
Technical Note

Project No: ITB13091
Project Title: Ford Market
Title: Supplementary Transport Note in Response to Committee Deferral of F/5/20
Ref: ITB13091-039 TN
Date: 3 November 2021

SECTION 1 Introduction

- 1.1 Land at Ford Airfield is being promoted for a residential led mixed-use development comprising 1,500 new homes, local centre, primary school, 9,000sqm of employment floorspace and other associated uses. The site is identified as Strategic Site Allocation SD8 in Arun District Council's (ADC) Adoption Local Plan 2011-2031 (ALP). Ford Airfield is also allocated in the adopted Ford Neighbourhood Plan as Policy SA1.
- 1.2 To enable this development, a planning application (ref: F/5/20) has been submitted to Arun District Council for reconfiguration of Ford Market, including revised market access, hardstanding for replacement vehicular parking and associated infrastructure, landscape, ancillary and site preparation works.
- 1.3 The market application was presented to the Arun Planning Committee on the 8th September 2021, with Arun Planning Officers recommending conditional approval of the application. Following consideration by the Committee, the decision was taken to defer the decision to allow for further information to be provided. As set out in the Minutes (ref: *printed minutes-08th-Sept-2021 11.30 Planning Committee*) the following matters were discussed:
- Resolution of issues at Oystercatcher roundabout and creation of traffic issues for Horsemere Green Lane;
 - Traffic impacts on Horsemere Green Lane and the need for a traffic study of the lane as evidence to support future decisions;
 - Impact on Ford Road entrance;
 - Discrepancy between traffic data and residents' studies;
 - Modelling focussed on Ford Road with no mention of Horsemere Green Lane, Yapton Road or the Oystercatcher junctions;

- Impacts of the market on other businesses due to the confliction between pedestrians and heavy goods vehicles.

1.7 This Technical Note has been prepared to provide a response to the matters raised during the Committee and presents the outputs of further traffic data collection obtained by independent, 3rd party, traffic data collection specialists. The remainder of the TN is structured as follows:

- Section 2 – Application Overview
- Section 3 – Traffic Redistribution
- Section 4- Horsemere Green Lane
- Section 5 – Market Access
- Section 6 – Summary and Conclusions

SECTION 2 Application Overview

- 2.1 It is important to note that, in terms of the impact on the wider network, the planning application does not seek approval for anything that can not already occur under the conditions of the existing planning consents.
- 2.2 With reference to Section 2.1 of the Transport Statement accompanying the application, **Table 2.1** summarises the key transport relation conditions of planning consents F/14/95, F/10/07 and F/12/10 under which the Ford Market and Car Boot (FCMB) operations.

Table 2.1: Summary of Key Transport Related Conditions

Day	Description
Thursday/Saturday/ Sunday	No vehicle shall enter the site before 07:30 and all vehicles shall be removed by 16:30 the same day
Thursday/Saturday/ Sunday	No more than 250 vehicles shall be stationed within the trading enclosure at any one time. No vehicles other than private cars or light commercial vehicles shall be stationed within the trading enclosure
Thursday/Saturday	The spaces on the site layout plan for customers' cars shall be retained and used for no other purpose
Thursday/Saturday/ Sunday	Only the two accesses as shown on the approved drawing shall be used for vehicular access to and from the site

Source: F/14/95, F/10/07 and F/12/10

- 2.3 In terms of the operation of the FMCB:
- The existing planning consent does not require use of both accesses – it only restricts access being achieved from other locations. The FMCB is not required to open the Yapton Road access to operate and has chosen not to do so since reopening after Covid-19 closures for site management and operational purposes.
 - The existing planning consent limits the number of trading vehicles to 250 and the application does not seek to increase the limit on trader numbers;
 - The existing planning consents identify an area for parking which the planning application seeks to re-provide for; it does not seek to increase the capacity. The trip attraction of the site will remain as it is, was or can be irrespective of whether planning consent for F/5/20 is granted.

SECTION 3 Traffic Redistribution

3.1 Ford Market Routeing

- 3.1.1** Assessment of FCMB was undertaken for operations on a Thursday (car boot) and Sunday (car boot and market). The assessment assumed the site operating at full capacity; in practice, full capacity operation happens only occasionally throughout the year. Saturday was not included as an assessment scenario since network flows were higher on the Thursday (the other day on which the car boot only operates) during periods where operational movements were most intensive i.e. morning peak periods.
- 3.1.2** Extensive data collection was undertaken to inform the Transport Statement accompanying the FMCB application, including a comprehensive assessment of vehicles accessing the site using Automatic Number Plate Recognition (ANPR). ANPR cameras were placed at the site access and on all major approaches to the site in order to establish the distribution of traders and customers, to identify the routes used to access FMCB. The ANPR surveys identified that traders and customers approached and departed the site as per the summary set out in **Table 3.1**, and shown in **Figure 1**.

Table 3.1: Summary of Observed Distributions

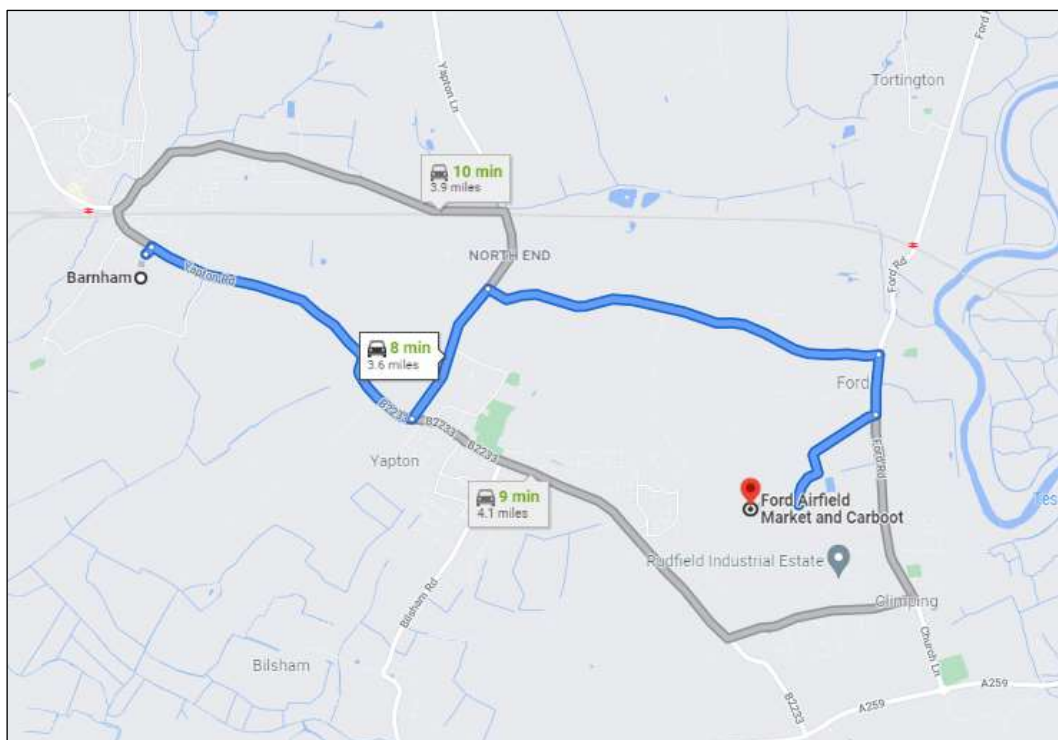
Direction	Thursday	Sunday
B2233 Yapton Road	11%	13%
North End Road	8%	5%
Station Road	31%	22%
A259 West	16%	29%
A259 East	29%	25%
Local Trips	5%	6%
Total	100%	100%

Source: ANPR Surveys

3.2 Traffic Diversion to HGL

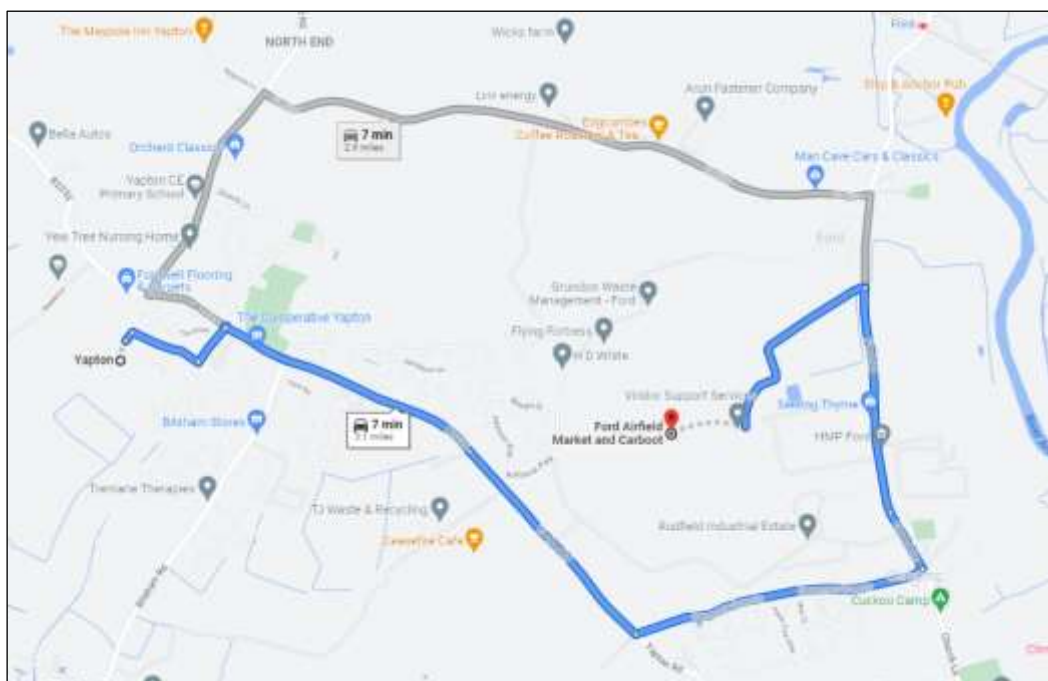
- 3.2.1** As can be seen from the data, few vehicles approach the site from a direction where HGL would be the shortest or quickest alternative route, assuming free flowing network conditions. Circa 80-85% of all journeys approach FMCB from either the A27 or along the A259.
- 3.2.2** For those accessing the site from the Barnham direction, which accounts for circa 12% of the remaining trips, it is both quicker and shorter to achieve access to the Ford Road access via Ford Lane than it is to travel beyond the Yapton Road access, using Horsemere Green Lane and then travel back up to the Ford Road access, as shown in the Google Directions facility extract in **Image 3.1**.

Image 3.1: Google Directions Extract – Barnham to Ford Road Access



3.2.3 The remaining circa 5% of visitors approach the site from the local area. Depending on the location in Yapton, access via Ford Road would be virtually equidistant in terms of journey length and time, as show in **Image 3.2**.

Image 3.2: Google Directions Extract – Yapton to Ford Road Access



3.2.4 In response to the matters raised at the Committee on the 8th September, a new traffic survey was commissioned on HGL through an independent data collection specialist, which took place between the 28th September and 8th October 2021. During the survey period, FMCB continued to operate with a single point of access from Ford Road only. Data has also been obtained from the WSCC Traffic Survey Database for a survey undertaken in September 2017. During this time, FMCB was operational and using both points of access.

3.2.5 An assessment has been undertaken of the daily traffic flows as a percentage of the weekday average (or weekend average for Saturday and Sunday) for both the 2017 and 2021 datasets, and this is summarised in **Table 3.2**.

Table 3.2: Daily Traffic Flows as Percentage of Weekday/Weekend Average

Year	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
2017	91%	96%	100%	107%	105%	106%	94%
2021	92%	98%	100%	106%	102%	105%	95%

Source: WSCC Data, ATC Data and Consultants' calculations

3.2.6 As can be seen, there is an imperceptible difference in the daily traffic averages between the two datasets. The change to a single point of access is observed as having a negligible impact on the traffic flow characteristics of HGL – i.e. the single point of access does not give rise to a disproportionate use of HGL on car boot/market days.

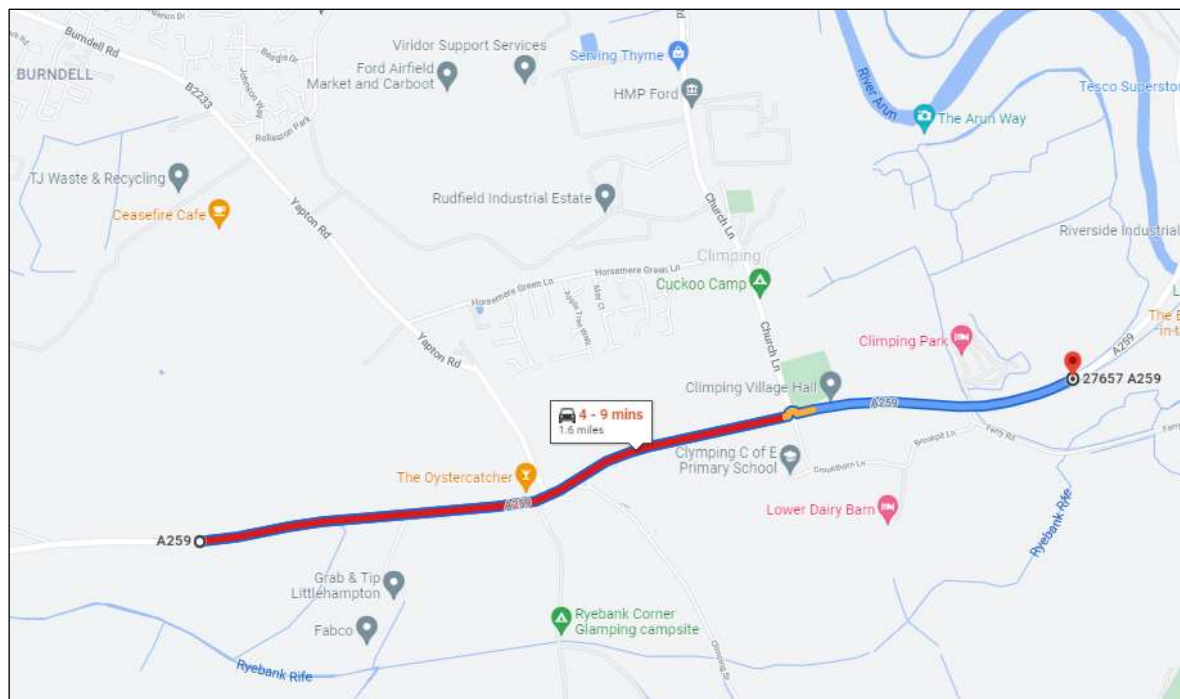
3.3 Oystercatcher

3.3.1 The impacts of development on the Oystercatcher junction have been assessed through the Arun Transport Study (2017 and subsequent iterations); no further capacity analysis was included within the transport assessments accompanying the applications as strategic level intervention had already been identified for delivery at the junction through the Transport Study, and the costs of the mitigation apportioned through the Arun Apportionment Study (June 2020). It should also be noted that, as set out in Section 2, the FMCB application does not give rise to an intensification in traffic associated with the market operations, and while there may be a modest and occasional redistribution effect, this will not alter the need for strategic level intervention at the junction.

3.3.2 A review of the directional traffic flows obtained from the ATC (which are included in full at **Appendix A**) indicates that traffic flows along HGL are fairly consistent throughout the course of the day. Data has been obtained in 15-minute periods, and identifies that, on average, there is 1 vehicle every 45-60 seconds in each direction travelling along HGL.

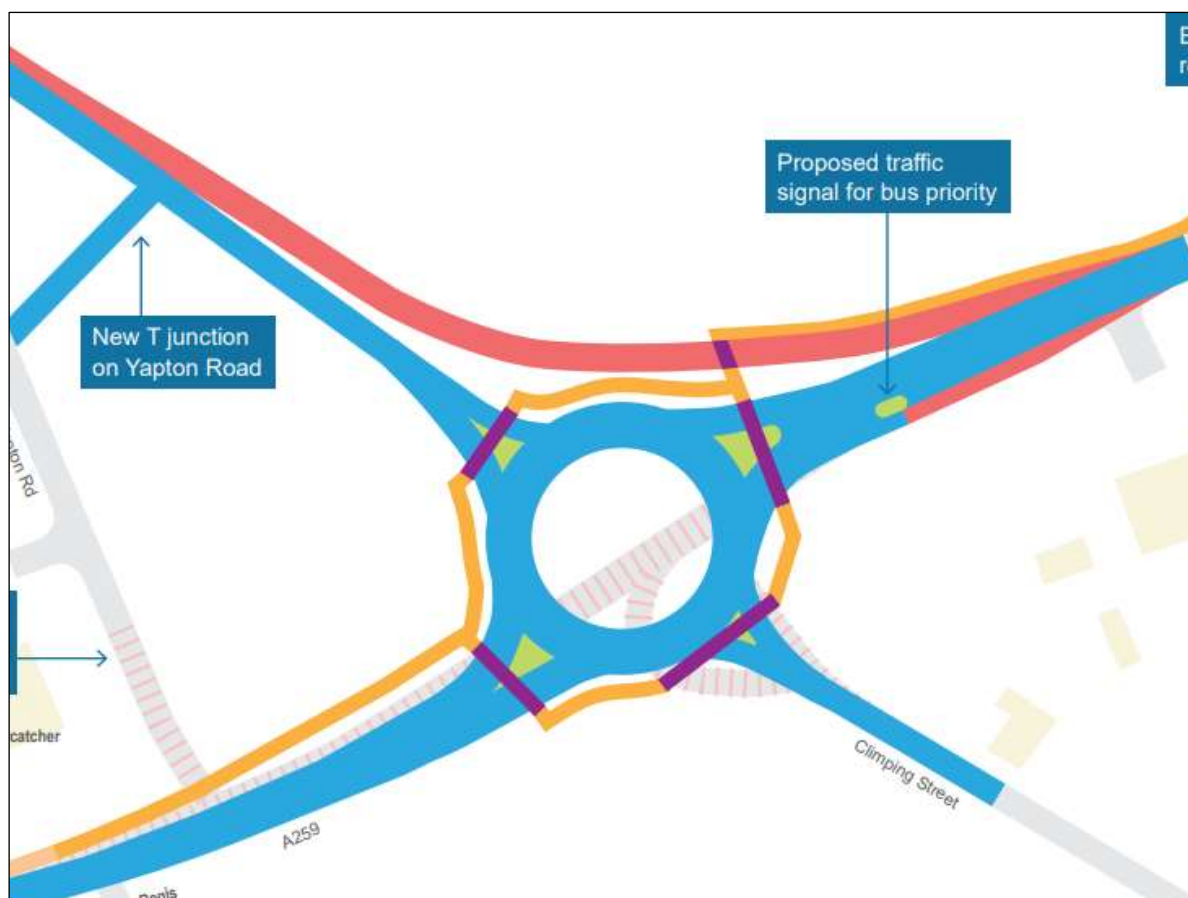
- 3.3.3 The exception to this occurs during the morning peak period, where eastbound flows increase to an average of 1 vehicle every 10-15 seconds. This coincides with traffic congestion occurring on the A259 from Church Lane roundabout junction and extending back to and through the Oystercatcher junction, as shown in **Image 3.3**.

Image 3.3: Morning Peak Period Congestion



Source: Google Map Traffic Conditions

- 3.3.4 The Arun Transport Study identifies an intervention strategy to address issues along this section of the A259. Improvement of the Church Lane roundabout has been secured through the grant of planning consent for development at Clymping, and financial contributions are to be secured from the Landings development to be used alongside contributions already secured from development in Yapton and at Clymping to deliver the improvements at the Oystercatcher junction. Consultation on the improvement corridors has commenced and an extract of the Oystercatcher proposals is identified in **Image 3.4**.

Image 3.4: Oystercatcher Consultation

Source: WSCC 'Yourvoice'

- 3.3.5 One of the key outputs of the assessment work undertaken to inform the proposals is that there will be an improvement in journey times for side road users; in turn, this would make use of the A259 more viable in terms of journey times than using HGL. Development at Ford Airfield is key to achieving the corridor enhancement, as it provides significant financial contributions necessary for the delivery of the improvements. The remainder of the contributions are to be secured from Department for Transport funding, with Transport for the South East identifying the corridor as one of its priorities for Major Road Network (MRN) funding in the 2020-25 period.

SECTION 4 **Horsemere Green Lane**

4.1 **Traffic Impacts**

- 4.1.1 The impacts of planned developments, including Ford, have been tested through the Arun Transport Study (ATS) accompanying the Local Plan. The ATS did not identify the adopted growth strategy as having an impact on HGL that required intervention, nor as a location where there was a potential for a severe impact that required further investigation.
- 4.1.2 Notwithstanding, the impact of the Ford developments were considered as part of both the Transport Assessment and Environmental Statement accompanying the Landings application, and the Transport Statement accompanying the FCMB application. The scope and methodology of the assessments were discussed with WSCC through pre-application advice and undertaken in accordance with the agreed parameters. The assessments concluded that the impacts of the developments on HGL were not contrary to the requirements of the National Planning Policy Framework.
- 4.1.3 West Sussex County Council (WSCC) requested additional sensitivity testing on the operating capacity of HGL, and sought scenarios where assumed traffic was well beyond that reasonably forecast to use HGL to ensure a robust assessment. WSCC has scrutinised these assessments and concluded that mitigation of either the HGL/Church Lane and HGL/Yapton Road junctions were not necessary to mitigate the impact of development in order to make it acceptable in planning terms.
- 4.1.4 It is understood that a consultation has been undertaken by Clymping Parish Council in respect of Horsemere Green Lane (HGL), through which a Consultation Summary Note has been prepared and various future design options identified, including potential junction improvements at the HGL/Church Lane junction. It is evident from the Summary Note that the matters raised through the Consultation note are pre-existing operating conditions, and not as a consequence of proposed development at Ford.
- 4.1.5 In terms of securing financial contributions from the development towards future studies or mitigation on HGL, it should be noted that CIL Regulation 122 sets out clear requirements governing the use of planning obligations in Section 106 Agreements. In order for an obligation to be lawful it must:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Proportional in scale and kind.

- 4.1.6 WSCC do not require mitigation of HGL (beyond that discussed later in this Section) to make the development acceptable in planning terms. Obligations in relation to the delivery of the strategy identified within the Clymping Parish Consultation would not satisfy the identified CIL Reg 122 tests.
- 4.1.7 However, it should be noted that the S106 Agreement associated with the Landings is to include a financial contribution of £515,000 towards the delivery of the A259 Bognor Regis – Littlehampton Corridor improvements (in addition to a further £600,000 towards the improvement at Oystercatcher). If there is a desire for the strategy outlined in the Clymping Parish Consultation to be pursued further as part of a holistic corridor approach, the District/Parish should lobby WSCC for HGL to be included in the scope of the proposed corridor improvements, enabling use of the identified contribution towards further study.

4.2 Pedestrian/Cycle Improvements

- 4.2.1 Speed data for HGL was also sought as part of the independent survey undertaken in September – October, and the outputs are summarised in **Table 4.1**.

Table 4.1: Speed Survey Summary

	Eastbound	Westbound
Speed Limit	30mph	30mph
Vehicles Exceeding Limit	25.85%	26.21%
Mean Speed	26.7 mph	26.4 mph
85 th Percentile Speed	32.0 mph	31.9 mph

Source: ATC Data

- 4.2.2 The ATCs demonstrate that there is a relatively good level of compliance with the speed limit. While circa 25% of those recorded using HGL were travelling in excess of the speed limit, the 85th percentile speed was recorded as being approximately 32mph. By comparison, the National Police Chiefs Council (NPCC) guidance on the enforcement of speed limits is shown in **Image 4.1**; as can be seen, the recorded 85th percentile speed is well below the level at which enforcement of the speed limit is likely to be pursued.

Image 4.1: National Police Chiefs Council – Enforcement Guidance

Limit	Fixed penalty when course not appropriate:	Speed awareness course from:	Speed awareness course to:	Summons in all other cases above:
20mph	24mph	24mph	31mph	35mph
30mph	35mph	35mph	42mph	50mph
40mph	46mph	46mph	53mph	66mph

- 4.2.3 During the course of the survey period a total of 2 eastbound and 3 westbound movements were observed to be traveling in excess of 50mph. While this is clearly undesirable, traffic calming is designed for a typical road user and measures to deter those determined to travel at such speeds are not appropriate for manage everyday traffic flows. However, it is evident that the traffic calming measures in-situ are effective in keeping speeds at a level broadly in line with enforceable limits for most users of HGL.
- 4.2.4 While there have been no recorded injury accidents along HGL in the most recent record period, it is recognised that the perception of safety is a significant factor in people's decision to walk. Further, it is also recognised that traffic flows and speeds along HGL are in excess of the level of movement that Manual for Streets identifies as typically being suitable for shared use of the carriageway by pedestrians.
- 4.2.5 Pedestrian journeys associated with the Landings development will route along HGL, and as such a scheme of pedestrian improvements would satisfy the CIL Reg 122 tests. It is also noted that a continuous pedestrian route is identified by the Clymping Parish Consultation as being a key objective. A scheme of pedestrian improvements along HGL has been agreed with WSCC for delivery by the Applicant as part of the implementation of the F/4/20 Landings development. This scheme of improvements, as shown in **Drawing ITB13091-GA-058** will:
- Provide continuous pedestrian connectivity along HGL by completing the 'missing links'
 - Provide cycle connectivity at the HGL/Church Lane junction; and
 - Improve connectivity to bus stops on Yapton Road.

- 4.2.6 The scheme of improvements is to be secured via the Section 106 Agreement, and the Applicant is willing and able for the implementation of these works to be included early in the delivery programme.

SECTION 5 Market Access

5.1 Ford Road Junction Capacity

- 5.1.1 A robust assessment of the operation of the Ford Road Access has been undertaken. The assessment assumes operation of the FMCB at full capacity, and has been informed by data collected on a Thursday when network flows are at their highest and the FMCB was operational. No reduction was applied to the data to account for existing FMCB traffic that will have been present on the network during the collection of the data; therefore, there is a significant amount of double counting within the baseline data resulting in an over forecasting of impact. The assessment demonstrates that the junction can accommodate the traffic demands during FMCB operation, as shown in **Table 5.1**.

Table 5.1: Ford Road Access Junction Assessment Results

	Morning Peak (0800-0900)	
	Max. Queue (PCU)	RFC
Site Access -Ford Road (N)	1	0.45
Site Access – Ford Road (S)	3	0.80
Ford Road (N) – Site Access	4	0.80

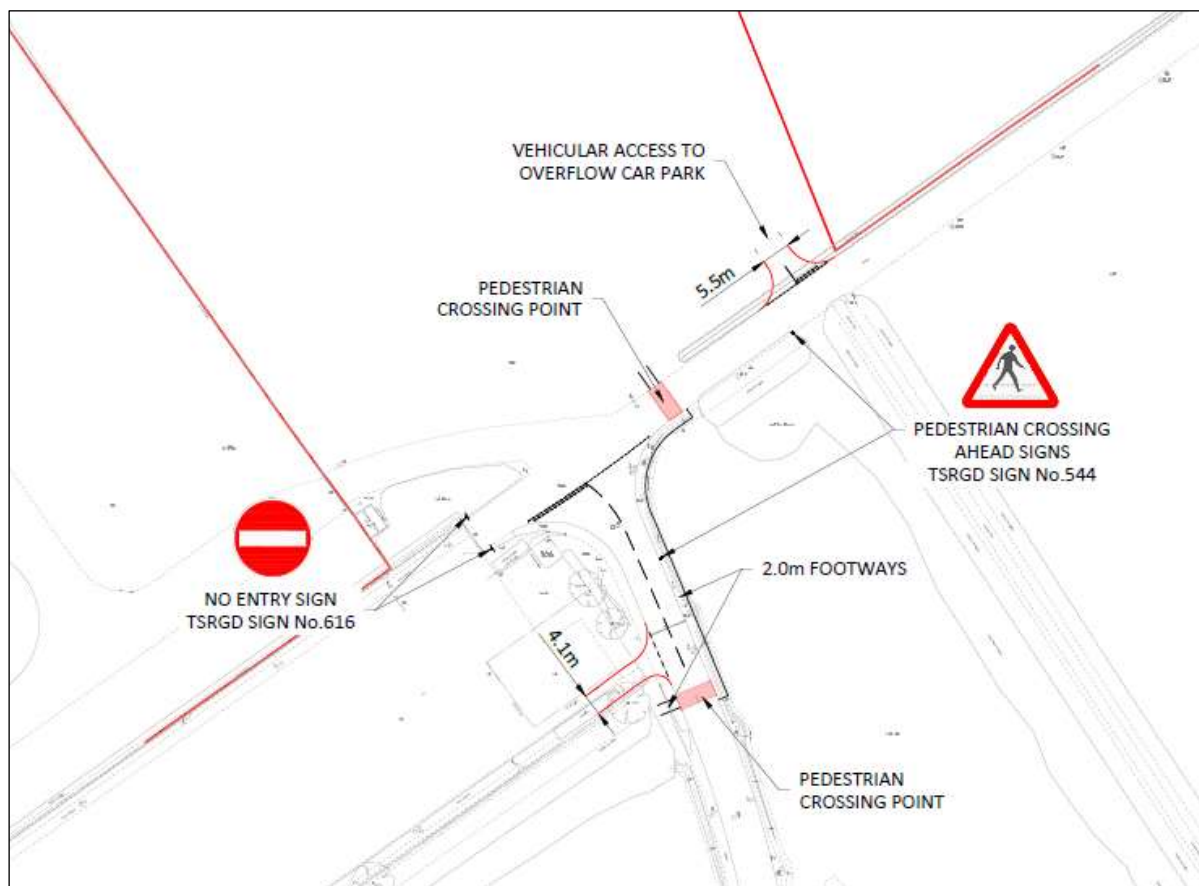
Source: Junctions 9

5.2 Ped/HGV Interaction

- 5.2.1 Under typical operating conditions, car parking associated with the FMCB will be retained on the eastern and northern runways. The overflow car park will only be used during periods of higher demand (e.g weekends during the shoulder seasons). As such, this will naturally limit any interaction between pedestrians and HGV's.
- 5.2.2 Nevertheless, the pedestrian connection between the overflow car park and the FMCB has been designed to conform with highway design guidance, presenting conditions that both pedestrians and drivers will be familiar and experienced with.
- 5.2.3 Crossing has been identified at a lower speed section of the access road, where visibility in both directions is excellent. Dedicated pedestrian infrastructure is provided adjacent to the carriageway at a width of 2.0m so that pedestrians are not required to share the carriageway. This will be accompanied by carriageway demarcation and advisory signage alerting drivers to the possible presence of pedestrians crossing.

- 5.2.4 The access and pedestrian arrangements for the FMCB are show in **Drawing ITB13091-GA-036A**, and an extract of the drawing is provided at **Image 5.1**.

Image 5.1: FCMB Vehicular and Pedestrian Access Extract



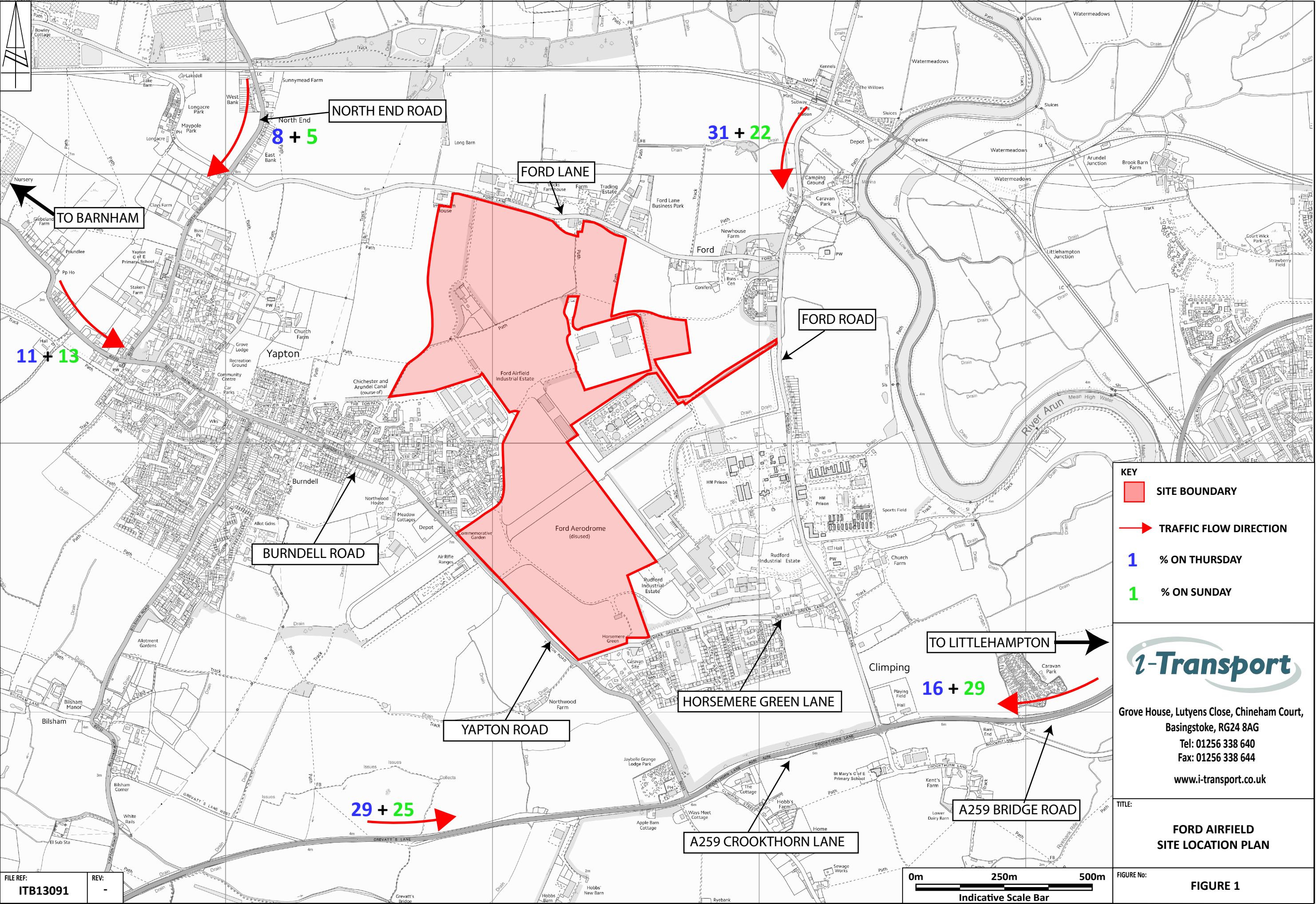
Source: ITB13091-GA-036A

SECTION 6 Conclusions

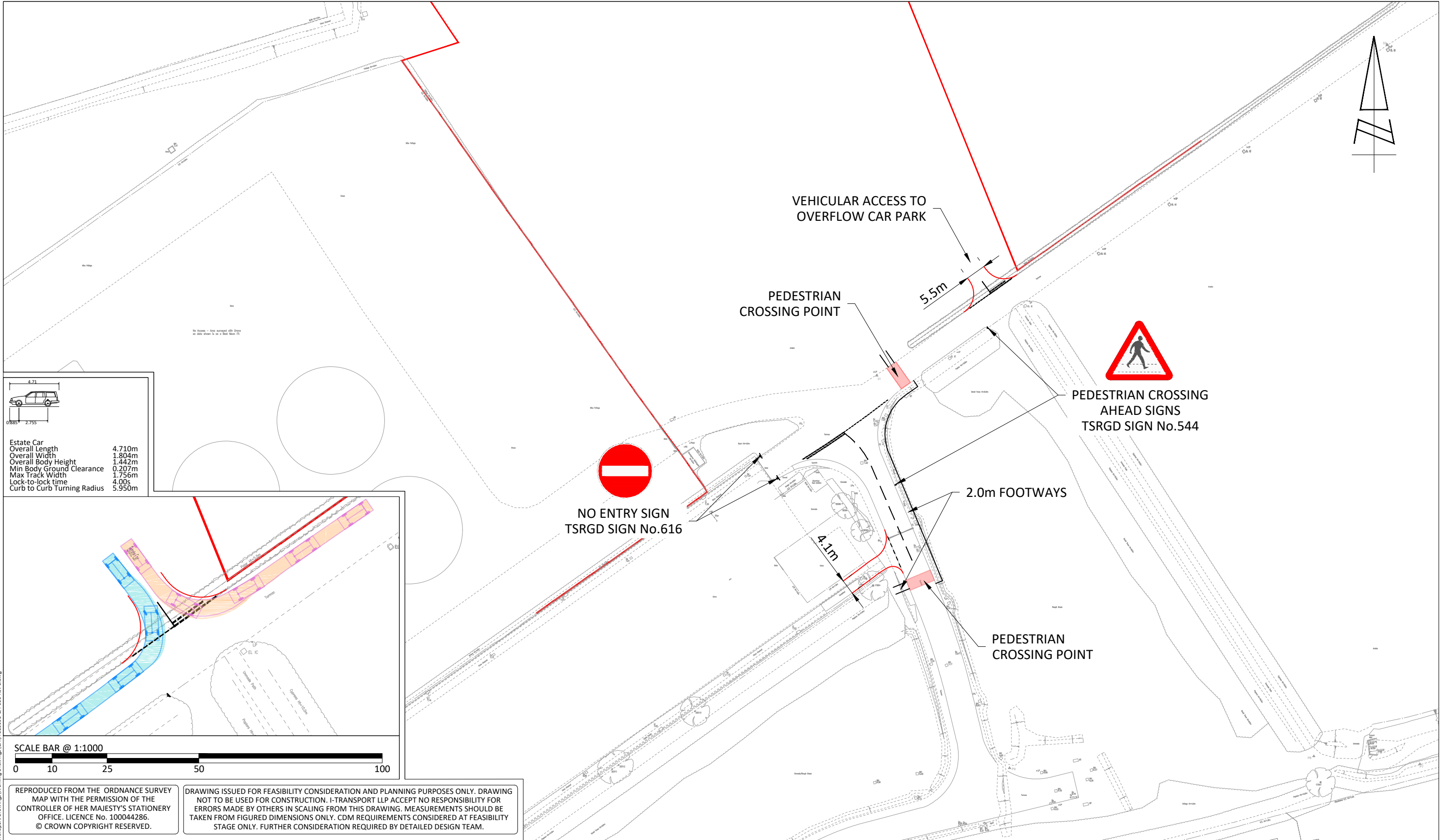
- 6.1.1 A decision on F/5/20 was deferred at the Arun Planning Committee on the 8th September pending further information regarding the traffic impact on Horsemere Green Lane. The application does not seek to change or alter how the market can already operate – it does not seek to intensify the number of traders operating at the site, the number of visitors that can attend the site or the car parking capacity. Under the terms of the existing planning consents, FMCB is not required to operate with 2 points of access and, since the reopening of the site following Covid closures, has operated a single point of access.
- 6.1.2 Notwithstanding, to respond to queries raised by Councillors, additional data collection has been undertaken by an independent, 3rd party, data collection specialist. The data shows that the 85th percentile speed of vehicles is marginally over the 30mph speed limit at circa 32mph, but this is well with the guidance levels used by the Police to enforce speed limits. The existing speed calming measures are helping to restrict most vehicular speeds along Horsemere Green Lane to an acceptable level.
- 6.1.3 The data also shows that traffic flows are relatively consistent across the course of the day, with the exception of the morning peak period where traffic flows increase to 1 movement every 10-15 seconds. This coincides with observed traffic congestion along the A259. Addressing the latter will assist in removing traffic from HGL.
- 6.1.4 The data identified that the use of a single point of access had an imperceptible impact on traffic flows, with proportional flows on Thursday, Saturdays and Sundays consistent with data collected in 2017 when 2 access were operational.
- 6.1.5 West Sussex County Council has responded to the F/5/20 application and raised no objection. It concurs that there are no grounds to refuse the application in relation to the impact on Horsemere Green Lane, and that imposing S106 obligations on the application would not satisfy the tests that govern the use of planning obligations.
- 6.1.6 However, the Landings residential application, F/4/20, proposes a scheme of pedestrian improvements along Horsemere Green Lane to provide a continuous link along the length of the lane. In addition, bus stop connectivity improvements are also provided as part of this scheme. The Applicant proposes to implement these measures by occupation of the 101st dwelling. This ties into a key objective of the Parish Council.

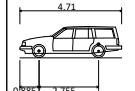
- 6.1.7 Whilst it is not necessary for the proposals to mitigate existing issues of HGL, as this does not meet the CIL Reg 122 tests, the Landings application will provide both pedestrian improvements to HGL as well as wider financial contributions towards the delivery of the A259 Bognor-Littlehampton Corridor improvements, which is recognised would help to improve existing issues on Horsemere Green Lane. The timing of these works on the A259 are at the discretion of the County Council and it is if the District and/or Parish Council want these works to be progressed at the earliest opportunities, it is their role to engage and work with West Sussex County Council to identify opportunities to bring them forward in the programme for delivering highway improvements.

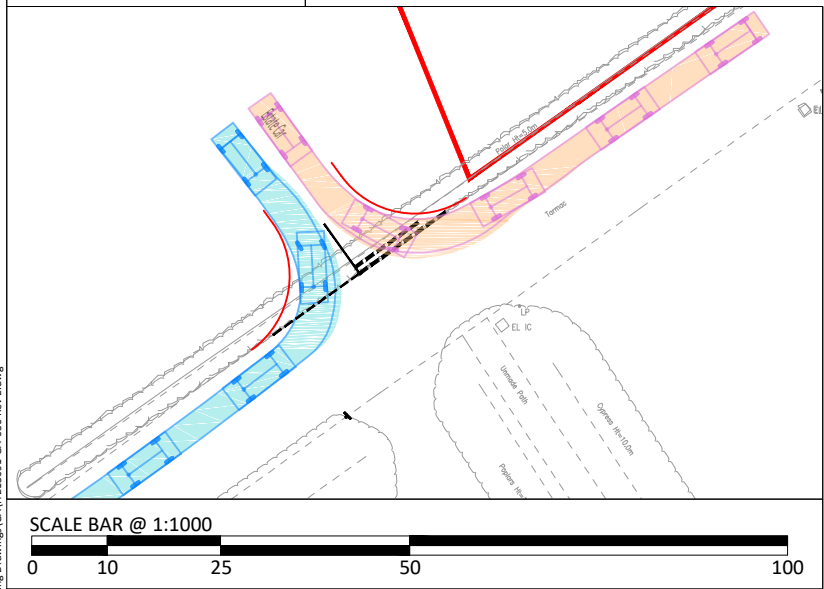
FIGURES



DRAWINGS



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



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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

 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG www.i-transport.co.uk		E 17.07.19 JD MINOR AMENDMENTS DS DS		TITLE: FORD MARKET AND CAR BOOT CAR PARKING ACCESS ARRANGEMENTS		SCALE @ A3: 1:1000		CHECKED: DS		APPROVED: DS									
		D 01.07.19 JD MINOR AMENDMENTS DS DS				FILE REF: ITB13091		DRAWN: SH		DATE: 10.04.19									
		C 15.05.19 SH MINOR AMENDMENTS DS DS																	
		B 03.05.19 SH MINOR AMENDMENTS DS DS																	
A 30.04.19 SH MINOR AMENDMENTS DS DS																			
REV		DATE		BY		DESCRIPTION		CHK		APD		PROJECT: FORD AIRFIELD		CLIENT: REDROW HOMES LIMITED & WATES DEVELOPMENTS LIMITED		DRAWING No: ITB13091-GA-036			
																PROJECT No: ITB13091		REV: E	
		STATUS:				DRAFT													

T:\Projects\13000Series\13091\118 Ford Airfield\Tech\Acad\Transport Drawings\Working Drawings\GA\ITB13091-GA-036 Rev F.dwg

APPENDIX A. ATC DATA

15 mins Vehicle Classification-Speed Data ITRANSPORT

Globals

Report ID	CustomList-1509
Descriptor	15 mins Vehicle Classification-Speed Data ITRANSPORT
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-10-12T14:47:27
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmo
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	9163 1.
Site Attribute	Ford
File Name	Z:\Projects\9163 - Ford ATCs (HO - 28.09)\Raw data\9163 1. 0 2021-10-08 1528.ECO
File Type	Plus
Algorithm	Factory default axle
Description	Horsemere green in 30mph
Lane	0
Direction	8
Direction Text	8 - East bound A18, West bound B1A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-09-28T16:04:11
Start Time	2021-09-28T16:04:11
Finish Time	2021-10-08T15:29:11
Operator	ow
Configuration	40 MC5600 00 00 00 00 00 ? JN63T85V MC56-L5 (MC55) (c)Microcom 19Oct04

Profile

Name	30 40
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2021-09-29T00:00:00
Filter End	2021-10-06T00:00:00
Class Scheme	Euro13
F	Cl(1-12) Dir(AB) Sp(5,99) Headway(D) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	30
Speed Limits	30 30 30 30 30 30 30 30 30
Separation	0.000
Separation Type	Headway
Direction	Northbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Total	Number in time slice
Cl 1	Class totals
Cl 2	Class totals
Cl 3	Class totals
Cl 4	Class totals
Cl 5	Class totals
Cl 6	Class totals
Cl 7	Class totals
Cl 8	Class totals
Cl 9	Class totals
Cl 10	Class totals
Cl 11	Class totals
Cl 12	Class totals
SpCl 1	Speed averages by class
SpCl 2	Speed averages by class
SpCl 3	Speed averages by class
SpCl 4	Speed averages by class
SpCl 5	Speed averages by class
SpCl 6	Speed averages by class
SpCl 7	Speed averages by class
SpCl 8	Speed averages by class
SpCl 9	Speed averages by class
SpCl 10	Speed averages by class
SpCl 11	Speed averages by class
SpCl 12	Speed averages by class
Vbin 0 0	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed

29 September 2021

Time	Total	Cl 1	Cl 2	Cl 3	Cl 4	Cl 5	Cl 6	Cl 7	Cl 8	Cl 9	Cl 10	Cl 11	Cl 12	SpCl 1	SpCl 2	SpCl 3	SpCl 4	SpCl 5	SpCl 6	SpCl 7	SpCl 8	SpCl 9	SpCl 10	SpCl 11	SpCl 12	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 100	Mean	Vpp 85	
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.6
0015	1	0	0	0	0	0	0	0	0	0	0	0	0	0.16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0.29	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	29.9	
0045	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.1	
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0.31	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0.00	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0.36	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	1	0	0	0	0	0	0	36.4		
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	0.35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	1	0	0	0	0	0	35.9		
0560	1	1	0	0	0	0	0	0	0	0	0	0	0	0.29	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0.36	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	
0630	3	2	1	0	0	0	0	0	0	0	0	0	0	0.48	23.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	2	1	0	0	0	0	0	0	0	0	24.1		
0645	4	3	0	0	0	0	0	0	0	0	0	0	0	0.31	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	3	0	0	0	0	0	0	0	30.1		
0700	5	4	1	0	0	0	0	0	0	0	0	0	0	0.23	16.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	3	0	1	1	0	0	0	0	0	0	0	22.3		
0715	5	4	2	0	0	0	0	0	0	0	0	0	0	0.29	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	4	3	4	1	0	0	0	0	0	0	26.3		
0730	10	6	4	0	0	0	0	0	0	0	0	0	0	0.28	24.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	5	4	0	0	1	0	0	0	0	0	26.6		
0745	9	8	1	0	0	0	0	0	0	0	0	0	0	0.26	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	2	5	1	0	0	0	0	0	0	25.4			
0800	9	7	2	0	0	0	0	0	0	0	0	0	0	0.27	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	4	5	0	0	0	0	0	0	0	0	25.7		
0815	10	7	3	0																																					

Vehicles = 842
 Posted speed limit = 30 mph, Exceeding = 344 (28.98%), Mean Exceeding = 33.09 mph
 Maximum = 43.9 mph, Minimum = 7.9 mph, Mean = 26.9 mph
 85% Speed = 32.24 mph, 95% Speed = 35.34 mph, Median = 27.04 mph
 10 mph Pace = 23 - 33, Number in Pace = 569 (66.39%)
 Variance = 29.32, Standard Deviation = 5.42 mph

ARUN DISTRICT COUNCIL F/5/20/P

Time	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	SpCs 1	SpCs 2	SpCs 3	SpCs 4	SpCs 5	SpCs 6	SpCs 7	SpCs 8	SpCs 9	SpCs 10	SpCs 11	SpCs 12	Vain 0	Vain 10	Vain 15	Vain 20	Vain 25	Vain 30	Vain 35	Vain 40	Vain 45	Vain 50	Vain 60	Vain 70	Vain 100	Mean	Vpp				
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0.200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-		
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0.353	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-		
0030	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.7	-		
0045	3	2	1	0	0	0	0	0	0	0	0	0	0	0.387	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	38.7	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0.306	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.6	-		
0115	1	0	0	0	0	0	0	0	0	0	0	0	0	0.246	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0.251	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-	
0415	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0.285	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0.296	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.6	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0.353	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0545	1	0	0	0	0	0	0	0	0	0	0	0	0	0.282	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.2	-	
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0645	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0.268	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0.235	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0815	3	3	0	0	0	0	0	0	0	0	0	0	0	0.284	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	28.4	-
0830	2	4	0	0	0	0	0	0	0	0	0	0	0	0.268	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
0845	4	3	1	0	0	0	0	0	0	0	0	0	0	0.280	18.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	28.0	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0.273	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	27.3	-	
0915	2	0	0	0	0	0	0	0	0	0	0	0	0	0.248	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	24.8	-	
0930	11	10	1	0	0	0	0	0	0	0	0	0	0	0.222	36.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	2	6	2	0	0	1	0	0	0	0	0	0	0	0	22.2	29.4
0945	10	10	0	0	0	0	0	0	0	0	0	0	0	0.219	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	
1000	9	8	1																																									

Vehicles = 750
 Posted speed limit = 30 mph, Exceeding = 194 (25.87%), Mean Exceeding = 33.25 mph
 Maximum = 53.4 mph, Minimum = 8.1 mph, Mean = 26.9 mph
 85% Speed = 32.04 mph, 95% Speed = 34.95 mph, Median = 26.90 mph
 10 mph Pace = 23 - 33, Number in Pace = 516 (68.80%)
 Variance = 27.28, Standard Deviation = 5.22 mph

	Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	SrC1c1	SrC1c2	SrC1c3	SrC1c4	SrC1c5	SrC1c6	SrC1c7	SrC1c8	SrC1c9	SrC1c10	SrC1c11	SrC1c12	Vain	Vain	Vain	Vain	Vain	Vain	Vain	Vain	Vain	Mean	Vps																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488

Vehicles = 5268
 Posted speed limit = 30 mph, Exceeding = 1362 (25.85%), Mean Exceeding = 33.17 mph
 Maximum = 61.2 mph, Minimum = 6.4 mph, Mean = 26.7 mph
 85% Speed = 31.99 mph, 95% Speed = 35.06 mph, Median = 26.90 mph
 10 mph Pace = 22 - 32, Number in Pace = 3528 (66.97%)
 Variance = 28.72, Standard Deviation = 5.36 mph

15 mins Vehicle Classification-Speed Data ITRANSPORT

Globals

Report Id	CustomList-1509
Descriptor	15 mins Vehicle Classification-Speed Data ITRANSPORT
Created By	MetroCount Traffic Executive
Creation Time (UTC)	2021-10-12T14:49:37
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	header.bmo
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

```

Site Name 9163.1
Site Address/Floor 1
File Name Z:\Projects\9163 - Ford ATCs (HO - 28.09) Ford atc\9163.1.0.2021-10-08 1528.0528
File Type Plus
Algorithm Factory default; aze
Description Horsemen gear in 30mph
Lane 0
Direction 8
Direction Text 8 - East bound AIB, West bound BJA.
Layout Text Aze sensors - Paired (Class/Speed/Cou)
Setup Time 2021-09-28T15:04:11
Start Time 2021-09-28T15:04:11
Finish Time 2021-10-08T15:29:11
Operator
Configuration 40 MC5600 0 0 0 0 0 0 0 7. JN63T85V MC56-L5 [MC55] c(MicroM 19)OrcD4

```

Profile	
Name	30_40

Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	65
Percentile 2	95
Pace	10
Filter Start	2021-09-29T00:00:00
Filter End	2021-10-06T00:00:00
Class Scheme	Euro13
	C class-1-12 Dir(BA) Sp(5,99) Hwyway(10) Span(0 - 328,084) Lane(1-6)
Low Speed 6	
High Speed 9	
Posted Limit 30	
Speed Limits	30 30 30 30 30 30 30 30 30 30
Separation	0.00
Separation Type	Headway
Direction	Southbound
Encoded Direction	15

Column

Time	24-hour time (0000 - 2359)
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Sp 1	Speed averages by class
Sp 2	Speed averages by class
Sp 3	Speed averages by class
Sp 4	Speed averages by class
Sp 5	Speed averages by class
Sp 6	Speed averages by class
Sp 7	Speed averages by class
Sp 8	Speed averages by class
Sp 9	Speed averages by class
Sp 10	Speed averages by class
Sp 11	Speed averages by class
Sp 12	Speed averages by class
Vn 1	Speed bin totals
Vn 2	Speed bin totals
Vn 3	Speed bin totals
Vn 10	Speed bin totals
Vn 15	Speed bin totals
Vn 20	Speed bin totals
Vn 25	Speed bin totals
Vn 30	Speed bin totals
Vn 35	Speed bin totals
Vn 40	Speed bin totals
Vn 45	Speed bin totals
Vn 50	Speed bin totals
Vn 55	Speed bin totals
Vn 60	Speed bin totals
Vn 65	Speed bin totals
Vn 70	Speed bin totals
Vn 75	Speed bin totals
Vn 80	Speed bin totals
Vn 85	Speed bin totals
Vn 90	Speed bin totals
Vn 95	Speed bin totals
Vn 100	Speed bin totals
Wp 85	Weighted Percentile speed

29 September 2021

[illegible]

Vehicles = 1079
 Posted speed limit = 30 mph, Exceeding = 325 (30.12%), Mean Exceeding = 33.39 mph
 Maximum = 44.9 mph, Minimum = 6.1 mph, Mean = 26.7 mph
 85% Speed = 32.77 mph, 95% Speed = 35.79 mph, Median = 27.57 mph
 10 mph Pace = 23 - 33, Number in Pace = 665 (60.41%)
 Variance = 41.63, Standard Deviation = 6.45 mph

Time	Total	Q1a	Q1b	Q1c	Q1d	Q1e	Q1f	Q1g	Q1h	Q1i	Q1j	Q1k	Q1l	Q1m	Q1n	Q1o	Q1p	Q1q	Q1r	Q1s	Q1t	Q1u	Q1v	Q1w	Q1x	Q1y	Q1z	Q1aa	Q1ab	Q1ac	Q1ad	Q1ae	Q1af	Q1ag	Q1ah	Q1ai	Q1aj	Q1ak	Q1al	Q1am	Q1an	Q1ao	Q1ap	Q1aq	Q1ar	Q1as	Q1at	Q1au	Q1av	Q1aw	Q1ax	Q1ay	Q1az	Q1ba	Q1bb	Q1bc	Q1bd	Q1be	Q1bf	Q1bg	Q1bh	Q1bi	Q1bj	Q1bk	Q1bl	Q1bm	Q1bn	Q1bo	Q1bp	Q1bq	Q1br	Q1bs	Q1bt	Q1bu	Q1bv	Q1bw	Q1bx	Q1by	Q1bz	Q1ca	Q1cb	Q1cc	Q1cd	Q1ce	Q1cf	Q1cg	Q1ch	Q1ci	Q1cj	Q1ck	Q1cl	Q1cm	Q1cn	Q1co	Q1cp	Q1cq	Q1cr	Q1cs	Q1ct	Q1cu	Q1cv	Q1cw	Q1cx	Q1cy	Q1cz	Q1da	Q1db	Q1dc	Q1dd	Q1de	Q1df	Q1dg	Q1dh	Q1di	Q1dj	Q1dk	Q1dl	Q1dm	Q1dn	Q1do	Q1dp	Q1dq	Q1dr	Q1ds	Q1dt	Q1du	Q1dv	Q1dw	Q1dx	Q1dy	Q1dz	Q1ea	Q1eb	Q1ec	Q1ed	Q1ee	Q1ef	Q1eg	Q1eh	Q1ei	Q1ej	Q1ek	Q1el	Q1em	Q1en	Q1eo	Q1ep	Q1eq	Q1er	Q1es	Q1et	Q1eu	Q1ev	Q1ew	Q1ex	Q1ey	Q1ez	Q1fa	Q1fb	Q1fc	Q1fd	Q1fe	Q1ff	Q1fg	Q1fh	Q1fi	Q1fj	Q1fk	Q1fl	Q1fm	Q1fn	Q1fo	Q1fp	Q1fq	Q1fr	Q1fs	Q1ft	Q1fu	Q1fv	Q1fw	Q1fx	Q1fy	Q1fz	Q1ga	Q1gb	Q1gc	Q1gd	Q1ge	Q1gf	Q1gg	Q1gh	Q1gi	Q1gj	Q1gk	Q1gl	Q1gm	Q1gn	Q1go	Q1gp	Q1gq	Q1gr	Q1gs	Q1gt	Q1gu	Q1gv	Q1gw	Q1gx	Q1gy	Q1gz	Q1ha	Q1hb	Q1hc	Q1hd	Q1he	Q1hf	Q1hg	Q1hh	Q1hi	Q1hj	Q1hk	Q1hl	Q1hm	Q1hn	Q1ho	Q1hp	Q1hq	Q1hr	Q1hs	Q1ht	Q1hu	Q1hv	Q1hw	Q1hx	Q1hy	Q1hz	Q1ia	Q1ib	Q1ic	Q1id	Q1ie	Q1if	Q1ig	Q1ih	Q1ii	Q1ij	Q1ik	Q1il	Q1im	Q1in	Q1io	Q1ip	Q1iq	Q1ir	Q1is	Q1it	Q1iu	Q1iv	Q1iw	Q1ix	Q1iy	Q1iz	Q1ja	Q1jb	Q1jc	Q1jd	Q1je	Q1jf	Q1jg	Q1jh	Q1ji	Q1jj	Q1jk	Q1jl	Q1jm	Q1jn	Q1jo	Q1jp	Q1jq	Q1jr	Q1js	Q1jt	Q1ju	Q1jv	Q1jw	Q1jx	Q1jy	Q1jz	Q1ka	Q1kb	Q1kc	Q1kd	Q1ke	Q1kf	Q1kg	Q1kh	Q1ki	Q1kj	Q1kk	Q1kl	Q1km	Q1kn	Q1ko	Q1kp	Q1kq	Q1kr	Q1ks	Q1kt	Q1ku	Q1kv	Q1kw	Q1kx	Q1ky	Q1kz	Q1la	Q1lb	Q1lc	Q1ld	Q1le	Q1lf	Q1lg	Q1lh	Q1li	Q1lj	Q1lk	Q1ll	Q1lm	Q1ln	Q1lo	Q1lp	Q1lq	Q1lr	Q1ls	Q1lt	Q1lu	Q1lv	Q1lw	Q1lx	Q1ly	Q1lz	Q1ma	Q1mb	Q1mc	Q1md	Q1me	Q1mf	Q1mg	Q1mh	Q1mi	Q1mj	Q1mk	Q1ml	Q1mm	Q1mn	Q1mo	Q1mp	Q1mq	Q1mr	Q1ms	Q1mt	Q1mu	Q1mv	Q1mw	Q1mx	Q1my	Q1mz	Q1na	Q1nb	Q1nc	Q1nd	Q1ne	Q1nf	Q1ng	Q1nh	Q1ni	Q1nj	Q1nk	Q1nl	Q1nm	Q1nn	Q1no	Q1np	Q1nq	Q1nr	Q1ns	Q1nt	Q1nu	Q1nv	Q1nw	Q1nx	Q1ny	Q1nz	Q1oa	Q1ob	Q1oc	Q1od	Q1oe	Q1of	Q1og	Q1oh	Q1oi	Q1oj	Q1ok	Q1ol	Q1om	Q1on	Q1oo	Q1op	Q1oq	Q1or	Q1os	Q1ot	Q1ou	Q1ov	Q1ow	Q1ox	Q1oy	Q1oz	Q1pa	Q1pb	Q1pc	Q1pd	Q1pe	Q1pf	Q1pg	Q1ph	Q1pi	Q1pj	Q1pk	Q1pl	Q1pm	Q1pn	Q1po	Q1pp	Q1pq	Q1pr	Q1ps	Q1pt	Q1pu	Q1pv	Q1pw	Q1px	Q1py	Q1pz	Q1qa	Q1qb	Q1qc	Q1qd	Q1qe	Q1qf	Q1qg	Q1qh	Q1qi	Q1qj	Q1qk	Q1ql	Q1qm	Q1qn	Q1qo	Q1qp	Q1qq	Q1qr	Q1qs	Q1qt	Q1qu	Q1qv	Q1qw	Q1qx	Q1qy	Q1qz	Q1ra	Q1rb	Q1rc	Q1rd	Q1re	Q1rf	Q1rg	Q1rh	Q1ri	Q1rj	Q1rk	Q1rl	Q1rm	Q1rn	Q1ro	Q1rp	Q1rq	Q1rr	Q1rs	Q1rt	Q1ru	Q1rv	Q1rw	Q1rx	Q1ry	Q1rz	Q1sa	Q1sb	Q1sc	Q1sd	Q1se	Q1sf	Q1sg	Q1sh	Q1si	Q1sj	Q1sk	Q1sl
------	-------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

00:00 1152 952 240 0 1 3 0 0 0 0 0 7 26.3 27.4 8.0 16.5 27.4 0.0 0.0 0.0 0.0 0.0 22.1 17 44 98 201 612 222 51 7 0 0 0 0 0 26.4 31.8

Vehicles = 1152
Posted speed limit = 30 mph
Mean speed = 28.9 mph (24.31%), Mean Exceeding = 33.10 mph
Maximum = 44.1 mph, Minimum = 6.4 mph, Mean = 26.4 mph
80% Speed = 31.77 mph, 95% Speed = 35.16 mph, Median = 27.18 mph
10 mph Pace = 22.22, Number in Pace = 188 (16.40%)
Variance = 35.20, Standard Deviation = 5.93 mph

02 October 2021																																							
Time	Total	Cts 1	Cts 2	Cts 3	Cts 4	Cts 5	Cts 6	Cts 7	Cts 8	Cts 9	Cts 10	Cts 11	Cts 12	SoCts 1	SoCts 2	SoCts 3	SoCts 4	SoCts 5	SoCts 6	SoCts 7	SoCts 8	SoCts 9	SoCts 10	SoCts 11	SoCts 12	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Mean	Voo 85

