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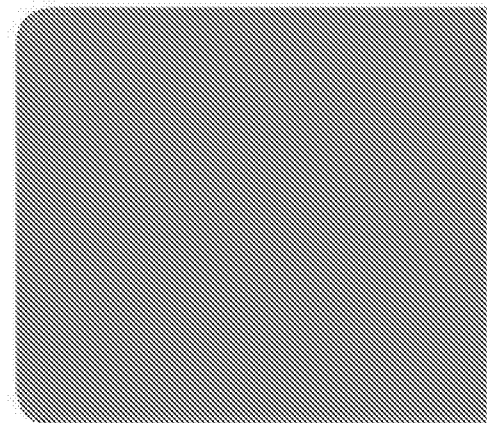
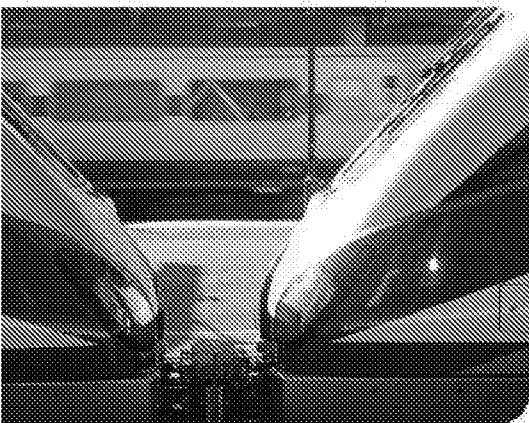
transport planning

Orchestra (Special Projects 1) Limited

Land North of Yapton Road, Barnham

Transport Statement

November 2019



modetransport.co.uk

ARUP DISTRICT COUNCIL EN12819017

Orchestra (Special Projects 1) Limited

Land North of Yapton Road, Barnham

Transport Statement

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1 Introduction

1.1 Document Context

- 1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of the Applicant, Orchestra (Special Projects 1) Limited. It accompanies an Outline planning application for a proposed a 70-bed care home and 14 assisted living units on Land to the North of Yapton Road, Barnham. The proposal includes a new access from Yapton Road with all other matters reserved. An illustrative site layout is included in Appendix A.
- 1.1.2 The application site is located to the southeast of Barnham village. Yapton Road runs adjacent to the site forming its southern boundary. To the east, west and south of the application site are a number of residential dwellings, commercial development and open farmland.

1.2 Document Purpose

- 1.2.1 The purpose of this TS is to consider the likely impact of the development proposals aside the national and local planning policy and guidance. This TS evaluates the existing conditions of the site in relation to the local highway network, any potential impact of the development proposal on the local highway network and the site's sustainable travel connections. More specifically this TS seeks to confirm the following:
- * The existing sustainable travel credentials of the site and that the development proposal is well placed to integrate with its surroundings, local facilities and amenities encouraging sustainable travel opportunities;
 - * The relevant national and local planning policies and that the development proposals are in accordance with applicable policies, as per content provided in this TS.
 - * The access arrangement, utilising the proposed new access onto Yapton Road for both vehicles and pedestrians/cyclists, informed by forecast travel demand and traffic survey data on Yapton Road;
 - * A review of the illustrative layout including the proposed parking strategy, sustainable travel connections and servicing arrangements, prioritising sustainable modes of travel;
 - * Forecast travel demand for the development proposal by all travel modes, as per the proposed land uses;
 - * Existing Personal Injury Collision (PIC) trends within the assessment scope and that the development proposals will not be expected to worsen or exacerbate any existing PIC trends; and

1.3 Document Stakeholders

- 1.3.1 It is the objective of this TS to provide sufficient detail on the above to enable Arun District Council (ADC) as the Local Planning Authority and West Sussex County Council (WSCC) as the Local Highway Authority to take an appropriate view on the Outline planning application in transport terms, in mind of the National Planning Policy Framework (NPPF, updated February 2019) and local transport related planning policies.

1.4 Public Engagement

- 1.4.1 The Applicant held a public exhibition of the development proposal at the Barnham Community Centre on the 18th of August 2019. A number of members of the public attended the exhibition and provided their views on the proposed development. Following the exhibition, the proposal was revised to address a number of their views and included a reduction in the number of assisted living units, more landscaped areas and additional environmental design considerations (e.g. Electrical Vehicle (EV) charging infrastructure and solar panels). A proposed improvement to the existing footway along Yapton Road had been welcomed by those attending the exhibition. Residents living opposite the site, had queries concerning the speed of vehicles along Yapton Road, which this TS considers in later sections.

1.5 Previous Planning Application

- 1.5.1 The application site has been subject to a previous planning application (ref: BN/12/15/PL) initially for 36 residential units, although this was later reduced to 30 units. The previous application was submitted in 2015 by a different applicant and was refused permission by ADC in February 2016. The previous application was not refused for highway reasons. Consultation provided by WSCC on the refused application has nevertheless been reviewed and where applicable informed the development proposals.

1.6 Document Structure

- 1.6.1 The remainder of this TS is structured as follows:

Section 2 – Planning Policy Context

This section provides a review of the national and local transport planning policies relevant to the development proposals.

Section 3 – Existing Conditions

This section describes the application site location in context of local facilities and amenities and provides a detailed review of existing Non-Motorised User (NMU) connections to the application site and to Barnham. The local highway network, including recorded vehicle volumes and speeds, as well as PIC data, is considered in this section.

Section 4 – Development Proposal

This section provides an overview of the proposed development in terms of access arrangements, parking provision and also comments on the suitability of the illustrative layout. This informs the assessment of the travel demand and application of multimodal trip generation to the access strategy, parking provision and the potential impact of development traffic in later sections.

Section 5 – Travel Demand

This section details the forecast demand of the development proposal in the AM and PM peak hour periods. This has been calculated on the basis of a TRICS-based quantification of total people trips. This has been further broken down by mode share and considered in terms of the proposed access strategy for all modes.

Section 6 – Conclusion and Recommendation

This section provides the headline conclusions of this TS in terms of satisfying the report objectives and accordance with relevant planning policy. A recommendation is provided on the basis of the conclusions.

2 Planning Policy Context

2.1 Overview

- 2.1.1 This section details the national and local planning policies in respect to transport matters. Policy is focused on promoting sustainable travel choices, reducing single occupancy vehicle trips and reducing harmful emissions. The following paragraphs detail the objectives of national and local policy.

2.2 National Planning Policy Framework (NPPF)

- 2.2.1 The NPPF, revised in February 2019, sets the Government's planning policies for England and how these are expected to be applied. Whilst as detailed in subsequent paragraphs that ADC has an up-to-date Local Plan, the NPPF remains a material consideration in planning decisions.

- 2.2.2 The NPPF continues to presume in favour of sustainable development and ultimately states in paragraph 109 that:

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

2.3 Local Policy

ADC Local Plan 2011 - 2031

- 2.3.1 The ADC Local Plan was adopted by Council in July 2018. The plan provides the spatial vision, objectives and a sustainable strategy for growth in the District up to 2031. The Local Plan is a material consideration in planning decisions.

- 2.3.2 The Local Plan includes a number of policies, those relevant in transport terms to this application are listed below:

- * Policy H DM2 Independent Living and Care Homes – principally point b, that a scheme shall be easily accessible by foot or public transport to local community and social facilities;
- * Policy T SP1 Transport and Development – the policy notes development should reduce the need to travel by car, promoted low carbon vehicles, support sustainable travel and include appropriate levels of parking in line with LHA guidance and ADC forthcoming parking guidance;
- * Policy T DM1 Sustainable Travel and Public Rights of Way (PRoW);

WSCC Guidance on Parking at New Developments

- 2.3.3 WSCC, as local highway authority, produced revised parking guidelines, 'Guidance on Parking at New Developments' in August 2019. The guidelines replace WSCC's previous parking standards and reflect national and local policy changes. The guidance does not set prescribed parking standards for non-residential uses such as a C2 use classes, although it does provide some initial guidance for other unrelated non-residential uses. Rather, the guidance notes parking provision will be determined on a site by site bases.

- 2.3.4 The guidance is centred around 6 overarching principles, which are applied when determining parking provision at a new development. These 6 principles are as follows:

- * Principle A: Accommodation Parking Demand – The proposed “*parking provision* [of a new development] *should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand*”. For non-residential developments, the type of land-use, trip rate associated with the development and the characteristics of the developments users (staff, visitors etc) should be considered;
- * Principle B: Electric Vehicle Charging Infrastructure – In recognition of increased numbers of EVs and their environmental benefits, the guidance notes a minimum of 20% of parking should include ‘active’ provision for EV charging infrastructure. All remaining spaces are to provide ‘passive’ provision where appropriate;
- * Principle C: Sustainable Transport – The provision of parking spaces should be considered in view of avoiding over provision of spaces and encouraging sustainable travel through travel plan measures, high levels of accessibility and comprehensive parking controls (where appropriate);
- * Principle D: Traffic Regulation Orders – If the regulation of on-street parking is required to mitigate the impact of a new development, the developer will be expected to fund the administration and works costs through a Traffic Regulation Order of a controlled parking scheme;
- * Principle E: Design Considerations – Parking design should reflect best practices as set out in national guidance, for example Manual for Streets (MfS) 1 & 2. Design should provide usable spaces which do not create a highway safety issue. Spaces for disabled people and motorcycle parking provision should be consistent with guidance in MfS. Consideration should also be given to the location of bin storage so as not to impede the availability of a parking space(s); and
- * Principle F: Sustainable Drainage – Parking designs “*should adopt sustainable drainage systems to minimise the risk of flooding in the County*”.

2.3.5 The proposed parking provision for the development proposal is detailed in Section 4. Consideration is given, in as far as possible at this Outline planning stage, to the operational details of the proposed development in terms of its accessibility, typical staff requirements, expected development trip numbers, provision of EV charging infrastructure and disabled user requirements. The proposed parking provision is considered sufficient to accommodate the expected demand and accord with parking guidance.

ADC Draft Parking Guidance (October 2019)

2.3.6 ADC are in the process of revising their parking guidance to reflect WSCC’s updated parking guidance and national policy changes. ADC’s emerging parking guidance document largely follows that of WSCC and includes the same overarching principles, albeit split over 7 principle headings. No specific number of parking spaces are given for a care home or assisted living units. Instead, provision is determined on a site by site basis. ADC guidance also notes a 20% provision of EV charging points although compared to WSCC’s guidance, this requirement increases in 5-year increments and not yearly as per the LHA guidance document.

Barnham and Eastergate Neighbourhood Development Plan 2014 - 2019

2.3.7 The adopted Neighbourhood Plan sets out a vision for the area, identifying key themes such as ‘getting around’, business, tourism, community, leisure and well-being, the environment and design quality of physical structures. The Neighbourhood Plan has a number of transport related policies which address

sustainable transport, existing pedestrian and cycle infrastructure, parking and transport at new developments. The relevant transport policies are:

- * Policy GA1 Connection to Sustainable Transport;
- * Policy GA2 Footpath and Cycle Path Network;
- * Policy GA3 Contributions to Maintain and Improve the Network; and
- * Policy GA4 Parking and New Development

2.3.8 The national and local policy detailed in the paragraphs above has informed the assessments of this TS. The development proposal will encourage through design sustainable travel options in line with the objectives of national and local policy.

3 Existing Conditions

3.1 Overview

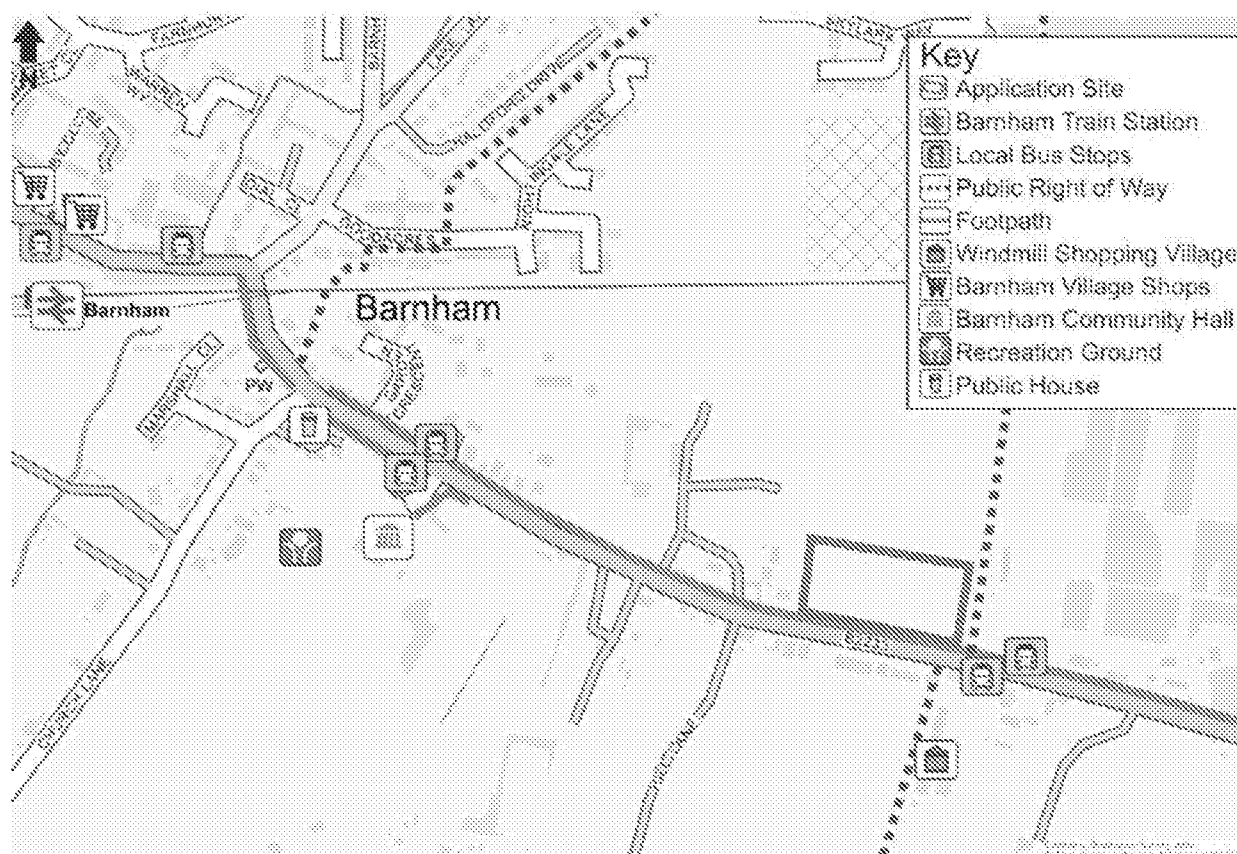
3.1.1 This section details the application site in relation to the context of its location, surrounding local facilities and amenities, transport connections, as well as an in-depth review of NMU accessibility. The local highway network, a breakdown of recorded traffic volumes and vehicle speeds on Yapton Road and recent PIC data is also provided.

3.2 Site Location

3.2.1 The application site lies to the north of Yapton Road, southeast of Barnham Village in West Sussex. To the north of the site is farmland and the West Coastway Railway line. To the east, a PRoW runs along the site boundary, beyond which are a number of residential properties fronting onto Yapton Road. To the south of the site, on the opposite side of Yapton Road, is a row of residential properties.

3.2.2 The location of the application site in context of local facilities and amenities in Barnham is illustrated on Figure 3.1.

Figure 3.1 Application Site Location and Local Facilities and Amenities in Barnham



3.2.3 As per Figure 3.1, nearest the site, approximately 100 metres to the east are bus stops on Yapton Road. The Windmill Shopping Village is also located to the east, approximately 200 metres walk from the site.

Yapton Village is approximately 1.5 kilometres to the east of the site although, due to the closer proximity of Barnham village most future staff and residents would be expected to use the facilities there.

- 3.2.4 To the west of the site towards Barnham village centre is the Barnham Community Hall and recreational area (approximately 600 metres), and some 70m further along Yapton Road is The Murrell Arms public house. Barnham train station and local village shops (Tesco, Co-Operative store) are approximately 1 kilometre walk from the site. These facilities and amenities are accessible by existing infrastructure along Yapton Road. The following paragraphs provide a detailed review of the existing NMU's infrastructure connecting the site to Barnham Village, as per a site visit undertaken in August 2019.

3.3 Walking and Cycling

- 3.3.1 A footway runs along the frontage of the application site. This ranges in width from 1 metre to 1.6 metres and is tarmacked. The footway forms part of the pedestrian link between the villages of Barnham and Yapton. The footway in front of the application site is shown in Photo 3.1.

Photo 3.1 Existing Footway in Front of Application Site



- 3.3.2 Along the eastern boundary of the site, PRow path number 325 runs on a north to south axis. The PRow continues north past the site crossing the railway line subsequently linking with Lake Lane. On the opposite side of Yapton Road, the PRow continues south (path number 158). The PRow along the eastern application site boundary consists of a route through unkept vegetation. The PRow is shown in Photo 3.2.

Photo 3.2 PRow along the Eastern Site Boundary



- 3.3.3 From the PRow, the footway continues east, along Yapton Road in front of existing residential properties. The footway width is to a certain extent constrained by the existing residential property boundary walls. Some 70 metres east of the site is a bus stop with flag post and uncontrolled crossing point. This uncontrolled crossing point has dropped kerbing and tactile paving. The crossing point provides access to the Windmill Shopping Village and a bus stop on the opposite side. There is limited footway provision on this southern side of Yapton Road. The existing footway (looking west towards the site) and the crossing point are shown in Photos 3.3.

Photos 3.3 Footway East from the Application Site and the Uncontrolled Crossing Point



- 3.3.4 To the west of the application site, the existing footway provides a link between the application site and Barnham village. The footway runs predominately along the northern carriageway of Yapton Road. It is paved, varies in usable width (mainly due to overgrown vegetation) and is adjacent to verge for part of the route.

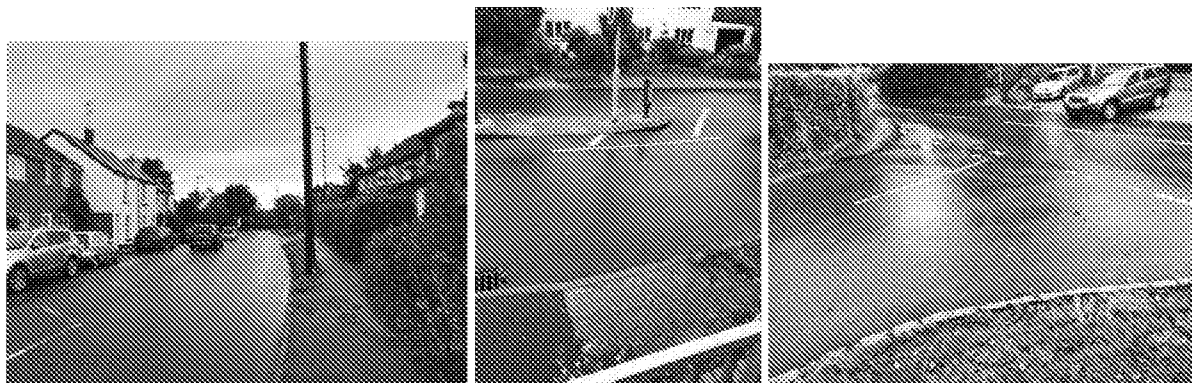
3.3.5 Certain sections of the footway have been upgraded in recent years, such as the access to Devonshire Lane. This section has a 2-metre-wide footway, tactile paving and the footway is flush with the carriageway across the junction bell mouth. Public street lighting is provided from the Yapton Road / Devonshire Lane junction west to Barnham village. The width of the footway widens at the access to the Barnham Community Centre and incorporates a bus stop and flagpole. Footway provision is provided once again on both sides of the carriageway in the vicinity of the access. Beyond the Devonshire Lane junction, the footway narrows to the general width of other sections. A section of images depicting the existing footway to the west of the application site are shown in Photos 3.4.

Photos 3.4 Existing Footway to the West of the Application Site



3.3.6 From the Barnham Community Centre access, footway is provided on both sides of Yapton Road as far as The Murrell Arms. On the northern side, the footway gradient increases at certain sections. An uncontrolled crossing point is provided adjacent to the Yapton Road / Garden Close junction and another is provided adjacent to the Yapton Road / Church Road junction. Both have dropped kerbing and tactile paving. The crossing point on the Church Road bell mouth has dropped kerbing. A section of images depicting the existing footway around the Yapton Road / Church Road junction are shown on Photos 3.6.

Photos 3.6 Existing Footway at the Yapton Road / Church Road Junction



- 3.3.7 From the Church Road junction, the existing footway continues along the southern side of Yapton Road, under the railway line and follows Barnham Road linking with Barnham train station and local village shops opposite the station.
- 3.3.8 The physical inspection of the existing footway provision along Yapton Road has shown it is generally flat, has a tarmacked surface and there are opportunities to cross the carriageway using existing uncontrolled crossing points. Public street lighting is also provided closer to Barnham village. The impact of the predicted number of users that may use the existing footways is considered further in Section 5. Pending discussions with WSCC, the Applicant may consider a proportionate financial contribution to general maintenance / minor improvement works to the existing footway along Yapton Road, should there be considered to be a reasonable case for improvement proportionate to the development proposals' requirements.
- 3.3.9 Cyclists would be expected to cycle on the carriageway along Yapton Road, which has a 30mph speed limit conducive to cycling. Public cycle parking is available at Barnham train station. Given the likely abilities of future residents of the care home, the demand for cycling journeys is expected to be minimal and consist mainly of staff and / or visitors.

3.4 Public Transport Services

Bus Services

- 3.4.1 As noted above, the nearest two-directional bus stops to the application site are approximately 100 metres to the east on Yapton Road. There is a stop on either side of the carriageway, marked by a flagpole. Both stops are accessible using existing pedestrian infrastructure. These stops are served by route 66A (running anti-clockwise) and route 66C (running clockwise). The opposing services are the same circular route, linking Bognor Regis with Barnham, Yapton and Walberton. The services operate Monday to Saturday approximately every 2 hours.

Train Services

- 3.4.2 Barnham train station is approximately 1 kilometre from the application site and accessible via existing pedestrian infrastructure along Yapton Road / Barnham Road, or on-street cycle routes. Bus routes 661/66C also conveniently serve the station. The station is situated on the West Coastway Railway line and is operated by Southern Railway. A number of services call at the station serving destinations such

as Brighton, Southampton, London Victoria and Bristol Temples Meads. A summary of train services calling at the station is provided in Table 3.1.

Table 3.1 Summary of Barnham Train Station Services

Destination	Average Journey Time	Peak Time Frequency (approx.)
Brighton	50 minutes	30 – 40 minutes
Southampton	1 hour	20 – 30 minutes
London Victoria	1 hour 30 minutes	20 minutes

- 3.4.3 These services could enable medium to long distance journeys, most likely for staff, to the development proposal. The journey from the station to the application site would take approximately a 12-minute walk, 3-minute cycle, 4- minute bus journey or potentially a 2-minute taxi journey.

3.5 Local Highway Network

- 3.5.1 Yapton Road is a single carriageway highway which forms part of the B2233. The B2233 has a designated speed limit of 30mph in front of the site and through the village of Barnham. The speed limit increases to 40mph approximately 200 metres to the east of the application site. To the east of the application site, the B2233 runs south east through Yapton and Burndell eventually joining the A259. To the west of the application site the B2233 passes through Barnham heading northwest towards Nyton and eventually linking with the A27 at Crockerhill.

Yapton Road (B2233) Traffic Flows

- 3.5.2 To establish existing traffic flows and speeds on Yapton Road, an Automated Traffic Counter (ATC) was placed on the carriageway fronting the site. The ATC recorded classified traffic flows and vehicle speeds for 7 consecutive days between 12th of June to the 20th of June. The ATC data has informed the impact assessment in Section 5 of this TS. Full ATC results are provided in Appendix B.
- 3.5.3 The average weekday AM (08:00-09:00) and PM (17:00-18:00) network peak hours, average weekday and 85th percentile speeds are summarised in Table 3.2. The percentage of Heavy Goods Vehicles (HGVs) is provided in brackets.

Table 3.2: B2233 ATC Summary of Traffic Flows and 85th percentile Speed

Direction on B2233	AM Peak Hour	PM Peak Hour	Average Weekday (12 hour)	85 th Percentile Speed*
Eastbound	300 (1%)	419 (0%)	2993 (0%)	35.2 mph
Westbound	539(0%)	288 (0%)	3187 (1%)	34.0 mph
Two-way	839 (0%)	707 (0%)	6180 (0%)	-

*Adjusted to wet weather conditions as per weather records and 4kph reduction (in-line with guidance provided in the Design Manual for Roads and Bridges). HGV percentages have been rounded.

- 3.5.4 Table 3.2 demonstrates that during the AM (08:00-09:00) network peak hour, 839 two-way movements were recorded, 0% of which were HGV movements. In the PM network peak hour 707 two-way movements were recorded, 0% of which were HGV movements. During an average weekday, 6,180 two-way vehicle movements were recorded along Yapton Road, 0% of which were HGV movements.
- 3.5.5 The calculated wet weather 85th percentile speeds of vehicles travelling eastbound on the B2233 is 35.2 mph and 34.0 mph for vehicles travelling westbound along the B2233. These speeds have been used to inform the required visibility splays from the proposed access onto Yapton Road, as detailed in Section 4.
- 3.5.6 The calculated wet weather 85th percentile speeds are slightly higher than the posted speed limit of 30 mph, although average speeds were closer to 30mph. Nevertheless, local residents at the public exhibition had queried the speed of vehicles along this section of Yapton Road. Pending post submission discussions with WSCC, the Applicant is open to considering the potential for traffic calming measures such as additional signage or road markings. If deemed appropriate by WSCC and subject to viability, the Applicant is willing to financially contribute to the implementation of such measures as part of the proposed access design works.

3.6 PIC Data

- 3.6.1 PIC records have been obtained from Crashmap.co.uk over the most recently available 5-year period. The review scope of the PIC records covers approximately 500m either side of the application site along Yapton Road. The full PIC records are provided in Appendix C.
- 3.6.2 Two PIC incidents were recorded within the review area and both were recorded as 'slight' in severity. Neither incident was recorded in front of the site. One incident occurred to the east of the Yapton Road / Barnham Road (Southview Stables) junction. This incident involved a vehicle and a pedestrian. The record notes the pedestrian was on the carriageway when the collision occurred. Weather at the time was recorded as dry and it occurred during daylight hours.
- 3.6.3 The second incident occurred to the west of the application site just beyond the Yapton Road / Church Lane junction. This incident involved a vehicle colliding with a pedestrian. Weather at the time was recorded as fine and it occurred during daylight hours.
- 3.6.4 The minimal number and varying location of the recorded incidents over the 5-year period does not indicate an unusual trend of PICs on this section of the local highway network. The travel demand forecast to be generated by the development proposal is not expected to change current PIC trends in any event.

4 Development Proposal

4.1 Overview

- 4.1.1 This section provides further detail on the development proposal, including the proposed access arrangements and a review of the illustrative layout at this Outline planning application stage. The proposal is for the construction of a 70-bed nursing home and 14 assisted living units on Land to the North of Yapton Road. The illustrative site layout is provided in Figure 4.1 and a scaled plan also provided in Appendix A.

Figure 4.1 Illustrative Site Layout



- 4.1.2 At this Outline planning application stage, the site layout is illustrative and intended to provide an example of what the application site could deliver in terms of a possible layout. The end layout will be detailed at the Reserved Matters planning application stage.
- 4.1.3 The care home is envisaged to consist of four accommodation buildings centrally connected by a general use building, including communal and amenity spaces, a kitchen, as well as basic medical and staff facilities. The care home is likely to house elderly and frail residents, who are unable to care for themselves. Complementing the care home, are 14 assisted living units in the eastern section of the application site. These units are intended for elderly residents who still wish for some level of independence and do not require full time care, yet would benefit from being located adjacent to a care home. There will likely be some cross over in the use of facilities and amenities of the care home by residents in the assisted living units.

4.2 Access Arrangements

- 4.2.1 Access to the proposed development is to be taken from the northern side of the Yapton Road. The proposed location is approximately 26 metres west of application site's eastern boundary to suit land title and public highway boundary information. A priority controlled simple T junction is proposed. The junction is to be 5.5 metres wide with 6 metre bell-mouth radii. A 2-metre wide footway into the application site is proposed along the western side of the access.
- 4.2.2 Yapton Road has a posted speed limit of 30mph in the vicinity of the application site. In combination with the wet weather 85th percentile speeds detailed in Table 3.2 of Section 3, visibility splays for the proposed access have been based on MfS Stopping Sight Distance (SSD) calculations. The calculated visibility splay to the east is 2.4 metres by 54 metres and to the west the proposed splay is 2.4 metres by 51 metres on this basis. Both splays are achievable from the proposed access within the application site / highway boundary. The proposed access design, inclusive of the visibility splays, is demonstrated on Mode Drawing 001, provided in Appendix D.
- 4.2.3 The existing footway along the site frontage is restricted by overgrown vegetation and surface width. The development proposal includes improving this existing footway provision to provide a continuous 2-metre wide footway in front of the site. The proposed access retains the footway along Yapton Road and as noted also provides a 2-metre wide footway link into the development site. In addition, a link to the PRow along the eastern boundary is proposed as part of the overall layout, with its exact position to be determined at the Reserved Matters planning application stage.

4.3 Illustrative Site Layout

- 4.3.1 The site layout is illustrative at this Outline planning application stage. However, the eventual layout will be designed in accordance with the principles detailed in MfS.
- 4.3.2 Sustainable access to the development site, including pedestrian connections to the surrounding infrastructure and services in the local area, will be provided as per the described access arrangements. This is to ensure connectivity is achieved for the development site. Cyclists will be expected to utilise the carriageway within the site boundary and link up to the existing local highway network.
- 4.3.3 Secure, covered cycle parking is illustrated adjacent to the care home and the assisted living units. In addition, a number of buggy shelters (some with charging capability) are illustrated on the layout. A bin store is also illustrated to the south of the car parking, allowing easy access for refuse collection. To the north of the main car parking area, an overflow parking area is shown, which could also act as a delivery / servicing area and a temporary mini-bus waiting area, subject to currently speculative future operator requirements.

4.4 Car Parking

Policy Context

- 4.4.1 At this Outline planning application stage, no end operator has been appointed and so the particulars of a care home or assisted living unit operation have been based on common practice at similar sites. Proposed car parking requirements must consider relevant national and local policy, providing a sufficient provision so as not to result in over-spill parking onto the highway network, whilst considering alternative sustainable travel options and potential operator requirements.

- 4.4.2 As detailed in Section 2, WSCC have published revised parking guidelines, 'Guidance on Parking at New Developments' in August 2019. The guidelines do not have set standards for C2 land use - care home or assisted living units. Instead, the guidance notes parking requirements should be determined on a site-specific needs basis under six overarching principles (Section 2).
- 4.4.3 As noted in Section 2, ADC are also in the process of updating their parking standards. However, based on the latest consultation document (October 2019) these are unlikely to materially change in regard to care home or assisted living units. This is therefore considered the prevailing direction of travel for ADC.

Development Proposal Parking Characteristics

- 4.4.4 Subject to the operational requirement of the end operator, the proposed care home is expected to have total staff in the order of 55, equivalent to 65 Full Time Equivalent (FTE) roles. A number of staff are expected to be employed from the local area given the nature of care type facilities. This will include care staff, facility staff, housekeeping, administrative staff etc. The assisted living units are likely to require one dedicated staff member (possibly only working traditional hours) and would likely share administrative, housekeeping, facility staff requirements with the care home.
- 4.4.5 The majority of staff would be expected to work shift patterns over a 24-hour period, except for administrative staff who would likely work traditional day-time working hours. The shift changes would occur outside of the traditional AM (08:00-09:00) and PM (17:00-18:00) highway network peak hours (as confirmed by the ATC). The maximum number of staff expected on site at any one time is currently envisaged to be between 20 to 24.
- 4.4.6 Visitors numbers will likely be moderate and would be expected to occur outside of shift changes, over periods when car parking demand would be at its highest.
- 4.4.7 Residents of the assisted living units will have the option to own a car. This is however dependent on their level of ability and not every resident would be expected to own a car, especially over the longer term following initial occupation.

Proposed Parking Provision

- 4.4.8 Considering the requirements of the WSCC parking standards and the expected end operator characteristics detailed above, the parking provision shown on the illustrative layout is confirmed in Table 4.1.

Table 4.1 Proposed Parking Provision on Illustrative Layout

Land Use	Number of Spaces	Including Blue Badge holder	Including EV Charging Points
Care Home	26	2	8
Assisted Living Units	18	2	5
Total	44	4	13

- 4.4.9 Twenty-six parking spaces are currently proposed for the care home and 18 parking spaces are currently proposed for the assisted living units, giving a total parking provision of 44 parking space. The current working provision is considered sufficient to accommodate demand from both uses, avoid overspill onto the highway network, whilst reflecting the application site's sustainable travel connections.

Electrical Vehicle Charing Points

- 4.4.10 The WSCC parking standards detail the requirements for the provision of EV charging infrastructure at new developments. This notes both an 'active' and 'passive' provision of charging infrastructure. A new development is to provide 'active' charging infrastructure for a minimum of 20% of all parking provision. The development proposal will meet this minimum provision, providing 13 spaces (8 for the care home and 5 for the assisted living units) with 'active' charging points. 'Passive' charging infrastructure is to be provided, where appropriate, for the remaining spaces. The exact provision of 'passive' charging infrastructure is to be determined at the Reserved Matters planning application stage.

Blue Badge Holder Parking

- 4.4.11 Blue Badge Holder parking at new developments should be a minimum of 5% of the total number of parking spaces. For the proposed development, 2 blue badge holder spaces are proposed for the care home and 2 for the assisted living units, surpassing the minimum provision requirements. The final layout will also give consideration for the suitable location of disabled accessible drop-off points.

4.5 Cycle Parking

- 4.5.1 The illustrative site layout includes for the provision of 8 cycle parking spaces. These spaces are to be covered, secure and located adjacent to each land use. The proposed cycle spaces are considered sufficient to meet demand, which is likely to be mainly from staff and visitors. Residents of the care home are not expected to require cycle parking provision given their abilities. Similarly, residents of the assisted living units are not expected to require cycle parking provision, although the proposed spaces could accommodate some demand if requirements changed.

4.6 Servicing and Delivery

- 4.6.1 As noted, specifics of an end operator are not possible to confirm at this Outline planning application stage. Nevertheless, such a development would be expected to generate a modest number of service and delivery trips over a typical day / week. The development proposal is likely to generate a requirement for refuse collection once to twice a week and would most likely be undertaken by a private contractor as part of an existing route in the area. A suggested location of a bin store is shown on the illustrative layout, which would allow for a refuse vehicle to drive into the site, circulate around the car park island and exit the site, all in a forward gear.
- 4.6.2 The proposed development would also generate some delivery trips for supplies such as linen, food, parcels, maintenance etc. The indicative layout includes a delivery and service area to the north of the car park with paved access to each building. This area could also operate as a temporary holding area for mini buses / patient transport vehicles to wait. Deliveries to site can be organised with suppliers to avoid highway peak times (and peak staff times on-site if necessary).

5 Travel Demand

5.1 Overview

- 5.1.1 An end operator has not yet been confirmed for the development proposal and as such the planning application is submitted in Outline form, with all matters reserved except for access. Nevertheless, a travel demand assessment is provided in this section of this TS. This provides a sufficient degree of assessment to demonstrate that the development proposal will not result in a severe impact on the local highway network in terms of trip generation.
- 5.1.2 Travel demand for the care home will predominately be associated with staff and visitors' journeys, with some cross over to the assisted living units. The assisted living units will cater to residents of varying age and mobility, some of whom may undertake independent journeys. Operational characteristics such as staff shift timings, employing from the local area, availability of on-site residents' facilities and prescribed visiting hours will help to manage demand and parking requirements.

5.2 Total People Trips

- 5.2.1 The TRICS database has been interrogated for similar sites within the 'Health – F Care Home – (Elderly Residential)' land use category for the proposed care home. The TRICS data has been filtered for similar sites in England (excluding Greater London) for edge of town and suburban locations. This returned 5 multi-modal survey sites. The full TRICS report is provided in Appendix E.
- 5.2.2 The total people trip rates (per resident) and predicted number of trips for the AM (08:00-09:00) and PM (17:00-18:00) peak hours based on a 70-bed care home are summarised in Table 5.1.

Table 5.1 TRICS Total People Trips and Predicted Trip Numbers

Time Period	TRICS Total People Trip Rate			Predicted Trip Numbers		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	0.162	0.105	0.267	11	7	19
PM Peak (17:00-18:00)	0.086	0.133	0.219	6	9	15

- 5.2.3 Table 5.1 demonstrates that during the AM (08:00-09:00) peak hour, a 70-bed care home could result in 19 total people two-way trips. In the PM (17:00-18:00) peak hour, the predicted number of two-way total people trips would equate to 15 trips.
- 5.2.4 The proposed 14 assisted living units predicted trips has been based on TRICS 'Residential – Assisted Living' category. There is a limited number of survey sites for this category in the TRICS database, based on the same filters as the care home, resulting in the return of one multi-modal survey site. The full TRICS report is contained in Appendix F.
- 5.2.5 The total people trip rates (per unit) and predicted number of trips for the AM (08:00-09:00) and PM (17:00-18:00) peak hours based on 14 assisted living units are summarised in Table 5.2.

Table 5.2 TRICS Total People Trips and Predicted Trip Numbers*

Time Period	TRICS Total People Trip Rate			Predicted Trip Numbers		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	0.052	0.052	0.104	1	1	2
PM Peak (17:00-18:00)	0.103	0.069	0.172	1	1	2

- 5.2.6 Table 5.2 demonstrates that during the AM (08:00-09:00) peak hour, the proposed 14 assisted living units could result in 2 total people two-way trips. In the PM (17:00-18:00) peak hour, the predicted number of two-way total people trips would equate to 2 trips.
- 5.2.7 The combined total people trips of the proposed 70-bed care home and 14 assisted living units are summarised in Table 5.3.

Table 5.3 Combined Total People Trips

Time Period	Combined Predicted Trip Numbers		
	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	12	8	20
PM Peak (17:00-18:00)	7	10	17

- 5.2.8 Table 5.3 demonstrates that the proposed development (care home and assisted living units) could generate 20 total people two-way trips during the AM peak hour and 17 total people two-way trips during the PM peak hour. This equates to a trip every 3 minutes during the AM peak hour and every 3 and a half minutes during the PM peak hour.
- 5.2.9 The low number of predicted peak hour trips reflects the fact staff shift changeover patterns would occur outside of these peak hours, reducing the impact on the local highway network. In addition, visitor trip patterns are also likely to occur outside of the peak hours.

5.3 Modal Share of Predicted Trips

- 5.3.1 To further quantify the predicted trips from the development proposal, the modal share of trips has been calculated by adopting the 'Journey to Work' 2011 Census dataset. Given travel to work is traditionally one of the predominate trip types and a considerable travel demand of the development proposal will be staff journeys, the use of Journey to Work data is considered appropriate and robust.
- 5.3.2 The modal share of journeys to work for trips in the local area (MSOA level Arun 003) and the application of these modal splits by the total two-way people trips for each peak hour, are summarised in Table 5.4.

Table 5.4 Two-way Total People Trips by Modal Share

Mode Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Train (9%)	1	1	2	1	1	1
Bus, minibus or coach (1%)	0	0	0	0	0	0
Taxi (0%)	0	0	0	0	0	0
Motorcycle, scooter or moped (1%)	0	0	0	0	0	0
Driving a car or van (76%)	9	6	15	5	8	13
Passenger in a car or van (4%)	1	0	1	0	0	1
Bicycle (2%)	0	0	0	0	0	0
On foot (6%)	1	0	1	0	1	1
Other method of travel to work (1%)	0	0	0	0	0	0
Total*	12	8	20	7	10	17

*Gums may vary due to rounding

5.3.3 Table 5.4 demonstrates that trips by car are the main trip type, accounting for 76% of the modal share. This equates to 15 two-way trips in the AM peak hour and 13 two-way trips in the PM peak hour. 4% of trips or 1 two-way trip per peak hour would be undertaken by a car passenger. Sustainable travel modes inclusive of train, bus, cycling and walking accounts for 18% of the modal share. This equates to 3 two-way trips in the AM peak hour and 2 two-way trips in the PM peak hour.

5.3.4 The low number of total trips per peak hour and the rounding of said trip calculations, means the remaining trips are still accounted for within Table 5.4. In other words, trips by bus, taxi and motorcycle are still possible even if no trips are shown for these modes in Table 5.4.

5.4 Access Strategy

5.4.1 The development proposal will integrate with existing infrastructure available in the vicinity of the application site and provide sustainable access for all travel modes, as reflective of the travel demand expectations of Table 5.4.

Pedestrian and Cycle Connections

5.4.2 The development proposal is to provide a new access onto Yapton Road which includes a 2 metre wide footway along the western side of the access. This footway will provide a direct link to the existing footway along Yapton Road, enabling journeys west toward local amenities and the village of Barnham and east towards Yapton village. A second connection is also proposed along the eastern site boundary to link with the existing PRow.

5.4.3 In addition, the development proposal includes improving the existing footway along the site frontage, by providing a continuous 2-metre wide footway in front of the site. The access bell mouth will incorporate a pedestrian crossing point with dropped kerbing and tactile paving.

- 5.4.4 The development proposal is to provide secure covered cycling parking spaces for staff, visitors and residents. The internal layout will follow MfS design principles and provide an environment conducive to cycling. Staff will be encouraged to consider cycling as an alternative travel option for journeys to the site, either as a whole journey or as part of a journey (e.g. combining with a train journey).

Public Transport Connections

- 5.4.5 As noted in Section 3, Barnham train station is within a reasonable walking and cycling distance from the application site. The station provides links to surrounding towns and the wider region such as Bognor Regis, Chichester, Goring-by-Sea, Worthing, Brighton and Southampton. The frequent train services provide a practical alternative, which staff may consider commuting by instead of undertaking a journey by private car. Bus service routes 66A / 66C, linking Bognor Regis with Barnham, Yapton and Walberton runs along Yapton Road may also provide an option for staff.

Vehicular Access

- 5.4.6 The proposed access arrangements will provide suitable access for vehicles expected to use the site including for cars, light goods vehicles, mini-buses and service vehicles such as a refuse vehicle or a rigid HGV for delivery. The access can achieve the required visibility splays, as determined by the recorded speed on Yapton Road, both to the east and west of the access. Swept path analysis (Appendix D) indicates the 5.5m wide access is of sufficient width to accommodate a large refuse vehicle accessing, manoeuvring within the site (noting the layout is illustrative) and egressing from the site.
- 5.4.7 The expected number of car trips during the peak hour is minimal and unlikely to cause any perceptible impact on the existing traffic flow on Yapton Road. For comparison, the expected number of two-way car journeys (Table 5.4) has been compared with the recorded two-way traffic flows (Table 3.2) along Yapton Road. This is summarised in Table 5.5.

Table 5.5 Comparison of Development Car Trips and Recorded Flows on Yapton Road Car

Direction on B2233	Observed Two-way Flow	Development Car Journeys	% Increase
AM Peak (08:00-09:00)	839	15	1.8%
PM Peak (17:00-18:00)	707	13	1.8%

- 5.4.8 The development proposal is expected to result in an additional 15 two-way car journeys during the AM peak hour which equates to a 1.8% increase compared to the recorded traffic flow, as per Table 5.5. In the PM peak hour, 13 two-way additional car journeys also equate to a 1.8% increase compared to the recorded flow. The additional vehicle movements as a result of the development proposal would have a negligible impact on the local highway network on this basis.

5.5 Framework Travel Plan Measures

- 5.5.1 A framework of provisional Travel Plan objectives and corresponding measures and objectives has been prepared in support of the development proposals at this Outline planning application stage. Travel Plan measures are principally aimed at staff members, although the measures could also apply to residents and visitors where appropriate (given the expected mix of ability). A full Travel Plan could be prepared by the eventual end operator at the Reserve Matters planning application stage, when the full operational details are better understood.

5.5.2 The framework of provisional Travel Plan objectives and corresponding measures are summarised in Table 5.6.

Table 5.6 Framework of Provisional Objectives and Travel Plan Measures

Objectives	Measures	Phase	Responsibility
Increase the awareness of Travel Plan Measures	Offer sustainable travel planning information, principally to staff members before they commence employment. Provision of similar information for residents and visitors should also be explored.	Preoccupation	End Operator / Travel Plan Coordinator
	Provide a 'Staff Travel Information Pack' upon employment to ensure awareness of travel options, enabling staff to plan sustainable journeys to and from the site. The information pack will be updated as appropriate and contain the following: - A brief introduction in the pack to explain the Travel Plan Measures and how the staff can make a difference; - Map of the site highlighting transport facilities in and close to the site such as bus stops and cycle routes; - The latest local bus and train timetables and relevant route maps; - Links to relevant websites with travel information such as Sustrans, local bus operators and National Rail; - Information on the Cycle2Work scheme (or equivalent scheme supported by the end operator); and - Information on the health and financial benefits of sustainable modes of travel.	On confirmation of employment	End Operator / Travel Plan Coordinator
	Provide a sustainable travel information notice board detailing local sustainable travel options, the benefits of switching from travel by private car and general information on transport providers	Preoccupation, updated as appropriate throughout occupation	End Operator / Travel Plan Coordinator
Encourage the use of sustainable transport modes	Proposed development includes pedestrian provision linking the site to the existing footway along Yapton Road and the PRow to the east	Preoccupation	Developer
	Explore the potential for providing storage and changing facilities for staff on-site to encourage walking and cycling regardless of weather conditions	Preoccupation (subject to Reserved Matters)	Developer
	Provision of 8 covered and secure cycle parking spaces	Preoccupation (exact number subject to Reserved Matters)	Developer
	Promote car sharing schemes to staff and potentially support staff in setting up an internal car sharing database	Throughout occupation	End Operator / Travel Plan Coordinator

5.6 Summary

5.6.1 This section of the TS has considered the potential travel demand of the proposed development on the local highway network and shown its impact is expected to be negligible. Travel demand will likely be fulfilled by a number of travel modes including private car journeys and sustainable travel options. There are existing sustainable travel options available, which the development proposal will seek to improve through the provision of improvements to existing infrastructure and by way of travel plan measures.

6 Conclusions and Recommendation

6.1 Conclusions

6.1.1 This TS has confirmed all transport matters necessary for the consideration of the Outline planning application by ADC and WSCC. The following conclusions are drawn in support of the document objectives:

- * The application site is well placed to integrate with its surroundings and a variety of local facilities and amenities;
- * As detailed in this TS, the development proposals are in accordance with the relevant national and local planning policy and guidance;
- * The proposed access strategy provides for all travel modes to suit the forecast travel demand, prioritising sustainable modes of travel. Proposed improvements to existing infrastructure on Yapton Road will provide a betterment for NMUs.
- * The (illustrative) proposed parking provision has considered the characteristics of the proposed development, potential staff requirements and local parking guidance to provide 44 parking spaces including 4 Blue Badge Holder spaces and a minimum 20% provision of EV spaces. The parking provision balances the expected needs of a future end operator with the aim of not over providing, which may otherwise discourage the use of alternative sustainable travel modes;
- * The forecast development trips for both proposed uses are expected to be minimal and compared to existing flows along Yapton Road would only equate to a 1.8% in terms of vehicle movements during peak hours on the local highway network. The development proposal is expected to have a negligible impact on this basis.; and
- * A review of PIC records in the most recently available 5-year period demonstrates there are no notable safety issues within the review scope. The development proposals are not expected to have any impact upon these conditions.

6.2 Recommendation

6.2.1 Based upon the contents of this TS and above conclusions, it is recommended that the development proposals are considered suitable in transport terms. No adverse transport impacts are expected as a result of the development proposals' implementation.

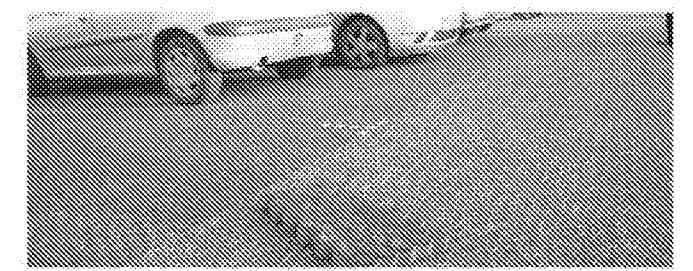
APPENDICES

APPENDIX A Illustrative Site Layout

SCALE DRAWINGS FOR PLANNING PURPOSES ONLY

ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT AND ANY DISCREPANCY REPORTED TO RCCA

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GOLPLA OR SIMILAR PERMEABLE PAVING WITH GEOCELLULAR OR GRANULAR STORAGE SUDS

SURFACE STORAGE PLANTED "RAIN GARDENS" SUDS

PLANTED SURFACE STORAGE SWALES SUDS

EXISTING PUBLIC FOOTPATH

FOOTPATH LINK WITH GATE AT BOUNDARY

EXISTING PUBLIC FOOTPATH

NOTE: ALL LIGHTING TO BE LOW-LEVEL LIGHTING

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CONTRACT
LAND AT YAPTON ROAD
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CLIENT
ORCHESTRA LAND
DRAWING
SITE PLAN

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SCALE
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JULY 2019
JOB / DRWG No
1693 / SP1

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STREET ELEVATION
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SITE PLAN
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YAPTON ROAD

YAPTON ROAD

2.4M X 5.4M VISIBILITY SPLAY
EXISTING FOOTPATH WIDENED 2M
ACCESS ONTO YAPTON ROAD
5.5M WIDE WITH 6M RADIUS

2.4M X 5.1M VISIBILITY SPLAY
EXISTING FOOTPATH WIDENED 2M

EXISTING PUBLIC FOOTPATH

70 BED NURSING HOME

14 ASSISTED LIVING UNITS

DELIVERIES / MINIBUS PARKING / SERVICING VEHICLES

SEDUM ROOFS

SEDUM ROOFS

SEDUM ROOFS

ATTENUATION BASIN

ATTENUATION BASIN

DISABLED PARKING

DISABLED PARKING

DISABLED PARKING

CAR CHARGING POINTS

CAR CHARGING POINT

CAR CHARGING POINT

CAR CHARGING POINTS

BUGGY CHARGING SHELTER

BUGGY SHELTER

BUGGY CHARGING SHELTER

BIKE STORE

BIKE STORE

BIN / BIKE STORE

BIKE STANDS

BENCHES

BENCHES

GAZEBO

GAZEBO

TACTILE PAVING

FOOTPATH

SOLAR PANELS

SOLAR PANELS

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YAPTON ROAD

YAPTON ROAD

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ATTENUATION BASIN

DISABLED PARKING

DISABLED PARKING

DISABLED PARKING

CAR CHARGING POINTS

CAR CHARGING POINT

CAR CHARGING POINT

CAR CHARGING POINTS

BUGGY CHARGING SHELTER

BUGGY SHELTER

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BIKE STORE

BIKE STORE

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APPENDIX B ATC Survey Data

Intelligent Data Collection Limited

Yapton Road, West Sussex

Client:	Mode Transport		
Project Number:	ID04681		
Site Number:	Site 1		
Week Commencing:	10/06/2019		
Road Name:	B2233 Yapton Road		
Survey Type:	ATC		
Direction AB	Flow from	Hill Lane (W)	to Barnham (E)
Direction BA	Flow from	Barnham (E)	to Hill Lane (W)

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	24.06.2019			
Prepared by	Conor Lenehan			
Signature				
Checked by	David Brown			
Signature				
Project Director	Paul O'Neill			
Signature				
Project Number	ID04681			
File Ref	ID04681 Yapton Road, West Sussex - ATC Site 1			

Issue Sheet

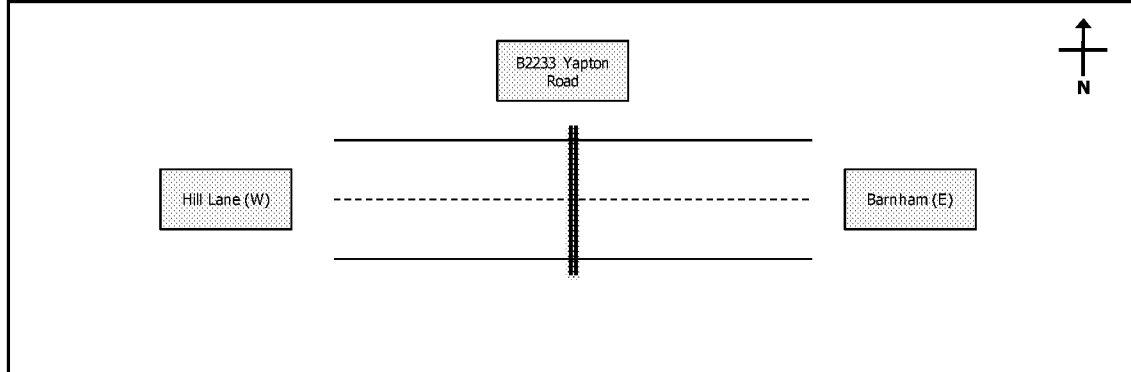
[illegible]

Intelligent Data - Automatic Traffic Count Output



Road Name	B2233 Yapton Road		
Direction AB	Hill Lane (W)	to:	Barnham (E)
Direction BA	Barnham (E)	to:	Hill Lane (W)
Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
50.827658, -0.629296	12/06/2019	20/06/2019	30
Link to location on Google Maps			
Click Here			

Location Plan



Photograph Record



Comments

Prepared by	Conor Lenehan	Checked by	David Brown	Project Director	Paul O'Neill
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Wednesday 12/06/2019

[illegible]

Date Thursday 19/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85thile Speed (mph)
00:00	5	0	0	2	2	0	0	0	0	0	0	0	25.3	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	35.7	
00:30	3	0	0	2	1	0	0	0	0	0	0	0	34.2	
00:45	4	0	0	2	2	0	0	0	0	0	0	0	43.1	
01:00	3	0	0	1	0	0	0	0	0	0	0	0	24.2	
01:15	0	0	0	0	0	0	0	0	0	0	0	0		
01:30	1	0	0	0	1	0	0	0	0	0	0	0	10.1	
01:45	1	0	0	1	0	0	0	0	0	0	0	0	40	
02:00	0	0	0	0	0	0	0	0	0	0	0	0		
02:15	0	0	0	0	0	0	0	0	0	0	0	0	37.1	
02:30	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	1	0	0	0	0	0	0	0	0	0	0	0		
03:00	1	0	0	0	0	0	0	0	0	0	0	0	35.0	
03:15	1	0	0	0	0	0	0	0	0	0	0	0	54	
03:30	1	0	0	0	1	0	0	0	0	0	0	0	39.9	
03:45	2	0	0	0	2	0	0	0	0	0	0	0	34.1	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:15	3	0	0	0	2	1	0	0	0	0	0	0	42.1	
04:30	5	0	0	1	4	0	0	0	0	0	0	0	36.5	
04:45	2	0	0	1	1	0	0	0	0	0	0	0	36.6	
05:00	5	0	0	1	4	0	0	0	0	0	0	0	44.8	
05:15	4	0	0	3	5	1	0	0	0	0	0	0	43	
05:30	11	0	0	5	5	0	0	0	0	0	0	0	36.3	40.0
05:45	0	0	0	4	4	0	0	0	0	0	0	0	39.0	
06:00	14	0	0	6	7	1	0	0	0	0	0	0	35.5	47.3
06:15	30	0	0	1	17	0	0	0	0	0	0	0	31.4	38.0
06:30	30	0	0	11	17	0	0	0	0	0	0	0	31.4	38.0
06:45	30	0	0	15	15	1	0	0	0	0	0	0	30	41.1
07:00	47	0	0	24	19	3	0	0	1	0	0	0	35	40.3
07:15	25	1	0	22	22	2	0	0	0	0	0	0	33.2	36.3
07:30	81	1	0	35	51	2	0	0	1	0	0	0	31.5	35.8
07:45	72	1	0	28	51	2	0	0	1	0	0	0	32.4	35.4
08:00	91	0	0	51	38	1	0	0	0	0	0	0	30.2	35.1
08:15	87	0	0	49	42	2	0	0	0	0	0	0	33.3	37.5
08:30	60	0	0	31	37	1	0	0	0	0	0	0	33.8	35
08:45	55	1	0	25	28	3	0	0	0	0	0	0	31.4	35.0
09:00	120	0	0	72	52	0	0	0	0	0	0	0	32.1	35.0
09:15	100	0	0	59	47	0	0	0	0	0	0	0	32.7	35.6
09:30	81	1	0	43	33	4	0	0	0	0	0	0	33.5	37
09:45	94	0	0	50	42	1	0	0	0	0	0	0	31.2	35.5
10:00	57	0	0	25	27	5	0	0	0	0	0	0	32.6	38.0
10:15	55	0	0	30	22	3	0	0	0	0	0	1	32	36.5
10:30	26	0	0	14	16	2	0	0	0	0	0	0	30.7	35.0
10:45	33	0	0	21	21	2	0	0	0	0	0	0	32.7	37
11:00	60	0	0	35	29	0	0	0	0	0	0	0	31.5	35.7
11:15	46	0	0	29	17	0	0	0	0	0	0	0	31.3	34.8
11:30	71	0	1	35	31	1	0	0	0	0	0	0	31.8	36.3
11:45	81	0	0	37	31	1	0	0	0	0	0	0	32.4	37.0
12:00	59	0	0	24	33	1	0	0	0	0	0	0	32	36.0
12:15	58	0	0	24	32	1	0	0	0	0	0	0	33.5	37.2
12:30	58	0	0	28	33	2	0	0	0	0	0	0	33.5	38.0
12:45	46	1	0	25	20	1	0	0	0	0	0	0	33.0	37.8
13:00	69	0	0	35	30	2	0	0	0	0	0	0	31.6	35.0
13:15	61	0	0	31	23	4	1	1	0	0	0	0	31.6	35.0
13:30	74	0	0	41	34	1	0	0	0	0	0	0	31.6	35.0
13:45	75	0	0	45	34	3	1	1	0	0	0	0	33.8	37.0
14:00	85	0	0	45	39	1	0	0	0	0	0	1	32	36.3
14:15	74	1	0	50	38	1	0	0	0	0	0	0	31.7	36.1
14:30	107	1	0	73	48	5	0	0	0	0	0	0	31.1	35.7
14:45	85	0	0	50	44	1	0	0	0	0	0	0	31.5	36.3
15:00	72	0	0	45	35	1	0	0	0	0	0	0	30.7	34.8
15:15	87	0	0	50	39	2	0	0	0	0	0	0	31.6	35.0
15:30	89	0	0	52	39	2	0	0	0	0	0	0	31.6	35.0
15:45	110	0	0	57	52	1	0	0	1	0	0	0	32.4	37.4
16:00	95	0	0	57	35	1	0	0	0	0	0	0	33	38.1
16:15	107	0	0	48	58	5	0	0	0	0	0	0	33.3	37
16:30	119	1	0	54	43	0	0	0	0	0	0	0	31.9	36.6
16:45	100	0	0	63	39	0	0	0	0	0	0	0	31.8	36.5
17:00	109	0	0	62	47	2	0	0	0	0	0	0	33	37.3
17:15	120	0	0	63	57	2	0	0	0	0	0	0	33.5	37.4
17:30	90	0	0	42	42	1	0	0	1	0	0	1	32.4	37
17:45	73	3	1	34	31	2	0	0	0	0	0	0	33.3	38.1
18:00	72	3	1	35	31	1	0	0	0	0	0	0	33.2	38
18:15	65	0	0	31	31	1	0	0	0	0	0	0	32.9	38.0
18:30	94	0	0	35	37	0	0	0	0	0	0	0	34.3	41.0
18:45	75	0	0	35	35	2	0	0	0	0	0	0	34.5	38.0
19:00	75	0	0	35	35	2	0	0	0	0	0	0	34.5	41.0
19:15	36	1	0	19	13	0	0	0	0	0	0	0	34.4	39.4
19:30	36	0	0	14	15	0	0	0	0	0	0	0	31.8	27.6
19:45	35	0	0	18	14	2	0	0	0	0	0	0	33.3	38.0
20:00	33	0	0	13	9	0	0	0	0	0	0	0	36.2	41.0
20:15	25	0	0	13	10	1	0	0	0	0	0	0	34.0	41.1
20:30	19	0	0	13	8	0	0	0	0	0	0	0	33.5	38.0
20:45	13	0	0	5	8	0	0	0	0	0	0	0	35.0	42.4
21:00	16	0	0	11	5	0	0	0	0	0	0	0	34.4	39
21:15	19	0	0	11	9	0	0	0	0	0	0	0	34.2	42.0
21:30	18	0	0	10	7	0	0	0	0	0	0	0	34.0	39.5
21:45	18	0	0	11	7	0	0	0	0	0	0	0	34.0	39.5
22:00	13	0	0	9	3	0	0	0	0	0	0	0	34	40.3
22:15	6	0	0	2	4	0	0	0	0	0	0	0	37.1	
22:30	1	0	0	1	1	0	0	0	0	0	0	0	32.8	
22:45	13	0	0	3	10	0	0	0	0	0	0	0	42.8	50.1
23:00	9	0	0	4	5	0	0	0	0	0	0	0		
07:00	3987	23	16	1933	1400	103	2	1	7	0	0	4	36.6	37.0
08:00	3928	27	20	1958	1400	110	2	1	7	0	0	4	35.3	37.4
09:00	4081	28	26	1998	1455	110	2	1	7	0	0	4	35.4	37.5
09:30	4124	29	28	1972	1493	115	2	1	7	0	0	4	35.4	37.6

Date	14/05/2019															
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (km/h)	85%ile Speed (km/h)		
00:00	12	0	0	8	3	0	0	0	0	0	0	0	37.4	47.7		
00:15	3	0	0	0	0	0	0	0	0	0	0	0	40.7			
00:30	6	0	1	2	3	0	0	0	0	0	0	0	31.7			
00:45	2	0	0	0	0	0	0	0	0	0	0	0	41.5			
01:00	1	0	0	0	1	0	0	0	0	0	0	0	26.8			
01:15	5	0	0	2	3	0	0	0	0	0	0	0	35.3			
01:30	7	0	0	1	0	0	0	0	0	0	0	0	38.8			
01:45	3	0	1	2	0	0	0	0	0	0	0	0	33.5			
02:00	1	0	0	0	1	0	0	0	0	0	0	0	37.9			
02:15	0	0	0	0	0	0	0	0	0	0	0	0	38.9			
02:30	1	0	0	1	0	0	0	0	0	0	0	0	34.7			
02:45	0	0	0	1	0	0	0	0	0	0	0	0	36.5			
03:00	0	0	0	0	0	0	0	0	0	0	0	0				
03:15	1	0	0	0	1	0	0	0	0	0	0	0	45			
03:30	0	0	0	0	0	0	0	0	0	0	0	0				
03:45	1	0	0	0	1	0	0	0	0	0	0	0	35.6			
04:00	0	0	0	0	0	0	0	0	0	0	0	0	39.9			
04:15	5	0	0	2	1	1	0	0	0	0	0	0	39.9			
04:30	4	0	0	1	3	0	0	0	0	0	0	0	37.5			
04:45	0	0	0	0	0	0	0	0	0	0	0	0	46.6			
05:00	4	0	0	1	3	0	0	0	0	0	0	0	39.8			
05:15	5	0	0	2	3	0	0	0	0	0	0	0	37.7			
05:30	7	0	0	3	3	0	0	0	0	0	0	0	37.2			
05:45	6	0	0	3	3	0	0	0	0	0	0	0	36.4			
06:00	13	0	1	6	6	0	0	0	0	0	0	0	39.3	47.7		
06:15	12	0	0	4	4	1	0	0	0	0	0	0	38.2	45.8		
06:30	19	0	0	10	7	0	0	0	0	0	0	0	31.2	41.6		
06:45	36	0	0	13	22	1	0	0	0	0	0	0	37.7	43.6		
07:00	44	0	0	18	25	1	0	0	0	0	0	1	35.5	40.7		
07:15	33	1	0	22	17	1	0	0	0	0	0	0	35.5	40.7		
07:30	46	0	0	30	25	1	0	0	0	0	0	0	33.3	38		
07:45	50	0	0	33	27	1	0	0	0	0	0	0	33.3	38		
08:00	50	0	0	35	24	1	0	0	0	0	0	0	33.1	37.4		
08:15	77	0	0	50	37	0	0	0	0	0	0	0	31.1	34.1		
08:30	70	0	0	50	32	0	0	0	0	0	0	0	31.2	37.4		
08:45	73	0	0	49	29	1	0	0	0	0	0	0	31.4	36		
09:00	59	0	0	40	25	0	0	0	0	0	0	0	35.1	35.1		
09:15	59	0	0	35	26	1	0	0	0	0	0	0	33.7	40.4		
09:30	58	0	0	34	21	3	0	0	0	0	0	0	37.3	36.5		
09:45	59	0	0	37	19	3	0	0	0	0	0	0	37.4	36.5		
10:00	59	0	0	37	19	3	0	0	0	0	0	0	37.4	36.5		
10:15	59	0	0	37	19	3	0	0	0	0	0	0	37.4	36.5		
10:30	59	0	0	37	19	3	0	0	0	0	0	0	37.4	36.5		
10:45	59	0	0	37	19	3	0	0	0	0	0	0	37.4	36.5		
11:00	58	0	0	35	25	2	0	0	0	0	0	0	37.8	37.3		
11:15	59	0	0	37	20	2	0	0	0	0	0	0	37.5	36.9		
11:30	58	0	0	37	20	2	0	0	0	0	0	0	37.5	36.9		
11:45	77	1	0	40	28	2	0	0	0	0	0	0	32.6	37.4		
12:00	72	0	0	43	28	1	0	0	0	0	0	0	32.7	37.4		
12:15	71	0	1	35	31	4	0	0	0	0	0	0	32.7	37.4		
12:30	82	0	0	42	36	4	0	0	1	0	0	0	32.7	37.4		
12:45	85	1	3	53	24	4	1	1	0	0	0	0	30.2	34.9		
13:00	85	1	1	53	23	0	0	0	0	0	0	0	31.5	36		
13:15	85	0	0	50	23	2	0	0	0	0	0	0	31.5	36		
13:30	85	0	0	50	23	2	0	0	0	0	0	0	31.5	36		
13:45	85	0	0	50	23	2	0	0	0	0	0	0	31.5	36		
14:00	85	0	0	50	23	2	0	0	0	0	0	0	31.5	36		
14:15	85	0	0	50	23	2	0	0	0	0	0	0	31.5	36		
14:30	85	0	0	50	23	2	0	0	0	0	0	0	31.5	36		
14:45	114	0	2	62	47	2	0	0	0	0	0	1	30	34.8		
15:00	86	0	1	46	34	5	0	0	0	0	0	0	32.5	36.5		
15:15	103	0	1	75	56	3	0	0	0	0	0	0	32.5	36.5		
15:30	107	1	1	63	40	2	0	0	0	0	0	0	31.3	35.5		
15:45	95	0	1	47	31	2	0	0	0	0	0	0	31.3	35.5		
16:00	111	0	0	54	31	2	0	0	0	0	0	0	31.3	35.5		
16:15	105	0	0	54	31	2	0	0	0	0	0	0	31.3	35.5		
16:30	109	1	2	59	41	3	0	0	1	0	0	0	31.3	35.5		
16:45	108	0	0	56	47	1	0	0	0	0	0	0	30.4	35.5		
17:00	95	0	0	48	36	0	0	0	0	0	0	0	31.3	37		
17:15	94	0	0	57	36	0	0	0	0	0	0	0	31.1	36.4		
17:30	101	1	1	71	28	0	0	0	0	0	0	0	31.6	36.5		
17:45	105	0	0	68	37	1	0	0	0	0	0	0	31.3	37.3		
18:00	85	0	0	45	40	0	0	0	0	0	0	0	31.3	37.3		
18:15	75	1	1	43	37	1	0	0	1	0	0	1	31.4	37.3		
18:30	59	0	0	33	25	1	0	0	0	0	0	0	32.8	37.3		
18:45	41	1	0	21	17	0	0	0	0	0	0	0	33.8	36		
19:00	50	1	0	20	20	0	0	0	0	0	0	0	34.1	36.4		
19:15	43	2	1	24	16	1	0	0	0	0	0	0	33.3	40.9		
19:30	42	1	0	25	11	1	0	0	0	0	0	0	33.5	36		
19:45	45	1	1	25	11	1	0	0	0	0	0	0	33.5	37.5		
20:00	37	0	2	17	18	0	0	0	0	0	0	0	36.2	29.5		
20:15	35	0	0	19	21	1	0	0	0	0	0	0	36.1	32.1		
20:30	25	0	0	16	9	0	0	0	0	0	0	0	36.8	42.7		
20:45	19	0	1	12	6	0	0	0	0	0	0	0	36.7	43.2		
21:00	30	0	1	15	14	0	0	0	0	0	0	0	34.2	41.3		
21:15	27	0	0	17	9	1	0	0	0	0	0	0	34.1	36.7		
21:30	30	0	1	19	10	0	0	0	0	0	0	0	36	45.3		
21:45	9	0	0	4	5	0	0	0	0	0	0	0	34.1	41.1		
22:00	18	0	0	12	6	0	0	0	0	0	0	0	33.2	40.8		
22:15	18	0	0	12	6	0	0	0	0	0	0	0	33.2	37.5		
22:30	17	0	0	11	6	0	0	0	0	0	0	0	33.2	43.9		
22:45	19	2	1	7	8	1	0	0	0	0	0	0	36	43.1		
23:00	13	0	0	6	7	0	0	0	0	0	0	0	38.3	44		
23:15	15	0	0	6	7	0	0	0	0	0	0	0	37.7	38.0		
23:30	17	0	0	9	8	0	0	0	0	0	0	0	37.7	41.1		
23:45	17	0	0	9	8	0	0	0	0	0	0	0	37.7	41.1		
00:00	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
00:15	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
00:30	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
00:45	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
01:00	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
01:15	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
01:30	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
01:45	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
02:00	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
02:15	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
02:30	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		
02:45	14	2	2	10	14	0	0	0	0	0	0	0	37.1	37.7		

Date: Saturday 19/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85%ile Speed (mph)
00:00	15	0	0	12	7	0	0	0	0	0	0	0	25.9	41
00:15	11	0	0	7	0	0	0	0	0	0	0	0	36.5	46
00:30	13	0	0	5	8	0	0	0	0	0	0	0	37.2	49.1
00:45	7	0	0	4	3	0	0	0	0	0	0	0	36.4	
01:00	6	0	0	2	4	0	0	0	0	0	0	0	36.7	
01:15	2	0	0	2	0	0	0	0	0	0	0	0	35.3	
01:30	2	0	0	1	1	0	0	0	0	0	0	0	46.8	
01:45	1	0	0	1	0	0	0	0	0	0	0	0	36.1	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	29.1	
02:15	1	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	1	0	0	0	1	0	0	0	0	0	0	0	45.4	
03:00	1	0	0	0	1	0	0	0	0	0	0	0	41.6	
03:15	5	0	0	2	1	0	0	0	0	0	0	0	46.9	
03:30	1	0	0	0	1	0	0	0	0	0	0	0	50.8	
03:45	1	0	0	0	1	0	0	0	0	0	0	0	50.4	
04:00	3	0	0	0	1	0	0	0	0	0	0	0	35.3	
04:15	2	0	0	0	2	0	0	0	0	0	0	0	39.1	
04:30	2	0	0	0	2	0	0	0	0	0	0	0	36.9	
04:45	5	0	0	0	5	0	0	0	0	0	0	0	39.1	
05:00	1	0	0	1	0	0	0	0	0	0	0	0	24.6	
05:15	5	1	0	2	2	0	0	0	0	0	0	0	30.1	
05:30	5	0	0	1	4	0	0	0	0	0	0	0	36.8	
05:45	10	0	0	4	6	0	0	0	0	0	0	0	39	
06:00	9	1	0	3	4	0	0	0	0	0	0	0	39.0	
06:15	8	0	0	5	3	0	0	0	0	0	0	0	36.7	
06:30	16	0	0	6	7	0	0	0	0	0	0	0	32.9	20.8
06:45	16	0	0	8	8	0	0	0	0	0	0	0	30.1	41.7
07:00	27	2	0	12	11	0	0	0	0	0	0	0	32.9	42.1
07:15	35	0	1	21	9	1	0	0	0	0	0	0	24.7	25.5
07:30	41	0	0	16	13	0	0	0	0	0	0	0	41.4	41.4
07:45	33	0	0	21	13	0	0	0	0	0	0	0	32.4	37.2
08:00	26	0	0	17	17	0	0	0	0	0	0	0	24.5	40.4
08:15	29	0	0	14	14	0	0	0	0	0	0	0	31.2	31.2
08:30	43	0	0	25	18	0	0	0	0	0	0	0	35.8	39.5
08:45	48	1	0	20	25	0	0	0	0	0	0	0	32.6	38.8
09:00	41	0	0	22	17	0	0	0	0	0	0	0	31.4	35.3
09:15	41	0	0	22	17	0	0	0	0	0	0	0	31.4	35.3
09:30	68	0	1	39	28	0	0	0	0	0	0	0	31.6	36.8
09:45	126	0	1	75	51	0	0	0	0	0	0	0	31.4	24.1
10:00	126	0	1	75	51	0	0	0	0	0	0	0	31.4	24.1
10:15	94	0	1	56	38	0	0	0	0	0	0	0	31.0	37.2
10:30	55	0	0	25	20	0	0	0	1	0	0	0	31	36.9
10:45	51	0	0	45	6	0	0	0	0	0	0	0	31.8	
11:00	55	0	0	34	19	1	0	0	0	0	0	0	31.5	36.6
11:15	51	1	1	28	18	2	0	0	1	0	0	0	31.1	29.9
11:30	75	1	1	43	31	0	0	0	0	0	0	0	30.8	36
11:45	71	0	1	38	30	0	0	0	0	0	0	0	31.4	36.9
12:00	63	0	0	33	27	0	0	0	0	0	0	0	31.2	34.4
12:15	69	1	1	45	16	1	0	0	0	0	0	0	33.2	38.3
12:30	66	0	1	36	26	0	0	0	1	0	0	0	31.3	36.6
12:45	56	0	0	26	20	0	0	0	0	0	0	0	31.2	36.5
13:00	70	0	1	38	30	1	0	0	0	0	0	0	32.3	36.9
13:15	50	0	1	25	25	0	0	0	0	0	0	0	33.6	39.5
13:30	50	0	1	22	28	0	0	0	0	0	0	0	33.3	37.7
13:45	40	1	0	41	6	0	0	0	0	0	0	0	30.0	35.8
14:00	58	0	0	25	27	1	0	0	0	0	0	0	31.5	27.4
14:15	55	0	0	24	29	0	0	0	0	0	0	0	31.8	36.6
14:30	55	1	0	38	17	0	0	0	0	0	0	0	30.8	36
14:45	64	0	0	38	23	2	0	0	1	0	0	0	32.2	37.2
15:00	51	0	0	35	16	1	0	0	0	0	0	0	31.7	37.2
15:15	51	0	0	35	16	1	0	0	0	0	0	0	31.7	37.2
15:30	55	0	0	37	18	0	0	0	0	0	0	0	33.7	38.9
15:45	55	0	0	35	24	0	0	0	0	0	0	0	33.3	37.8
16:00	50	0	1	31	14	1	0	0	0	0	0	0	32.4	28.8
16:15	46	0	1	31	15	0	0	0	0	0	0	0	33.8	36.5
16:30	51	0	0	27	23	0	0	0	0	0	0	0	33.3	39.5
16:45	55	0	0	31	24	0	0	0	0	0	0	0	33.2	38.2
17:00	54	0	0	28	25	0	0	0	0	0	0	0	31.3	36
17:15	51	0	0	34	20	0	0	0	0	0	0	0	31	36.8
17:30	45	0	1	28	16	0	0	0	0	0	0	0	33.3	37.8
17:45	75	1	1	45	25	0	0	0	0	0	0	0	33.4	38
18:00	41	0	0	20	20	0	0	0	0	0	0	0	31.4	37.1
18:15	41	0	0	21	20	0	0	0	0	0	0	0	31.8	36.8
18:30	43	1	0	24	17	1	0	0	0	0	0	0	31	29.8
18:45	46	0	0	21	14	1	0	0	0	0	0	0	33.8	40.4
19:00	31	0	0	19	12	0	0	0	0	0	0	0	32.9	36.9
19:15	41	0	0	23	18	0	0	0	0	0	0	0	33.4	37.3
19:30	45	0	0	23	17	0	0	0	0	0	0	0	34.3	40.1
19:45	45	0	0	25	15	0	0	0	0	0	0	0	33.0	44.8
20:00	20	0	0	15	7	0	0	0	0	0	0	0	24.5	22.5
20:15	20	0	0	19	10	0	0	0	0	0	0	0	33.4	27.8
20:30	35	0	0	15	18	0	0	0	0	0	0	0	33.9	37.6
20:45	35	0	1	13	7	1	0	0	0	0	0	0	33.3	39.1
21:00	17	0	0	11	6	0	0	0	0	0	0	0	26.0	44.8
21:15	15	0	0	12	7	0	0	0	0	0	0	0	32	41.8
21:30	17	0	0	15	6	0	0	0	0	0	0	0	34.6	40.1
21:45	19	0	0	5	9	0	0	0	0	0	0	0	36.7	52.1
22:00	9	0	0	5	13	0	0	0	0	0	0	0	26.5	41.3
22:15	12	0	0	5	13	0	0	0	0	0	0	0	31.1	41.3
22:30	17	0	1	9	7	0	0	0	0	0	0	0	36.5	46.7
22:45	15	0	0	11	4	0	0	0	0	0	0	0	36.7	47.1
23:00	23	0	0	15	8	0	0	0	0	0	0	0	37.7	39.3
23:15	15	0	0	5	9	0	0	0	0	0	0	0	30.3	44.5
23:30	9	0	0	5	3	0	0	0	0	0	0	0	34.1	
23:45	17	0	0	6	10	0	0	0	0	0	0	0	36	48.8
07:00	2600	16	27	1527	918	0	0	0	0	0	0	0	32.4	37.9
08:30	1839	17	32	1090	1038	12	0	1	5	0	0	0	32.8	37.7
09:00	2996	17	31	1767	1105	27	0	1	6	0	0	0	32.7	37.8
09:30	364	16	9	187	1160	28	0	1	6	0	0	0	32.9	38.1

Date	Sunday 16/06/2019															
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85%ile Speed (mph)		
00:00	13	0	0	5	5	0	0	0	0	0	0	0	35.3	41.5		
00:05	7	0	0	1	0	0	0	0	0	0	0	0	35.9			
00:10	9	0	0	4	5	0	0	0	0	0	0	0	35.2			
00:15	9	0	0	1	7	0	0	0	0	0	0	0	35			
00:20	8	0	0	3	5	0	0	0	0	0	0	0	35.6			
00:25	10	0	0	8	4	0	0	0	0	0	0	0	35.2	43.9		
00:30	11	0	0	1	7	0	0	0	0	0	0	0	35.4			
00:35	3	0	0	0	3	0	0	0	0	0	0	0	40.9			
00:40	0	0	0	0	0	0	0	0	0	0	0	0				
00:45	0	0	0	0	0	0	0	0	0	0	0	0	44.1			
00:50	2	0	0	1	1	0	0	0	0	0	0	0	35.5			
00:55	2	0	0	1	1	0	0	0	0	0	0	0	37.4			
01:00	4	0	0	3	1	0	0	0	0	0	0	0	35.9			
01:05	0	0	0	0	0	0	0	0	0	0	0	0				
01:10	2	0	0	0	2	0	0	0	0	0	0	0	35.9			
01:15	0	0	0	0	0	0	0	0	0	0	0	0				
01:20	0	0	0	0	0	0	0	0	0	0	0	0	42.5			
01:25	0	0	0	0	0	0	0	0	0	0	0	0				
01:30	0	0	0	0	0	0	0	0	0	0	0	0				
01:35	1	0	0	1	0	0	0	0	0	0	0	0	35.9			
01:40	4	0	0	1	3	0	0	0	0	0	0	0	39.3			
01:45	3	0	0	0	3	0	0	0	0	0	0	0	39.6			
01:50	2	0	0	0	2	0	0	0	0	0	0	0	44.1			
01:55	3	0	0	1	2	0	0	0	0	0	0	0	35.6			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	35.9			
02:05	0	0	0	0	0	0	0	0	0	0	0	0				
02:10	0	0	0	0	0	0	0	0	0	0	0	0	42.5			
02:15	0	0	0	0	0	0	0	0	0	0	0	0				
02:20	1	0	0	1	0	0	0	0	0	0	0	0	35.9			
02:25	4	0	0	1	3	0	0	0	0	0	0	0	39.3			
02:30	3	0	0	0	3	0	0	0	0	0	0	0	39.6			
02:35	2	0	0	0	2	0	0	0	0	0	0	0	44.1			
02:40	3	0	0	1	2	0	0	0	0	0	0	0	35.6			
02:45	0	0	0	0	0	0	0	0	0	0	0	0	35.9			
02:50	0	0	0	0	0	0	0	0	0	0	0	0				
02:55	0	0	0	0	0	0	0	0	0	0	0	0	42.5			
03:00	0	0	0	0	0	0	0	0	0	0	0	0				
03:05	0	0	0	0	0	0	0	0	0	0	0	0				
03:10	0	0	0	0	0	0	0	0	0	0	0	0				
03:15	0	0	0	0	0	0	0	0	0	0	0	0				
03:20	0	0	0	0	0	0	0	0	0	0	0	0				
03:25	0	0	0	0	0	0	0	0	0	0	0	0				
03:30	0	0	0	0	0	0	0	0	0	0	0	0				
03:35	0	0	0	0	0	0	0	0	0	0	0	0				
03:40	0	0	0	0	0	0	0	0	0	0	0	0				
03:45	0	0	0	0	0	0	0	0	0	0	0	0				
03:50	0	0	0	0	0	0	0	0	0	0	0	0				
03:55	0	0	0	0	0	0	0	0	0	0	0	0				
04:00	0	0	0	0	0	0	0	0	0	0	0	0				
04:05	0	0	0	0	0	0	0	0	0	0	0	0				
04:10	0	0	0	0	0	0	0	0	0	0	0	0				
04:15	0	0	0	0	0	0	0	0	0	0	0	0				
04:20	0	0	0	0	0	0	0	0	0	0	0	0				
04:25	0	0	0	0	0	0	0	0	0	0	0	0				
04:30	0	0	0	0	0	0	0	0	0	0	0	0				
04:35	0	0	0	0	0	0	0	0	0	0	0	0				
04:40	0	0	0	0	0	0	0	0	0	0	0	0				
04:45	0	0	0	0	0	0	0	0	0	0	0	0				
04:50	0	0	0	0	0	0	0	0	0	0	0	0				
04:55	0	0	0	0	0	0	0	0	0	0	0	0				
05:00	0	0	0	0	0	0	0	0	0	0	0	0				
05:05	0	0	0	0	0	0	0	0	0	0	0	0				
05:10	0	0	0	0	0	0	0	0	0	0	0	0				
05:15	0	0	0	0	0	0	0	0	0	0	0	0				
05:20	0	0	0	0	0	0	0	0	0	0	0	0				
05:25	0	0	0	0	0	0	0	0	0	0	0	0				
05:30	0	0	0	0	0	0	0	0	0	0	0	0				
05:35	0	0	0	0	0	0	0	0	0	0	0	0				
05:40	0	0	0	0	0	0	0	0	0	0	0	0				
05:45	0	0	0	0	0	0	0	0	0	0	0	0				
05:50	0	0	0	0	0	0	0	0	0	0	0	0				
05:55	0	0	0	0	0	0	0	0	0	0	0	0				
06:00	0	0	0	0	0	0	0	0	0	0	0	0				
06:05	0	0	0	0	0	0	0	0	0	0	0	0				
06:10	0	0	0	0	0	0	0	0	0	0	0	0				
06:15	0	0	0	0	0	0	0	0	0	0	0	0				
06:20	0	0	0	0	0	0	0	0	0	0	0	0				
06:25	0	0	0	0	0	0	0	0	0	0	0	0				
06:30	0	0	0	0	0	0	0	0	0	0	0	0				
06:35	0	0	0	0	0	0	0	0	0	0	0	0				
06:40	0	0	0	0	0	0	0	0	0	0	0	0				
06:45	0	0	0	0	0	0	0	0	0	0	0	0				
06:50	0	0	0	0	0	0	0	0	0	0	0	0				
06:55	0	0	0	0	0	0	0	0	0	0	0	0				
07:00	0	0	0	0	0	0	0	0	0	0	0	0				
07:05	13	0	0	5	5	0	0	0	0	0	0	0	37.4	46.9		
07:10	11	0	0	4	5	0	0	0	0	0	0	0	35.3			
07:15	18	1	1	8	8	0	0	0	0	0	0	0	35.9			
07:20	21	0	0	11	9	1	0	0	0	0	0	0	37.4			
07:25	22	0	0	11	11	0	0	0	0	0	0	0	37.4			
07:30	22	0	0	10	13	0	0	0	0	0	0	0	37.4	44.9		
07:35	40	0	0	15	23	1	0	0	0	0	0	0	35.3	40.4		
07:40	30	0	0	10	14	0	0	0	0	0	0	0	35.7			
07:45	30	0	0	10	14	0	0	0	0	0	0	0	35.7			
07:50	41	1	0	24	16	0	0	0	0	0	0	0	31.9	35.7		
07:55	40	0	0	23	16	0	0	0	0	0	0	0	35.3	39.7		
08:00	40	0	0	27	13	0	0	0	0	0	0	0	35.3			
08:05	37	0	0	24	11	0	0	0	0	0	0	0	35.3	35.9		
08:10	38	0	0	17	21	0	0	0	0	0	0	0	35.1	41.5		
08:15	36	0	0	20	16	0	0	0	0	0	0	0	35.4			
08:20	36	0	0	21	18	0	0	0	0	0	0	0	35.6	40.3		
08:25	41	0	0	27	14	0	0	0	0	0	0	0	31.2	35.9		
08:30	50	0	0	37	13	0	0	0	0	0	0	0	33.3	37.9		
08:35	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
08:40	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
08:45	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
08:50	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
08:55	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:00	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:05	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:10	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:15	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:20	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:25	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:30	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:35	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:40	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:45	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:50	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
09:55	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
10:00	40	0	0	27	13	0	0	0	0	0	0	0	33.3	36		
10:05	40	0	0													

Date	Monday 17/05/2019													Mean Speed (Mph)	85thile Speed (Mph)	
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus				
00:00	4	0	0	0	1	1	0	0	0	0	0	0	0	0	35.1	
00:05	0	0	0	0	1	1	0	0	0	0	0	0	0	0	35.1	
00:10	3	0	1	1	1	0	0	0	0	0	0	0	0	0	36.1	
00:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
00:20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	
00:25	4	0	0	0	1	1	0	0	0	0	0	0	0	0	40	
00:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	
00:35	1	0	0	0	0	1	0	0	0	0	0	0	0	0	37.6	
00:40	1	0	0	1	0	0	0	0	0	0	0	0	0	0	29.4	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
00:50	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
00:55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	
01:00	2	0	0	0	1	1	1	1	1	1	1	1	1	1	37.6	
01:05	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	
01:10	4	0	0	1	1	1	1	0	1	0	0	0	0	0	34.2	
01:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	
01:20	3	0	0	0	1	1	0	0	0	0	0	0	0	0	33.6	
01:25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	
01:30	5	0	0	0	1	1	0	0	0	0	0	0	0	0	36	
01:35	13	0	0	1	2	0	0	0	0	0	0	0	0	0	37.6	
01:40	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	
01:45	29	0	1	10	17	1	0	0	0	0	0	0	0	0	34.5	40.7
01:50	30	0	1	11	18	1	0	0	0	0	0	0	0	0	35.6	43.3
01:55	30	0	0	0	0	1	0	0	0	0	0	0	0	0	36.9	40.7
02:00	40	0	1	18	17	4	0	0	0	0	0	0	0	0	36.5	42.5
02:05	36	0	0	0	0	1	0	0	0	0	0	0	0	0	37.6	
02:10	36	0	0	0	0	1	0	0	0	0	0	0	0	0	37.6	
02:15	30	0	0	0	0	1	0	0	0	0	0	0	0	0	36.9	37.4
02:20	30	0	0	0	0	1	0	0	0	0	0	0	0	0	36.9	37.4
02:25	73	0	0	0	0	1	1	1	1	1	1	1	1	1	37.6	40.7
02:30	73	0	0	0	43	29	1	0	0	0	0	0	0	0	37.2	
02:35	65	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	37.4
02:40	59	0	1	0	0	0	0	0	1	0	0	0	0	0	37.6	37.4
02:45	51	0	0	0	0	19	0	0	0	0	0	0	0	0	37.6	
02:50	55	1	0	0	15	25	2	0	0	0	0	0	0	0	37.6	
02:55	53	0	0	0	15	25	0	0	0	0	0	0	0	0	37.6	
03:00	55	1	0	0	15	25	2	0	0	0	0	0	0	0	37.6	
03:05	45	0	0	0	15	19	0	0	1	0	0	0	0	0	37.6	
03:10	45	0	0	0	15	19	0	0	0	0	0	0	0	0	37.6	
03:15	46	1	0	0	25	15	0	0	0	0	0	0	0	0	37.6	
03:20	46	1	0	0	25	15	0	0	0	0	0	0	0	0	37.6	
03:25	58	0	1	0	25	19	0	0	0	0	0	0	0	0	37.6	
03:30	58	0	0	0	25	19	0	0	0	0	0	0	0	0	37.6	
03:35	59	0	0	0	30	24	0	0	0	0	0	0	0	0	37.6	
03:40	59	0	0	0	43	19	0	0	0	0	0	0	0	0	37.6	
03:45	59	0	1	0	38	27	2	0	1	0	0	0	0	0	37.6	
03:50	77	0	1	0	38	30	2	0	0	0	0	0	0	0	37.6	
03:55	61	0	0	0	30	27	2	0	0	0	0	0	0	0	37.6	
04:00	60	1	0	0	31	23	4	0	0	0	0	0	0	0	37.6	
04:05	65	1	1	0	31	23	4	0	0	0	0	0	0	0	37.6	
04:10	65	1	1	0	31	23	4	0	0	0	0	0	0	0	37.6	
04:15	70	1	2	0	31	31	3	0	0	0	0	0	0	0	37.6	
04:20	73	1	0	0	31	31	3	0	0	0	0	0	0	0	37.6	
04:25	73	0	0	0	38	24	2	0	0	0	0	0	0	0	37.6	
04:30	60	0	0	0	35	30	2	0	0	0	0	0	0	0	37.6	
04:35	60	1	4	0	40	35	3	0	0	0	0	0	0	0	37.6	
04:40	65	1	1	0	35	35	3	0	0	0	0	0	0	0	37.6	
04:45	67	1	1	0	35	35	3	0	0	0	0	0	0	0	37.6	
04:50	67	2	3	0	35	35	3	0	0	0	0	0	0	0	37.6	
04:55	66	2	2	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:00	66	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:05	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:10	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:15	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:20	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:25	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:30	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:35	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:40	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:45	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:50	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
05:55	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:00	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:05	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:10	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:15	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:20	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:25	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:30	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:35	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:40	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:45	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:50	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
06:55	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:00	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:05	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:10	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:15	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:20	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:25	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:30	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:35	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:40	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:45	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:50	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
07:55	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:00	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:05	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:10	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:15	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:20	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:25	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:30	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:35	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:40	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:45	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:50	67	0	0	0	40	35	3	0	0	0	0	0	0	0	37.6	
08:55	67	0	0	0	40	35	3	0								

Date	Tuesday 18/05/2019														
	Total	Cycle	Motor Cycle	Car	LGV	2-Axled Rigid	3-Axled Rigid	4-Axled Rigid	3-Axled Artic	4-Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)	
00:00	5	1	0	2	2	0	0	0	0	0	0	0	29.3	43	
00:15	9	0	0	2	2	0	0	0	0	0	0	0	31.7	45	
00:30	7	0	0	5	2	0	0	0	0	0	0	0	36.1	47	
00:45	5	0	0	2	2	0	0	0	0	0	0	0	37.6	47	
01:00	2	0	0	1	0	1	0	0	0	0	0	0	37.8	47	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	2	0	0	1	1	0	0	0	0	0	0	0	35	45	
02:00	1	0	0	1	0	0	0	0	0	0	0	0	34.4	45	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	2	0	0	0	1	0	0	0	0	0	0	0	27.7	41	
02:45	1	0	0	1	0	0	0	0	0	0	0	0	33.8	41	
03:00	1	0	0	1	0	0	0	0	0	0	0	0	35.8	41	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	1	0	0	0	1	0	0	0	0	0	0	0	27.7	41	
03:45	2	0	0	1	1	0	0	0	0	0	0	0	34.2	41	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	3	0	0	0	3	0	0	0	0	0	0	0	29.9	41	
04:30	5	0	0	0	3	0	0	0	0	0	0	0	25.4	41	
05:00	1	0	0	0	1	0	0	0	0	0	0	0	59.3	77	
05:15	8	0	0	4	4	0	0	0	0	0	0	0	39.8	77	
05:30	8	0	0	4	4	0	0	0	0	0	0	0	36.2	77	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	20	1	1	10	8	0	0	0	0	0	0	0	31	45.4	
06:15	12	0	0	3	9	0	0	0	0	0	0	0	36.7	46	
06:30	20	1	0	15	14	1	0	0	0	0	0	0	37	46	
06:45	35	0	0	15	14	1	0	0	0	0	0	0	31.7	43.5	
07:00	44	1	0	18	24	1	0	0	0	0	0	0	31.8	38.1	
07:15	30	0	0	13	15	2	0	0	0	0	0	0	23.1	37.5	
07:30	30	1	0	15	15	2	0	0	0	0	0	0	32	37.2	
07:45	50	1	0	20	33	2	0	0	0	0	0	0	32	37.2	
08:00	75	0	0	25	53	1	0	0	0	0	0	0	33.1	36.5	
08:15	75	0	0	25	53	1	0	0	0	0	0	0	31.4	34.4	
08:30	71	0	0	21	41	0	0	0	0	0	0	0	30.8	35	
08:45	29	0	0	0	42	37	0	0	0	0	0	0	33.5	35	
09:00	72	1	0	25	38	37	0	0	0	0	0	0	32.4	37	
09:15	72	1	0	25	37	37	0	0	0	0	0	0	32.4	37	
09:30	46	0	0	25	23	1	0	0	0	0	0	0	33.9	37.9	
09:45	125	0	0	125	23	1	0	0	0	0	0	0	31.4	24.4	
10:00	125	0	0	125	23	1	0	0	0	0	0	0	31.6	26	
10:15	46	0	0	27	16	2	0	0	1	0	0	0	33.6	37.9	
10:30	46	0	0	27	20	2	0	0	1	0	0	0	31.9	36.5	
10:45	36	0	0	26	36	0	0	0	0	0	0	0	31.1	36.5	
11:00	41	0	0	30	19	2	0	0	0	0	0	0	31.5	36.1	
11:15	49	0	0	22	21	5	0	0	0	0	0	0	31.8	36.5	
11:30	51	0	0	21	22	7	0	0	0	0	0	0	32.6	36.5	
11:45	51	0	0	26	24	1	0	0	0	0	0	0	32.6	36.5	
12:00	65	0	0	37	28	0	0	0	0	0	0	0	31.4	35.9	
12:15	65	0	0	40	21	3	0	0	0	0	0	0	30.5	34.7	
12:30	75	0	0	45	31	2	0	0	0	0	0	0	31.1	36.8	
12:45	16	0	0	0	16	0	0	0	0	0	0	0	33.6	39	
13:00	46	1	0	32	13	0	0	0	0	0	0	0	31.5	36.7	
13:15	50	0	0	30	16	2	1	0	0	0	0	0	33	37.9	
13:30	50	0	0	21	15	2	0	0	0	0	0	0	33.8	37.9	
13:45	41	0	0	16	22	1	0	0	0	0	0	0	34.9	40.1	
14:00	65	0	0	33	27	1	0	0	0	0	0	0	33.5	38.4	
14:15	26	0	0	21	23	0	0	0	0	0	0	0	34.4	37.1	
14:30	85	0	0	44	17	1	0	0	0	0	0	0	33.9	38.4	
14:45	85	0	1	50	31	2	0	0	0	0	0	0	33.8	37	
15:00	65	0	0	43	37	1	0	0	0	0	0	0	33.1	37.5	
15:15	117	1	0	55	49	4	0	0	0	0	0	0	33.1	37.5	
15:30	139	1	0	25	53	1	0	0	1	0	0	0	31.3	36.5	
15:45	87	0	0	41	35	1	0	0	0	0	0	0	33.1	36.7	
16:00	125	0	0	125	23	1	0	0	0	0	0	0	31.6	25.7	
16:15	125	0	0	125	23	1	0	0	0	0	0	0	31.6	25.7	
16:30	117	0	0	53	29	2	0	0	0	0	0	0	32.7	37	
16:45	86	0	1	36	32	3	0	0	0	0	0	0	32.1	36.8	
17:00	117	0	0	46	49	0	0	0	0	0	0	0	32.1	36.8	
17:15	85	0	0	38	43	1	0	0	0	0	0	0	32.6	36.5	
17:30	88	1	1	52	32	2	0	0	0	0	0	0	31.3	36.5	
17:45	23	0	0	15	28	1	0	0	0	0	0	0	33.6	37.5	
18:00	23	0	0	15	28	1	0	0	0	0	0	0	33.6	37.5	
18:15	64	1	1	34	37	1	0	0	0	0	0	0	34	38	
18:30	56	0	0	27	28	0	0	0	0	0	0	0	33.7	38.5	
18:45	65	0	0	39	19	0	0	0	0	0	0	0	35.1	37.9	
19:00	36	0	0	17	18	0	0	0	0	0	0	0	36.3	41.7	
19:15	46	0	0	20	25	0	0	0	0	0	0	0	34.2	40.2	
19:30	25	0	0	15	16	2	0	0	0	0	0	0	34.3	42.5	
19:45	25	0	0	15	16	2	0	0	0	0	0	0	34.3	42.5	
20:00	27	0	0	20	7	0	0	0	0	0	0	0	37.3	44.7	
20:15	25	0	0	15	16	2	0	0	0	0	0	0	34.1	27.5	
20:30	25	0	0	19	10	0	0	0	0	0	0	0	34.5	38.1	
20:45	35	0	0	17	9	0	0	0	0	0	0	0	35	43.6	
21:00	21	0	0	13	8	0	0	0	0	0	0	0	36.3	42.3	
21:15	12	0	0	4	8	0	0	0	0	0	0	0	38	46.5	
21:30	23	0	0	9	12	1	0	0	0	0	0	0	34.8	45.9	
21:45	11	0	0	7	4	0	0	0	0	0	0	0	37.3	45	
22:00	12	0	0	9	12	0	0	0	0	0	0	0	35.9	45.9	
22:15	16	0	0	11	5	0	0	0	0	0	0	0	33.5	37.7	
22:30	15	0	0	7	8	0	0	0	0	0	0	0	37.4	47.2	
22:45	8	0	0	5	2	0	0	0	0	0	0	0	33.5	41	
23:00	8	0	0	5	2	0	0	0	0	0	0	0	33.5	41	
23:15	12	0	0	5	7	0	0	0	0	0	0	0	37.2	42.8	
23:30	11	0	0	3	7	0	0	0	0	0	0	0	36.7	41.8	
00:00	1005	17	18	178	155	0	1	1	10	0	0	2	32.4	36.9	
00:30	887	20	2	208	157	15	1	1	10	0	1	2	32.4	37.4	
01:00	2790	20	24	2070	1591	76	1	1	1	10	0	2	33.5	27.4	
01:30	367	31	4	319	164	25	1	1	15	0	1	2	33.6	37.4	

Date: Wednesday 19/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85%ile Speed (mph)
00:00	3	0	0	2	1	0	0	0	0	0	0	0	28.4	36.0
00:15	3	0	0	1	2	0	0	0	0	0	0	0	33.9	41.2
00:30	3	0	0	1	2	0	0	0	0	0	0	0	31.2	38.4
00:45	1	0	0	1	0	0	0	0	0	0	0	0	36.4	43.6
01:00	3	0	0	2	1	0	0	0	0	0	0	0	35.3	42.5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	35	42
01:30	1	0	0	0	1	0	0	0	0	0	0	0	35.1	42.1
01:45	1	0	0	0	1	0	0	0	0	0	0	0	33.8	40.5
02:00	2	0	0	1	1	0	0	0	0	0	0	0	40.5	47.7
02:15	1	0	0	1	0	0	0	0	0	0	0	0	38.6	45.7
02:30	1	0	0	0	1	0	0	0	0	0	0	0	35.7	42.8
02:45	0	0	0	0	0	0	0	0	0	0	0	0	35.2	42.3
03:00	2	0	0	0	2	0	0	0	0	0	0	0	36.5	43.6
03:15	3	0	0	0	3	0	0	0	0	0	0	0	35.2	42.3
03:30	3	0	0	0	3	0	0	0	0	0	0	0	35.2	42.3
03:45	4	0	0	1	3	0	0	0	0	0	0	0	31.5	38.6
04:00	1	0	0	0	1	0	0	0	0	0	0	0	36.9	44.0
04:15	6	0	0	4	2	0	0	0	0	0	0	0	36	43
04:30	10	0	0	7	3	0	0	0	0	0	0	0	36.7	43.8
04:45	20	0	0	15	5	0	0	0	0	0	0	0	37.4	44.5
05:00	16	1	0	12	4	0	0	0	0	0	0	0	36.3	43.4
05:15	30	0	0	23	7	0	0	0	0	0	0	0	37	44.1
05:30	36	0	0	27	9	0	0	0	0	0	0	0	35.3	42.4
05:45	36	1	0	21	14	0	0	0	0	0	0	0	36.1	43.2
06:00	25	0	0	15	10	0	0	0	0	0	0	0	34.5	41.6
06:15	23	0	0	14	9	0	0	0	0	0	0	0	36.7	43.8
06:30	23	0	0	13	10	0	0	0	0	0	0	0	35.1	42.2
06:45	28	0	0	21	7	0	0	0	0	0	0	0	35.5	42.6
07:00	28	0	0	21	7	0	0	0	0	0	0	0	35.5	42.6
07:15	25	0	0	15	10	0	0	0	0	0	0	0	34.5	41.6
07:30	23	0	0	14	9	0	0	0	0	0	0	0	36.7	43.8
07:45	23	0	0	13	10	0	0	0	0	0	0	0	35.1	42.2
08:00	28	0	0	21	7	0	0	0	0	0	0	0	35.5	42.6
08:15	28	0	0	21	7	0	0	0	0	0	0	0	35.5	42.6
08:30	27	0	0	20	7	0	0	0	0	0	0	0	35.1	42.2
08:45	27	0	0	20	7	0	0	0	0	0	0	0	35.1	42.2
09:00	29	0	0	22	7	0	0	0	0	0	0	0	35.7	42.8
09:15	48	1	0	34	14	0	0	0	0	0	0	0	31.2	38.4
09:30	16	0	0	12	4	0	0	0	0	0	0	0	35.7	42.8
09:45	16	0	0	12	4	0	0	0	0	0	0	0	35.7	42.8
10:00	55	1	0	37	18	0	0	0	0	0	0	0	36.4	43.5
10:15	40	1	0	27	13	0	0	0	0	0	0	0	36.1	43.2
10:30	40	1	0	27	13	0	0	0	0	0	0	0	36.1	43.2
10:45	43	0	0	34	9	0	0	0	0	0	0	0	36.4	43.5
11:00	53	1	0	25	28	0	0	0	0	0	0	0	36.4	43.5
11:15	50	1	0	22	28	0	0	0	0	0	0	0	36.7	43.8
11:30	50	1	0	22	28	0	0	0	0	0	0	0	36.7	43.8
11:45	50	0	0	20	30	0	0	0	0	0	0	0	36.2	43.3
12:00	50	0	0	20	30	0	0	0	0	0	0	0	36.2	43.3
12:15	58	1	0	36	22	0	0	0	0	0	0	0	36.4	43.5
12:30	56	0	0	34	22	0	0	0	0	0	0	0	36.8	43.9
12:45	56	0	0	34	22	0	0	0	0	0	0	0	36.8	43.9
13:00	51	0	0	32	19	0	0	0	0	0	0	0	36.9	44.0
13:15	24	0	0	13	11	0	0	0	0	0	0	0	35.1	42.2
13:30	24	0	0	13	11	0	0	0	0	0	0	0	35.1	42.2
13:45	25	0	0	14	11	0	0	0	0	0	0	0	35.4	42.5
14:00	29	0	0	16	13	0	0	0	0	0	0	0	36.4	43.5
14:15	25	0	0	14	11	0	0	0	0	0	0	0	36.7	43.8
14:30	30	0	0	18	12	0	0	0	0	0	0	0	36.7	43.8
14:45	20	0	0	10	10	0	0	0	0	0	0	0	36.5	43.6
15:00	21	0	0	11	10	0	0	0	0	0	0	0	36.2	43.3
15:15	108	0	0	55	53	0	0	0	0	0	0	0	35.1	42.2
15:30	89	0	0	46	43	0	0	0	0	0	0	0	35.7	42.8
15:45	87	0	0	44	43	0	0	0	0	0	0	0	35.7	42.8
16:00	87	0	0	44	43	0	0	0	0	0	0	0	35.7	42.8
16:15	85	0	0	42	43	0	0	0	0	0	0	0	35.7	42.8
16:30	109	0	0	53	56	0	0	0	0	0	0	0	36.5	43.6
16:45	86	0	0	43	43	0	0	0	0	0	0	0	36.2	43.3
17:00	105	0	0	52	53	0	0	0	0	0	0	0	36.1	43.2
17:15	117	0	0	56	61	0	0	0	0	0	0	0	36.8	43.9
17:30	112	0	0	54	58	0	0	0	0	0	0	0	36.5	43.6
17:45	112	0	0	54	58	0	0	0	0	0	0	0	36.5	43.6
18:00	112	0	0	54	58	0	0	0	0	0	0	0	36.5	43.6
18:15	74	0	0	40	34	0	0	0	0	0	0	0	35.2	42.3
18:30	59	0	0	31	28	0	0	0	0	0	0	0	35.6	42.7
18:45	57	0	0	29	28	0	0	0	0	0	0	0	35.6	42.7
19:00	56	0	0	28	28	0	0	0	0	0	0	0	35.6	42.7
19:15	54	0	0	26	28	0	0	0	0	0	0	0	35.5	42.6
19:30	53	0	0	25	28	0	0	0	0	0	0	0	35.4	42.5
19:45	53	0	0	25	28	0	0	0	0	0	0	0	35.4	42.5
20:00	50	0	0	23	27	0	0	0	0	0	0	0	34.6	41.7
20:15	50	0	0	23	27	0	0	0	0	0	0	0	34.6	41.7
20:30	35	0	0	15	17	0	0	0	0	0	0	0	35.2	42.3
20:45	30	0	0	14	16	0	0	0	0	0	0	0	34.1	41.4
21:00	27	0	0	14	13	0	0	0	0	0	0	0	34.5	41.8
21:15	26	0	0	13	13	0	0	0	0	0	0	0	34.5	41.8
21:30	22	0	0	12	10	0	0	0	0	0	0	0	34.7	42.0
21:45	7	0	0	4	3	0	0	0	0	0	0	0	33.3	40.4
22:00	17	0	0	9	8	0	0	0	0	0	0	0	35.8	42.9
22:15	10	0	0	5	5	0	0	0	0	0	0	0	35.0	42.1
22:30	13	0	0	6	7	0	0	0	0	0	0	0	37.9	44.2
22:45	16	0	0	11	5	0	0	0	0	0	0	0	36	43.0
23:00	17	0	0	11	6	0	0	0	0	0	0	0	35.3	42.4
23:15	6	0	0	4	2	0	0	0	0	0	0	0	37.8	44.1
23:30	6	0	0	4	2	0	0	0	0	0	0	0	37.8	44.1
23:45	10	0	0	5	5	0	0	0	0	0	0	0	40.2	47.3
00:00	341	23	18	173	137	85	6	3	11	0	0	4	37.4	44.6
00:15	378	28	20	208	164	91	5	3	11	0	1	4	37.4	44.6
00:30	387	28	20	215	168	91	5	3	11	0	1	4	37.4	44.6
00:45	327	24	17	185	142	81	4	2	11	0	1	4	37.4	44.6

Date Thursday 20/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85thile Speed (mph)
00:00	5	2	0	3	1	0	0	0	0	0	0	0	22.6	
00:15	4	0	0	1	2	1	0	0	0	0	0	0	31.9	
00:30	4	0	0	1	2	1	0	0	0	0	0	0	36.4	
00:45	4	0	0	4	0	0	0	0	0	0	0	0	36.6	
01:00	2	0	0	2	0	0	0	0	0	0	0	0	47.8	
01:15	0	0	0	1	2	0	0	0	0	0	0	0	39.2	
01:30	0	0	0	0	0	0	0	0	0	0	0	0		
01:45	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	1	0	0	1	1	1	0	0	0	0	0	0	30.9	
02:15	0	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	1	0	0	0	0	0	0	0	0	38.3	
03:00	0	0	0	0	0	0	0	0	0	0	0	0		
03:15	1	0	0	0	0	0	0	0	0	0	0	0	46.5	
03:30	0	0	0	0	0	0	0	0	0	0	0	0		
03:45	1	0	0	1	1	1	0	0	0	0	0	0	36.1	
04:00	1	0	0	1	1	1	0	0	0	0	0	0	36.2	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	36.9	
04:30	3	0	0	0	2	1	0	0	0	0	0	0	39.8	
04:45	1	0	0	1	1	0	0	0	0	0	0	0	41.2	
05:00	3	0	0	1	2	0	0	0	0	0	0	0	37.4	
05:15	5	0	0	1	3	1	0	0	0	0	0	0	33	
05:30	11	0	1	5	5	0	0	0	0	0	0	0	37.9	49.5
05:45	4	1	0	1	2	0	0	0	0	0	0	0	36.8	
06:00	10	0	0	5	5	0	0	0	0	0	0	0	37.8	
06:15	25	0	0	11	13	0	0	0	0	0	0	0	36.3	43.1
06:30	17	0	0	8	8	1	0	0	0	0	0	0	37.7	45.0
06:45	30	0	0	16	14	0	0	0	0	0	0	0	36.2	41.2
07:00	36	0	0	15	20	1	0	0	0	0	0	0	35.2	41.3
07:15	47	1	0	18	24	3	0	0	1	0	0	0	33.5	38.2
07:30	25	0	0	10	15	0	0	0	0	0	0	0	34.8	
07:45	22	0	0	10	12	0	0	0	0	0	0	0	34.1	37.5
08:00	22	0	0	10	12	0	0	0	0	0	0	0	33.8	37.5
08:15	25	0	0	11	14	0	0	0	1	0	0	0	32.4	36.1
08:30	28	0	0	12	16	0	0	0	1	0	0	0	34.1	37.7
08:45	40	0	0	20	20	0	0	0	0	0	0	0	30.3	36.6
09:00	83	0	0	44	39	0	0	0	0	0	0	0	33.8	38.2
09:15	75	1	0	36	39	0	0	0	0	0	0	0	34.2	38.2
09:30	68	1	0	36	32	1	0	0	0	0	0	0	33.8	36.9
09:45	53	0	0	36	17	0	0	0	0	0	0	0	30.2	36.5
10:00	26	0	0	16	10	0	0	0	0	0	0	0	33.1	36.1
10:15	18	0	0	8	10	0	0	0	0	0	0	0	33.6	36.6
10:30	50	0	0	28	22	0	0	0	0	0	0	0	31.7	36.1
10:45	53	1	0	20	19	1	0	0	0	0	0	0	30.2	36.7
11:00	50	0	0	26	24	0	0	0	0	0	0	0	30.7	36.7
11:15	50	0	0	28	19	4	0	0	0	0	0	0	31.5	36.7
11:30	51	0	0	28	19	4	0	0	0	0	0	0	30.2	36.8
11:45	38	1	0	25	17	0	1	0	0	0	0	0	31.9	36.6
12:00	27	0	0	12	15	0	0	0	0	0	0	0	30.3	34.5
12:15	+	+	+	+	+	+	+	+	+	+	+	+		
12:30	+	+	+	+	+	+	+	+	+	+	+	+		
12:45	+	+	+	+	+	+	+	+	+	+	+	+		
13:00	+	+	+	+	+	+	+	+	+	+	+	+		
13:15	+	+	+	+	+	+	+	+	+	+	+	+		
13:30	+	+	+	+	+	+	+	+	+	+	+	+		
13:45	+	+	+	+	+	+	+	+	+	+	+	+		
14:00	+	+	+	+	+	+	+	+	+	+	+	+		
14:15	+	+	+	+	+	+	+	+	+	+	+	+		
14:30	+	+	+	+	+	+	+	+	+	+	+	+		
14:45	+	+	+	+	+	+	+	+	+	+	+	+		
15:00	+	+	+	+	+	+	+	+	+	+	+	+		
15:15	+	+	+	+	+	+	+	+	+	+	+	+		
15:30	+	+	+	+	+	+	+	+	+	+	+	+		
15:45	+	+	+	+	+	+	+	+	+	+	+	+		
16:00	+	+	+	+	+	+	+	+	+	+	+	+		
16:15	+	+	+	+	+	+	+	+	+	+	+	+		
16:30	+	+	+	+	+	+	+	+	+	+	+	+		
16:45	+	+	+	+	+	+	+	+	+	+	+	+		
17:00	+	+	+	+	+	+	+	+	+	+	+	+		
17:15	+	+	+	+	+	+	+	+	+	+	+	+		
17:30	+	+	+	+	+	+	+	+	+	+	+	+		
17:45	+	+	+	+	+	+	+	+	+	+	+	+		
18:00	+	+	+	+	+	+	+	+	+	+	+	+		
18:15	+	+	+	+	+	+	+	+	+	+	+	+		
18:30	+	+	+	+	+	+	+	+	+	+	+	+		
18:45	+	+	+	+	+	+	+	+	+	+	+	+		
19:00	+	+	+	+	+	+	+	+	+	+	+	+		
19:15	+	+	+	+	+	+	+	+	+	+	+	+		
19:30	+	+	+	+	+	+	+	+	+	+	+	+		
19:45	+	+	+	+	+	+	+	+	+	+	+	+		
20:00	+	+	+	+	+	+	+	+	+	+	+	+		
20:15	+	+	+	+	+	+	+	+	+	+	+	+		
20:30	+	+	+	+	+	+	+	+	+	+	+	+		
20:45	+	+	+	+	+	+	+	+	+	+	+	+		
21:00	+	+	+	+	+	+	+	+	+	+	+	+		
21:15	+	+	+	+	+	+	+	+	+	+	+	+		
21:30	+	+	+	+	+	+	+	+	+	+	+	+		
21:45	+	+	+	+	+	+	+	+	+	+	+	+		
22:00	+	+	+	+	+	+	+	+	+	+	+	+		
22:15	+	+	+	+	+	+	+	+	+	+	+	+		
22:30	+	+	+	+	+	+	+	+	+	+	+	+		
22:45	+	+	+	+	+	+	+	+	+	+	+	+		
23:00	+	+	+	+	+	+	+	+	+	+	+	+		
23:15	+	+	+	+	+	+	+	+	+	+	+	+		
23:30	+	+	+	+	+	+	+	+	+	+	+	+		
23:45	+	+	+	+	+	+	+	+	+	+	+	+		
00:00	1200	8	9	666	473	35	1	2	4	0	0	2	32.6	37.0
00:30	1301	8	0	717	608	38	1	2	4	0	0	2	32.9	37.5
05:00	1381	8	11	717	529	39	1	2	4	0	0	2	32.9	37.6
05:30	1378	11	11	744	527	40	1	2	4	0	0	2	33.1	37.6

Wednesday 12/06/2019

Date	Wednesday	12/02/2019												Mean Speed (Mph)	B5 Mile Speed (Mph)
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus			
00:00															
00:15															
00:30															
00:45															
01:00															
01:15															
01:30															
01:45															
02:00															
02:15															
02:30															
02:45															
03:00															
03:15															
03:30															
03:45															
04:00															
04:15															
04:30															
04:45															
05:00															
05:15															
05:30															
05:45															
06:00															
06:15															
06:30															
06:45															
07:00															
07:15															
07:30															
07:45															
08:00															
08:15															
08:30															
08:45															
09:00															
09:15															
09:30															
09:45															
10:00															
10:15	52	0	0	32	20	0	0	0	0	0	0	0	23.8	28.5	
10:30	60	0	1	37	19	2	0	0	0	0	0	0	30.8	36.7	
10:45	0	0	0	0	0	1	0	0	0	0	0	0	30.8	36.7	
11:00	45	0	0	31	14	10	0	0	0	0	0	0	30.8	36.7	
11:15	55	0	1	34	17	2	0	0	0	0	0	0	31.4	36.5	
11:30	50	0	0	28	22	0	0	0	0	0	0	0	30.3	33.4	
11:45	53	0	1	25	27	1	0	0	0	0	0	0	26.9	29.0	
12:00	54	0	0	26	28	2	0	0	0	0	0	0	27.4	29.5	
12:15	43	0	0	28	15	0	0	0	0	0	0	0	20	26.2	
12:30	55	0	0	43	12	0	0	0	0	0	0	0	30.8	36.7	
12:45	84	0	0	52	35	2	0	0	0	0	0	0	27.4	32.5	
13:00	77	1	0	45	32	2	0	0	0	0	0	0	31.1	34.5	
13:15	82	0	0	55	27	1	0	0	0	0	0	0	32.5	34.5	
13:30	88	0	0	63	25	2	0	0	0	0	0	0	30.6	34.2	
13:45	101	0	0	75	26	1	1	0	0	0	0	0	31.1	33.8	
14:00	93	0	0	68	25	2	0	0	0	0	0	0	30.4	33.9	
14:15	105	0	0	81	24	1	0	0	0	0	0	0	28.3	30.6	
14:30	133	0	0	94	39	1	1	0	0	0	0	0	35.3	33.4	
14:45	87	0	0	64	23	0	0	0	0	0	0	0	30.2	33.6	
15:00	95	0	1	73	22	1	0	0	0	0	0	0	31.4	32.9	
15:15	102	0	0	80	22	1	0	0	0	0	0	0	32.1	32.1	
15:30	122	0	0	97	25	1	0	0	0	0	0	0	30.3	32.0	
15:45	94	1	0	67	26	0	0	0	0	0	0	0	31.3	31	
16:00	76	0	0	55	20	0	0	0	0	0	0	0	31.8	30.8	
16:15	80	0	0	59	21	0	0	0	0	0	0	0	31.5	30.8	
16:30	74	0	0	53	21	0	0	0	0	0	0	0	30.9	31.3	
16:45	81	0	0	58	23	0	0	0	0	0	0	0	31.7	31.3	
17:00	88	0	0	65	23	1	0	0	0	0	0	0	32.1	32.3	
17:15	80	0	0	55	24	0	0	0	0	0	0	0	32.2	32.6	
17:30	91	0	0	67	24	0	0	0	0	0	0	0	31.7	32.7	
17:45	94	0	0	72	22	0	0	0	0	0	0	0	31	32.7	
18:00															
18:15	42	0	0	31	11	0	0	0	0	0	0	0	29.4	31.7	
18:30	55	0	0	35	20	0	0	0	0	0	0	0	30.4	35.7	
18:45	53	0	0	36	19	0	0	0	0	0	0	0	30.9	35.9	
19:00	40	0	0	26	14	0	0	0	0	0	0	0	32.5	36.1	
19:15	31	0	0	9	9	0	0	0	0	0	0	0	32.4	35.5	
19:30	32	0	1	13	8	0	0	0	0	0	0	0	34	36	
19:45	26	0	0	12	14	0	0	0	0	0	0	0	32.8	36.6	
20:00	25	0	0	17	8	1	0	0	0	0	0	0	32.4	37.6	
20:15	19	0	1	16	3	0	0	0	0	0	0	0	32.2	39.3	
20:30	22	0	0	15	7	0	0	0	0	0	0	0	32.5	38.3	
20:45	19	0	0	14	5	0	0	0	0	0	0	0	33.8	38	
21:00	15	0	0	11	4	0	0	0	0	0	0	0	34.3	39.1	
21:15	27	0	0	16	11	0	0	0	0	0	0	0	34.3	39.2	
21:30	22	0	0	16	6	0	0	0	0	0	0	0	34.3	39.2	
21:45	16	0	1	9	6	0	0	0	0	0	0	0	36.7	42.1	
22:00	8	0	0	5	2	0	0	0	0	0	0	0	35.7	41.7	
22:15	8	0	0	5	2	0	0	0	0	0	0	0	35.7	41.7	
22:30	8	0	0	7	1	0	0	0	0	0	0	0	33.7	-	
22:45	5	0	0	3	3	0	0	0	0	0	0	0	32.8	-	
23:00	7	0	0	3	4	0	0	0	0	0	0	0	33.3	-	
07:00	293	4	11	162	88	60	2	1	4	0	1	1	29.1	34.9	
08:00	302	4	13	180	92	62	2	1	4	0	1	1	30.5	36.3	
09:00	335	4	15	207	106	66	3	1	4	0	1	1	32.6	38.7	

Date	Thursday 13/05/2019															
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85%ile Speed (Mph)		
00:00	2	0	0	2	0	0	0	0	0	0	0	0	41.7			
00:15	0	0	0	0	0	0	0	0	0	0	0	0	41.1			
00:30	3	0	0	2	1	0	0	0	0	0	0	0	33.5			
00:45	1	0	0	0	0	0	0	0	0	0	0	0	39.1			
01:00	0	0	0	0	0	0	0	0	0	0	0	0				
01:15	2	0	0	2	0	0	0	0	0	0	0	0	41.1			
01:30	1	0	0	1	0	0	0	0	0	0	0	0	39.7			
01:45	1	0	0	1	0	0	0	0	0	0	0	0	53.4			
02:00	0	0	0	0	0	0	0	0	0	0	0	0				
02:15	0	0	0	1	1	0	0	0	0	0	0	0	50.5			
02:30	0	0	0	0	0	0	0	0	0	0	0	0				
02:45	0	0	0	0	0	0	0	0	0	0	0	0				
03:00	0	0	0	0	0	0	0	0	0	0	0	0				
03:15	2	0	0	1	1	0	0	0	0	0	0	0	36.7			
03:30	1	0	0	1	1	0	0	0	0	0	0	0	36.7			
03:45	1	0	0	1	1	0	0	0	0	0	0	0	39			
04:00	1	0	0	1	1	0	0	0	0	0	0	0	36.1			
04:15	0	0	0	0	0	0	0	0	0	0	0	0				
04:30	3	0	0	2	1	0	0	0	0	0	0	0	39.6			
04:45	1	0	0	1	1	0	0	0	0	0	0	0	40.4			
05:00	16	0	0	8	8	0	0	0	0	0	0	0	36.6	41.8		
05:15	24	2	0	15	7	0	0	0	0	0	0	0	36.4	44.1		
05:30	23	1	0	13	7	0	0	0	0	0	0	0	36.1	45.3		
05:45	23	1	0	13	7	0	0	0	0	0	0	0	36.8	47		
06:00	25	0	0	14	14	0	0	0	0	0	0	0	36.5	47		
06:15	40	0	0	30	17	0	0	0	0	0	0	0	36.1	38.7		
06:30	40	0	0	30	18	0	0	0	0	0	0	0	37.5	37		
06:45	86	0	0	69	31	0	0	0	0	0	0	0	37.7	50.7		
07:00	87	1	1	50	33	2	0	0	0	0	0	0	37.1	36.6		
07:15	65	2	0	50	25	2	1	0	0	0	0	0	37	37.5		
07:30	101	0	0	85	15	0	0	0	0	0	0	0	36.7	34.8		
07:45	108	1	1	96	14	1	0	0	0	0	0	1	37.3	34.8		
08:00	129	1	1	103	25	2	0	0	2	0	0	0	36.9	37.1		
08:15	139	0	0	109	25	0	0	0	0	0	0	0	36.8	36.8		
08:30	139	0	0	109	25	0	0	0	0	0	0	0	37.6	34.6		
08:45	122	0	0	75	47	3	0	0	0	0	0	1	36.8	33.9		
09:00	107	0	0	57	37	3	0	0	0	0	0	0	36.7	36		
09:15	103	0	0	62	36	2	0	0	0	0	0	0	36.8	34.7		
09:30	56	0	0	44	19	3	0	0	0	0	0	0	36.8	34.4		
09:45	56	0	0	44	19	2	0	0	0	0	0	0	36.1	34.1		
10:00	77	1	0	65	27	0	0	0	1	0	0	0	36.8	36.1		
10:15	63	1	1	44	19	1	0	0	1	0	0	0	37.2	35.3		
10:30	57	0	0	46	18	2	0	0	0	0	0	0	37.4	35.9		
10:45	54	0	0	48	3	3	0	0	0	0	0	0	36.8			
11:00	57	0	0	34	19	1	0	0	1	0	0	0	36.3	34.2		
11:15	59	0	0	44	14	1	0	0	0	0	0	0	37.3	36.7		
11:30	77	1	0	51	23	2	0	0	0	0	0	0	36.5	34.1		
11:45	71	1	0	44	23	2	0	0	0	0	0	0	36.8	34.9		
12:00	52	0	0	33	19	0	0	0	0	0	0	0	37.5			
12:15	69	0	0	39	25	1	0	0	0	0	0	0	36.7	37.9		
12:30	72	0	0	34	24	2	0	0	1	0	0	0	37.1	36		
12:45	92	0	0	38	18	1	0	0	1	0	0	0	36.7	34.7		
13:00	76	1	0	52	21	1	0	0	0	0	0	0	37	30.6		
13:15	76	0	0	52	21	2	0	0	0	0	0	0	36.3	33.5		
13:30	83	0	0	57	23	2	0	0	0	0	0	0	35.7	36.6		
13:45	76	0	0	45	27	2	0	0	0	0	0	0	35.9	33.6		
14:00	59	0	0	37	15	3	0	0	0	0	0	0	36.9	34		
14:15	56	0	0	35	16	2	0	0	0	0	0	0	36.7	37		
14:30	86	0	0	52	29	3	0	0	1	0	0	0	36.3	33.6		
14:45	109	0	0	62	29	4	0	0	0	0	0	0	37.2	34.9		
15:00	96	0	0	50	25	0	0	0	0	0	0	0	37.1	36.1		
15:15	69	0	0	36	34	0	0	0	0	0	0	0	37.9	35.9		
15:30	79	1	0	57	21	0	0	0	0	0	0	0	36.3	35.1		
15:45	72	0	0	47	20	5	0	0	0	0	0	0	37.2	34.4		
16:00	85	1	0	55	24	2	0	0	0	0	0	0	36.3	34.3		
16:15	86	0	0	51	24	0	0	0	0	0	0	0	36.3	34.3		
16:30	85	0	0	39	29	0	0	0	0	0	0	0	37.1	37.3		
16:45	62	0	0	44	17	1	0	0	0	0	0	0	36	36.4		
17:00	52	0	0	43	22	2	0	0	0	0	0	0	37.9	36.4		
17:15	57	0	0	31	27	1	0	0	0	0	0	0	37.7	37.9		
17:30	79	1	1	49	26	1	0	0	0	0	0	0	37	36.3		
17:45	75	0	0	47	24	2	0	0	0	0	0	0	37.9	36.3		
18:00	53	0	0	41	11	1	0	0	1	0	0	0	37.4	34.1		
18:15	53	0	0	33	19	0	0	0	0	0	0	0	37.9	36.6		
18:30	46	0	0	31	13	0	0	0	0	0	0	0	35.6	29.1		
18:45	46	1	0	31	13	0	0	0	0	0	0	0	36.5	36		
19:00	47	0	0	24	18	0	0	0	0	0	0	0	34.3	38.6		
19:15	47	0	0	29	17	1	0	0	0	0	0	0	33.8	38.7		
19:30	25	1	0	16	8	2	0	0	0	0	0	0	33.9	41.9		
19:45	25	0	0	16	8	0	0	0	0	0	0	0	33.8	38.5		
20:00	26	0	0	15	11	0	0	0	0	0	0	0	37.6	37.7		
20:15	26	0	0	16	7	1	0	0	0	0	0	0	37	36.1		
20:30	15	0	0	8	6	0	0	0	0	0	0	0	35.7	42.1		
20:45	36	0	0	17	7	0	0	0	0	0	0	0	34	37.9		
21:00	20	0	0	13	7	0	0	0	0	0	0	0	33.8	39.5		
21:15	21	0	0	15	6	0	0	0	0	0	0	0	33.7	40.3		
21:30	17	0	0	12	5	0	0	0	0	0	0	0	32.6	27.1		
21:45	25	0	0	13	12	0	0	0	0	0	0	0	36.7	36.9		
22:00	19	0	0	12	7	0	0	0	0	0	0	0	36.1	43.8		
22:15	19	0	0	17	1	1	0	0	0	0	0	0	37.6	43.9		
22:30	11	0	0	7	4	0	0	0	0	0	0	0	36.6	47.1		
22:45	10	0	0	8	2	0	0	0	0	0	0	0	36			
23:00	5	0	0	4	1	0	0	0	0	0	0	0	35			
23:15	5	0	0	5	1	0	0	0	0	0	0	0	37.1			
23:30	6	0	0	1	0	0	0	0	0	0	0	0	36.7			
23:45	6	0	0	0	0	0	0	0	0	0	0	0	37.4			
07:00	3831	19	16	2408	1286	89	1	0	13	0	0	0	37.4	35.1		
08:00	4388	21	20	2758	1481	93	1	0	13	0	2	0	37.4	35.7		
09:00	4467	23	23	2797	1508	94	1	0	13	0	2	0	37.4	35.8		
09:59	5672	34	34	3872	1940	98	1	0	13	0	2	0	37.4	36.1		

[illegible]

Date: Saturday 19/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85th Speed (mph)
00:00	11	0	0	8	3	0	0	0	0	0	0	0	25.7	45.2
00:15	10	0	0	7	3	0	0	0	0	0	0	0	26.1	45.2
00:30	7	0	0	2	5	0	0	0	0	0	0	0	35.3	
00:45	4	0	0	2	2	0	0	0	0	0	0	0	44.8	
01:00	3	0	0	1	1	1	0	0	0	0	0	0	31.8	
01:15	0	0	0	0	5	0	0	0	0	0	0	0	36.5	
01:30	0	0	0	0	1	0	0	0	0	0	0	0	37.6	
01:45	1	0	0	1	0	0	0	0	0	0	0	0	36.9	
02:00	3	0	0	2	1	0	0	0	0	0	0	0	39.1	
02:15	5	0	0	3	2	0	0	0	0	0	0	0	40.1	
02:30	3	0	0	2	1	0	0	0	0	0	0	0	44.1	
02:45	1	0	0	1	0	0	0	0	0	0	0	0	33.6	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	33.6	
03:15	3	0	0	1	2	0	0	0	0	0	0	0	42.1	
03:30	7	0	0	3	3	1	0	0	0	0	0	0	39.8	
03:45	2	0	0	0	2	0	0	0	0	0	0	0	39.3	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	39.3	
04:15	5	1	0	3	1	0	0	0	0	0	0	0	36.7	
04:30	7	0	0	4	3	0	0	0	0	0	0	0	41.9	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	35.5	
05:00	4	0	0	2	2	0	0	0	0	0	0	0	37.3	
05:15	6	1	0	3	2	0	0	0	0	0	0	0	37.7	
05:30	12	3	0	7	5	0	0	0	0	0	0	0	33.7	41.7
05:45	13	0	0	8	5	0	0	0	0	0	0	0	31.3	44.1
06:00	10	1	0	4	5	0	0	0	0	0	0	0	37.2	
06:15	0	0	0	4	0	0	0	0	0	0	0	0	38.4	
06:30	10	0	0	5	5	0	0	0	0	0	0	0	31.4	41.9
06:45	15	1	0	10	4	0	0	0	0	0	0	0	35.0	47.7
07:00	13	0	1	3	9	0	0	0	0	0	0	0	39.1	
07:15	15	2	0	7	8	0	0	0	0	0	0	0	35.5	46.5
07:30	16	1	0	10	6	0	0	0	0	0	0	0	35.5	46.5
07:45	41	0	1	30	10	0	0	0	0	0	0	0	31.5	36.8
08:00	25	1	0	22	11	1	0	0	0	0	0	0	34.1	44.1
08:15	26	0	0	23	11	0	0	0	0	0	0	0	34.7	41.9
08:30	49	0	0	31	18	0	0	0	0	0	0	0	33.1	38.1
08:45	67	2	1	46	15	2	0	0	0	0	0	0	30.8	35.2
09:00	85	0	0	60	25	0	0	0	0	0	0	0	28.9	34.7
09:15	86	0	0	60	26	0	0	0	0	0	0	0	31.7	36.8
09:30	86	0	0	60	26	0	0	0	0	0	0	0	30.4	34.6
09:45	29	0	0	23	6	0	0	0	0	0	0	0	29.7	34.6
10:00	29	0	0	23	6	0	0	0	0	0	0	0	30.1	34.6
10:15	10	1	0	9	1	0	0	0	0	0	0	0	31	33.8
10:30	23	2	0	19	4	0	0	0	0	0	0	0	29.9	34.1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	28.9	
11:00	72	0	0	46	27	0	0	0	0	0	0	0	31.5	36.3
11:15	78	0	1	41	34	1	0	0	0	0	0	0	29.5	33.7
11:30	86	0	0	50	36	1	0	0	0	0	0	0	30.6	34.6
11:45	2	0	0	23	0	0	0	0	0	0	0	0	29.3	32.4
12:00	91	0	1	59	32	0	0	0	0	0	0	0	29	33.4
12:15	84	1	0	52	28	2	0	0	0	0	0	0	30.4	34.7
12:30	91	0	0	56	34	1	0	0	0	0	0	0	30.1	34.3
12:45	34	0	0	28	6	0	0	0	0	0	0	0	31.1	36.0
13:00	67	0	1	47	19	0	0	0	0	0	0	0	30.1	34.3
13:15	67	0	1	47	19	0	0	0	0	0	0	0	31.2	35.1
13:30	27	0	0	14	13	0	0	0	0	0	0	0	33.4	38
13:45	60	1	0	36	24	0	0	0	0	0	0	0	29.6	34
14:00	60	0	0	36	24	0	0	0	0	0	0	0	29.6	34
14:15	60	0	0	36	24	0	0	0	0	0	0	0	29.6	34
14:30	40	0	0	30	10	0	0	0	0	0	0	0	30.8	36.7
14:45	60	0	1	39	19	0	0	0	0	0	0	0	31	34.8
15:00	13	0	0	13	0	0	0	0	0	0	0	0	31.9	36.7
15:15	46	0	0	31	17	1	0	0	0	0	0	0	33.3	37.5
15:30	57	0	0	35	19	2	0	0	0	0	0	0	33.2	36.8
15:45	46	0	1	29	10	0	0	0	0	0	0	0	32	35.1
16:00	26	0	0	14	12	0	0	0	0	0	0	0	31.6	37.2
16:15	26	0	0	14	12	0	0	0	0	0	0	0	31.7	37.2
16:30	61	0	0	46	14	0	0	0	0	0	0	0	31.8	36.7
16:45	43	0	0	28	13	1	0	0	0	0	0	0	31.7	36.7
17:00	80	0	1	46	15	0	0	0	0	0	0	0	30.9	36.3
17:15	67	0	0	42	23	1	0	0	0	0	0	0	31	36.1
17:30	50	0	0	32	19	1	0	0	0	0	0	0	31.7	37.5
17:45	23	0	0	13	10	0	0	0	0	0	0	0	31.5	40.1
18:00	23	0	0	13	10	0	0	0	0	0	0	0	31.9	37.9
18:15	36	0	0	23	11	1	0	0	0	0	0	0	33.2	38
18:30	31	0	0	21	7	0	0	0	0	0	0	0	30.9	33.5
18:45	26	0	0	16	10	0	0	0	0	0	0	0	30.7	37.8
19:00	46	0	0	37	17	0	0	0	0	0	0	0	30.5	36.7
19:15	33	0	0	18	14	1	0	0	0	0	0	0	33.8	40.1
19:30	26	0	0	15	11	0	0	0	0	0	0	0	33.3	37.5
19:45	26	0	0	15	11	0	0	0	0	0	0	0	33.3	37.5
20:00	21	0	0	14	7	0	0	0	0	0	0	0	33.1	39
20:15	16	0	0	10	6	0	0	0	0	0	0	0	35.2	39.2
20:30	15	0	0	8	7	0	0	0	0	0	0	0	28.5	35.7
20:45	13	0	0	12	1	0	0	0	0	0	0	0	31.1	41.9
21:00	17	0	0	9	7	1	0	0	0	0	0	0	36	46.7
21:15	16	0	0	11	5	0	0	0	0	0	0	0	33.4	38.7
21:30	19	0	0	15	4	0	0	0	0	0	0	0	35	41.4
21:45	22	0	1	14	7	0	0	0	0	0	0	0	33.8	37.9
22:00	19	0	0	13	6	0	0	0	0	0	0	0	35.4	39.9
22:15	11	0	0	10	1	0	0	0	0	0	0	0	32.4	40.7
22:30	15	0	0	15	0	0	0	0	0	0	0	0	32.3	38.4
22:45	26	0	0	22	4	0	0	0	0	0	0	0	32.2	36.2
23:00	12	0	0	8	4	0	0	0	0	0	0	0	31.4	34.5
23:15	10	0	0	9	1	0	0	0	0	0	0	0	26.9	24.5
23:30	1	0	0	5	0	0	0	0	0	0	0	0	37.6	48
23:45	6	0	0	3	0	0	0	0	0	0	0	0	36.7	
07:00	2769	16	27	1891	870	38	0	0	0	0	0	1	31.1	35.8
08:00	3100	18	30	2013	966	41	0	0	0	0	0	1	31.3	35.9
09:00	2317	19	20	1696	1021	49	0	0	2	1	0	1	31.4	26.0
09:59	3921	34	34	2416	1071	45	0	0	1	1	0	1	31.6	36.1

Date Sunday 16/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85th Speed (mph)
00:00	3	0	0	2	1	0	0	0	0	0	0	0	24.9	
00:15	1	0	0	0	0	0	0	0	0	0	0	0	31.5	
00:30	8	0	0	6	2	0	0	0	0	0	0	0	24.5	
00:45	9	0	0	3	6	0	0	0	0	0	0	0	36.9	
01:00	3	0	0	1	2	0	0	0	0	0	0	0	45.4	
01:15	5	0	0	2	3	0	0	0	0	0	0	0	36.4	
01:30	1	0	0	0	1	0	0	0	0	0	0	0	49.6	
01:45	2	0	0	1	1	0	0	0	0	0	0	0	31.1	
02:00	1	0	0	0	1	0	0	0	0	0	0	0	21.1	
02:15	1	0	0	0	1	0	0	0	0	0	0	0	36.8	
02:30	4	0	0	2	2	0	0	0	0	0	0	0	34.3	
02:45	1	0	0	0	0	0	0	0	0	0	0	0	35.7	
03:00	5	0	0	3	2	0	0	0	0	0	0	0	36.8	
03:15	0	0	0	0	0	0	0	0	0	0	0	0		
03:30	0	0	0	0	0	0	0	0	0	0	0	0		
03:45	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0	0	0	0	0	0	0	0	0	0		
04:15	0	0	0	0	0	0	0	0	0	0	0	0		
04:30	0	0	0	0	0	0	0	0	0	0	0	0		
04:45	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	7	0	0	5	2	0	0	0	0	0	0	0	44.1	
05:15	7	0	0	3	4	0	0	0	0	0	0	0	36.4	
05:30	12	0	0	10	2	0	0	0	0	0	0	0	47.6	
05:45	4	0	0	3	1	0	0	0	0	0	0	0	46.5	
06:00	5	1	0	2	2	0	0	0	0	0	0	0	34.2	
06:15	0	0	0	1	0	0	0	0	0	0	0	0	33.4	
06:30	11	0	0	4	6	0	0	0	0	0	0	0	36.3	47.1
06:45	10	1	0	5	5	0	0	0	0	0	0	0	33.1	
07:00	7	0	0	4	3	0	0	0	0	0	0	0	33.3	
07:15	11	0	1	7	4	0	0	0	0	0	0	0	35.8	35.8
07:30	19	0	1	12	7	0	0	0	0	0	0	0	31.1	36.4
07:45	19	0	1	12	7	0	0	0	0	0	0	0	31.1	36.4
08:00	12	1	0	7	5	0	0	0	0	0	0	0	31.8	36.4
08:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
08:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
08:45	30	0	1	18	12	0	0	0	0	0	0	0	34.4	36.4
09:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
09:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
09:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
09:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
10:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
10:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
10:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
10:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
11:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
11:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
11:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
11:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
12:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
12:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
12:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
12:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
13:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
13:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
13:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
13:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
14:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
14:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
14:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
14:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
15:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
15:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
15:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
15:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
16:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
16:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
16:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
16:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
17:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
17:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
17:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
17:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
18:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
18:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
18:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
18:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
19:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
19:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
19:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
19:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
20:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
20:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
20:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
20:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
21:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
21:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
21:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
21:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
22:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
22:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
22:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
22:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
23:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
23:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
23:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
23:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
24:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
24:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
24:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
24:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
25:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
25:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
25:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
25:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
26:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
26:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
26:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
26:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
27:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
27:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
27:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
27:45	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
28:00	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
28:15	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
28:30	30	0	0	18	12	0	0	0	0	0	0	0	34.4	36.4
28:45	30	0												

Date	17/05/2019													Mean Speed (Mph)	85%ile Speed (Mph)	
Monday	Time	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus				
	00:00	5	0	0	4	1	0	0	0	0	0	0	0	0	35.2	-
	00:05	1	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:10	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:20	1	0	0	0	0	1	0	0	0	0	0	0	0	34	-
	00:25	2	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:35	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:40	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:50	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	00:55	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
	01:05	2	0	0	2	1	2	2	2	2	2	2	2	2	36.6	40.8
	01:10	1	0	0	1	1	1	1	1	1	1	1	1	1	36.9	39.7
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	39.7
	01:20	5	0	0	2	3	0	0	0	0	1	0	0	0	36	38
	01:25	8	0	0	2	4	0	0	0	0	0	0	0	0	36.7	39.7
	01:30	10	1	1	4	0	0	0	0	0	0	0	0	0	37.2	40.8
	01:35	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	39.7
	01:40	17	0	0	15	4	1	0	0	0	0	0	0	0	36.4	40.8
	01:45	22	0	0	12	0	0	0	0	0	0	0	0	0	37.7	40.8
	01:50	25	0	0	12	0	0	0	0	0	0	0	0	0	36.6	39.7
	01:55	23	0	0	15	0	0	0	0	0	0	0	0	0	36.1	39.7
	02:00	21	0	0	16	0	0	0	0	0	0	0	0	0	36.5	39.7
	02:05	24	2	1	23	2	0	0	0	0	0	0	0	0	37.5	41.5
	02:10	26	0	0	23	0	0	0	0	0	0	0	0	0	36.8	39.7
	02:15	53	0	0	30	2	1	0	0	0	0	0	0	0	34.2	36.5
	02:20	57	0	0	34	3	0	0	0	0	0	0	0	0	36.5	39.7
	02:25	60	0	1	39	4	0	0	0	0	0	0	0	0	33.8	36.5
	02:30	63	0	0	34	0	0	0	0	0	0	0	0	0	34.5	36.5
	02:35	105	1	3	67	31	4	0	0	0	0	0	0	0	37.7	40.8
	02:40	120	0	0	78	41	7	0	0	0	0	0	0	0	36.8	39.7
	02:45	147	3	0	97	51	11	0	0	0	0	0	0	0	36.8	39.7
	02:50	153	3	1	103	51	11	0	0	0	0	0	0	0	37.4	40.8
	02:55	153	3	1	103	51	11	0	0	0	0	0	0	0	37.4	40.8
	03:00	158	1	2	82	40	3	0	0	0	0	0	0	0	37	36.5
	03:05	83	0	0	63	28	3	0	0	0	0	0	0	0	35.5	36.5
	03:10	87	0	0	63	28	3	0	0	0	0	0	0	0	35.9	36.5
	03:15	58	1	0	36	0	0	0	0	0	0	0	0	0	34.4	36.7
	03:20	7	1	1	21	27	1	0	0	0	0	1	0	0	36.1	39.7
	03:25	1	1	1	1	1	1	0	0	0	0	0	0	0	36.6	39.7
	03:30	51	0	0	41	27	1	0	0	0	0	0	0	0	36.6	39.7
	03:35	51	0	0	41	27	1	0	0	0	0	0	0	0	36.6	39.7
	03:40	50	0	0	40	26	1	0	0	0	0	0	0	0	36.3	39.7
	03:45	55	0	0	45	26	1	0	0	0	0	0	0	0	36.5	39.7
	03:50	57	0	1	47	26	1	0	0	0	0	0	0	0	36.7	39.7
	03:55	47	0	0	37	20	0	0	0	0	0	0	0	0	36.6	39.7
	04:00	51	0	0	39	27	0	0	0	0	1	0	0	0	36	36.5
	04:05	51	1	0	39	26	0	0	0	0	0	0	0	0	36	36.5
	04:10	52	0	0	40	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:15	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:20	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:25	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:30	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:35	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:40	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:45	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:50	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	04:55	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:00	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:05	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:10	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:15	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:20	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:25	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:30	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:35	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:40	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:45	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:50	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	05:55	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:00	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:05	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:10	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:15	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:20	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:25	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:30	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:35	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:40	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:45	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:50	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	06:55	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:00	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:05	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:10	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:15	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:20	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:25	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:30	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:35	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:40	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:45	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:50	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	07:55	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:00	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:05	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:10	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:15	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:20	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:25	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:30	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:35	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:40	51	0	0	39	26	0	0	0	0	0	0	0	0	36.2	39.7
	08:45	51	0	0	39	26	0	0</								

Date Tuesday 18/05/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85%ile Speed (mph)
00:00	3	0	0	2	1	0	0	0	0	0	0	0	48.2	54.4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	4	0	0	2	2	0	0	0	0	0	0	0	39	40.4
00:45	3	0	0	2	1	0	0	0	0	0	0	0	30	31.1
01:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	2	0	0	1	1	0	0	0	0	0	0	0	33.5	35.5
01:45	3	0	0	2	0	0	0	0	0	0	0	0	30.5	32.1
02:00	1	0	0	1	0	0	0	0	0	0	0	0	30.1	31.9
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	1	0	0	0	0	0	0	0	53.9	57
02:45	0	0	0	0	1	0	0	0	0	0	0	0	42.5	44
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	2	0	0	2	0	0	0	0	0	0	0	0	38.4	40.8
03:30	2	0	0	2	0	0	0	0	0	0	0	0	30.5	32.5
03:45	1	0	0	1	0	0	0	0	0	0	0	0	30.1	31.9
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	8	0	0	4	3	0	1	0	0	0	0	0	36.4	41
04:30	14	0	0	7	7	0	0	0	0	0	0	0	37	44
04:45	11	0	0	6	5	0	0	0	0	0	0	0	38.5	46.8
05:00	21	0	1	15	5	0	0	0	0	0	0	0	35.8	45.6
05:15	21	2	0	13	6	0	0	0	0	0	0	0	35.4	42.6
05:30	25	0	0	16	9	1	0	0	0	0	0	0	35	43
05:45	18	0	0	11	7	0	0	0	0	0	0	0	32.6	40.5
06:00	31	0	1	16	15	0	0	0	0	0	0	0	34	41.2
06:15	46	0	1	23	21	0	0	0	0	0	0	0	36.2	40.7
06:30	86	1	3	36	27	1	0	0	0	0	0	0	34.1	39.1
06:45	86	1	3	37	26	1	0	0	0	0	0	0	34.3	39.1
07:00	79	1	0	47	30	1	0	0	0	0	0	0	33.1	36.1
07:15	96	2	1	54	27	2	0	0	0	0	0	0	31.2	35.5
07:30	105	2	1	61	24	3	0	0	0	0	0	0	31.1	35.5
07:45	105	2	1	61	24	3	0	0	0	0	0	0	30.7	33.8
08:00	127	2	1	103	24	2	0	0	0	0	0	0	31.4	35.1
08:15	109	2	1	87	20	1	0	0	0	0	0	0	31.6	35.5
08:30	134	1	0	90	20	0	0	0	0	0	0	0	31.6	35.5
08:45	85	0	0	52	29	3	0	0	0	0	1	0	31.1	34.9
09:00	47	0	0	30	16	0	0	0	0	0	0	0	33.2	37
09:15	53	0	0	45	15	1	0	0	0	0	0	1	30.9	34.8
09:30	104	1	0	75	29	0	0	0	0	0	0	0	32.1	36.4
09:45	120	1	0	88	32	1	0	0	0	0	0	0	32.7	35.4
10:00	90	0	0	56	17	0	0	0	0	0	0	0	30.2	33.6
10:15	95	0	0	56	17	0	0	0	0	0	0	0	30.2	33.6
10:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
10:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
11:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
11:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
11:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
11:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
12:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
12:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
12:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
12:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
13:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
13:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
13:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
13:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
14:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
14:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
14:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
14:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
15:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
15:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
15:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
15:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
16:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
16:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
16:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
16:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
17:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
17:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
17:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
17:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
18:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
18:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
18:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
18:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
19:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
19:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
19:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
19:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
20:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
20:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
20:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
20:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
21:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
21:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
21:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
21:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
22:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
22:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
22:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
22:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
23:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
23:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
23:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
23:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
24:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
24:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
24:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
24:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
25:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
25:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
25:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
25:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
26:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
26:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
26:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
26:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
27:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
27:15	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
27:30	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
27:45	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
28:00	95	0	0	56	17	0	0	0	0	0	0	0	31.3	35.1
28:15	95	0	0	56	17	0	0	0	0	0	0	0	3	

Date: Wednesday 19/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85th Speed (mph)
00:00	2	0	0	0	0	0	0	0	0	0	0	0	33.2	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	37.0	
00:30	4	0	0	1	3	0	0	0	0	0	0	0	33.4	
00:45	1	0	0	1	0	0	0	0	0	0	0	0	37.5	
01:00	0	0	0	0	0	0	0	0	0	0	0	0		
01:15	0	0	0	0	0	0	0	0	0	0	0	0	37.8	
01:30	1	0	0	1	0	0	0	0	0	0	0	0	34.5	
01:45	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	1	0	0	1	0	0	0	0	0	0	0	0	37.9	
02:15	0	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	1	0	0	1	0	0	0	0	0	0	0	0	35.1	
03:15	5	0	0	5	0	0	0	0	0	0	0	0	34.9	
03:30	4	0	0	3	1	0	0	0	0	0	0	0	38	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	34.7	
04:00	1	0	0	1	0	0	0	0	0	0	0	0	35.3	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	35.3	
04:30	2	0	0	2	0	0	0	0	0	0	0	0	36.6	
04:45	1	0	0	1	0	0	0	0	0	0	0	0	35.3	45
05:00	10	0	0	5	3	1	0	0	0	0	0	0	35.7	
05:15	22	1	0	15	5	0	0	0	0	0	0	0	34.9	41.6
05:30	16	1	0	10	5	0	0	0	0	0	0	0	39.1	45.7
05:45	25	0	0	17	8	0	0	0	0	0	0	0	35.2	41.6
06:00	0	0	0	0	0	0	0	0	0	0	0	0	36.5	40
06:15	22	0	0	12	9	0	0	0	0	0	0	0	36.7	41.6
06:30	36	0	0	18	18	0	0	0	0	0	0	0	35.1	39.8
06:45	36	0	0	23	28	0	0	0	0	0	0	0	37	37.6
07:00	55	1	0	35	25	1	0	0	0	0	0	0	34.6	39.6
07:15	71	0	1	39	29	2	0	0	0	0	0	0	33.3	40
07:30	113	1	1	69	37	5	0	0	0	0	0	0	33.2	36
07:45	135	1	1	85	35	1	0	0	1	0	0	1	31	34.6
08:00	135	0	0	85	35	1	0	0	0	0	0	0	34.6	
08:15	120	0	0	71	43	4	0	0	0	0	0	0	34.9	39.1
08:30	120	0	0	71	40	5	0	0	0	0	0	0	31.6	36.1
08:45	83	0	0	56	26	0	0	0	0	0	0	0	31.1	35.5
09:00	72	0	0	50	22	0	0	0	0	0	0	0	33.7	36
09:15	72	0	0	50	22	0	0	0	0	0	0	0	33.7	36
09:30	55	1	0	35	20	0	0	0	1	0	0	0	31.9	35.6
09:45	55	0	0	35	20	0	0	0	0	0	0	0	34.9	39.1
10:00	45	0	0	28	17	0	0	0	0	0	0	0	34.5	36.9
10:15	55	1	0	37	13	1	0	0	1	0	0	0	31	36
10:30	55	0	0	37	11	5	0	0	0	0	0	0	33.3	35.9
10:45	50	0	0	38	10	0	0	0	0	0	0	0	35.2	
11:00	55	0	0	37	23	1	0	0	0	0	0	0	32.8	38.3
11:15	54	1	0	37	16	2	0	0	0	0	0	0	31.2	36.7
11:30	55	0	0	37	18	0	0	0	0	0	0	0	32.7	31.6
11:45	50	1	0	35	15	0	0	0	0	0	0	0	34.5	36
12:00	50	0	0	37	17	0	0	0	0	0	0	0	31.2	35.5
12:15	50	0	0	37	22	0	0	0	0	0	0	0	30.4	34.6
12:30	51	0	0	37	19	0	0	0	0	0	0	0	30.9	34.5
12:45	51	0	0	38	13	0	0	0	0	0	0	0	31	34.5
13:00	53	0	0	40	22	1	0	0	0	0	0	0	29.9	34.2
13:15	50	0	0	37	20	2	0	0	0	0	0	0	31.5	35.5
13:30	50	0	0	37	15	0	0	0	0	0	0	0	31.6	34.6
13:45	50	0	0	41	19	0	0	0	0	0	0	0	30.1	37
14:00	57	1	0	35	15	0	0	0	0	0	0	0	31	35.9
14:15	75	0	0	57	17	0	0	0	0	0	0	0	30.1	34.7
14:30	75	0	0	57	18	1	0	0	0	0	0	0	30.1	37.7
14:45	87	0	0	54	33	0	0	0	0	0	0	0	31.6	35.7
15:00	85	0	0	55	30	0	0	0	0	0	0	0	31.6	35.7
15:15	85	0	0	55	25	0	0	0	0	0	0	0	31.9	35.7
15:30	85	1	0	41	33	0	1	0	0	0	0	1	29.6	34.6
15:45	55	1	0	35	22	0	0	0	0	0	0	0	31.2	35.7
16:00	55	0	0	35	20	0	0	0	0	0	0	0	31.4	35.7
16:15	55	0	0	35	20	0	0	0	0	0	0	0	31.4	35.7
16:30	55	1	0	31	25	2	0	0	1	0	0	0	29.6	35.5
16:45	58	0	0	47	20	1	0	0	0	0	0	0	30.9	37.4
17:00	58	0	0	46	20	1	0	0	0	0	0	0	31.5	36.5
17:15	57	1	0	47	18	0	0	0	0	0	0	0	32.5	36.5
17:30	59	1	1	31	31	0	0	0	1	0	0	0	31.6	36.5
17:45	74	0	0	50	20	0	0	0	0	0	0	0	32.2	37
18:00	81	0	0	45	36	0	0	0	0	0	0	0	31.6	37
18:15	54	1	1	33	19	0	0	0	0	0	0	0	31.7	36.5
18:30	45	0	0	30	15	0	0	0	0	0	0	0	31.1	37.4
18:45	46	0	0	31	16	0	0	0	0	0	0	0	31.6	36.7
19:00	54	0	0	47	25	1	0	0	0	0	0	0	31.4	37.1
19:15	47	1	0	36	12	0	0	0	0	0	0	0	31	40.3
19:30	25	0	0	11	11	0	0	0	0	0	0	0	34.3	38.5
19:45	25	0	0	11	11	0	0	0	0	0	0	0	33.6	38.5
20:00	27	0	0	20	15	0	0	0	0	0	0	0	33.7	39.6
20:15	25	0	0	18	7	0	0	0	0	0	0	0	31.7	40.4
20:30	25	0	0	15	10	0	0	0	0	0	0	0	35.2	41.1
20:45	31	0	0	14	15	1	0	0	0	0	0	0	34.2	39.8
21:00	27	0	0	19	8	0	0	0	0	0	0	0	33.3	37.4
21:15	22	0	0	13	8	0	0	0	0	0	0	0	33.1	38.5
21:30	17	0	0	13	4	0	0	0	0	0	0	0	34.5	39.7
21:45	15	0	0	12	7	0	0	0	0	0	0	0	30.3	35.3
22:00	15	0	0	12	3	0	0	0	0	0	0	0	31	38.3
22:15	14	0	0	11	3	0	0	0	0	0	0	0	32.2	39.1
22:30	14	0	0	11	2	0	0	0	0	0	0	0	33.6	41
22:45	13	0	0	9	4	0	0	0	0	0	0	0	35.1	39.4
23:00	7	0	0	3	1	0	0	0	0	0	0	0	41.2	
23:15	1	0	0	1	0	0	0	0	0	0	0	0	36.7	
23:30	1	0	0	1	0	0	0	0	0	0	0	0	39.4	
23:45	3	0	0	0	0	0	0	0	0	0	0	0	39.4	
07:00	3482	20	20	2155	1177	89	6	0	8	0	0	0	31.2	35.6
08:00	4258	22	22	2520	1388	90	5	0	8	1	1	0	31.8	36.1
09:00	4130	22	21	2392	1307	90	5	0	8	1	1	0	31.7	36.1
09:30	3489	24	24	2038	1246	92	4	0	8	1	1	0	31.8	36.1

Date Thursday 20/06/2019

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (mph)	85thile Speed (mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	28.1	
00:05	0	0	0	0	0	0	0	0	0	0	0	0	31.0	
00:10	4	0	0	3	2	0	0	0	0	0	0	0	26.3	
00:15	2	0	0	0	0	0	0	0	0	0	0	0	31.2	
00:20	0	0	0	0	0	0	0	0	0	0	0	0		
00:25	0	0	0	0	0	0	0	0	0	0	0	0		
00:30	0	0	0	0	0	0	0	0	0	0	0	0		
00:35	0	0	0	0	0	0	0	0	0	0	0	0		
00:40	0	0	0	0	0	0	0	0	0	0	0	0		
00:45	0	0	0	0	0	0	0	0	0	0	0	0		
00:50	1	0	0	1	0	0	0	0	0	0	0	0	26.3	
00:55	0	0	0	0	0	0	0	0	0	0	0	0	29.4	
01:00	1	0	0	1	0	0	0	0	0	0	0	0	29.4	
01:05	0	0	0	0	0	0	0	0	0	0	0	0		
01:10	0	0	0	0	0	0	0	0	0	0	0	0		
01:15	0	0	0	0	0	0	0	0	0	0	0	0		
01:20	0	0	0	0	0	0	0	0	0	0	0	0		
01:25	0	0	0	0	0	0	0	0	0	0	0	0		
01:30	0	0	0	0	0	0	0	0	0	0	0	0		
01:35	0	0	0	0	0	0	0	0	0	0	0	0		
01:40	0	0	0	0	0	0	0	0	0	0	0	0		
01:45	0	0	0	0	0	0	0	0	0	0	0	0		
01:50	0	0	0	0	0	0	0	0	0	0	0	0		
01:55	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0		
02:05	0	0	0	0	0	0	0	0	0	0	0	0		
02:10	0	0	0	0	0	0	0	0	0	0	0	0		
02:15	0	0	0	0	0	0	0	0	0	0	0	0		
02:20	0	0	0	0	0	0	0	0	0	0	0	0		
02:25	0	0	0	0	0	0	0	0	0	0	0	0		
02:30	0	0	0	0	0	0	0	0	0	0	0	0		
02:35	0	0	0	0	0	0	0	0	0	0	0	0		
02:40	0	0	0	0	0	0	0	0	0	0	0	0		
02:45	0	0	0	0	0	0	0	0	0	0	0	0		
02:50	0	0	0	0	0	0	0	0	0	0	0	0		
02:55	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	0	0	0	0	0	0	0	0	0	0		
03:05	0	0	0	0	0	0	0	0	0	0	0	0		
03:10	0	0	0	0	0	0	0	0	0	0	0	0		
03:15	0	0	0	0	0	0	0	0	0	0	0	0		
03:20	0	0	0	0	0	0	0	0	0	0	0	0		
03:25	0	0	0	0	0	0	0	0	0	0	0	0		
03:30	0	0	0	0	0	0	0	0	0	0	0	0		
03:35	0	0	0	0	0	0	0	0	0	0	0	0		
03:40	0	0	0	0	0	0	0	0	0	0	0	0		
03:45	0	0	0	0	0	0	0	0	0	0	0	0		
03:50	0	0	0	0	0	0	0	0	0	0	0	0		
03:55	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0	0	0	0	0	0	0	0	0	0		
04:05	0	0	0	0	0	0	0	0	0	0	0	0		
04:10	0	0	0	0	0	0	0	0	0	0	0	0		
04:15	0	0	0	0	0	0	0	0	0	0	0	0		
04:20	0	0	0	0	0	0	0	0	0	0	0	0		
04:25	0	0	0	0	0	0	0	0	0	0	0	0		
04:30	0	0	0	0	0	0	0	0	0	0	0	0		
04:35	0	0	0	0	0	0	0	0	0	0	0	0		
04:40	0	0	0	0	0	0	0	0	0	0	0	0		
04:45	0	0	0	0	0	0	0	0	0	0	0	0		
04:50	0	0	0	0	0	0	0	0	0	0	0	0		
04:55	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	15	0	1	13	1	0	0	0	0	0	0	0	34.6	44.3
05:05	16	0	0	8	8	0	0	0	0	0	0	0	37.1	44.7
05:10	20	0	0	15	5	0	0	0	0	0	0	0	34.0	41.6
05:15	20	0	0	15	5	0	0	0	0	0	0	0	33.0	38.5
05:20	33	0	0	16	14	0	0	0	0	0	0	0	35.2	42
05:25	33	0	0	23	9	0	0	0	0	0	0	0	36.4	43.7
05:30	51	0	0	35	16	0	0	0	0	0	0	0	34.2	39.7
05:35	75	1	1	55	20	1	0	0	0	0	0	0	34.3	38.4
05:40	86	1	2	47	30	5	2	0	0	0	0	0	33.2	37.8
05:45	101	2	3	69	37	4	1	0	0	0	0	0	31	34.1
05:50	109	3	3	88	21	0	0	0	0	0	0	0	31.0	34.1
05:55	136	3	3	86	50	1	0	0	0	0	0	0	30.8	33.3
06:00	154	0	0	109	47	0	0	0	0	0	0	0	30.5	32.4
06:05	165	0	0	106	59	0	0	0	0	0	0	0	30.4	32.4
06:10	168	0	0	81	84	5	0	0	0	0	0	0	30.4	32.4
06:15	172	0	0	81	94	5	0	0	0	0	0	0	30.4	32.4
06:20	175	0	0	79	96	1	0	0	0	0	0	0	30.3	32.4
06:25	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
06:30	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
06:35	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
06:40	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
06:45	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
06:50	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
06:55	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:00	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:05	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:10	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:15	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:20	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:25	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:30	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:35	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:40	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:45	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:50	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
07:55	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:00	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:05	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:10	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:15	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:20	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:25	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:30	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:35	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:40	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:45	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:50	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
08:55	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:00	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:05	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:10	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:15	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:20	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:25	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:30	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:35	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:40	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:45	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:50	177	0	0	79	98	0	0	0	0	0	0	0	30.3	32.4
09:55	177	0	0											

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 10/06/2019
Road Name: B2233 Yapton Road

Prepared by: Conor Lenehan
Checked by: David Brown



Speed Summary Data

A-B Direction **37.7**

Date	Mean Speed (mph)	85%ile Speed (mph)
10/06/2019	-	-
11/06/2019	-	-
12/06/2019	31.7	36.4
13/06/2019	32.5	37.6
14/06/2019	32.6	37.6
15/06/2019	32.9	38.1
16/06/2019	33.6	39.0
17/06/2019	32.9	37.8
18/06/2019	32.6	37.6
19/06/2019	32.6	37.7
20/06/2019	33.1	37.8
21/06/2019	-	-
22/06/2019	-	-
23/06/2019	-	-

B-A Direction **36.5**

Date	Mean Speed (mph)	85%ile Speed (mph)
10/06/2019	-	-
11/06/2019	-	-
12/06/2019	30.6	35.6
13/06/2019	31.6	36.1
14/06/2019	31.6	36.2
15/06/2019	31.6	36.2
16/06/2019	32.4	37.5
17/06/2019	32.2	36.7
18/06/2019	32.1	36.5
19/06/2019	31.8	36.5
20/06/2019	32.0	36.8
21/06/2019	-	-
22/06/2019	-	-
23/06/2019	-	-

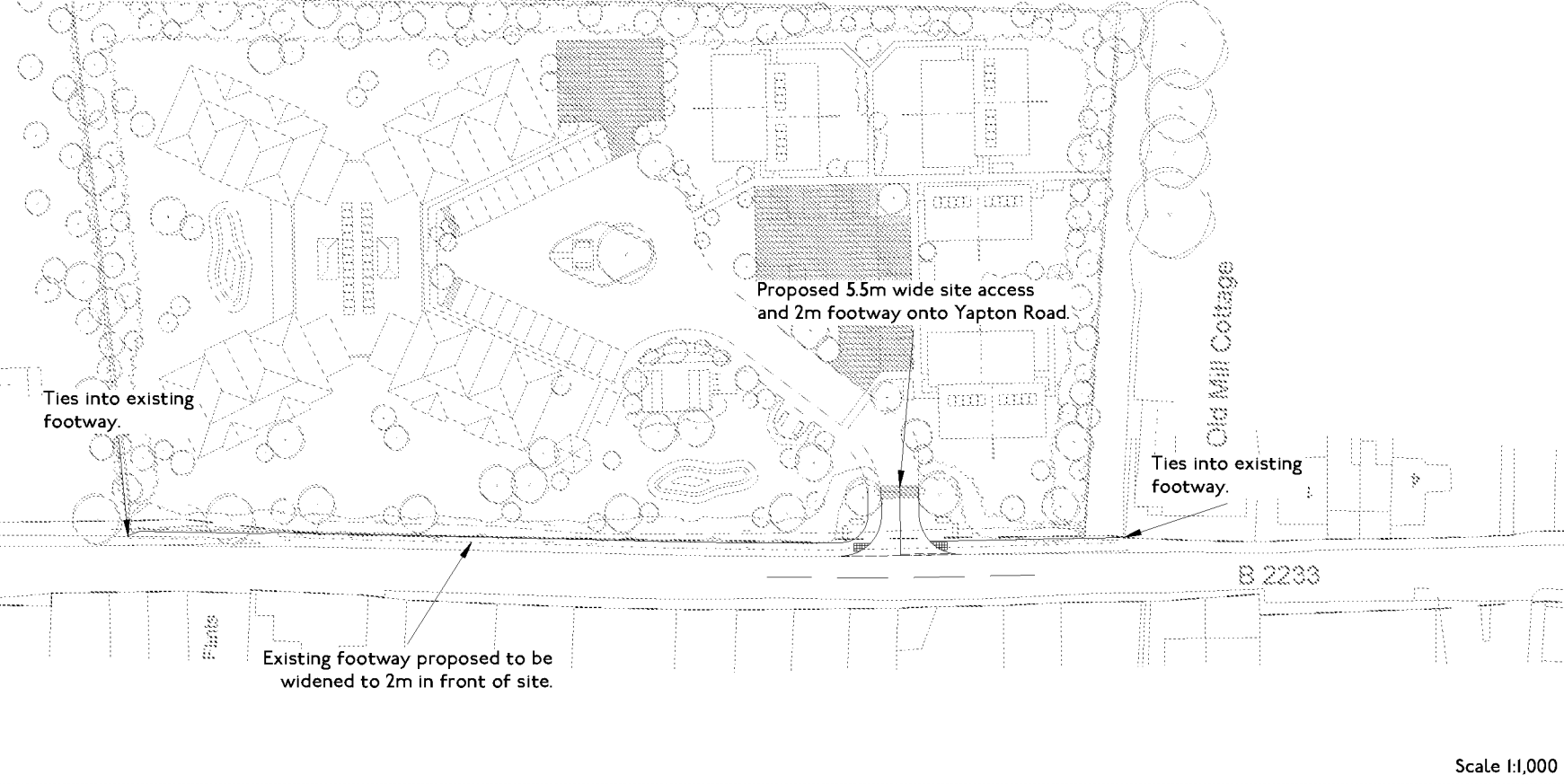
These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

APPENDIX C PIC Report

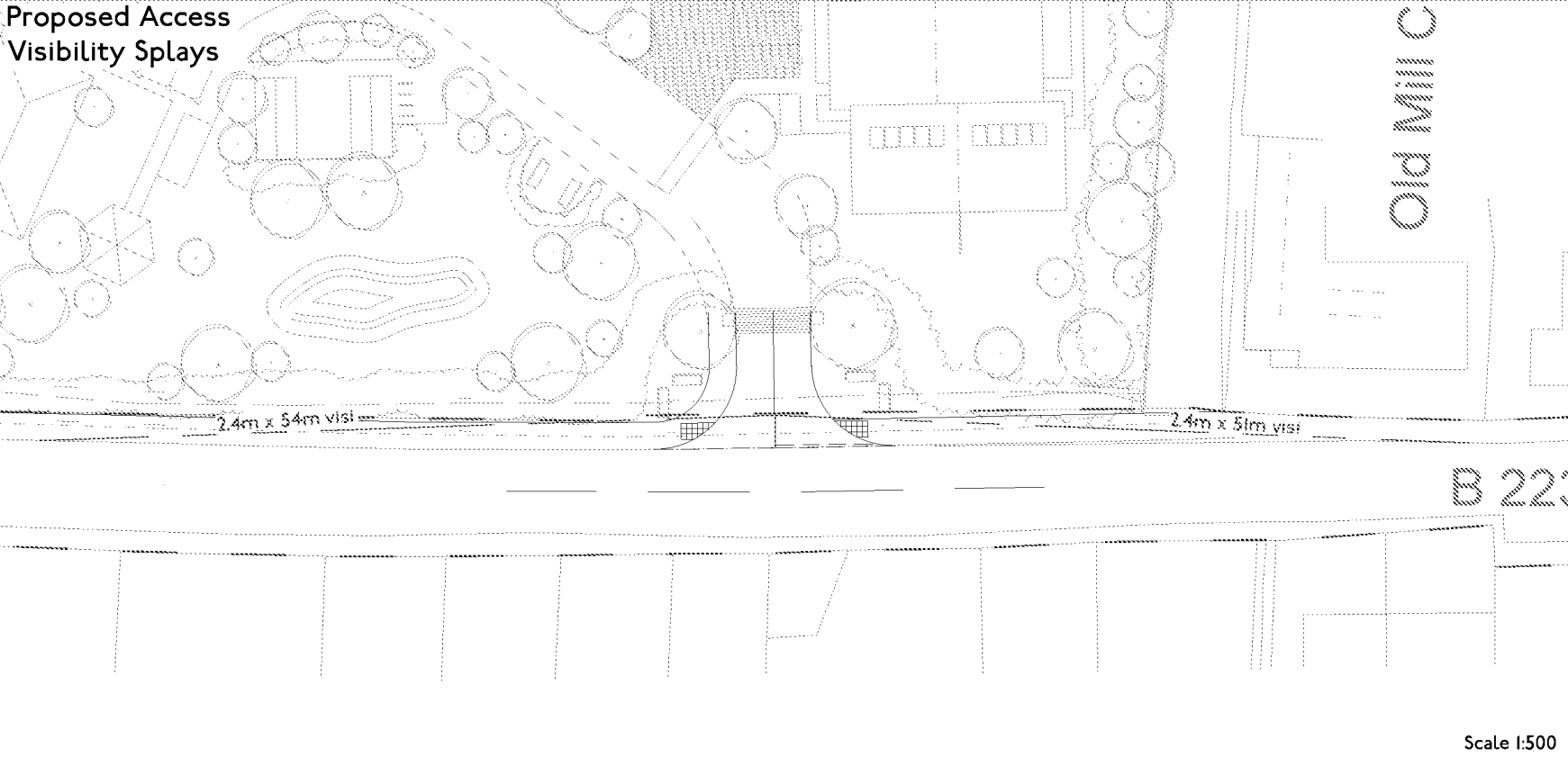


APPENDIX D Proposed Access Drawing

Proposed Access
onto Yapton Road

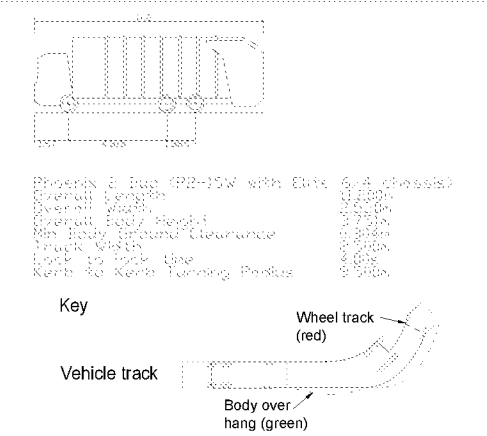


Proposed Access
Visibility Splays

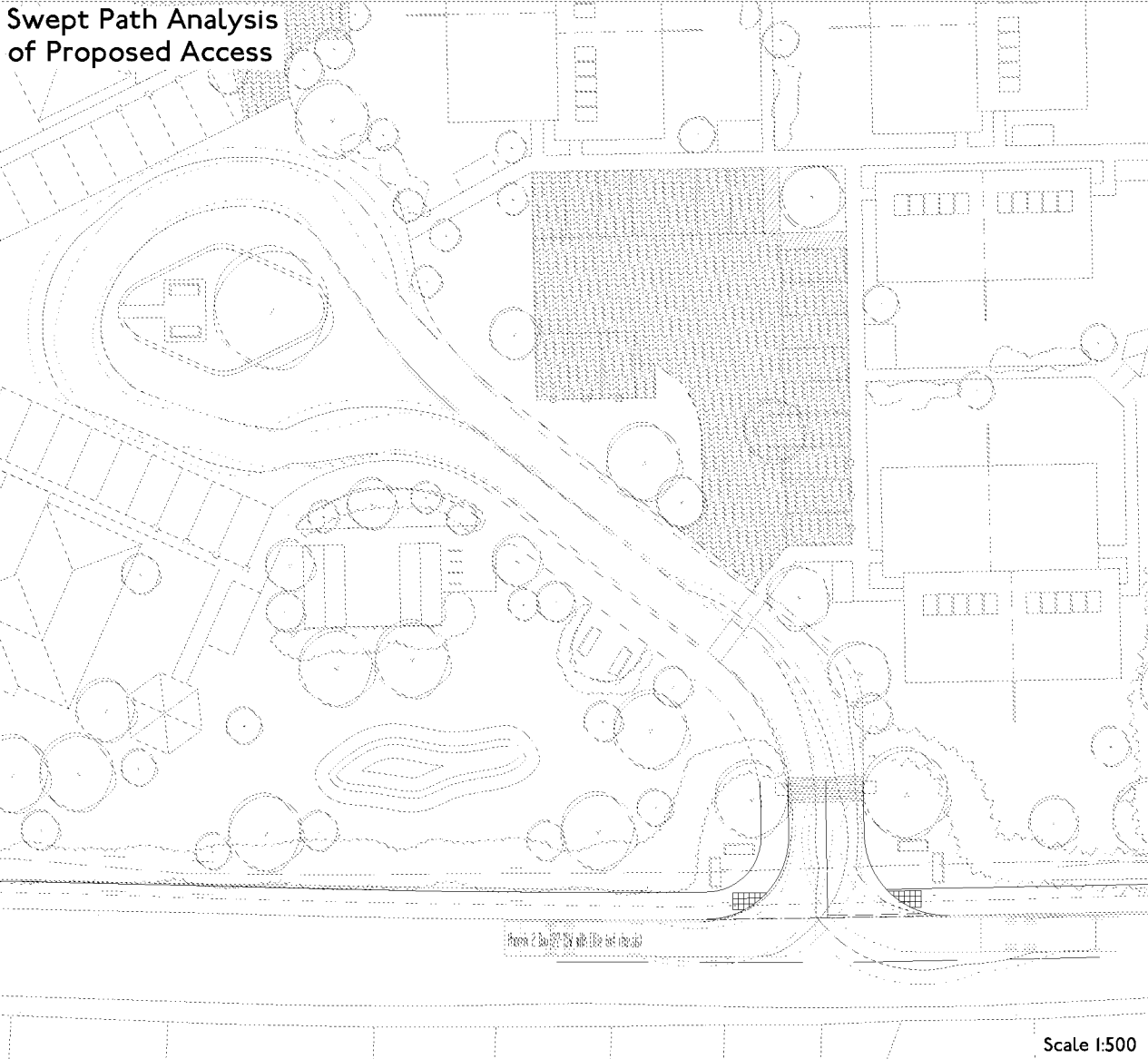


Notes:
This drawing has been produced by mode transport planning
The design shown is indicative and for discussion purposes
only. Also, the internal layout is indicative and subject to final
design at Reserved Matters.
Highway boundary based on OS Mapping and information
provided by West Sussex County Council.
Underlying mapping includes topographical survey and OS
Mapping, therefore the scale cannot be guaranteed.
Visibility Splays are based on recorded ATC wet weather 85th
percentile speeds and MfS requirements.
No responsibility will be accepted for the use of this drawing
in any other project.

Highway Boundary
Proposed Visibility Splays



Swept Path Analysis
of Proposed Access



drawing title Proposed Access Design onto Yapton Road	client Orchestra (Special Projects I) Limited	mode transport planning 9 Gayles Road Peering RG1 1DJ		scale @ A3	C 20-11-19	Final Site Layout
	job title Land North of Yapton Road, Barnham	e 018 206 2945 e info@modetransport.co.uk w www.modetransport.co.uk		drawn COR	B 17-10-19	Internal Access Revised
				checked CH	A 16-08-19	Access Revised
				created July '19	- 15-07-19	First Issue
				drawing no. J32-4375-001		

APPENDIX E TRICS Care Home Output

Calculation Reference: AUDIT-754101-191119-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLESSelected regions and areas:

06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
WY WEST YORKSHIRE	1 days
08 NORTH WEST	
LC LANCASHIRE	1 days
09 NORTH	
TW TYNE & WEAR	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 residents
 Actual Range: 31 to 58 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 02/05/19

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	1 days
Tuesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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	5
------------------	---

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:

C2	5 days
----	--------

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

Secondary Filtering selection (Cont.):Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	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	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: <i>TUESDAY</i>	<i>27/09/16</i>	Survey Type: <i>MANUAL</i>
2	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT		
	RICHMOND		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	37	
	Survey date: <i>MONDAY</i>	<i>04/03/19</i>	Survey Type: <i>MANUAL</i>
3	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: <i>THURSDAY</i>	<i>02/05/19</i>	Survey Type: <i>MANUAL</i>
4	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: <i>THURSDAY</i>	<i>25/10/12</i>	Survey Type: <i>MANUAL</i>
5	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HYDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: <i>TUESDAY</i>	<i>15/06/10</i>	Survey Type: <i>MANUAL</i>

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.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.048	5	42	0.052	5	42	0.100
08:00 - 09:00	5	42	0.071	5	42	0.057	5	42	0.128
09:00 - 10:00	5	42	0.095	5	42	0.038	5	42	0.133
10:00 - 11:00	5	42	0.048	5	42	0.076	5	42	0.124
11:00 - 12:00	5	42	0.086	5	42	0.095	5	42	0.181
12:00 - 13:00	5	42	0.062	5	42	0.052	5	42	0.114
13:00 - 14:00	5	42	0.095	5	42	0.043	5	42	0.138
14:00 - 15:00	5	42	0.067	5	42	0.119	5	42	0.186
15:00 - 16:00	5	42	0.067	5	42	0.086	5	42	0.153
16:00 - 17:00	5	42	0.057	5	42	0.067	5	42	0.124
17:00 - 18:00	5	42	0.062	5	42	0.081	5	42	0.143
18:00 - 19:00	5	42	0.067	5	42	0.076	5	42	0.143
19:00 - 20:00	5	42	0.043	5	42	0.043	5	42	0.086
20:00 - 21:00	5	42	0.029	5	42	0.048	5	42	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.897			0.933			1.830

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.

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Parameter summary

Trip rate parameter range selected: 31 - 58 (units:)
 Survey date range: 01/01/09 - 02/05/19
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

mode transport limited Lombard House, 145 Great Charles Street Birmingham, B3 3LP

Licence No: 754101

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.105	5	42	0.071	5	42	0.176
08:00 - 09:00	5	42	0.162	5	42	0.105	5	42	0.267
09:00 - 10:00	5	42	0.157	5	42	0.067	5	42	0.224
10:00 - 11:00	5	42	0.114	5	42	0.129	5	42	0.243
11:00 - 12:00	5	42	0.133	5	42	0.114	5	42	0.247
12:00 - 13:00	5	42	0.095	5	42	0.110	5	42	0.205
13:00 - 14:00	5	42	0.167	5	42	0.057	5	42	0.224
14:00 - 15:00	5	42	0.095	5	42	0.210	5	42	0.305
15:00 - 16:00	5	42	0.100	5	42	0.162	5	42	0.262
16:00 - 17:00	5	42	0.090	5	42	0.129	5	42	0.219
17:00 - 18:00	5	42	0.086	5	42	0.133	5	42	0.219
18:00 - 19:00	5	42	0.138	5	42	0.143	5	42	0.281
19:00 - 20:00	5	42	0.076	5	42	0.114	5	42	0.190
20:00 - 21:00	5	42	0.043	5	42	0.086	5	42	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.561			1.630			3.191

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

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

APPENDIX F TRICS Assisted Living Units Output

Calculation Reference: AUDIT-754101-191119-1157

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : P - ASSISTED LIVING

MULTI-MODAL VEHICLESSelected regions and areas:

08 NORTH WEST
 CH CHESHIRE 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: 58 to 58 (units:)
 Range Selected by User: 58 to 58 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/06/19

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:

Friday 1 days

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

Selected survey types:

Manual count 1 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 undertaken using machines.

Selected Locations:

Edge of Town Centre 1

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:

Built-Up Zone 1

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 1 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®.

Secondary Filtering selection (Cont.):Population within 1 mile:

10,001 to 15,000

1 days

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

Population within 5 miles:

50,001 to 75,000

1 days

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

Car ownership within 5 miles:

1.1 to 1.5

1 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

1 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

1 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-P-01 CHESTER WAY NORTHWICH	ASSISTED LIVING	CHESHIRE
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of dwellings:	58	
	Survey date: FRIDAY	14/06/19	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.

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Licence No: 754101

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	58	0.017	1	58	0.000	1	58	0.017
08:00 - 09:00	1	58	0.017	1	58	0.034	1	58	0.051
09:00 - 10:00	1	58	0.086	1	58	0.121	1	58	0.207
10:00 - 11:00	1	58	0.138	1	58	0.138	1	58	0.276
11:00 - 12:00	1	58	0.121	1	58	0.121	1	58	0.242
12:00 - 13:00	1	58	0.103	1	58	0.103	1	58	0.206
13:00 - 14:00	1	58	0.138	1	58	0.103	1	58	0.241
14:00 - 15:00	1	58	0.103	1	58	0.121	1	58	0.224
15:00 - 16:00	1	58	0.034	1	58	0.103	1	58	0.137
16:00 - 17:00	1	58	0.086	1	58	0.069	1	58	0.155
17:00 - 18:00	1	58	0.086	1	58	0.069	1	58	0.155
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.929			0.982			1.911

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.

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Parameter summary

Trip rate parameter range selected: 58 - 58 (units:)
 Survey date range: 01/01/11 - 14/06/19
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	58	0.017	1	58	0.000	1	58	0.017
08:00 - 09:00	1	58	0.052	1	58	0.052	1	58	0.104
09:00 - 10:00	1	58	0.155	1	58	0.207	1	58	0.362
10:00 - 11:00	1	58	0.259	1	58	0.207	1	58	0.466
11:00 - 12:00	1	58	0.362	1	58	0.397	1	58	0.759
12:00 - 13:00	1	58	0.362	1	58	0.362	1	58	0.724
13:00 - 14:00	1	58	0.293	1	58	0.345	1	58	0.638
14:00 - 15:00	1	58	0.224	1	58	0.190	1	58	0.414
15:00 - 16:00	1	58	0.052	1	58	0.138	1	58	0.190
16:00 - 17:00	1	58	0.155	1	58	0.121	1	58	0.276
17:00 - 18:00	1	58	0.103	1	58	0.069	1	58	0.172
18:00 - 19:00	1	58	0.000	1	58	0.000	1	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.034			2.088			4.122	

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.

