616**	**1649**	**15**	**51**	**5501**	**35**	**691**	**14**	**7**	**5**	**11**	**7**	**5**	**0**	**0**	**2**	**9**	**73**	**447**	**419**	**1571**	**2324**	**1151**	**272**	**57**	**11**	**3**	**3**	**41.7**	**35.8**	**6.5**
0600 - 0000	**6833**	**1671**	**1679**	**1730**	**1753**	**15**	**56**	**5936**	**36**	**730**	**14**	**7**	**5**	**11**	**13**	**8**	**0**	**1**	**2**	**9**	**74**	**457**	**437**	**1741**	**2531**	**1214**	**288**	**62**	**12**	**3**	**3**	**41.7**	**35.8**	**6.4**
0000 - 0000	**7171**	**1763**	**1760**	**1815**	**1833**	**15**	**60**	**6189**	**37**	**786**	**16**	**7**	**6**	**15**	**21**	**17**	**0**	**1**	**2**	**9**	**76**	**464**	**450**	**1813**	**2641**	**1287**	**325**	**79**	**16**	**5**	**4**	**41.8**	**36**	**6.5**

Virtual Week (1)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
Mon	7065	1725	1711	1828	1801	14	62	6017	53	847	22	6	7	10	17	9	0	1	1	11	72	492	440	1706	2581	1321	336	86	11	3	5	42	36	6.5
Tue	6659	1668	1615	1713	1663	8	40	5650	24	835	19	7	6	24	23	23	0	0	2	8	77	508	492	1760	2341	1139	243	68	15	4	2	41.5	35.5	6.5
Wed	7767	1933	1910	1929	1995	11	51	6720	31	876	20	12	5	7	20	13	0	1	3	12	101	505	496	2029	2942	1287	309	65	14	3	1	41.4	35.7	6.3
Thu	8537	2071	2133	2151	2182	17	72	7184	44	1068	26	11	9	26	39	39	1	1	2	15	83	481	539	2317	3153	1425	392	99	20	6	5	41.7	36	6.3
Fri	8648	2173	2120	2150	2205	21	78	7470	42	937	18	10	4	17	35	16	0	0	3	8	91	519	511	2260	3303	1467	372	84	16	10	4	41.6	36	6.3
Sat	6030	1443	1472	1509	1606	15	61	5365	27	510	7	2	5	12	12	14	0	0	1	5	58	400	365	1341	2212	1196	336	74	27	7	8	42.5	36.5	6.8
Sun	5493	1328	1359	1427	1379	19	58	4920	38	432	3	4	6	8	2	2	0	1	1	7	50	340	304	1280	1952	1174	287	79	11	4	4	42.3	36.5	6.5

Bosham, West Sussex

Report Id 405/17
Site Name Site 2 of 2
Description A259 Main Road, 25m East of Walton Lane
Direction Westbound

Monday 10 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	16	7	2	4	3	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	4	2	4	1	0	0	0	47.9	38.6	8.3
0100 - 0200	13	6	2	3	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	3	2	1	0	0	0	48.7	38.9	8.6
0200 - 0300	4	0	2	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0	0	-	39.8	16.8
0300 - 0400	5	1	2	0	2	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	0	0	0	-	33.3	11.2
0400 - 0500	11	3	2	1	5	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	4	3	1	0	0	0	49.7	41.6	8.8
0500 - 0600	34	2	8	7	17	0	0	27	0	6	1	0	0	0	0	0	0	0	0	0	0	3	4	0	7	6	9	4	1	0	0	50.6	40.9	9.7
0600 - 0700	131	16	20	32	63	6	2	97	0	22	2	1	0	0	1	0	0	0	0	0	5	6	12	27	47	21	10	2	1	0	0	43	36.1	7.3
0700 - 0800	356	66	78	89	123	7	4	269	6	66	1	0	0	3	0	0	0	0	0	3	8	35	37	107	95	61	9	1	0	0	0	41	33.9	6.8
0800 - 0900	461	119	109	101	132	3	5	362	7	78	0	0	0	4	2	0	0	0	0	0	16	47	74	122	140	50	12	0	0	0	0	39.9	33.2	6.8
0900 - 1000	385	103	113	72	97	2	2	326	4	47	1	0	2	1	0	0	0	0	0	2	10	46	56	102	123	40	5	1	0	0	0	39.3	32.9	6.7
1000 - 1100	380	98	90	99	93	2	4	308	3	58	2	1	0	0	1	1	0	0	0	3	12	32	56	125	108	36	8	0	0	0	0	39.4	32.9	6.5
1100 - 1200	474	109	118	126	121	3	2	397	4	61	1	1	1	1	0	1	1	1	1	2	10	60	76	164	135	21	4	0	1	0	0	37.7	31.9	6.2
1200 - 1300	478	114	112	137	115	2	7	405	9	50	3	0	0	1	0	1	0	0	0	3	5	77	78	172	103	32	8	0	0	0	0	37.4	31.7	6.2
1300 - 1400	443	127	103	97	116	3	6	375	6	50	3	0	0	0	0	0	0	0	0	1	12	44	71	158	132	21	4	0	0	0	0	38	32.3	5.8
1400 - 1500	467	108	125	103	131	3	6	382	7	61	1	1	1	2	3	0	0	0	0	12	12	56	75	166	113	33	0	0	0	0	0	37.7	31.7	6.5
1500 - 1600	460	132	96	122	110	5	4	388	5	51	2	2	1	1	1	0	0	0	1	5	9	53	71	166	117	35	3	0	0	0	0	38.3	32.3	6.1
1600 - 1700	492	139	141	125	87	6	7	411	4	61	0	1	0	1	0	0	0	1	0	2	21	49	90	134	138	55	3	0	0	0	0	39.3	32.5	6.5
1700 - 1800	506	115	138	127	126	8	10	436	7	39	0	3	0	3	0	0	0	0	0	4	10	46	54	143	172	65	11	1	0	0	0	40	33.9	6.5
1800 - 1900	348	93	87	94	74	8	1	317	3	18	1	0	0	0	0	0	0	0	0	4	6	30	69	77	103	49	6	3	1	0	0	40.6	33.6	6.9
1900 - 2000	278	83	61	82	52	3	4	244	2	25	0	0	0	0	0	0	0	0	0	2	6	24	28	69	89	47	11	1	1	0	0	41.5	34.8	7
2000 - 2100	201	61	58	40	42	5	1	172	1	20	1	0	0	1	0	0	0	0	0	1	5	30	26	39	64	25	7	2	2	0	0	40.7	33.5	7.8
2100 - 2200	146	35	39	37	35	2	2	135	0	6	1	0	0	0	0	0	0	0	0	1	1	13	10	53	43	17	5	2	1	0	0	40.4	34.6	6.7
2200 - 2300	115	29	28	29	29	0	3	108	2	1	0	1	0	0	0	0	0	0	0	1	3	13	14	33	35	9	5	1	0	0	1	39.3	33.5	7.6
2300 - 0000	63	15	24	11	13	0	3	60	0	0	0	0	0	0	0	0	0	0	0	1	2	4	7	13	18	13	3	2	0	0	0	43.6	35.5	8.2
0700 - 1900	**5250**	**1323**	**1310**	**1292**	**1325**	**52**	**58**	**4376**	**65**	**640**	**15**	**9**	**5**	**17**	**7**	**3**	**1**	**2**	**2**	**41**	**131**	**575**	**807**	**1636**	**1479**	**498**	**73**	**6**	**2**	**0**	**0**	**39**	**32.7**	**6.5**
0600 - 2200	**6006**	**1518**	**1488**	**1483**	**1517**	**68**	**67**	**5024**	**68**	**713**	**19**	**10**	**5**	**18**	**8**	**3**	**1**	**2**	**2**	**45**	**148**	**648**	**883**	**1824**	**1722**	**608**	**106**	**13**	**7**	**0**	**0**	**39.4**	**32.9**	**6.6**
0600 - 0000	**6184**	**1562**	**1540**	**1523**	**1559**	**68**	**73**	**5192**	**70**	**714**	**19**	**11**	**5**	**18**	**8**	**3**	**1**	**2**	**2**	**47**	**153**	**665**	**904**	**1870**	**1775**	**630**	**114**	**16**	**7**	**0**	**1**	**39.4**	**33**	**6.7**
0000 - 0000	**6267**	**1581**	**1558**	**1540**	**1588**	**69**	**73**	**5255**	**70**	**731**	**21**	**11**	**5**	**18**	**8**	**3**	**1**	**2**	**2**	**47**	**155**	**671**	**913**	**1874**	**1791**	**648**	**133**	**23**	**9**	**0**	**1**	**39.5**	**33.1**	**6.7**

Tuesday 11 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	25	13	1	8	3	0	0	21	0	4	0	0	0	0	0	0	0	0	0	0	1	0	3	6	6	7	1	1	0	0	0	43.4	36.4	7.5
0100 - 0200	16	5	5	4	2	0	2	13	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	5	4	3	1	0	0	1	0	44.8	37.9	9
0200 - 0300	12	5	3	2	2	0	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	3	1	0	0	52.7	45.5	8.2
0300 - 0400	3	2	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	-	36.2	10.8
0400 - 0500	10	0	2	5	3	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	3	1	0	0	0	-	40.7	8.2
0500 - 0600	28	2	7	7	12	0	0	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	6	3	2	6	3	3	1	0	0	50.3	38	10.6
0600 - 0700	112	13	14	44	41	5	2	79	1	23	1	0	0	1	0	0	0	0	0	1	2	4	13	17	25	29	11	7	3	0	0	45.9	38.2	8.7
0700 - 0800	381	76	77	100	128	5	5	293	1	71	3	1	0	2	0	0	0	0	0	0	10	33	43	80	135	66	11	3	0	0	0	41.1	34.7	6.8
0800 - 0900	424	102	101	109	112	6	2	343	5	64	1	0	0	3	0	0	0	0	0	4	18	29	84	139	111	31	8	0	0	0	0	38.4	32.3	6.4
0900 - 1000	384	104	95	90	95	3	2	302	1	69	1	3	0	2	0	1	0	0	0	5	22	49	61	126	95	21	5	0	0	0	0	37.6	31.3	6.8
1000 - 1100	384	83	89	107	105	5	1	321	1	52	2	1	1	0	0	0	0	0	0	3	5	48	60	144	100	20	4	0	0	0	0	37.8	32.1	5.9
1100 - 1200	431	96	96	126	113	1	1	372	3	48	2	1	2	1	0	0	0	0	0	8	19	48	89	130	100	30	6	1	0	0	0	38.2	31.3	6.8
1200 - 1300	446	110	106	109	121	3	0	380	2	57	0	1	1	2	0	0	0	0	0	4	9	47	58	149	138	37	4	0	0	0	0	38.7	32.8	6.2
1300 - 1400	450	114	112	121	103	3	3	382	3	52	0	4	0	2	0	1	0	0	0	2	7	66	74	167	97	25	10	1	1	0	0	37.8	31.9	6.4
1400 - 1500	478	110	119	126	123	2	3	414	4	55	0	0	0	0	0	0	0	0	0	8	12	69	70	168	117	33	1	0	0	0	0	37.7	31.6	6.4
1500 - 1600	454	122	99	112	121	2	0	382	2	61	2	1	2	2	0	0	0	0	1	4	8	47	81	149	134	20	9	1	0	0	0	37.9	32.3	6.2
1600 - 1700	463	104	131	113	115	2	2	408	5	44	1	0	0	1	0	0	0	0	0	0	11	42	81	142	156	26	5	0	0	0	0	38.6	32.8	5.7
1700 - 1800	505	114	134	124	133	3	5	446	0	46	0	1	0	1	2	1	0	0	0	0	13	54	87	153	143	47	7	1	0	0	0	38.9	32.8	6.2
1800 - 1900	346	98	88	75	85	1	4	316	1	24	0	0	0	0	0	0	0	0	0	0	7	30	40	82	123	55	9	0	0	0	0	40.6	34.6	6.4
1900 - 2000	279	71	83	67	58	1	3	257	2	16	0	0	0	0	0	0	0	0	0	0	2	24	39	72	89	48	5	0	0	0	0	40.8	34.3	6
2000 - 2100	175	61	44	41	29	0	0	164	0	11	0	0	0	0	0	0	0	0	0	0	0	17	20	50	58	24	3	3	0	0	0	40.5	34.5	6.3
2100 - 2200	127	28	37	32	30	0	0	121	0	5	0	1	0	0	0	0	0	0	0	1	1	14	13	42	45	10	1	0	0	0	0	38.9	33.1	6
2200 - 2300	138	32	34	39	33	0	1	133	0	4	0	0	0	0	0	0	0	0	0	3	2	12	21	54	28	16	2	0	0	0	0	38.7	32.7	6.3
2300 - 0000	46	13	17	5	11	0	0	42	0	4	0	0	0	0	0	0	0	0	0	0	1	2	2	11	14	11	4	0	1	0	0	43.5	37.1	7.3
0700 - 1900	**5146**	**1233**	**1247**	**1312**	**1354**	**36**	**28**	**4359**	**28**	**643**	**12**	**13**	**6**	**16**	**2**	**3**	**0**	**0**	**1**	**38**	**141**	**562**	**828**	**1629**	**1449**	**411**	**79**	**7**	**1**	**0**	**0**	**38.7**	**32.5**	**6.4**
0600 - 2200	**5839**	**1406**	**1425**	**1496**	**1512**	**42**	**33**	**4980**	**31**	**698**	**13**	**14**	**6**	**17**	**2**	**3**	**0**	**0**	**1**	**40**	**146**	**621**	**913**	**1810**	**1666**	**522**	**99**	**17**	**4**	**0**	**0**	**39**	**32.8**	**6.5**
0600 - 0000	**6023**	**1451**	**1476**	**1540**	**1556**	**42**	**34**	**5155**	**31**	**706**	**13**	**14**	**6**	**17**	**2**	**3**	**0**	**0**	**1**	**43**	**149**	**635**	**936**	**1875**	**1708**	**549**	**105**	**17**	**5**	**0**	**0**	**39**	**32.8**	**6.5**
0000 - 0000	**6117**	**1478**	**1494**	**1567**	**1578**	**42**	**38**	**5232**	**31**	**717**	**13**	**14**	**6**	**18**	**2**	**3**	**0**	**1**	**1**	**43**	**150**	**641**	**947**	**1892**	**1724**	**568**	**118**	**25**	**7**	**1**	**0**	**39.1**	**32.9**	**6.6**

Wednesday 12 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	25	8	7	6	4	0	0	22	0	3	0	0	0	0	0	0	0	0	0	0	0	5	4	9	6	0	1	0	0	0	43.2	36.9	6.4
0100 - 0200	7	2	2	3	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	2	0	0	0	0	0	-	33.7	8.3
0200 - 0300	6	2	0	3	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	1	0	0	-	44.7	8.7
0300 - 0400	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.2	-
0400 - 0500	10	1	1	3	5	0	1	4	0	3	0	0	1	0	1	0	0	0	0	0	0	0	2	0	5	0	1	1	1	0	0	-	40.6	9.2
0500 - 0600	33	4	8	6	15	0	0	28	0	5	0	0	0	0	0	0	0	0	0	0	0	2	4	4	10	9	4	0	0	0	0	44.1	37.2	7.2
0600 - 0700	102	12	17	27	46	3	3	80	1	14	1	0	0	0	0	0	0	0	0	2	2	3	11	25	25	21	9	4	0	0	0	44.6	36.8	7.9
0700 - 0800	394	70	76	127	121	8	7	296	2	76	3	0	1	1	0	0	0	0	0	2	17	45	54	90	118	58	9	1	0	0	0	40.5	33.3	7.3
0800 - 0900	412	108	82	108	114	5	2	341	3	54	0	1	0	2	3	1	0	0	0	2	13	41	50	128	130	40	7	0	0	1	0	39.2	33.2	6.6
0900 - 1000	376	88	93	92	103	1	2	311	5	50	1	2	0	2	1	0	0	1	0	6	25	43	46	141	78	28	7	2	0	0	0	38.6	31.6	7.3
1000 - 1100	365	92	78	94	101	2	2	299	2	55	2	0	0	2	0	1	0	0	0	1	8	37	60	126	103	25	3	1	0	1	0	38.1	32.6	6.2
1100 - 1200	423	108	106	94	115	2	3	353	6	56	1	0	0	1	0	1	0	0	0	1	5	51	49	156	128	31	2	0	0	0	0	38.4	32.7	5.7
1200 - 1300	485	134	117	119	115	4	2	417	3	54	2	1	1	1	0	0	0	0	0	2	16	57	93	177	114	24	1	1	0	0	0	37.1	31.5	5.8
1300 - 1400	464	115	106	121	122	1	0	391	2	67	1	0	1	1	0	0	0	0	0	4	11	74	85	143	119	23	5	0	0	0	0	37.7	31.3	6.3
1400 - 1500	495	99	136	132	128	4	5	427	1	52	2	1	1	1	0	1	0	0	1	4	20	58	85	159	129	30	7	1	0	1	0	38	31.8	6.8
1500 - 1600	506	134	116	135	121	3	3	419	10	67	3	0	0	1	0	0	0	0	0	2	12	65	85	181	126	34	0	1	0	0	0	37.3	32	5.9
1600 - 1700	475	114	111	137	113	4	1	396	6	64	2	0	1	0	0	1	0	0	0	3	9	51	71	152	134	48	6	1	0	0	0	39.3	32.9	6.3
1700 - 1800	500	117	134	132	117	10	1	443	4	40	0	0	0	1	1	0	0	0	0	5	9	43	71	150	155	62	5	0	0	0	0	39.7	33.4	6.3
1800 - 1900	372	94	91	97	90	3	7	331	0	27	0	1	2	0	0	1	0	0	0	1	8	40	55	94	98	60	14	2	0	0	0	41.3	33.8	7
1900 - 2000	281	79	81	73	48	3	5	246	2	23	0	1	1	0	0	0	0	0	0	0	9	22	33	63	98	42	10	2	1	1	0	41.3	34.8	7
2000 - 2100	219	57	64	53	45	7	6	191	0	12	0	1	1	0	0	1	0	0	0	1	5	24	22	60	54	35	14	4	0	0	0	42.4	34.9	7.6
2100 - 2200	142	45	26	33	38	1	0	135	1	5	0	0	0	0	0	0	0	0	0	0	0	14	25	34	46	18	3	1	1	0	0	40.8	34	6.5
2200 - 2300	125	25	27	35	38	4	2	116	0	3	0	0	0	0	0	0	0	0	0	1	4	10	11	46	22	25	4	0	1	0	1	41.8	34.4	8
2300 - 0000	66	22	15	13	16	0	0	60	0	6	0	0	0	0	0	0	0	0	0	0	0	6	9	8	19	13	6	4	1	0	0	46	37.3	8.3
0700 - 1900	**5267**	**1273**	**1246**	**1388**	**1360**	**47**	**35**	**4424**	**44**	**662**	**17**	**6**	**7**	**13**	**5**	**6**	**0**	**1**	**1**	**33**	**153**	**605**	**804**	**1697**	**1432**	**463**	**66**	**10**	**0**	**3**	**0**	**38.8**	**32.5**	**6.5**
0600 - 2200	**6011**	**1466**	**1434**	**1574**	**1537**	**61**	**49**	**5076**	**48**	**716**	**18**	**8**	**9**	**13**	**5**	**7**	**0**	**1**	**1**	**36**	**169**	**668**	**895**	**1879**	**1655**	**579**	**102**	**21**	**2**	**4**	**0**	**39.2**	**32.8**	**6.6**
0600 - 0000	**6202**	**1513**	**1476**	**1622**	**1591**	**65**	**51**	**5252**	**48**	**725**	**18**	**8**	**9**	**13**	**5**	**7**	**0**	**1**	**1**	**37**	**173**	**684**	**915**	**1933**	**1696**	**617**	**112**	**25**	**4**	**4**	**1**	**39.3**	**32.9**	**6.7**
0000 - 0000	**6284**	**1531**	**1494**	**1643**	**1616**	**65**	**52**	**5317**	**48**	**739**	**18**	**8**	**10**	**13**	**6**	**7**	**0**	**1**	**1**	**37**	**173**	**687**	**928**	**1944**	**1722**	**635**	**119**	**27**	**6**	**4**	**1**	**39.4**	**32.9**	**6.7**

Thursday 13 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	18	5	6	3	4	1	0	13	0	4	0	0	0	0	0	0	0	0	0	0	2	2	2	4	3	2	1	0	2	0	0	48.3	34.7	11.2
0100 - 0200	7	3	2	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	1	1	0	0	-	41.8	10.3
0200 - 0300	10	4	1	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	3	1	0	0	0	-	39.1	5.3
0300 - 0400	5	3	1	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	-	31.6	4.3
0400 - 0500	12	2	3	2	5	0	1	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	3	2	1	0	1	0	53.5	41.9	9.6
0500 - 0600	34	5	5	8	16	0	0	28	0	5	0	0	0	0	1	0	0	0	0	0	0	0	2	3	6	12	7	3	1	0	0	48.1	42.2	6.7
0600 - 0700	120	12	20	37	51	7	1	97	0	12	1	2	0	0	0	0	0	0	0	1	4	9	13	15	32	28	15	3	0	0	0	45	36.4	8.2
0700 - 0800	374	74	78	97	125	12	3	269	4	76	1	2	0	6	1	0	0	0	0	0	10	35	51	69	101	82	23	3	0	0	0	42.5	35	7.4
0800 - 0900	420	112	87	119	102	4	4	331	4	68	3	0	0	4	1	1	0	0	0	0	0	7	53	68	126	119	44	2	1	0	0	39.1	32.7	6.1
0900 - 1000	399	108	91	97	103	2	3	322	6	62	0	0	2	2	0	0	0	0	0	2	8	49	64	82	138	46	9	1	0	0	0	39.5	33.3	6.7
1000 - 1100	399	87	109	109	94	4	1	330	1	58	2	0	1	2	0	0	0	0	0	0	28	51	54	128	103	27	5	2	1	0	0	38.3	31.7	6.8
1100 - 1200	466	128	104	127	107	5	1	403	1	48	2	0	1	1	1	3	0	0	0	3	10	50	69	164	132	35	2	0	1	0	0	38.1	32.5	6
1200 - 1300	502	125	127	121	129	2	4	430	2	60	1	1	0	2	0	0	0	0	0	2	9	61	56	161	159	49	3	2	0	0	0	39.1	33.1	6.2
1300 - 1400	463	118	112	112	121	3	5	378	4	69	0	1	0	2	1	0	0	0	0	0	16	54	74	145	129	37	7	0	1	0	0	38.7	32.5	6.4
1400 - 1500	458	114	105	114	125	2	3	387	1	59	1	3	0	0	2	0	0	0	0	3	4	51	91	135	134	31	9	0	0	0	0	38.6	32.6	6.1
1500 - 1600	505	129	140	122	114	1	5	439	5	52	0	0	1	2	0	0	0	0	0	0	6	41	83	184	137	46	8	0	0	0	0	39.1	33.2	5.6
1600 - 1700	525	147	132	128	118	7	1	450	5	55	0	4	0	0	0	3	0	0	1	3	14	46	92	177	140	50	1	1	0	0	0	38.4	32.5	6.1
1700 - 1800	511	115	140	129	127	6	4	451	4	44	0	2	0	0	0	0	0	0	1	2	6	48	90	138	156	58	10	1	0	1	0	39.7	33.3	6.6
1800 - 1900	368	102	77	96	93	7	3	335	0	23	0	0	0	0	0	0	0	0	0	3	9	25	39	85	144	49	11	3	0	0	0	40.4	34.7	6.7
1900 - 2000	315	94	81	72	68	5	4	287	2	16	0	1	0	0	0	0	0	0	0	1	8	30	41	96	86	42	9	2	0	0	0	40.4	33.6	6.9
2000 - 2100	261	75	67	58	61	1	3	236	0	21	0	0	0	0	0	0	0	0	0	0	5	15	31	73	83	46	7	1	0	0	0	40.7	34.8	6
2100 - 2200	176	46	49	37	44	0	2	161	2	10	0	0	0	1	0	0	0	0	0	0	5	17	16	44	61	26	5	0	2	0	0	41	34.7	7
2200 - 2300	138	36	36	42	24	1	4	125	1	7	0	0	0	0	0	0	0	0	0	1	4	19	12	33	47	17	4	1	0	0	0	40.7	33.8	7.3
2300 - 0000	54	19	17	12	6	0	1	51	0	1	0	1	0	0	0	0	0	0	0	0	2	2	4	9	20	9	4	3	0	1	0	47.2	37.8	8.3
0700 - 1900	**5390**	**1359**	**1302**	**1371**	**1358**	**55**	**37**	**4525**	**37**	**674**	**10**	**13**	**5**	**21**	**6**	**7**	**0**	**0**	**2**	**18**	**127**	**564**	**831**	**1594**	**1592**	**554**	**90**	**14**	**3**	**1**	**0**	**39.4**	**33.1**	**6.4**
0600 - 2200	**6262**	**1586**	**1519**	**1575**	**1582**	**68**	**47**	**5306**	**41**	**733**	**11**	**16**	**5**	**22**	**6**	**7**	**0**	**0**	**2**	**20**	**149**	**635**	**932**	**1822**	**1854**	**696**	**126**	**20**	**5**	**1**	**0**	**39.6**	**33.3**	**6.5**
0600 - 0000	**6454**	**1641**	**1572**	**1629**	**1612**	**69**	**52**	**5482**	**42**	**741**	**11**	**17**	**5**	**22**	**6**	**7**	**0**	**0**	**2**	**21**	**155**	**656**	**948**	**1864**	**1921**	**722**	**134**	**24**	**5**	**2**	**0**	**39.6**	**33.3**	**6.6**
0000 - 0000	**6540**	**1663**	**1590**	**1648**	**1639**	**70**	**53**	**5553**	**42**	**753**	**11**	**17**	**5**	**22**	**7**	**7**	**0**	**0**	**2**	**21**	**157**	**658**	**957**	**1877**	**1938**	**744**	**145**	**29**	**9**	**3**	**0**	**39.8**	**33.4**	**6.6**

Friday 14 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	21	8	4	6	3	2	0	17	0	2	0	0	0	0	0	0	0	0	0	1	1	3	1	2	6	3	4	0	0	0	0	47.2	35.3	10.5
0100 - 0200	8	1	4	2	1	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	0	0	0	-	43.9	7.3
0200 - 0300	7	2	2	2	1	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	1	0	0	0	-	41.6	9
0300 - 0400	6	3	1	2	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	1	0	0	0	-	38.6	12.4
0400 - 0500	12	3	2	3	4	0	1	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3	2	0	0	2	0	62.8	42.5	11.3
0500 - 0600	40	4	7	14	15	0	1	31	0	6	1	0	0	0	1	0	0	0	0	0	0	2	2	3	4	10	8	8	2	0	1	52.4	44.1	9.8
0600 - 0700	126	16	25	35	50	7	2	101	0	15	1	0	0	0	0	0	0	0	0	0	7	5	14	18	30	31	13	7	1	0	0	45.9	37.4	8.6
0700 - 0800	353	64	85	95	109	6	4	279	0	57	2	1	0	4	0	0	0	0	0	1	10	32	39	82	119	56	12	2	0	0	0	40.7	34.4	6.9
0800 - 0900	461	109	123	116	113	3	5	381	2	64	2	1	0	2	0	1	0	0	0	1	8	52	76	124	139	51	10	0	0	0	0	39.5	33.2	6.3
0900 - 1000	368	100	80	90	98	1	4	298	4	55	1	1	1	2	0	0	0	1	0	1	9	66	52	100	90	41	7	2	0	0	0	39.2	32.2	7
1000 - 1100	429	96	96	116	121	1	3	355	5	58	0	2	1	2	1	1	0	0	0	3	8	39	70	156	121	28	2	2	0	0	0	37.5	32.5	5.9
1100 - 1200	457	110	106	114	127	4	3	381	11	53	1	1	0	1	1	1	0	0	0	1	15	57	80	150	115	34	5	0	0	0	0	38.2	32.1	6.3
1200 - 1300	490	105	144	116	125	1	2	410	4	64	1	3	0	2	1	1	1	0	1	4	12	64	82	166	117	39	3	1	1	0	0	38.1	32	6.5
1300 - 1400	448	133	119	93	103	4	5	382	4	49	1	0	0	3	0	0	0	0	0	3	8	45	79	159	114	35	4	1	0	0	0	38.6	32.4	6
1400 - 1500	486	127	119	133	107	2	4	421	8	46	3	1	1	0	0	0	0	0	0	5	9	54	61	155	161	35	5	1	0	0	0	38.6	32.8	6.2
1500 - 1600	474	144	117	101	112	6	7	400	10	45	1	1	2	0	1	1	0	0	0	4	12	60	96	125	134	39	2	1	1	0	0	38.9	32.1	6.6
1600 - 1700	517	125	138	125	129	5	6	453	4	44	1	3	0	0	0	0	0	1	0	3	13	53	94	167	138	41	8	0	0	0	0	38.4	32.5	6.1
1700 - 1800	390	114	104	85	87	4	6	340	3	35	0	1	0	0	0	1	0	0	1	2	6	30	55	92	150	40	12	2	0	0	0	39.8	34.1	6.6
1800 - 1900	405	101	110	106	88	8	3	368	2	24	0	0	0	0	0	0	0	0	2	4	9	22	45	108	137	62	15	1	0	0	0	40.6	34.4	6.9
1900 - 2000	342	88	93	83	78	2	3	312	5	19	0	0	0	1	0	0	0	0	0	2	1	33	41	99	107	52	6	1	0	0	0	40.6	34.2	6.3
2000 - 2100	217	64	57	53	43	3	2	189	0	22	0	0	0	1	0	0	0	0	0	1	2	10	19	70	79	29	6	0	0	1	0	40.4	34.9	6
2100 - 2200	164	41	46	51	26	3	0	150	1	8	1	0	0	1	0	0	0	0	0	1	5	9	23	61	44	20	1	0	0	0	0	39.3	33.3	6.1
2200 - 2300	163	41	28	51	43	1	0	156	1	3	0	1	0	0	1	0	0	0	0	0	6	17	33	52	42	10	2	1	0	0	0	36.7	32.1	6.1
2300 - 0000	117	28	28	42	19	1	2	105	0	9	0	0	0	0	0	0	0	0	0	0	1	9	15	28	37	19	4	4	0	0	0	42.1	35.4	6.9
0700 - 1900	**5278**	**1328**	**1341**	**1290**	**1319**	**45**	**52**	**4468**	**57**	**594**	**13**	**15**	**5**	**16**	**4**	**6**	**1**	**2**	**4**	**32**	**119**	**574**	**829**	**1584**	**1535**	**501**	**85**	**13**	**2**	**0**	**0**	**39.1**	**32.8**	**6.5**
0600 - 2200	**6127**	**1537**	**1562**	**1512**	**1516**	**60**	**59**	**5220**	**63**	**658**	**15**	**15**	**5**	**19**	**4**	**6**	**1**	**2**	**4**	**36**	**134**	**631**	**926**	**1832**	**1795**	**633**	**111**	**21**	**3**	**1**	**0**	**39.3**	**33.1**	**6.5**
0600 - 0000	**6407**	**1606**	**1618**	**1605**	**1578**	**62**	**61**	**5481**	**64**	**670**	**15**	**16**	**5**	**19**	**5**	**6**	**1**	**2**	**4**	**36**	**141**	**657**	**974**	**1912**	**1874**	**662**	**117**	**26**	**3**	**1**	**0**	**39.4**	**33.1**	**6.5**
0000 - 0000	**6501**	**1627**	**1638**	**1634**	**1602**	**65**	**64**	**5554**	**64**	**682**	**17**	**16**	**5**	**19**	**6**	**6**	**1**	**2**	**4**	**37**	**142**	**663**	**981**	**1920**	**1888**	**683**	**136**	**38**	**5**	**3**	**1**	**39.5**	**33.2**	**6.7**

Saturday 15 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	32	6	8	12	6	0	1	30	0	1	0	0	0	0	0	0	0	0	0	0	1	5	2	4	8	9	3	0	0	0	0	44	35.5	8.5
0100 - 0200	24	10	8	5	1	0	0	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	9	3	2	0	0	0	45.5	39.9	6.9
0200 - 0300	10	3	2	3	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	3	1	0	0	0	-	42.4	6.3
0300 - 0400	6	2	1	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2	0	0	1	0	-	42.9	10.8
0400 - 0500	4	0	2	2	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	-	41.9	1
0500 - 0600	24	3	5	8	8	0	0	18	1	4	0	0	0	1	0	0	0	0	0	0	0	0	4	2	4	8	4	1	1	0	0	48.7	40.2	8.2
0600 - 0700	31	4	9	8	10	2	1	21	0	6	0	0	0	0	1	0	0	0	0	1	1	4	4	6	8	4	2	0	1	0	0	43.5	33.7	9.5
0700 - 0800	107	17	20	30	40	5	1	80	0	18	1	2	0	0	0	0	0	0	0	1	1	11	14	25	11	26	11	3	1	2	1	45.4	36.4	9.8
0800 - 0900	218	34	59	70	55	3	4	175	3	31	2	0	0	0	0	0	0	0	0	1	6	20	24	47	63	52	4	1	0	0	0	42.4	34.9	7.2
0900 - 1000	361	83	90	85	103	5	1	314	1	34	0	0	1	2	1	2	0	0	0	3	11	29	33	101	140	37	6	1	0	0	0	39.5	33.9	6.4
1000 - 1100	397	106	95	83	113	4	4	346	6	34	1	1	0	1	0	1	0	0	0	4	4	44	56	114	115	53	5	1	0	0	1	40	33.4	7.3
1100 - 1200	502	128	117	122	135	6	6	440	4	40	2	1	0	2	0	1	0	0	0	1	2	7	54	78	178	142	38	2	0	0	0	38.3	32.6	5.9
1200 - 1300	518	126	141	129	122	4	4	469	2	35	0	2	0	2	0	0	0	0	0	1	3	16	64	64	172	153	33	10	1	1	0	38.4	32.7	6.6
1300 - 1400	472	145	106	112	109	2	10	426	5	25	1	1	0	1	0	0	1	0	0	0	0	6	43	66	138	149	59	10	1	0	0	40	33.8	6.1
1400 - 1500	460	121	119	106	114	2	8	402	6	36	1	3	1	1	0	0	0	0	0	1	11	49	69	156	139	30	4	0	0	0	1	38.7	32.8	7.3
1500 - 1600	455	102	116	112	125	3	4	412	4	31	1	0	0	0	0	0	0	0	0	0	13	30	52	147	167	42	3	1	0	0	0	39.4	33.8	5.8
1600 - 1700	444	95	124	118	107	5	4	398	7	28	0	0	0	1	0	0	0	1	0	0	8	49	50	144	146	42	2	2	0	0	1	38.9	33.4	6.1
1700 - 1800	461	109	127	118	107	9	1	414	3	32	0	0	1	1	0	0	0	0	0	0	3	7	44	76	160	136	31	3	0	1	0	38.1	32.8	5.8
1800 - 1900	367	100	96	84	87	1	4	344	0	17	0	0	1	0	0	0	0	0	0	0	2	6	32	52	115	125	28	6	1	0	0	39	33.3	6
1900 - 2000	255	67	75	56	57	2	2	224	0	23	0	0	1	2	0	1	0	0	0	0	0	6	27	35	60	76	47	4	0	0	0	40.7	33.8	6.6
2000 - 2100	185	54	54	38	39	1	2	169	1	11	0	0	0	1	0	0	0	0	0	0	0	0	11	17	62	56	31	7	0	1	0	41.2	35.2	6
2100 - 2200	124	33	32	25	34	1	0	115	1	7	0	0	0	0	0	0	0	0	0	1	0	9	10	38	38	20	2	5	1	0	0	41.8	35.7	7.2
2200 - 2300	160	38	38	51	33	1	1	147	0	11	0	0	0	0	0	0	0	0	0	0	5	18	13	56	36	29	3	0	0	0	0	40.6	33.8	6.6
2300 - 0000	84	30	19	12	23	0	1	80	0	3	0	0	0	0	0	0	0	0	0	0	0	4	5	23	20	25	6	1	0	0	0	43.5	37.1	6.4
0700 - 1900	**4762**	**1166**	**1210**	**1169**	**1217**	**49**	**51**	**4220**	**41**	**361**	**9**	**10**	**4**	**11**	**1**	**3**	**1**	**1**	**2**	**20**	**96**	**469**	**634**	**1497**	**1486**	**471**	**66**	**12**	**3**	**2**	**4**	**39.3**	**33.4**	**6.5**
0600 - 2200	**5357**	**1324**	**1380**	**1296**	**1357**	**55**	**56**	**4749**	**43**	**408**	**9**	**10**	**5**	**14**	**2**	**4**	**1**	**1**	**2**	**22**	**103**	**520**	**700**	**1663**	**1664**	**573**	**81**	**17**	**6**	**2**	**4**	**39.4**	**33.5**	**6.6**
0600 - 0000	**5601**	**1392**	**1437**	**1359**	**1413**	**56**	**58**	**4976**	**43**	**422**	**9**	**10**	**5**	**14**	**2**	**4**	**1**	**1**	**2**	**22**	**108**	**542**	**718**	**1742**	**1720**	**627**	**90**	**18**	**6**	**2**	**4**	**39.5**	**33.6**	**6.6**
0000 - 0000	**5701**	**1416**	**1463**	**1391**	**1431**	**56**	**59**	**5061**	**44**	**434**	**9**	**10**	**5**	**14**	**3**	**4**	**1**	**1**	**2**	**22**	**109**	**547**	**727**	**1756**	**1736**	**661**	**105**	**22**	**7**	**3**	**4**	**39.7**	**33.7**	**6.6**

Sunday 16 July 2017

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	48	16	12	11	9	1	1	43	0	3	0	0	0	0	0	0	0	0	0	0	1	0	3	6	5	11	13	5	2	1	1	46.4	38.3	9.1
0100 - 0200	33	7	9	6	11	0	3	21	0	9	0	0	0	0	0	0	0	0	0	0	0	0	3	6	11	4	4	2	2	1	0	50.9	40.7	9.1
0200 - 0300	19	4	7	2	6	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4	4	2	3	0	0	0	50.9	38.7	9.4
0300 - 0400	9	4	4	1	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3	1	1	1	1	0	0	-	41.2	8.1
0400 - 0500	6	4	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	1	0	-	45.8	9.5
0500 - 0600	15	4	2	4	5	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	4	6	0	0	1	48.7	42.6	8.9
0600 - 0700	32	6	5	13	8	1	0	29	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	7	5	4	6	4	2	0	0	46.6	35.6	10
0700 - 0800	71	9	17	24	21	4	0	54	0	13	0	0	0	0	0	0	0	0	0	0	1	2	2	3	10	27	19	6	1	0	0	44.2	37.5	7.3
0800 - 0900	126	20	27	37	42	5	2	102	0	15	0	1	1	0	0	0	0	0	0	0	1	4	8	19	23	36	19	13	3	0	0	44.5	35.5	8.2
0900 - 1000	211	35	45	63	68	4	4	191	1	11	0	0	0	0	0	0	0	0	0	0	3	2	24	18	61	70	26	7	0	0	0	40.2	34	6.7
1000 - 1100	319	54	84	86	95	6	4	284	4	20	0	0	0	1	0	0	0	0	0	0	2	10	41	38	109	83	31	3	2	0	0	39.3	32.7	6.7
1100 - 1200	437	107	100	110	120	5	10	389	5	27	0	1	0	0	0	0	0	0	0	0	4	7	64	67	150	106	33	6	0	0	0	38.5	32	6.4
1200 - 1300	499	122	125	117	135	7	4	460	4	19	0	2	1	0	0	2	0	0	0	0	0	13	73	75	158	139	34	7	0	0	0	38.5	32.3	6.3
1300 - 1400	464	104	107	131	122	8	8	402	7	30	0	5	0	2	0	1	0	1	0	0	9	10	55	54	139	154	39	2	2	0	0	38.6	32.8	6.6
1400 - 1500	450	120	96	109	125	3	6	413	1	24	0	0	0	2	0	1	0	0	0	0	4	12	29	61	155	162	24	2	0	1	0	38.3	33.1	5.8
1500 - 1600	375	113	87	85	90	3	5	336	3	24	0	1	0	2	1	0	0	0	0	0	4	6	44	36	130	125	24	3	2	0	0	38.4	33	6.5
1600 - 1700	379	92	105	81	101	7	4	346	0	19	0	2	0	0	1	0	0	0	0	0	7	8	29	39	113	136	40	6	1	0	0	39.5	33.8	6.4
1700 - 1800	342	92	87	87	76	6	5	305	4	21	1	0	0	0	0	0	0	0	0	1	2	7	29	47	96	92	55	7	6	0	0	40.8	34	7.1
1800 - 1900	267	69	65	67	66	1	3	239	2	21	0	0	1	0	0	0	0	0	0	0	0	1	18	32	65	89	50	10	2	0	0	41.3	35.4	6.1
1900 - 2000	237	76	52	61	48	2	3	212	5	14	0	0	0	0	0	1	0	0	0	0	0	2	19	40	59	71	34	9	2	1	0	41.2	34.5	6.7
2000 - 2100	144	36	43	41	24	1	4	127	0	11	0	0	0	1	0	0	0	0	0	0	0	2	10	17	37	31	25	16	4	1	1	45.2	36.6	8.1
2100 - 2200	84	18	25	20	21	2	2	72	1	6	0	0	0	1	0	0	0	0	0	1	1	0	9	10	14	26	16	3	3	0	1	43.2	35.3	8.7
2200 - 2300	62	20	22	11	9	1	2	53	0	6	0	0	0	0	0	0	0	0	0	0	0	3	7	9	16	7	12	5	2	0	1	44.5	34.8	9.4
2300 - 0000	33	8	8	9	8	0	0	28	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	3	2	6	6	5	3	3	1	51.9	40	11.3
0700 - 1900	**3940**	**937**	**945**	**997**	**1061**	**59**	**55**	**3521**	**31**	**244**	**1**	**12**	**3**	**7**	**2**	**3**	**1**	**1**	**1**	**37**	**82**	**416**	**489**	**1209**	**1219**	**394**	**72**	**19**	**1**	**0**	**1**	**39.4**	**33.3**	**6.6**
0600 - 2200	**4437**	**1073**	**1070**	**1132**	**1162**	**65**	**64**	**3961**	**37**	**277**	**1**	**12**	**3**	**8**	**3**	**4**	**1**	**1**	**2**	**39**	**86**	**457**	**563**	**1324**	**1351**	**475**	**104**	**30**	**3**	**2**	**1**	**39.7**	**33.5**	**6.8**
0600 - 0000	**4532**	**1101**	**1100**	**1152**	**1179**	**66**	**66**	**4042**	**37**	**288**	**1**	**12**	**3**	**8**	**3**	**4**	**1**	**1**	**2**	**39**	**91**	**466**	**575**	**1342**	**1364**	**493**	**114**	**35**	**6**	**4**	**1**	**39.9**	**33.6**	**6.9**
0000 - 0000	**4662**	**1140**	**1135**	**1176**	**1211**	**67**	**72**	**4148**	**37**	**304**	**1**	**12**	**3**	**8**	**3**	**5**	**1**	**1**	**2**	**40**	**91**	**472**	**587**	**1359**	**1394**	**520**	**133**	**45**	**11**	**7**	**1**	**40.1**	**33.8**	**7**

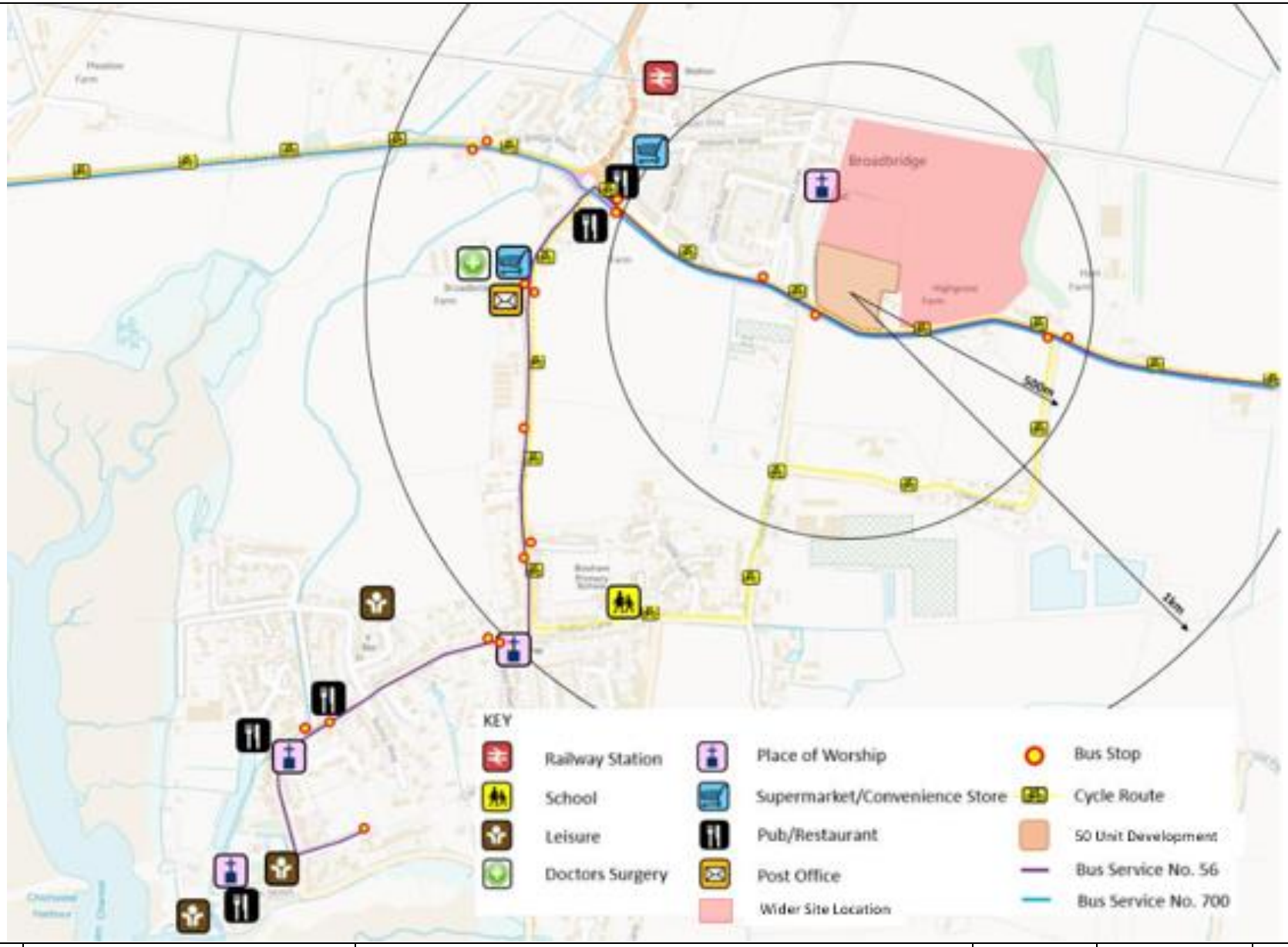
Virtual Day (7)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Number Vehicle Classes ARX Scheme											Vehicle Speed															P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	85%	Speed	deviation
0000 - 0100	26	9	6	7	5	1	0	23	0	3	0	0	0	0	0	0	0	0	0	1	2	3	4	7	6	3	1	0	0	0	44.9	36.7	8.8
0100 - 0200	15	5	5	3	3	0	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3	4	2	1	0	0	0	0	48.6	39.8	8.5
0200 - 0300	10	3	2	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	1	0	0	0	-	41.4	8.8
0300 - 0400	5	2	1	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	-	37.9	9.8
0400 - 0500	9	2	2	2	3	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	1	0	0	0	-	41.9	9
0500 - 0600	30	3	6	8	13	0	0	24	0	4	0	0	0	0	0	0	0	0	0	0	0	2	3	2	5	8	6	3	1	0	0	49.6	40.8	9
0600 - 0700	93	11	16	28	38	4	2	72	0	13	1	0	0	0	0	0	0	0	0	1	3	5	11	16	24	20	9	4	1	0	0	44.9	36.7	8.3
0700 - 0800	291	54	62	80	95	7	3	220	2	54	2	1	0	2	0	0	0	0	0	1	8	28	34	66	87	53	12	2	0	0	0	41.5	34.5	7.3
0800 - 0900	360	86	84	94	96	4	3	291	3	53	1	0	0	2	1	0	0	0	0	1	10	36	56	101	105	41	8	1	0	0	0	39.7	33.2	6.6
0900 - 1000	355	89	87	84	95	3	3	295	3	47	1	1	1	2	0	0	0	0	0	3	12	44	47	102	105	34	7	1	0	0	0	39.2	32.6	6.9
1000 - 1100	382	88	92	99	103	3	3	320	3	48	1	1	0	1	0	0	0	0	0	2	11	42	56	129	105	31	4	1	0	0	0	38.6	32.6	6.5
1100 - 1200	456	112	107	117	120	4	4	391	5	48	1	1	1	1	0	1	0	0	0	3	10	55	73	156	123	32	4	0	0	0	0	38.1	32.2	6.2
1200 - 1300	488	119	125	121	123	3	3	424	4	48	1	1	0	1	0	1	0	0	0	3	11	63	72	165	132	35	5	1	0	0	0	38.3	32.3	6.3
1300 - 1400	458	122	109	112	114	3	5	391	4	49	1	2	0	2	0	0	0	0	0	3	10	54	72	150	128	34	6	1	0	0	0	38.5	32.4	6.3
1400 - 1500	471	114	117	118	122	3	5	407	4	48	1	1	1	1	1	0	0	0	0	5	11	52	73	156	136	31	4	0	0	0	0	38.3	32.3	6.5
1500 - 1600	461	125	110	113	113	3	4	397	6	47	1	1	1	1	0	0	0	0	0	3	9	49	72	155	134	34	4	1	0	0	0	38.4	32.6	6.1
1600 - 1700	471	117	126	118	110	5	4	409	4	45	1	1	0	0	0	1	0	0	0	3	12	46	74	147	141	43	4	1	0	0	0	39	32.9	6.2
1700 - 1800	459	111	123	115	110	7	5	405	4	37	0	1	0	1	0	0	0	0	0	3	8	42	69	133	143	51	8	2	0	0	0	39.6	33.4	6.4
1800 - 1900	353	94	88	88	83	4	4	321	1	22	0	0	1	0	0	0	0	0	0	2	7	28	47	89	117	50	10	2	0	0	0	40.5	34.2	6.6
1900 - 2000	284	80	75	71	58	3	3	255	3	19	0	0	0	0	0	0	0	0	0	1	5	26	37	74	88	45	8	1	0	0	0	40.8	34.3	6.6
2000 - 2100	200	58	55	46	40	3	3	178	0	15	0	0	0	0	0	0	0	0	0	0	3	17	22	56	61	31	9	2	1	0	0	41.2	34.9	6.8
2100 - 2200	138	35	36	34	33	1	1	127	1	7	0	0	0	0	0	0	0	0	0	1	2	12	15	41	43	18	3	2	1	0	0	40.5	34.3	6.9
2200 - 2300	129	32	30	37	30	1	2	120	1	5	0	0	0	0	0	0	0	0	0	1	4	14	16	41	31	17	4	1	0	0	0	40.4	33.4	7.2
2300 - 0000	66	19	18	15	14	0	1	61	0	4	0	0	0	0	0	0	0	0	0	0	1	4	6	13	19	14	5	2	1	0	0	43.8	36.8	7.9
0700 - 1900	**5005**	**1231**	**1229**	**1260**	**1285**	**49**	**45**	**4270**	**43**	**545**	**11**	**11**	**5**	**14**	**4**	**4**	**1**	**1**	**2**	**31**	**121**	**538**	**746**	**1549**	**1456**	**470**	**76**	**12**	**2**	**1**	**1**	**39.1**	**32.9**	**6.5**
0600 - 2200	**5720**	**1416**	**1411**	**1438**	**1455**	**60**	**54**	**4902**	**47**	**600**	**12**	**12**	**5**	**16**	**4**	**5**	**1**	**1**	**2**	**34**	**134**	**597**	**830**	**1736**	**1672**	**584**	**104**	**20**	**4**	**1**	**1**	**39.4**	**33.1**	**6.6**
0600 - 0000	**5915**	**1467**	**1460**	**1490**	**1498**	**61**	**56**	**5083**	**48**	**609**	**12**	**13**	**5**	**16**	**4**	**5**	**1**	**1**	**2**	**35**	**139**	**615**	**853**	**1791**	**1723**	**614**	**112**	**23**	**5**	**2**	**1**	**39.4**	**33.2**	**6.6**
0000 - 0000	**6010**	**1491**	**1482**	**1514**	**1524**	**62**	**59**	**5160**	**48**	**623**	**13**	**13**	**6**	**16**	**5**	**5**	**1**	**1**	**2**	**35**	**140**	**620**	**863**	**1803**	**1742**	**637**	**127**	**30**	**8**	**3**	**1**	**39.6**	**33.3**	**6.7**

Virtual Week (1)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Number Vehicle Classes ARX Scheme Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard deviation
Mon	6267	1581	1558	1540	1588	69	73	5255	70	731	21	11	5	18	8	3	1	2	2	47	155	671	913	1874	1791	648	133	23	9	0	1	39.5	33.1	6.7
Tue	6117	1478	1494	1567	1578	42	38	5232	31	717	13	14	6	18	2	3	0	1	1	43	150	641	947	1892	1724	568	118	25	7	1	0	39.1	32.9	6.6
Wed	6284	1531	1494	1643	1616	65	52	5317	48	739	18	8	10	13	6	7	0	1	1	37	173	687	928	1944	1722	635	119	27	6	4	1	39.4	32.9	6.7
Thu	6540	1663	1590	1648	1639	70	53	5553	42	753	11	17	5	22	7	7	0	0	2	21	157	658	957	1877	1938	744	145	29	9	3	0	39.8	33.4	6.6
Fri	6501	1627	1638	1634	1602	65	64	5554	64	682	17	16	5	19	6	6	1	2	4	37	142	663	981	1920	1888	683	136	38	5	3	1	39.5	33.2	6.7
Sat	5701	1416	1463	1391	1431	56	59	5061	44	434	9	10	5	14	3	4	1	1	2	22	109	547	727	1756	1736	661	105	22	7	3	4	39.7	33.7	6.6
Sun	4662	1140	1135	1176	1211	67	72	4148	37	304	1	12	3	8	3	5	1	1	2	40	91	472	587	1359	1394	520	133	45	11	7	1	40.1	33.8	7

Appendix C



Project Number: 041.0054	Title:	paulbasham associates	Checked By: JH	Checked Date: 12.07.18	Scale: N/A
Project Name: Land at Highgrove Farm, Bosham	Accessibility Map		Drawn By: SN	Drawn Date: 12.07.18	Drawing No: N/A

Appendix D

ISLAND TO HAVE ILLUMINATED BOLLARDS AND ELEVATED GLOBE IN ACCORDANCE WITH WSCC STANDARD DETAILS S278/38/19 rev D.

PROPOSED PEDESTRIAN REFUGE ISLAND

PROPOSED TACTILE PAVING DROPPED KERBS

PROPOSED TACTILE PAVING DROPPED KERBS

PROPOSED TACTILE PAVING WITH DROPPED KERBS

PROPOSED LINK TO EXISTING FOOTPATH

PEDESTRIAN VISIBILITY TO TANGENT TO 0.3m OFFSET

TURNING LENGTH

DECELERATION LENGTH

DIRECT TAPER LENGTH

PEDESTRIAN VISIBILITY TO 119.3m 'Y' DISTANCE

GHOST ISLAND TAPER AT 1:20

2.5 EXISTING WIDTH

INDICATIVE SITE BOUNDARY

HIGHGROVE FARM

MAIN ROAD (A259)

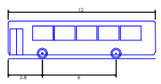
WALTON LANE

WALTON HOUSE

NOTES

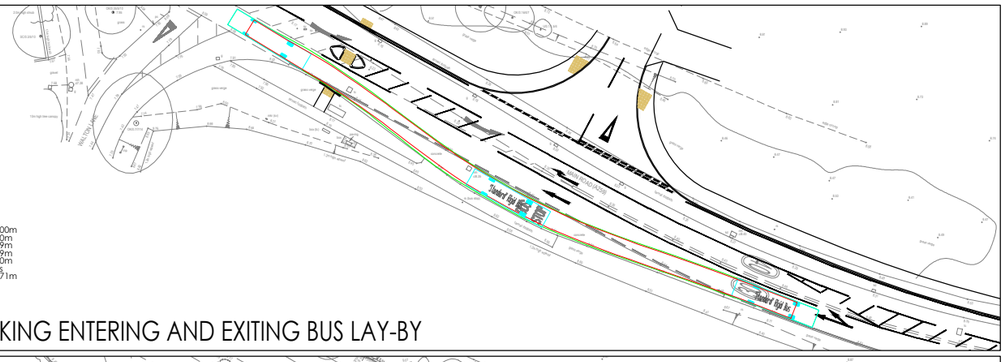
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER IN WRITING FOR CLARIFICATION.
3. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
4. THIS DRAWING IS THE COPYRIGHT OF THE CONSULTANTS AND MUST NOT BE REPRODUCED/USED WITHOUT THEIR GIVEN PERMISSION.
5. ALL MAPPING INFORMATION PROVIDED BY THIRD PARTY. PAUL BASHAM ASSOCIATES CANNOT ACCEPT RESPONSIBILITY FOR ITS ACCURACY.
6. SPECIFICATION OF GHOST ISLAND RIGHT TURN LANE BASED ON TD42/95 REQUIREMENTS FOR 70KPH SPEED.
7. CENTERLINE OF PROPOSED ACCESS LOCATED 50m EAST OF CENTERLINE OF WALTON LANE JUNCTION.

VEHICLE PROFILE



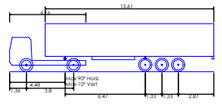
'Standard' Rigid Bus

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.066m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m



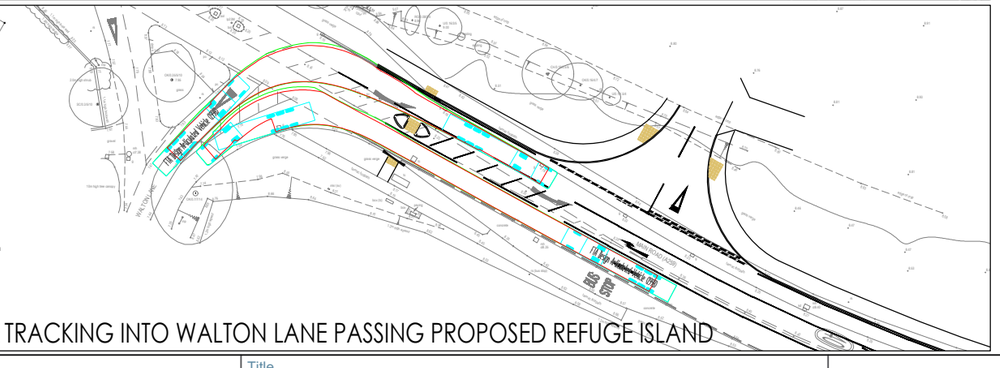
STANDARD BUS TRACKING ENTERING AND EXITING BUS LAY-BY

VEHICLE PROFILE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m



ARTICULATED VEHICLE TRACKING INTO WALTON LANE PASSING PROPOSED REFUGE ISLAND

NORTH

REVISED LAYOUT	MS	P8	15.02.18
WSCC COMMENTS	MS	P7	07.02.18
UPDATED SITE LAYOUT	MS	P6	19.07.17
REVISED GHOST ISLAND DIMS	CL	P5	04.11.16
ISLAND ALTERATIONS	KB	P4	22.08.14
ADDITIONAL CROSSING ISLAND	KB	P3	06.08.14
REVISED ACCESS DESIGN	KB	P2	07.07.14
PRELIMINARY ISSUE	MS	P1	02.07.14

Project Name
LAND AT HIGHGROVE FARM
MAIN ROAD, BOSHAM

Project Phase
PRELIMINARY

Title
PROPOSED SITE ACCESS WITH RIGHT TURN LANE TO WEST OF HIGHGROVE FARM, AND ASSOCIATED PEDESTRIAN CROSSING

paulbasham ASSOCIATES
Paul Basham Associates Ltd
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Checked By: MS	Checked Date: 02.07.14	Scale: 1:500	(AT A3 SIZE)
Drawn By: CL	Drawn Date: 02.07.14	Drawing No.: 041.0011.100	Revision: P8

Appendix E

Calculation Reference: AUDIT-247601-170710-0704

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
	HC	HAMPSHIRE	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	4 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	PS	POWYS	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: 22 to 82 (units:)
Range Selected by User: 20 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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:

Monday	4 days
Tuesday	5 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	15 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:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9

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	12
No Sub Category	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	15 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:

1,001 to 5,000	4 days
5,001 to 10,000	6 days
10,001 to 15,000	4 days
20,001 to 25,000	1 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	4 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	12 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:

Yes	2 days
No	13 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	15 days

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

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

2 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

3 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY 28/09/15 Survey Type: MANUAL

4 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

5 HC-03-A-18 HOUSES & FLATS HAMPSHIRE
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY 29/11/16 Survey Type: MANUAL

6 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

7 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

8 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

10 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

11 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

12 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD

WELSHPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 11/05/15 Survey Type: MANUAL

13 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

14 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

15 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY 24/09/15 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.

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	15	45	0.082	15	45	0.334	15	45	0.416
08:00 - 09:00	15	45	0.135	15	45	0.381	15	45	0.516
09:00 - 10:00	15	45	0.156	15	45	0.168	15	45	0.324
10:00 - 11:00	15	45	0.134	15	45	0.161	15	45	0.295
11:00 - 12:00	15	45	0.150	15	45	0.150	15	45	0.300
12:00 - 13:00	15	45	0.158	15	45	0.146	15	45	0.304
13:00 - 14:00	15	45	0.143	15	45	0.149	15	45	0.292
14:00 - 15:00	15	45	0.161	15	45	0.180	15	45	0.341
15:00 - 16:00	15	45	0.259	15	45	0.158	15	45	0.417
16:00 - 17:00	15	45	0.299	15	45	0.178	15	45	0.477
17:00 - 18:00	15	45	0.361	15	45	0.134	15	45	0.495
18:00 - 19:00	15	45	0.256	15	45	0.143	15	45	0.399
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.294			2.282			4.576

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:	22 - 82 (units:)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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.

Calculation Reference: AUDIT-247601-180706-0757

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
10	WALES		
	CF	CARDIFF	1 days
	MT	MERTHYR TYDFIL	1 days

Secondary Filtering selection:

Parameter: Number of pupils
Actual Range: 147 to 472 (units:)
Range Selected by User: 10 to 500 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 12/07/17

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	5 days
Friday	2 days

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	6

Selected Location Sub Categories:

Residential Zone	11
No Sub Category	1

Secondary Filtering selection:

Use Class:

D1	12 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	5 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	6 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	7 days

Travel Plan:

No	12 days

PTAL Rating:

No PTAL Present	12 days

LIST OF SITES relevant to selection parameters

1 CF-04-A-01 PRIMARY SCHOOL CARDIFF
AEL-Y-BRYN
LLANEDEYRN
CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 194
Survey date: FRIDAY *05/05/17* *Survey Type: MANUAL*

2 CH-04-A-01 PRIMARY SCHOOL CHESHIRE
WESTON GROVE
UPTON
CHESTER
Edge of Town
Residential Zone
Total Number of pupils: 219
Survey date: MONDAY *17/11/14* *Survey Type: MANUAL*

3 DS-04-A-01 PRIMARY SCHOOL DERBYSHIRE
VICARAGE ROAD
MICKLEOVER
DERBY
Edge of Town
Residential Zone
Total Number of pupils: 387
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

4 GM-04-A-01 PRIMARY SCHOOL GREATER MANCHESTER
ROCH MILLS CRESCENT

ROCHDALE
Edge of Town
Residential Zone
Total Number of pupils: 457
Survey date: TUESDAY *20/10/15* *Survey Type: MANUAL*

5 LC-04-A-05 PRIMARY SCHOOL LANCASHIRE
NEWTON STREET

BLACKBURN
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of pupils: 472
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

6 LE-04-A-02 PRIMARY SCHOOL LEICESTERSHIRE
BEAUFORT WAY
OADBY
LEICESTER
Edge of Town
Residential Zone
Total Number of pupils: 380
Survey date: THURSDAY *30/10/14* *Survey Type: MANUAL*

7 MS-04-A-02 PRIMARY SCHOOL MERSEYSIDE
BOOKER AVENUE
ALVERTON
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 264
Survey date: THURSDAY *13/06/13* *Survey Type: MANUAL*

8 MT-04-A-01 PRIMARY SCHOOL MERTHYR TYDFIL
BRECON ROAD

MERTHYR TYDFIL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 184
Survey date: FRIDAY *18/10/13* *Survey Type: MANUAL*

9 NE-04-A-01 PRIMARY SCHOOL NORTH EAST LINCOLNSHIRE
SUNNINGDALE ROAD

SCUNTHORPE
Edge of Town
Residential Zone
Total Number of pupils: 147
Survey date: TUESDAY *20/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10	NR-04-A-03	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	BOOTH LANE NORTH			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		400	
	Survey date: THURSDAY		*24/03/16*	*Survey Type: MANUAL*
11	WM-04-A-02	PRIMARY SCHOOL		WEST MIDLANDS
	HAZEL ROAD			
	RUBERY			
	BIRMINGHAM			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		234	
	Survey date: TUESDAY		*10/11/15*	*Survey Type: MANUAL*
12	WY-04-A-01	PRIMARY SCHOOL		WEST YORKSHIRE
	SHAKESPEARE AVENUE			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		370	
	Survey date: THURSDAY		*19/09/13*	*Survey Type: MANUAL*

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	12	309	0.059	12	309	0.025	12	309	0.084
08:00 - 09:00	12	309	0.277	12	309	0.186	12	309	0.463
09:00 - 10:00	12	309	0.031	12	309	0.050	12	309	0.081
10:00 - 11:00	12	309	0.011	12	309	0.011	12	309	0.022
11:00 - 12:00	12	309	0.020	12	309	0.012	12	309	0.032
12:00 - 13:00	12	309	0.023	12	309	0.028	12	309	0.051
13:00 - 14:00	12	309	0.014	12	309	0.022	12	309	0.036
14:00 - 15:00	12	309	0.063	12	309	0.026	12	309	0.089
15:00 - 16:00	12	309	0.153	12	309	0.233	12	309	0.386
16:00 - 17:00	12	309	0.043	12	309	0.079	12	309	0.122
17:00 - 18:00	12	309	0.021	12	309	0.032	12	309	0.053
18:00 - 19:00	11	320	0.013	11	320	0.010	11	320	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.728			0.714			1.442

Parameter summary

Trip rate parameter range selected:	147 - 472 (units:)
Survey date date range:	01/01/10 - 12/07/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix F

WF01BEW - Location of usual residence and place of work (OA level)

population	All usual residents ages 16 and over in employment the week before the census
units	Persons
date	2011

place of work : 2011 super output area - middle layer	currently residing in E02006571 : Chichester 011
E02000001 : City of London 001	11
E02000972 : Westminster 013	8
E02000977 : Westminster 018	6
E02003517 : Brighton and Hove 027	6
E02003525 : Portsmouth 002	10
E02003527 : Portsmouth 004	7
E02003529 : Portsmouth 006	10
E02003531 : Portsmouth 008	19
E02003533 : Portsmouth 010	7
E02003536 : Portsmouth 013	12
E02003537 : Portsmouth 014	5
E02003539 : Portsmouth 016	39
E02003540 : Portsmouth 017	6
E02003547 : Portsmouth 024	8
E02006821 : Portsmouth 026	11
E02004705 : East Hampshire 009	6
E02004707 : East Hampshire 011	17
E02004708 : East Hampshire 012	14
E02006829 : East Hampshire 016	10
E02004717 : Eastleigh 006	6
E02004734 : Fareham 008	12
E02004764 : Havant 003	7
E02004770 : Havant 009	11
E02004774 : Havant 013	25
E02004775 : Havant 014	57
E02004841 : Winchester 013	6
E02006355 : Guildford 012	5
E02006356 : Guildford 013	5
E02006453 : Waverley 015	5
E02006537 : Adur 004	6
E02006542 : Arun 001	8
E02006544 : Arun 003	31
E02006545 : Arun 004	16
E02006547 : Arun 006	15
E02006550 : Arun 009	5
E02006552 : Arun 011	7
E02006553 : Arun 012	19
E02006555 : Arun 014	37
E02006556 : Arun 015	10
E02006557 : Arun 016	12
E02006558 : Arun 017	35
E02006560 : Arun 019	18
E02006561 : Chichester 001	6
E02006563 : Chichester 003	11
E02006564 : Chichester 004	18
E02006565 : Chichester 005	26
E02006566 : Chichester 006	119
E02006567 : Chichester 007	69
E02006568 : Chichester 008	365
E02006569 : Chichester 009	105
E02006570 : Chichester 010	675
E02006571 : Chichester 011	252
E02006572 : Chichester 012	143
E02006573 : Chichester 013	64
E02006574 : Chichester 014	41
E02006575 : Crawley 001	8
E02006578 : Crawley 004	11
E02006593 : Horsham 006	8
E02006600 : Horsham 013	5
E02006621 : Worthing 001	5
E02006623 : Worthing 003	6
E02006631 : Worthing 011	15
E02006633 : Worthing 013	6

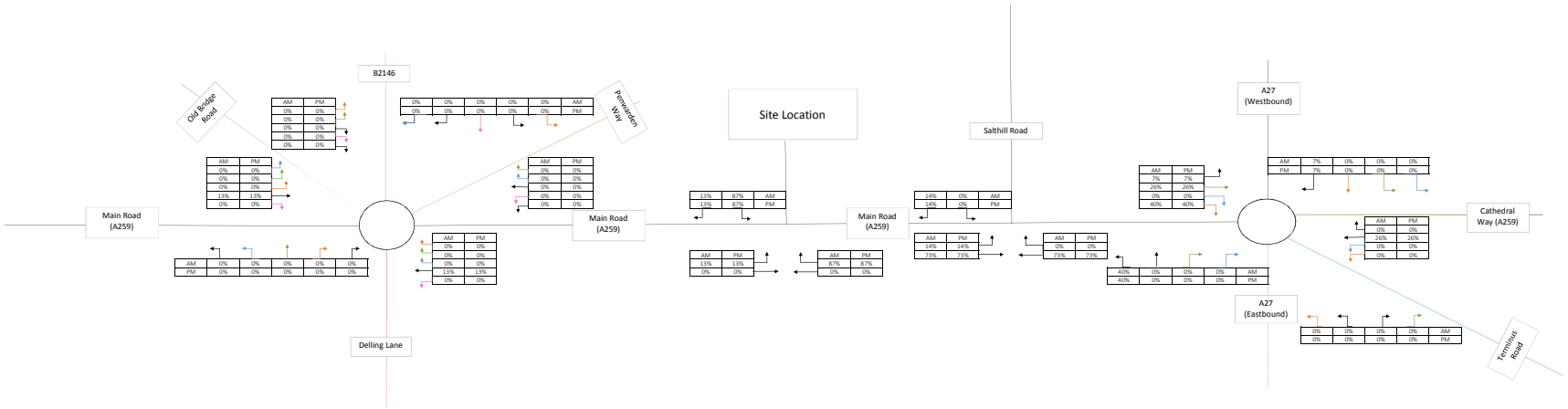
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix G

paulbasham associates

Project Name : Land at Highgrove Farm, Bosham
Project Number : 041.0054
Drawn By : Shaan Nowitzki
Approved B y: Jon Huggett

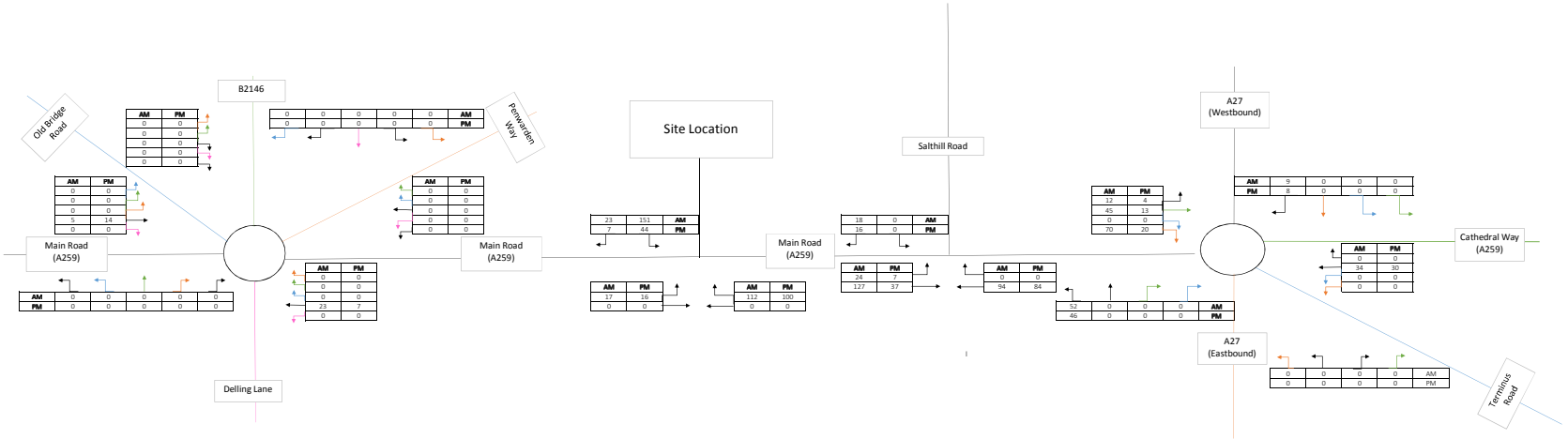
Scenario : Percentage Distribution



paulbasham associates

Project Name : Land at Highgrove Farm, Bosham
Project Number : 041.0054
Drawn By : Shaan Novitzki
Approved By : Jon Huggett

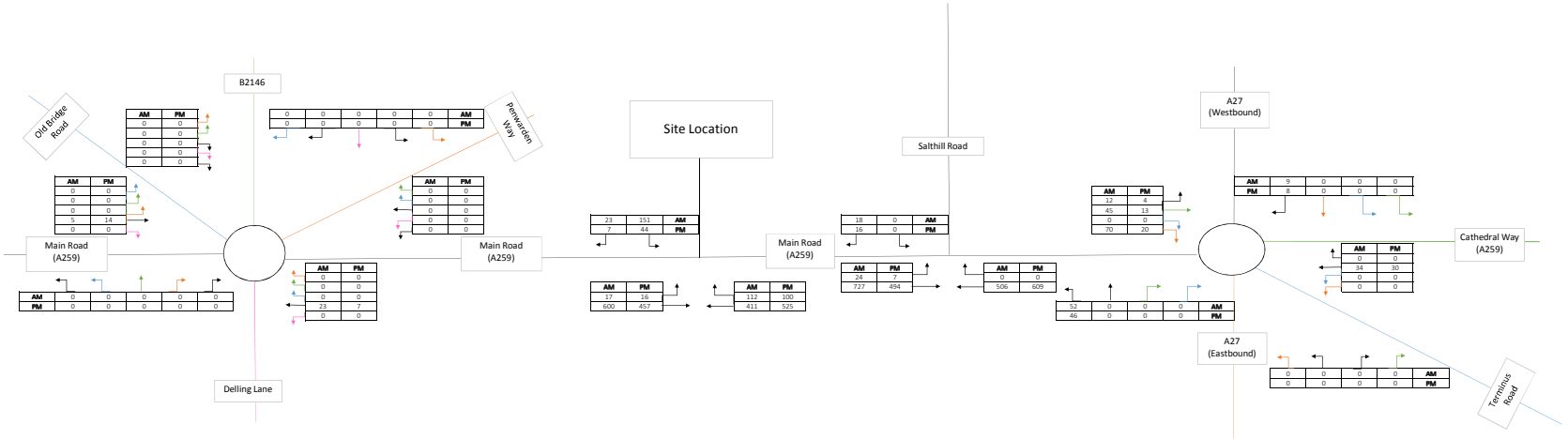
Scenario : Total Development Trips



paulbasham associates

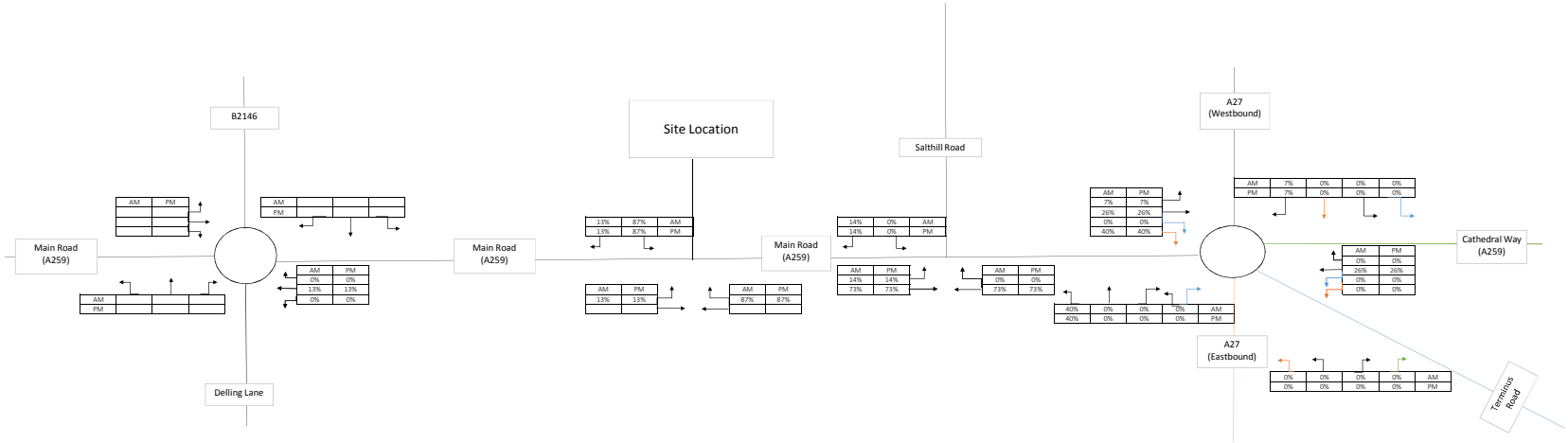
Project Name : Land at Highgrove Farm, Bosham
Project Number : 041.0054
Driven By : Shaan Novitzki
Approved By : Jon Huggett

Scenario : 2029 Baseline Plus Local Plan Proposals and Approved 50-unit scheme



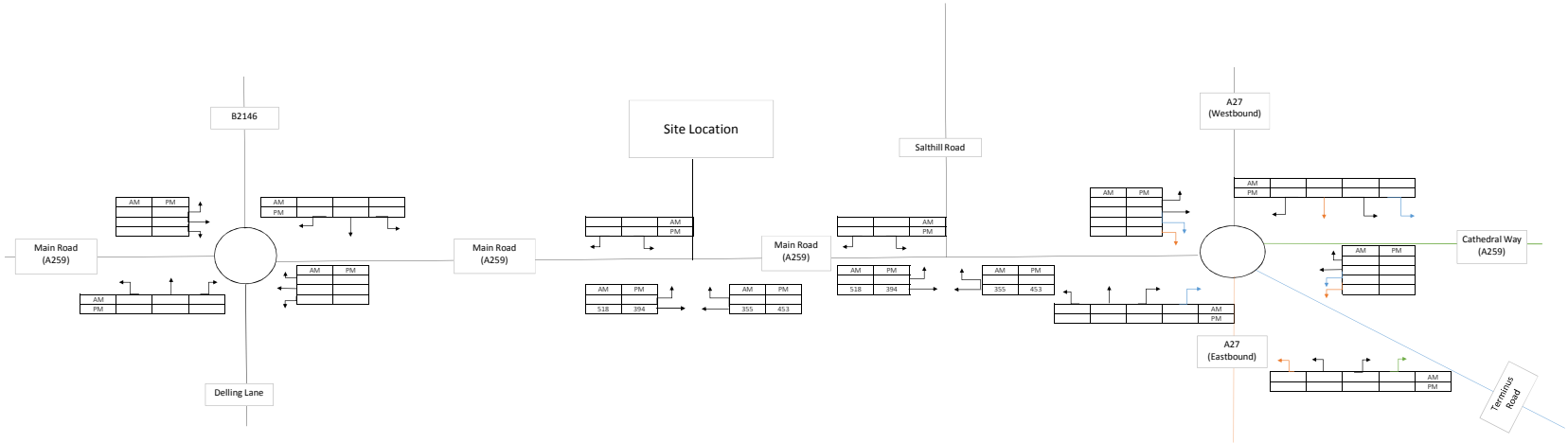
Project Name : Land at Highgrove Farm, Bosham
Project Number : 041.0054
Drawn By : Shaun Novitzki
Approved By : Jon Huggett

Scenario : School Percentage Distribution



Project Name : Land at Highgrove Farm, Bosham
Project Number : 041.0054
Drawn By : Shaun Novitoki
Approved By : Jon Huggett

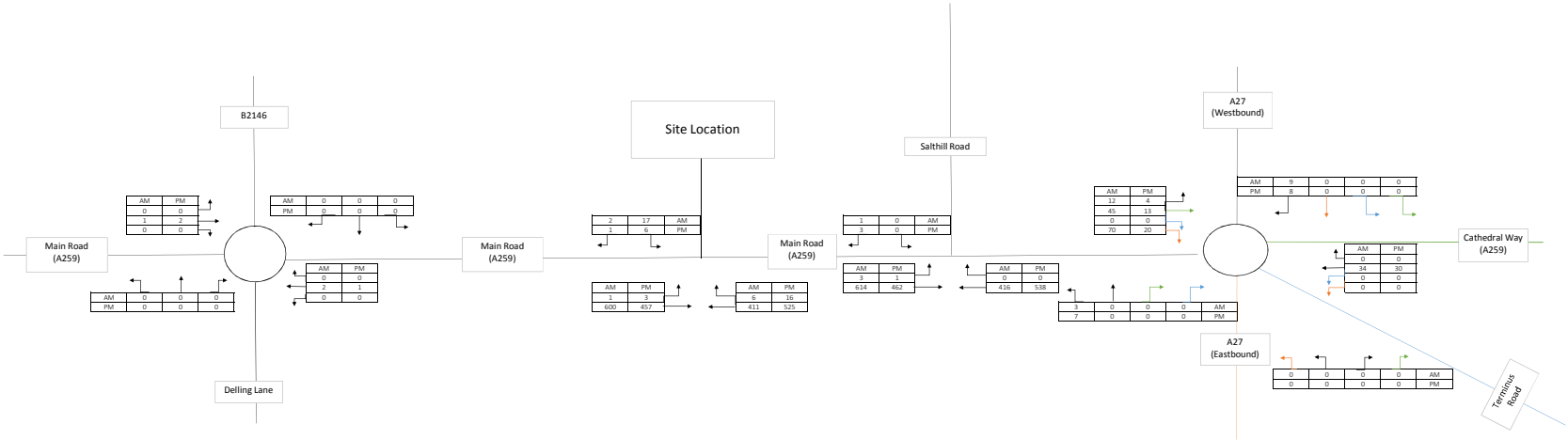
Scenario : 2017 Baseline



paulbasham associates

Project Name : Land at Highgrove Farm, Bosham
Project Number : 041.0054
Driven By : Shaan Novitzki
Approved By : Jon Huggett

Scenario : 2029 Baseline Plus Approved 50-Unit Scheme



Appendix H

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site Access Main Road Junction Model - 50 Units.j9
Path: Z:\Projects\040-049\041 Barratt Homes\041.0054 Highgrove Farm, Bosham\Modelling
Report generation date: 29/01/2019 17:33:03

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Baseline + 50 Unit Dev							
Stream B-AC	0.1	8.75	0.04	A	0.0	8.12	0.02	A
Stream C-AB	0.0	7.68	0.01	A	0.0	7.29	0.03	A

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

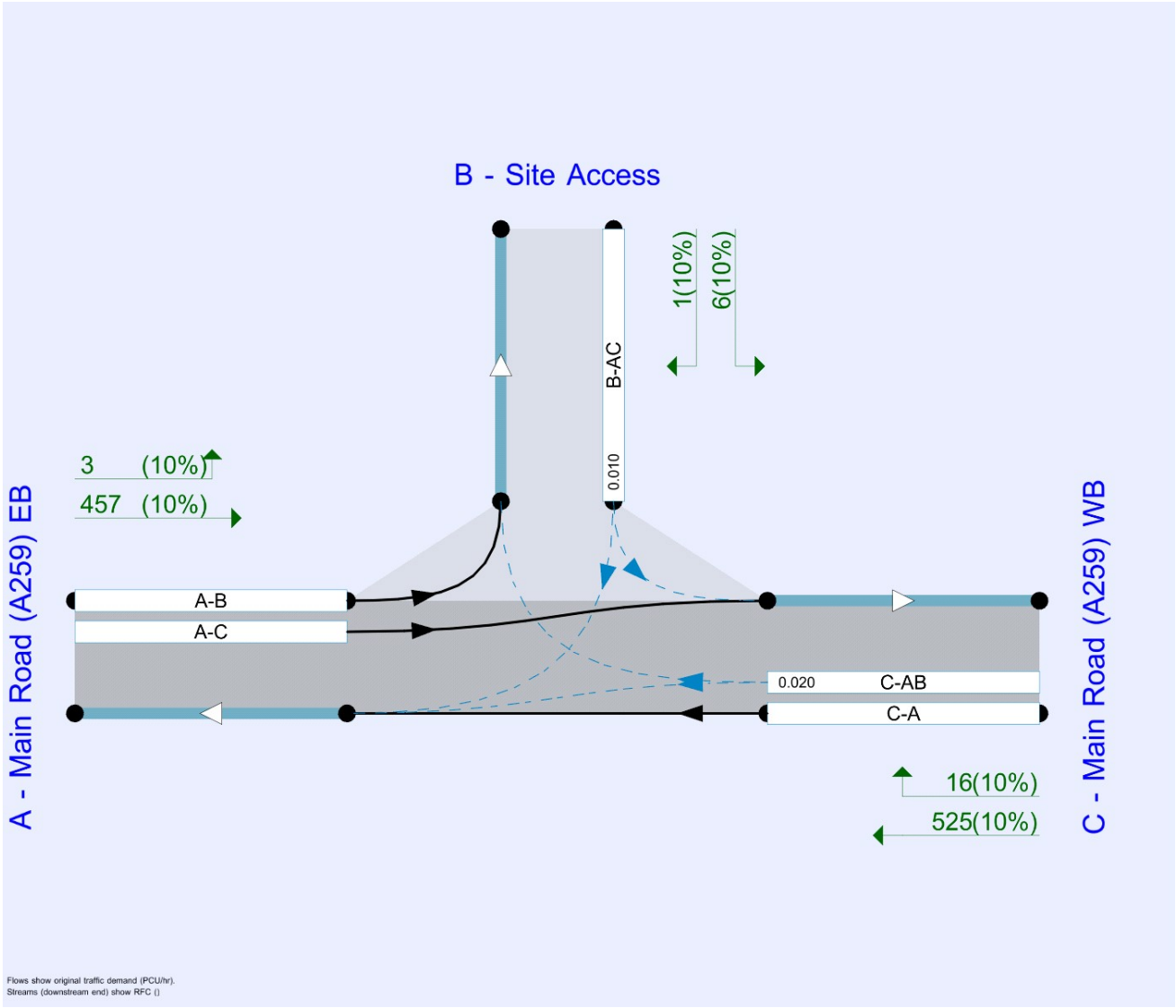
File summary

File Description

Title	Highgrove Farm, Bosham - Access Modelling 50 Unit Development
Location	Bosham
Site number	
Date	09/07/2018
Version	
Status	(new file)
Identifier	
Client	Barratt Homes
Jobnumber	041.0054
Enumerator	PC-PBASH-MODEL\Cad PC
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2029 Baseline + 50 Unit Dev	AM	ONE HOUR	07:45	09:15	15
D2	2029 Baseline + 50 Unit Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Baseline + 50 Unit Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Main Road A259	T-Junction	Two-way	0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main Road (A259) EB		Major
B	Site Access		Minor
C	Main Road (A259) WB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Main Road (A259) WB	7.50		✓	3.00	100.0	✓	7.00

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	2.75	100	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.232	0.146	0.331
1	B-C	660	0.095	0.239	-	-
1	C-B	687	0.249	0.249	-	-

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)
D1	2029 Baseline + 50 Unit Dev	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main Road (A259) EB		✓	601	100.000
B - Site Access		✓	19	100.000
C - Main Road (A259) WB		✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	0	1	600
	B - Site Access	2	0	17
	C - Main Road (A259) WB	411	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	10	10	10
	B - Site Access	10	10	10
	C - Main Road (A259) WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.75	0.1	A
C-AB	0.01	7.68	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	529	0.027	14	0.0	7.694	A
C-AB	5	574	0.008	4	0.0	6.948	A
C-A	309			309			
A-B	0.75			0.75			
A-C	452			452			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	506	0.034	17	0.0	8.104	A
C-AB	5	552	0.010	5	0.0	7.237	A
C-A	369			369			
A-B	0.90			0.90			
A-C	539			539			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	21	473	0.044	21	0.1	8.750	A
C-AB	7	522	0.013	7	0.0	7.678	A
C-A	453			453			
A-B	1			1			
A-C	661			661			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	21	473	0.044	21	0.1	8.752	A
C-AB	7	522	0.013	7	0.0	7.678	A
C-A	453			453			
A-B	1			1			
A-C	661			661			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	17	506	0.034	17	0.0	8.108	A
C-AB	5	552	0.010	5	0.0	7.240	A
C-A	369			369			
A-B	0.90			0.90			
A-C	539			539			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	14	529	0.027	14	0.0	7.700	A
C-AB	5	574	0.008	5	0.0	6.949	A
C-A	309			309			
A-B	0.75			0.75			
A-C	452			452			

2029 Baseline + 50 Unit Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Main Road A259	T-Junction	Two-way	0.17	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)
D2	2029 Baseline + 50 Unit Dev	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main Road (A259) EB		✓	460	100.000
B - Site Access		✓	7	100.000
C - Main Road (A259) WB		✓	541	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	0	3	457
	B - Site Access	1	0	6
	C - Main Road (A259) WB	525	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	10	10	10
	B - Site Access	10	10	10
	C - Main Road (A259) WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.12	0.0	A
C-AB	0.03	7.29	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	543	0.010	5	0.0	7.366	A
C-AB	12	601	0.020	12	0.0	6.725	A
C-A	395			395			
A-B	2			2			
A-C	344			344			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	6	523	0.012	6	0.0	7.660	A
C-AB	14	584	0.025	14	0.0	6.950	A
C-A	472			472			
A-B	3			3			
A-C	411			411			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	8	495	0.016	8	0.0	8.118	A
C-AB	18	561	0.031	18	0.0	7.288	A
C-A	578			578			
A-B	3			3			
A-C	503			503			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	8	495	0.016	8	0.0	8.118	A
C-AB	18	561	0.031	18	0.0	7.288	A
C-A	578			578			
A-B	3			3			
A-C	503			503			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	6	523	0.012	6	0.0	7.661	A
C-AB	14	584	0.025	14	0.0	6.951	A
C-A	472			472			
A-B	3			3			
A-C	411			411			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	5	543	0.010	5	0.0	7.367	A
C-AB	12	601	0.020	12	0.0	6.729	A
C-A	395			395			
A-B	2			2			
A-C	344			344			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site Access Main Road Junction Model.j9
Path: Z:\Projects\040-049\041 Barratt Homes\041.0054 Highgrove Farm, Bosham\Modelling
Report generation date: 29/01/2019 17:25:30

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2029 Baseline Plus Development							
Stream B-AC	0.8	15.18	0.42	C	0.1	9.23	0.12	A
Stream C-AB	0.3	10.03	0.24	B	0.3	8.85	0.20	A

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

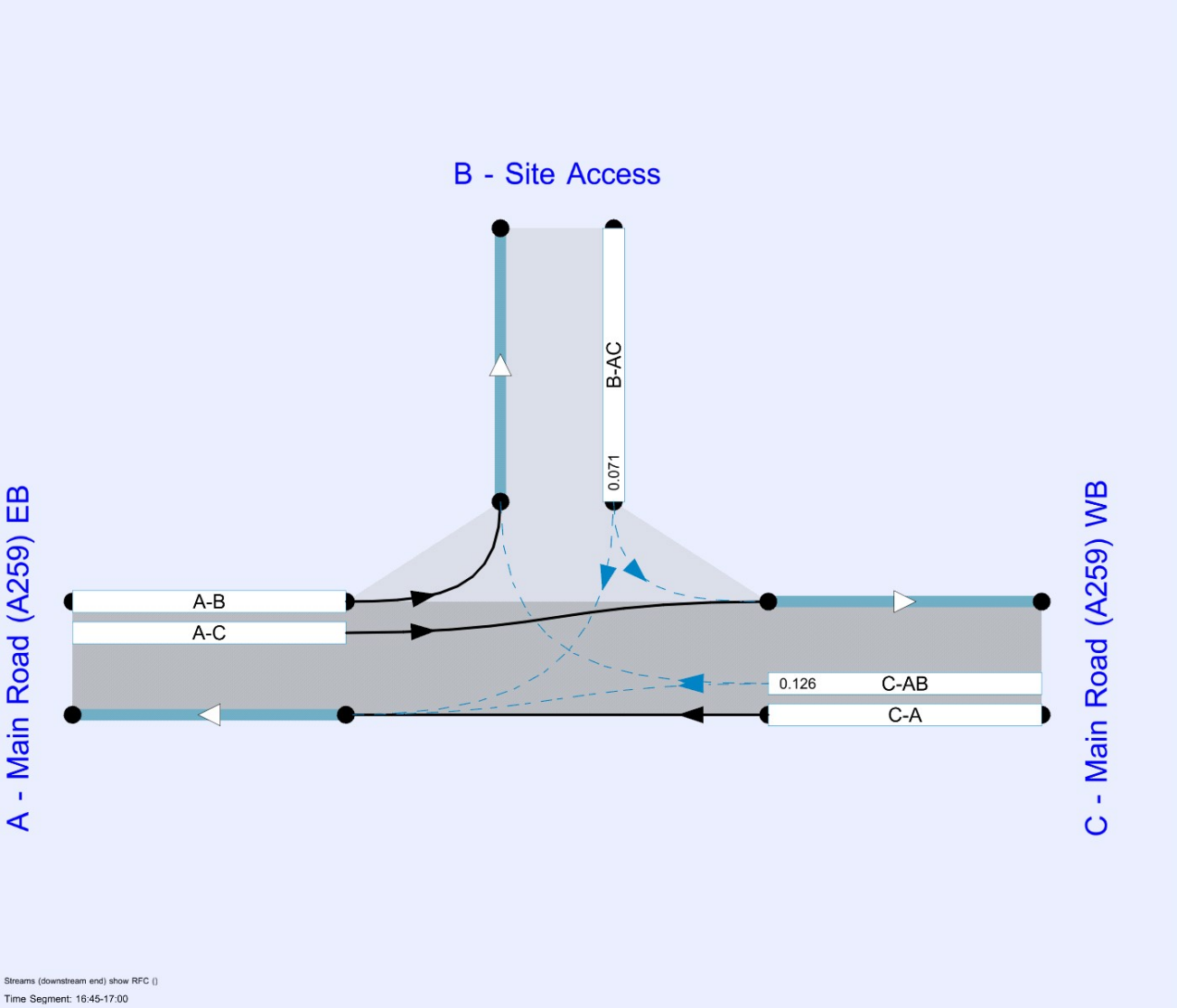
File summary

File Description

Title	Highgrove Farm, Bosham - Access Modelling (Combined Developments)
Location	Bosham
Site number	
Date	09/07/2018
Version	
Status	(new file)
Identifier	
Client	Barratt Homes
Jobnumber	041.0054
Enumerator	PC-PBASH-MODEL\Cad PC
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2029 Baseline Plus Development	AM	ONE HOUR	07:45	09:15	15
D2	2029 Baseline Plus Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Baseline Plus Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Main Road A259	T-Junction	Two-way	2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Main Road (A259) EB		Major
B	Site Access		Minor
C	Main Road (A259) WB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Main Road (A259) WB	7.50		✓	3.00	100.0	✓	7.00

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	2.75	100	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539	0.092	0.232	0.146	0.331
1	B-C	660	0.095	0.239	-	-
1	C-B	687	0.249	0.249	-	-

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)
D1	2029 Baseline Plus Development	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main Road (A259) EB		✓	617	100.000
B - Site Access		✓	174	100.000
C - Main Road (A259) WB		✓	523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	0	17	600
	B - Site Access	23	0	151
	C - Main Road (A259) WB	411	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	10	10	10
	B - Site Access	10	10	10
	C - Main Road (A259) WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	15.18	0.8	C
C-AB	0.24	10.03	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	131	515	0.254	130	0.4	10.233	B
C-AB	84	571	0.148	84	0.2	8.107	A
C-A	309			309			
A-B	13			13			
A-C	452			452			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	156	489	0.320	156	0.5	11.857	B
C-AB	101	549	0.183	100	0.2	8.825	A
C-A	369			369			
A-B	15			15			
A-C	539			539			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	192	452	0.423	190	0.8	15.052	C
C-AB	123	518	0.238	123	0.3	10.014	B
C-A	453			453			
A-B	19			19			
A-C	661			661			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	192	452	0.424	192	0.8	15.176	C
C-AB	123	518	0.238	123	0.3	10.034	B
C-A	453			453			
A-B	19			19			
A-C	661			661			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	156	489	0.320	158	0.5	11.979	B
C-AB	101	549	0.183	101	0.2	8.850	A
C-A	369			369			
A-B	15			15			
A-C	539			539			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	131	515	0.254	132	0.4	10.343	B
C-AB	84	571	0.148	85	0.2	8.140	A
C-A	309			309			
A-B	13			13			
A-C	452			452			

2029 Baseline Plus Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access/Main Road A259	T-Junction	Two-way	1.18	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)
D2	2029 Baseline Plus Development	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Main Road (A259) EB		✓	473	100.000
B - Site Access		✓	51	100.000
C - Main Road (A259) WB		✓	625	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	0	16	457
	B - Site Access	7	0	44
	C - Main Road (A259) WB	525	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Main Road (A259) EB	B - Site Access	C - Main Road (A259) WB
From	A - Main Road (A259) EB	10	10	10
	B - Site Access	10	10	10
	C - Main Road (A259) WB	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	9.23	0.1	A
C-AB	0.20	8.85	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	38	537	0.071	38	0.1	7.924	A
C-AB	75	598	0.126	75	0.2	7.552	A
C-A	395			395			
A-B	12			12			
A-C	344			344			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	46	516	0.089	46	0.1	8.416	A
C-AB	90	581	0.155	90	0.2	8.056	A
C-A	472			472			
A-B	14			14			
A-C	411			411			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	56	485	0.116	56	0.1	9.219	A
C-AB	110	557	0.198	110	0.3	8.843	A
C-A	578			578			
A-B	18			18			
A-C	503			503			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	56	485	0.116	56	0.1	9.226	A
C-AB	110	557	0.198	110	0.3	8.853	A
C-A	578			578			
A-B	18			18			
A-C	503			503			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	46	516	0.089	46	0.1	8.426	A
C-AB	90	581	0.155	90	0.2	8.070	A
C-A	472			472			
A-B	14			14			
A-C	411			411			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	38	537	0.071	38	0.1	7.939	A
C-AB	75	598	0.126	75	0.2	7.575	A
C-A	395			395			
A-B	12			12			
A-C	344			344			