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White Cross Offshore Windfarm Environmental Statement

Chapter 19: Traffic and Transport

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Glossary of Acronyms

Acronym	Definition
ATC	Automatic Traffic Count
BEIS	Department for Business, Energy and Industrial Strategy
CBS	Cement Bound Sand
CCS	Construction Consolidation Site
CEA	Cumulative Effect Assessment
DCC	Devon County Council
DMRB	Design Manual for Roads and Bridges
EEA	European Economic Area
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESDAL	Electronic Service Delivery for Abnormal Loads
ETG	Expert Topic Group
GEART	Guidelines for the Environmental Assessment of Road Traffic
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
km	Kilometre
LCV	Light Commercial Vehicle
LV	Light Vehicle
m	Metre
MCTC	Manually Classified Turning Count
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
mph	miles per hour
MW	Megawatt
NCR	National Cycle Route
NDC	North Devon Council
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NRSWA	New Roads and Street Works Act
NSIP	National Significant Infrastructure Project
OCTMP	Outline Construction Traffic Management Plan
WCOWL	White Cross Offshore Windfarm Limited
PDE	Project Design Envelope
PPG	Planning Practice Guidance
PRoW	Public Right of Way

Acronym	Definition
RTRA	Road Traffic Regulation Act
TA	Transport Assessment
TEMPro	Transport Trip End Model Presentation Programme
TMA	Traffic Management Act
TTSA	Traffic and Transport Study Area
UK	United Kingdom

Glossary of Terminology

Defined Term	Description
Applicant	White Cross Offshore Windfarm Limited
Cumulative effects	The effect of the Project taken together with similar effects from a number of different projects, on the same single receptor/resource. Cumulative Effects are those that result from changes caused by other past, present or reasonably foreseeable actions together with the Project.
Department for Business, Energy and Industrial Strategy (BEIS)	Government department that is responsible for business, industrial strategy, science and innovation and energy and climate change policy and consent under Section 36 of the Electricity Act.
Environmental Impact Assessment (EIA)	Assessment of the potential impact of the proposed Project on the physical, biological and human environment during construction, operation and decommissioning.
Heavy Goods Vehicle (HGV)	HGV is the term for any vehicle with a Gross Weight over 3.5 tonnes. This is also used as a proxy for HGVs and buses / coaches recognising the similar size and environmental characteristics of the respective vehicle types.
Jointing bay	Underground structures constructed at regular intervals along the Onshore Export Cable Corridor to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	Where the offshore export cables come ashore.
Light Vehicle (LV)	The term 'light vehicle' is used to describe the range of vehicles that would be used by construction employees, i.e. cars, vans, pick-ups, minibuses, etc.
Link boxes	Underground chambers or above ground cabinets next to the cable trench housing electrical earthing links
Mean high water springs	The average tidal height throughout the year of two successive high waters during those periods of 24 hours when the range of the tide is at its greatest.
Mean low water springs	The average tidal height throughout a year of two successive low waters during those periods of 24 hours when the range of the tide is at its greatest.
Mitigation	Mitigation measures have been proposed where the assessment identifies that an aspect of the development is likely to give rise to significant environmental impacts, and discussed with the relevant authorities and stakeholders in order to avoid, prevent or reduce impacts to acceptable levels. For the purposes of the EIA, two types of mitigation are defined:

Defined Term	Description
	▪ Embedded mitigation: consisting of mitigation measures that are identified and adopted as part of the evolution of the project design, and form part of the project design that is assessed in the EIA ▪ Additional mitigation: consisting of mitigation measures that are identified during the EIA process specifically to reduce or eliminate any predicted significant impacts. Additional mitigation is therefore subsequently adopted by OWL as the EIA process progresses.
Movement	A vehicle trip, either the arrival or departure from site, for the transfer of employees or goods. (i.e. one HGV arrival and one HGV departure is equal to two movements). The term movement and trip are interchangeable.
Offshore Project	The Offshore Project for the offshore Section 36 and Marine Licence application includes all elements offshore of MHWS. This includes the infrastructure within the windfarm site (e.g. wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and all infrastructure associated with the export cable route and landfall (up to MHWS) including the cables and associated cable protection (if required).
Onshore Development Area	The onshore area above MLWS including the underground onshore export cables connecting to the White Cross Onshore Substation and onward to the Grid Connection Point at East Yelland. The onshore development area will form part of a separate Planning application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990.
Onshore Export Cables	The cables which bring electricity from MLWS at the Landfall to the White Cross Onshore Substation.
Onshore Export Cable Corridor	The proposed onshore area in which the export cables will be laid, from MLWS at the Landfall to the White Cross Onshore Substation and onward to the NG grid connection point at East Yelland.
Onshore Infrastructure	The combined name for all infrastructure associated with the Project from MLWS at the Landfall to the Grid Connection Point at East Yelland. The onshore infrastructure will form part of a separate Planning application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990.
The Onshore Project	The Onshore Project for the onshore Town and Country Planning Act application includes all elements onshore of MLWS. This includes the infrastructure associated with the offshore export cable (from MLWS), landfall, onshore export cable and associated infrastructure and new White Cross Onshore Substation (if required).
White Cross Offshore Wind Ltd	White Cross Offshore Windfarm Ltd (WCOWL) is a joint venture between Cobra Instalaciones Servicios, S.A., and Flotation Energy Ltd.
Project Design Envelope (PDE)	The PDE is the spatial extent and range of design parameters within which the proposed development will be contained, constructed and operated. This includes the offshore export cable, the Transition Joint Bay, the onshore export cable, the White Cross Onshore Substation (and associated landscape planting and drainage), the Grid Connection Point, the temporary construction compounds, jointing bays, link boxes, access

Defined Term	Description
	roads and haul roads, and the construction footprint relating to all of these.
Serious Collision	A collision resulting in serious injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident.
Slight Collision	A collision resulting in a slight injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
White Cross Offshore Windfarm	100MW capacity offshore windfarm including associated onshore and offshore infrastructure.
White Cross Onshore Substation	A new substation built specifically for the White Cross project. It is required to ensure electrical power produced by the offshore windfarm is compliant with National Grid electrical requirements at the Grid Connection Point at East Yelland.
Vehicle (HGV, Traffic) trips	A two-way trip (i.e. the arrival and departure from site) for the transfer of employees or goods.

19. Traffic and Transport

19.1 Introduction

1. This chapter of the Environmental Statement (ES) presents the potential impacts on traffic and transport receptors of the White Cross Offshore Windfarm Project ('the Onshore Project'). Specifically, it considers impacts landward of Mean Low Water Springs (MLWS) during its construction, operation and maintenance, and decommissioning phases.

2. The ES has been finalised with due consideration of pre-application consultation to date (see **Chapter 7: Consultation**) and the ES will accompany the application to North Devon Council for planning permission under the Town and Country Planning Act 1990.

3. The elements of the White Cross Offshore Windfarm Project seaward of Mean High Water Springs (MHWS) ('the Offshore Project') are subject to a separate application for consent under Section 36 of the Electricity Act 1989, and for Marine Licences under the Marine and Coastal Access Act 2009. These applications are supported by a separate ES covering all potential impacts seaward of MHWS.

4. This assessment has been undertaken with specific reference to the relevant policy, legislation and guidance, which are summarised in **Section 19.2** of this chapter. Further information on the international, national and local planning policy and legislation relevant to the Project is provided in **Chapter 3: Policy and Legislative Context**.

5. Details of the methodology used for the Environmental Impact Assessment (EIA) and Cumulative Effect Assessment (CEA), are presented in **Section 19.8** of this chapter and **Chapter 6: EIA Methodology**.

6. This assessment informs the following linked ES chapters:

   - **Chapter 13: Air Quality**
   - **Chapter 18: Noise and Vibration**
   - **Chapter 21: Socio Economics (including Tourism and Recreation)**
   - **Chapter 22: Human Health**.

7. Inter-relationships with these chapters are further described in **Section 19.10**.

8. Additional information to support the traffic and transport assessment includes a Transport Assessment (TA) undertaken for the Onshore Project, as presented in **Appendix 19.A: Transport Assessment**.

9. An outline Construction Traffic Management Plan (OCTMP) (**Appendix 19.B: OCTMP**) has also been prepared and submitted with the planning application. The OCTMP contains the control measures and monitoring procedures for managing the potential traffic and transport impacts of constructing the Onshore Project. The OCTMP will be developed further in consultation with Devon County Council (DCC) prior to the commencement of construction of the Onshore Project.

10. This ES chapter:

- Presents the existing baseline established from desk studies, commissioned traffic surveys and consultation
- Presents the potential environmental impacts on traffic and transport receptors arising from the Onshore Project, based on the information gathered and the analysis and assessments undertaken
- Identifies any assumptions and limitations encountered in compiling the environmental information
- Highlights any necessary monitoring and/or mitigation measures which could prevent, minimise, reduce or offset the possible environmental effects identified in the EIA process.

19.2 Policy, Legislation and Guidance

11. **Chapter 3: Policy and Legislative Context** describes the wider policy and legislative context for the Onshore Project. The principal policy and legislation used to inform the assessment of potential impacts on traffic and transport receptors for the Onshore Project are outlined in this section.

19.2.1 National Planning Policy Framework

12. The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, updated July 2021) is the primary source of national planning guidance in England. Sections relevant to this aspect of the ES are summarised below in **Table 19.1**.

Table 19.1 Summary of NPPF policy relevant to traffic and transport

Summary	How and where this is considered in the ES
Paragraph 111 of the NPPF sets out that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*	**Section 19.12** provides a summary of the residual effects and identifies no significant residual effects.

Summary	How and where this is considered in the ES
Paragraph 113 of the NPPF sets out that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*	This chapter and the accompanying TA (**Appendix 19.A: Transport Assessment**) have been produced in accordance with current transport guidance and present a assessment of all scoped in traffic and transport impacts. An OCTMP (**Appendix 19.B: OCTMP**) is provided in support of the planning application. The OCTMP includes outline travel plan measures, which would be developed further by the Principal Contractor in consultation with DCC prior to the commencement of the Onshore Project.

19.2.2 Local Policies

13. This section considers local policies and their relevance to the traffic and transport assessment. A summary of the local policies is provided in **Table 19.2**.

Table 19.2 Summary of local policies relevant to traffic and transport

Policy Name	Summary	How and where this is considered in the ES
North Devon and Torridge Local Plan 2011-2031, Policy ST10	Part (3) of Policy ST10: Transport Strategy outlines the need to reduce the environmental and social impacts of transport and sets out how this can be achieved. The following are considered to be of relevance to the Onshore Project: (a) reducing the need to travel by car and enabling alternative sustainable travel options as supported by the Local Transport Plan. (c) requiring a Transport Assessment or a Transport Statement and a Travel Plan for developments that generate significant traffic movements. (g) ensuring that access to new development is safe and appropriate.	(a) An OCTMP (**Appendix 19.B: OCTMP**) is provided in support of the planning application. The OCTMP includes outline travel plan measures, which would be developed further by the Principal Contractor in consultation with DCC prior to the commencement of the Onshore Project. (b) This chapter and the accompanying TA (**Appendix 19.A: Transport Assessment**) have been produced in accordance with current transport guidance and present a comprehensive assessment of all scoped in traffic and transport impacts. (c) The TA (**Appendix 19.A: Transport Assessment**) provides outline designs of new temporary accesses and crossings. The OCTMP (**Appendix 19.B: OCTMP**) includes details of how these designs would be

Policy Name	Summary	How and where this is considered in the ES
		developed further in consultation with DCC prior to the commencement of the Onshore Project.

19.2.3 National Policy Statement

14. The assessment of potential impacts upon traffic and transport receptors has been made with specific reference to the relevant National Policy Statement (NPS). NPS contains statutory documents which set out the government's policy on specific types of Nationally Significant Infrastructure Projects (NSIPs) and are published in accordance with the Planning Act 2008.

15. Although the Onshore Project is not an NSIP, it is recognised that due to its size, with a capacity of up to 100MW and its location in English waters, certain NPS requirements are considered relevant to the Onshore Project. Therefore, to align with the approach to the assessment of the Onshore Project, certain NPS are also considered as part of the Onshore Project.

16. Those relevant to traffic and transport are set out within the overarching NPS for Energy (EN-1), NPS for Renewable Energy Infrastructure (EN-3) and NPS for Electricity Networks Infrastructure (EN-5), which are summarised in **Table 19.3**.

17. It is noted that the NPS for Energy (EN-1), the NPS for Renewable Energy Infrastructure (EN-3) and the NPS for Electricity Networks Infrastructure (EN-5) are in the process of being revised. Draft versions were published for consultation in September 2021 (Department for Business Energy and Industrial Strategy (BEIS), (2021a), BEIS, (2021b) and BEIS (2021c) respectively). A review of these draft versions has been undertaken in the context of this ES chapter.

18. **Table 19.3** includes a section for the draft version of NPS (EN-1, EN-3 and EN-5) in which relevant additional NPS requirements not presented within the current NPS (EN-1, EN-3 and EN-5) have been included in the traffic and transport assessment. A reference to the requirement's location within the draft NPS and to where within this ES chapter or wider ES it has been addressed has also been provided.

19. Minor wording changes within the draft version which do not materially influence the NPS (EN-1, EN-3, EN-5) requirements have not been reflected in **Table 19.3**.

Table 19.3 Summary of NPS EN-1, EN-3 and EN-5 provisions relevant to traffic and transport assessment

Summary	NPS Reference	How and where this is considered in the ES
EN-1 NPS for Energy		
If a project is likely to have significant transport implications, the applicant's ES should include a Transport Assessment, using the New Approach To Appraisal / Transport Analysis Guidance methodology stipulated in Department for Transport guidance, or any successor to such methodology.	Section 5.13.3	This chapter and the accompanying TA (**Appendix 19.A: Transport Assessment**) have been produced in accordance with current transport guidance.
Where appropriate, the applicant should prepare a Travel Plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for car parking associated with the proposal and to mitigate transport impacts.	Section 5.13.4	**Section 19.5** contains an assessment of the potential impacts on the transport network associated with the Onshore Project and further outlines the mitigation measures for construction. An OCTMP (**Appendix 19.B: OCTMP**) is provided in support of the planning application. The OCTMP includes outline travel plan measures, which would be developed further in consultation with DCC prior to the commencement of the Onshore Project.
Overarching NPS for Energy (EN-1)		
The draft NPS, includes for an additional sentence at the end of section 5.13.4 of the NPS. This states that: The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).	Section 5.14.4	**Section 19.5** contains an assessment of the potential impacts on the transport network associated with the Onshore Project. No impacts upon other transport services or infrastructure are anticipated.
NPS for Renewable Energy Infrastructure (EN-3)		
EN-3 contains relevant policy in relation to the assessment of transmission infrastructure for renewable energy installations, however there is no information specific to this traffic and transport chapter.		
NPS for Electricity Networks Infrastructure (EN-5)		
A review of NPS EN-5 did not identify requirements relating to traffic and transport and are therefore not considered relevant to this chapter.		

19.2.4 Legislation

19.2.4.1 Traffic Management Act 2004

20. The Traffic Management Act 2004 (TMA) was introduced to address congestion and disruption on the road network. The TMA places a duty on Local Traffic Authorities to ensure the expeditious movement of traffic on their road network and those networks of surrounding local authorities.

21. The TMA directs effective communication between local highway authorities and parties interested in carrying out street works. The TMA encourages a disciplined approach and advance communication to plan the street works.

22. The TMA also contains extra powers for local traffic authorities to manage and direct street works beyond those contained in the New Roads and Street Works Act 1991.

19.2.4.2 New Roads and Street Works Act 1991

23. The New Roads and Street Works Act 1991 (NRSWA) was introduced to enable new roads to be provided, to make new provision with respect to street works and provides a legislative framework for street works by undertakers.

24. The aim of the NRWSA is to balance the statutory rights of highway authorities (street authorities) and undertakers (such as utility companies) to carry out works with the right of road users to expect the minimum disruption from works.

19.2.4.3 Road Traffic Regulation Act 1984

25. The Road Traffic Regulation Act 1984 (RTRA) was introduced to regulate or restrict traffic on the road network in the interests of safety.

26. The RTRA enables highway authorities to lawfully restrict and manage traffic. In particular, it sets out (in Part I) how Traffic Regulation Orders (or Traffic Management Orders) can be employed to limit or prevent the use of the road by a particular form of traffic.

19.2.4.4 Highways Act 1980

27. The Highways Act 1980 legislates the management and operation of the road network in England and Wales and places statutory duties/powers upon the highway authority. The Act provides for the creation, improvement, and maintenance of roads and for acquisition of land.

28. Section 62 and 278 of the Act provides for private developers to either fund or complete works to public highways outside or beyond the development site itself, such as traffic calming and capacity improvements.

19.3 Guidance

19.3.1.1 The Guidelines for the Environmental Assessment of Road Traffic

29. The Guidelines for the Environmental Assessment of Road Traffic (GEART) (Institute of Environmental Assessment, 1993) are guidelines for the assessment of the environmental impacts of road traffic associated with new developments, irrespective of whether the developments are subject to formal EIAs.

30. The purpose of the guidelines is to provide the basis for systematic, consistent and comprehensive coverage for the appraisal of traffic impacts arising from development projects. Impacts that may arise include pedestrian severance and amenity, driver delay, accidents and safety and noise, vibration and air quality.

31. GEART is the principal guidance that informs this assessment and **Section 19.3.3** of this chapter contains full details of how the guidance has been applied.

19.3.1.2 Planning Practice Guidance – Travel Plans, Transport Assessment and Statements

32. National Planning Practice Guidance (PPG) adds context to the and is a material consideration for local planning authorities when considering development applications. For the purpose of assessing the effects of the Onshore Project, the relevant PPG is 'Travel Plans, Transport Assessment and Statements' (henceforth referred to as the Transport PPG).

33. The Transport PPG (Department for Levelling Up, Housing and Communities, 2014) sets out the key principles to be adopted when developing a Transport Assessment as follows:

- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible
- Established at the earliest practicable possible stage of a development proposal
- Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)
- Be bought forward through collaborative ongoing working between the local authority / transport authority, transport operators, rail network operators, Highways Agency (now National Highways) where there may be implications for the strategic road network and other relevant bodies.

34. The Transport PPG key principles have shaped the development of this chapter and accompanying TA (**Appendix 19.A: Transport Assessment**) and can be seen throughout this chapter.

19.3.1.3 Further Technical Transport Guidance

35. Further supplementary technical transport guidance has been utilised in developing the EIA, these documents are outlined in **Table 19.4**.

Table 19.4 Supplementary technical transport guidance

Document	Purpose/Application
Design Manual for Roads and Bridges (DMRB) CD 123 – Geometric design of at-grade priority and signal-controlled junctions (National Highways, November 2021)	The DMRB has been prepared for trunk roads and motorways and has been adopted as best practice within this assessment for the design of the access from the B3231.
Manual for Streets (Chartered Institute of Highways and Transportation, 2007)	Guidance to inform the visibility requirements for junctions where measured speeds are below 40mph.
Manual for Streets 2 (Chartered Institute of Highways and Transportation, 2010)	
Traffic Signs Manual Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design (Department for Transport, 2009a)	Provides guidance upon temporary traffic management that will be used to inform the assessment of driver delay impacts related to temporary road closures.

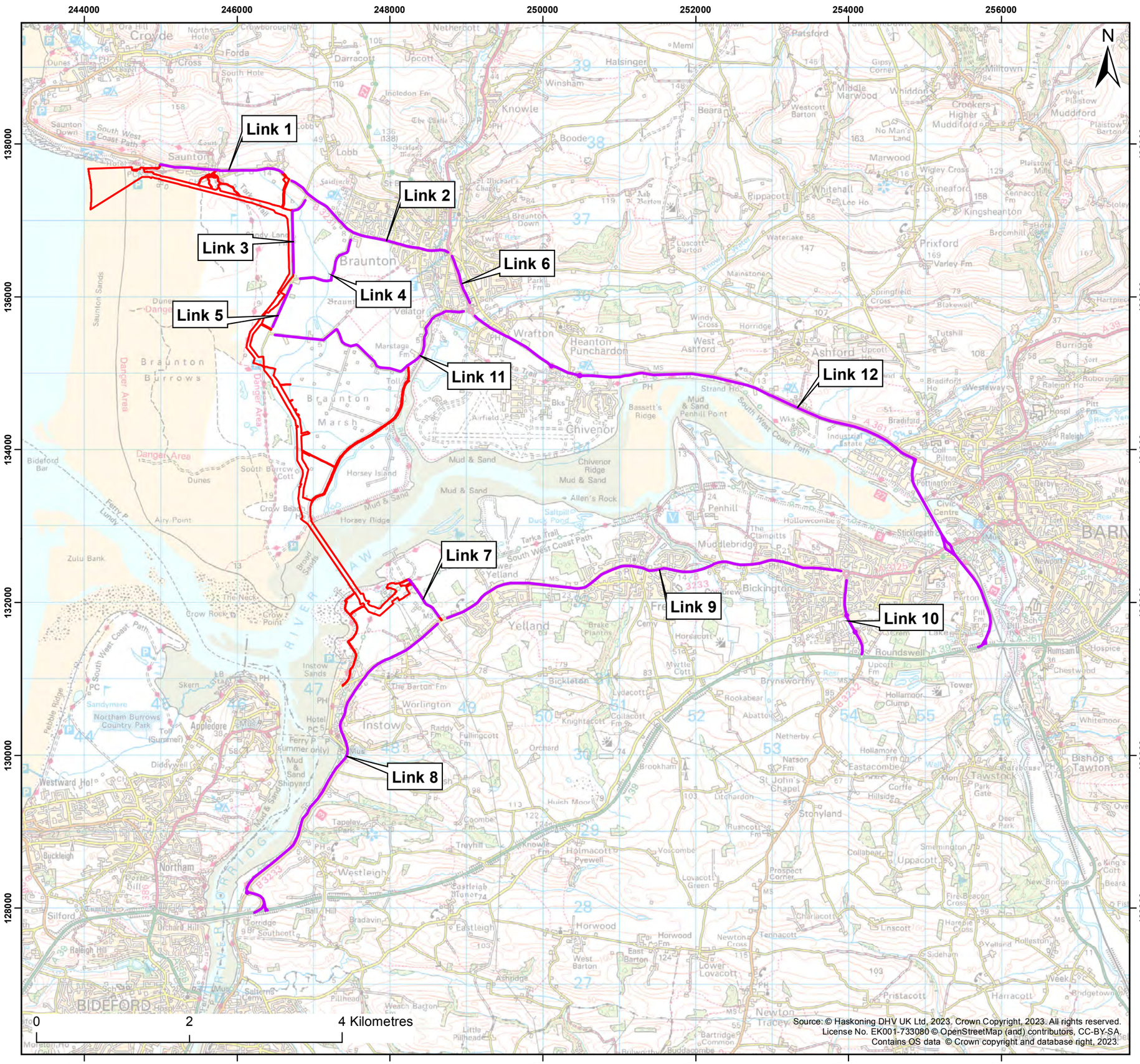
19.3.2 Study Area

36. Details of the location of the Onshore Project are set out within **Chapter 5: Project Description**.

37. The traffic and transport study area (TTSA) has been established through stakeholder engagement, determining the most probable routes for traffic, for both the transportation of materials and employees.

38. The extent of the TTSA is shown in **Figure 19.1**. The TTSA is divided into 12 separate highway sections known as links, which are sections of road with similar characteristics and traffic flows. The extent of the TTSA was agreed with DCC at the traffic and transport expert topic group (ETG) on the 6th April 2022.

39. Routes that extend outside of the TTSA are routes where construction traffic has dissipated and/or include roads with negligible sensitive receptors. These parameters combine and do not represent significant effects upon users of the existing highway network.



Client: Offshore Wind Ltd.	Project: White Cross Offshore Windfarm

Title: Traffic and Transport Study Area

Figure: 19.1 | Drawing No: PC2978-RHD-ZZ-XX-DR-Z-0617

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
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Co-ordinate system: British National Grid

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19.3.3 Approach to Assessment

40. **Chapter 6: EIA Methodology** provides a summary of the general impact assessment methodology applied to the Onshore Project. These principles have been augmented by traffic and transport specific methodologies (as prescribed in GEART) to inform a significance evaluation.

41. The following key terms have been used in this assessment:

- Impact – used to describe a change via the Onshore Project;
- Receptor – used to define the environment being exposed to the Impact;
- Effect – the consequence of an Impact combining with a Receptor, defined in terms of Significance (exact significance dependant on magnitude of impact and the sensitivity of the receptor);
- Adverse effect – an alteration of the existing environment with negative implications for the affected receptor;
- Beneficial effect – an alteration of the existing environment with positive implications for the affected receptor;
- Mitigation – measures incorporated as part of the project design in order to either avoid or reduce adverse effects, or to enhance beneficial effects;
- Residual effect – the effects remaining once all mitigation measures have been taken into consideration.

42. The following sections outline the methodology used to assess the potential impacts on traffic and transport receptors.

43. The methodology was presented within the White Cross Offshore Windfarm EIA Scoping Report and presented to the traffic and transport ETG. It was agreed during the traffic and transport ETG (6th April 2022) with DCC that the potential traffic and transport impact to be assessed are:

- Severance
- Pedestrian and Cyclist Amenity (Amenity)
- Road Safety
- Driver Delay
- Abnormal Loads.

44. Abnormal load is a generic term applied when a vehicle or load exceeds the maximum standard parameters set out in The Road Vehicles Construction and Use Regulations 1986 (C&UR) for height, width and weight. This term covers a broad range of vehicles, ranging from limited load projections permitted for standard

vehicles to Special Type Vehicles designed specifically for the purpose of moving loads well in excess of standard vehicle parameters.

45. The Applicant has identified that the abnormal load requirement for the Onshore Project will be (worst case scenario) limited to the smaller range of limited load projection vehicles and therefore, potential impacts associated with these vehicles is considered with the impact assessed for generic Heavy Goods Vehicle (HGV) demand.

46. The movement of any abnormal load would be regulated by National Highways through Electronic Service Delivery for Abnormal Loads (ESDAL) which places a statutory requirement on the haulier to give prior notification to the police, highway authorities and bridge / structure owners. The ESDAL process ensures the timing of abnormal load movements is co-ordinated and potential effects.

47. Noting the limited size (and therefore impact) of the abnormal loads and the established regulatory framework, no further consideration is given to abnormal loads (additional to that of standard HGV impact) in the traffic and transport assessment.

48. Traffic borne air quality, noise and vibration, tourism and recreation and human health effects have been informed by the traffic data outlined in this chapter. These effects are assessed in:

- **Chapter 13: Air Quality**
- **Chapter 18: Noise and Vibration**
- **Chapter 21: Socio Economics (including Tourism and Recreation)**
- **Chapter 22: Human Health.**

49. The following sub-sections provide detail of the adopted methodology for assessing each of the remaining scoped in impacts related to the Onshore Project.

19.3.3.1 Definitions of magnitude of impact

50. GEART suggests application of the following rules to define the extent and scale of the assessment required within the agreed TTSA:

- Rule 1: Include highway links where traffic flows are predicted to increase by more than 30% (or where the number of HGVs is predicted to increase by more than 30%)
- Rule 2: Include any specifically sensitive areas where traffic flows are predicted to increase by 10% or more (or where the number of HGVs is predicted to increase by 10% or more).

51. In justifying these rules GEART examines the science of traffic forecasting and paragraphs 3.16 and 3.19 state:

52. "It is generally accepted that accuracies greater than 10% are not achievable. It should also be noted that the day to day variation of traffic on a road is frequently at least some + or -10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact.

53. …a 30% change in traffic flow represents a reasonable threshold for including a highway link within the assessment."

54. Therefore, changes in traffic flows below the GEART Rules (thresholds) are assumed to result in no discernible or negligible environmental effects and have therefore not been assessed further as part of the assessment.

55. The exception to the GEART Rule 1 and 2 is the consideration of the impacts of road safety and driver delay. These impacts can be potentially significant for lower changes in traffic flow when high baseline traffic flows are evident. Full details of the methodology adopted for these effects are set out later in **Section 19.3.3.3**.

56. Following initial screening, GEART sets out considerations and, in some cases, thresholds in respect of changes in the volume and composition of traffic to facilitate a subjective judgement of traffic effect and significance.

57. It was agreed during a traffic and transport ETG with DCC (on 6 April 2022) the potential traffic and transport impacts to be assessed for the Onshore Project. The following sub-sections provide detail of the adopted methodology for assessing each of these impacts.

58. For each of the impacts assessed in this ES, a magnitude has been assigned. In doing so, the spatial extent, duration, frequency and reversibility of the impact from the construction, operation and maintenance, or decommissioning phase of the Onshore Project have been considered, where applicable.

59. A summary of the definitions of magnitude is provided in **Table 19.5**.

19.3.3.1.1 Severance

60. Severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery. The term is used to describe a complex series of factors that separate people from places and other people. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier

created by the road itself. It can also relate to relatively minor traffic flows if they impede pedestrian access to essential facilities. Severance impacts could equally be applied to residents, cyclists, or pedestrians (this includes users of Public Rights of Way (PRoW) where they intersect the highway.

61. GEART suggests that changes in total traffic flow of 30%, 60% and 90% are considered to be slight, moderate, and substantial respectively. These are transposed into the EIA magnitude of impact matrix (**Table 19.5**) as low, medium and high respectively. However, GEART notes that these figures should be used cautiously, and the assessment should pay full regard to specific local conditions.

62. It is identified that the addition of traffic flow to low baseline traffic could present an exaggerated magnitude of change and overestimate the severance effects likely to occur on such links.

19.3.3.1.2 Amenity

63. GEART identifies that amenity is broadly defined as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition, and separation from traffic. It can affect a range of non-motorised users such as pedestrians, cyclists, and equestrians (this includes users of PRoW where they intersect the highway).

64. This definition also includes pedestrian fear and intimidation and can be considered to be a much broader category considering the overall relationship between pedestrians and traffic.

65. GEART suggests that a tentative threshold of a doubling of total traffic flow or the HGV component may lead to a negative effect upon amenity.

66. GEART recognises there will be a need for judgement to be exercised (especially in determining the degree of fear and intimidation) and special consideration should be given to areas where there are likely to be particular areas with higher than average levels of vulnerable groups.

19.3.3.1.3 Road Safety

67. The salient GEART guidance on road safety (GEART, paragraph 4.42) is as follows:

68. "Where a development is expected to produce a change in the character of traffic (e.g. HGV movements on rural roads), then data on existing accidents levels may not be sufficient. Professional judgement will be needed to assess the implications

of local circumstances, or factors which may elevate or lessen the risk of accidents, e.g. junction conflicts."

69. In this context, a review of the existing collisions occurring within the TTSA was undertaken to identify any areas of the highway with concentrations of collisions with similar patterns and links with collision rates higher than the national average (for comparable roads). These sites are considered to be sensitive to changes in traffic flows (sensitive receptors) and therefore a more detailed analysis of significance has been undertaken in the context of the proposals.

70. In addition to considering existing patterns of collisions, the TA (**Appendix 19.A: Transport Assessment**) outlines the Road Safety Audit process for mitigating any new risks associated with the formation of new points of access to the Onshore Project .

19.3.3.1.4 Driver Delay

71. GEART recommends the use of proprietary software packages to model vehicle delays. However, it is noted that vehicle delays are only likely to be significant when the surrounding highway network is at, or close to capacity.

72. During the traffic and transport ETG (6 April 2022) it was agreed with DCC that the assessment of driver delay should consider the impact of increases in traffic upon junction capacity (Driver Delay – Capacity) and delays related to highway geometry e.g. routes where highway width is constrained (Driver Delay – Highway Geometry).

73. The driver delay impact assessment applies to all vehicle users of the highway network including:

- Cars and light commercial vehicles (LCVs)
- Motorcyclists
- Public Transport
- Private Transport (e.g. taxis)
- HGVs
- Emergency services.

Driver Delay (Capacity)

74. During consultation with DCC, it was highlighted that there may be potential capacity concerns with the junction of the B3231 and A361 within the centre of Braunton.

75. This junction is considered to be sensitive to changes in traffic flows (a sensitive receptor) and therefore detailed junction capacity modelling has been undertaken to understand the potential impacts of the Onshore Project's construction traffic upon driver delay.

Driver Delay (Highway Geometry)

76. Road users can also experience delays where the existing width of the highway prevents two vehicles from passing and drivers are required to give-way to each other.

77. A review of the TTSA has been undertaken to identify all links where two vehicles would not be able to pass each other (**Section 19.3.3.2.4**). An assessment of the potential changes in traffic flows and opportunities for vehicles to pass along these links (e.g. frequency of passing places) has been undertaken to inform a judgement regarding magnitude of impact.

19.3.3.1.5 Magnitude of Impact Summary

78. **Table 19.5** details the assessment framework for magnitude of impact thresholds adapted from GEART. These thresholds are guidance only and provide a starting point by which transport data will inform a local analysis augmented by professional judgement of the magnitude of impact.

Table 19.5 Definition of magnitude of impact for all impacts

Impacts	Magnitude of Impact			
	Negligible	**Low**	**Medium**	**High**
Severance	Change in total traffic flow of less than 30%	Change in total traffic flows of 30 to 60%	Change in total traffic flows of 60 to 90%	Change in total traffic flows of over 90%
Amenity	Change in traffic flow (or HGV composition) of less than 100%		Greater than 100% increase in traffic (or HGV composition) and a review based upon the quantum of vehicles, vehicle speed and pedestrian footfall.	
Road Safety	Informed by a review of existing collision records from within the TTSA and the forecast increase in traffic.			
Driver Delay	Informed by a review of the potential increase in peak hour traffic through sensitive junctions and links.			

79. Where the assessment identifies that there is no loss or alteration of characteristics, features or elements, or no observable impact in either direction upon a given receptor or group of receptors from an Impact, for example due to implication of embedded mitigation or through an assessment of the potential pathway, then the assessment for that Impact upon those receptor(s) will be **No Change**.

80. Impacts assessed as **No Change** have no potential for a significant effect and therefore are not assessed further.

19.3.3.2 Definitions of receptor sensitivity/value

81. With regard to traffic and transport, it is necessary to initially identify particular user groups ('receptors') and associated locations, which may be sensitive to changes in the traffic and transport network conditions.

82. **Table 19.6** provides a summary of the potential impacts and an indication of the receptors affected and potential locations that will be considered within the assessment.

Table 19.6 Potential impacts and receptors

Potential impacts	Receptors	Location
Severance	Pedestrians, cyclists and equestrians	Local communities adjoining the TTSA, designated routes (e.g. PRoW and cycle routes)
Amenity		
Road Safety	All road users	The TTSA
Driver Delay	Drivers and passengers in vehicles	Highway links and junctions
Driver delay		

19.3.3.2.1 Severance and Amenity

83. For the impacts of severance and amenity an evaluation of the TTSA has been undertaken to identify potential locations with a concentration of receptors which may be sensitive to changes in traffic conditions.

84. Definitions of the different sensitivity levels for highway traffic receptors are given in **Table 19.7**.

Table 19.7 Definition sensitivity/value for severance and amenity

Sensitivity	Definition
High	Concentrations of sensitive receptors (e.g. hospitals, schools, residential dwellings, areas with high footfall) and limited separation from traffic provided by the highway environment; or a low concentration of sensitive receptors and no separation from traffic provided by the highway environment.

Sensitivity	Definition
Medium	A low concentration of sensitive receptors (e.g. residential dwellings, pedestrian desire lines) and some separation from traffic provided by the highway environment.
Low	Few sensitive receptors and / or highway environment can accommodate changes in volumes of traffic.
Negligible	Links that fall below GEART Rule 1 and 2 screening thresholds and major 'A' roads with no pedestrian, cycle or equestrian environment.

85. The definitions of the sensitivity levels based on the highway traffic receptors defined in **Table 19.7** have been applied to all links in the TTSA and are detailed in **Table 19.18**.

19.3.3.2.2 Road Safety

86. To assess the impacts on road safety, the TA (**Appendix 19.A: Transport Assessment**) includes an examination of the existing record of collisions occurring within the TTSA to identify any areas of the highway with concentrations of similar patterns, or roads with collision rates that are higher than national averages.

87. These sites are considered to be sensitive to changes in traffic flows (sensitive receptors) and therefore a more detailed analysis of significance has been undertaken in the context of the proposals.

19.3.3.2.3 Driver Delay (Capacity)

88. Junctions that are operating at or above their theoretical capacity could be considered to be of high sensitivity, whilst junctions operating with spare capacity would be of negligible to medium sensitivity.

89. Following consultation with DCC, with the traffic and transport assessment will assess the impacts at the junction of the B3231 and A361 within the centre of Braunton. This junction is considered to be sensitive to changes in traffic flows (a sensitive receptor) and therefore a more detailed analysis of the baseline characteristics is detailed in the TA (**Appendix 19.A: Transport Assessment**).

19.3.3.2.4 Driver Delay (Highway Geometry)

90. A review of all the links within the TTSA has been undertaken to identify those links of constrained width to prevent two vehicles from passing (therefore leading to potential delays associated with waiting and manoeuvring). A review of all links has been undertaken to identify these sensitive links, defined as roads less than 5.5m wide.

91. Out of a total of 12 links within the TTSA there are four links (out of a total of 12 links) that are of constrained width:

- Link 3: Blind Acres Lane to Moor Lane
- Link 4: Moor Lane
- Link 5: Sandy Lane south of Moor Lane
- Link 11: Vellator Way to Sandy Lane.

92. These four links (shown on **Figure 19.1**) are considered to be sensitive to increases in traffic and will be assessed further for driver delay. The remaining eight links are not considered further.

19.3.3.3 Significance of effect

93. The potential significance of effect for a given impact, is a function of the sensitivity of the receptor and the magnitude of the impact (see **Chapter 6 EIA Methodology** for further details). A matrix is used (**Table 19.8**) as a framework to determine the significance of an effect. Definitions of each level of significance are provided in **Table 19.9**. Impacts and effects may be deemed as being either positive (beneficial) or negative (adverse).

94. In all cases, the evaluation of receptor sensitivity, impact magnitude and significance of effect has been informed by professional judgement and is underpinned by narrative to explain the conclusions reached.

Table 19.8 Significance of an effect - resulting from each combination of receptor sensitivity and the magnitude of the impact upon it

		Negative Magnitude				Beneficial Magnitude			
		High	Medium	Low	Negligible	Negligible	Low	Medium	High
Sensitivity	High	Major	Major	Moderate	Minor	Minor	Moderate	Major	Major
	Medium	Major	Moderate	Minor	Minor	Minor	Minor	Moderate	Major
	Low	Moderate	Minor	Minor	Negligible	Negligible	Minor	Minor	Moderate
	Negligible	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Minor

Table 19.9 Example definitions of effect significance

Magnitude	Definition
High	A significant, very large or large change in receptor condition, both adverse or beneficial, which are likely to be important considerations at a national or population level because they contribute to achieving national, objectives or could result in exceedance of statutory objectives and/or breaches of legislation.
Medium	A noticeable and significant change in receptor condition, which are likely to be important considerations at a regional level.

Magnitude	Definition
Low	Small change in receptor condition, which may be raised as localised issues but are unlikely to be important in the decision-making process.
Negligible	No discernible change in receptor condition.
No change	No impact, therefore, no change in receptor condition.

95. Potential effects are described, followed by a statement of whether the effect is significant in terms of the EIA regulations. Potential effects identified within the assessment as major or moderate are regarded as significant in terms of the EIA regulations. Whilst minor effects (or below) are not significant in EIA terms in their own right, it is important to distinguish these, as they may contribute to significant effects cumulatively or through interactions.

96. Following initial assessment, if the effect does not require additional mitigation (or none is possible), the residual effect will remain the same. If, however, additional mitigation is proposed, there will be an assessment of the post-mitigation residual effect.

19.3.4 Worst-Case Scenario

97. In accordance with the assessment approach to the 'Rochdale Envelope' set out in **Chapter 6: EIA Methodology**, the impact assessment for traffic and transport has been undertaken based on a realistic worst-case scenario of predicted impacts. The Project Design Envelope (PDE) for the Onshore Project is detailed in **Chapter 5: Project Description**.

98. The realistic worst-case scenario (having the most impact) for each individual impact is derived from the PDE to ensure that all other design scenarios will have less or the same impact.

99. Traffic demand has been forecasted by applying a 'first principles' approach. The first principles approach generates traffic volumes from an understanding of material quantities and employee numbers required for the construction of the Onshore Project and converts these metrics into vehicle trips.

100. Detailed derivation and distribution of the traffic numbers and worst-case parameters are provided within the TA (**Appendix 19.A: Transport Assessment**). **Table 19.10** provides a brief summary of the realistic worst-case scenario elements considered for the assessment of traffic and transport.

Table 19.10 Definition of realistic worst-case scenario details relevant to the assessment of impacts in relation to traffic and transport

Impact	Realistic worst-case scenario	Rationale
Construction		
Impact 1: Severance **Impact 2: Amenity** **Impact 3: Road Safety:** **Impact 4: Driver Delay**	The Onshore Project: ▪ Earliest construction commencement year = 2025	A first principles approach has been used to derive traffic flows (see paragraph 99). The approach is influenced by the quantum of material and personnel and the time period by which the associated movements would occur. These metrics combined form the basis for hourly and daily Onshore Project traffic demand. The assessment of severance and road safety is informed through a consideration of the magnitude of change in daily traffic flows. In order to consider a worst-case scenario, the assessment utilises the peak daily traffic flows that could occur during the construction phase. The assessment of driver delay (capacity) is informed through a consideration of changes in hourly traffic flows. In order to consider a worst-case scenario, the assessment utilises the peak daily
	Landfall: ▪ Construction duration = 3 months ▪ Landfall compound area = 50 x 50m (length x width) ▪ No. of bores = 2 ▪ Diameter of bores (diameter of duct) 0.45m ▪ No. of transition joint bays = 2 ▪ Size of transition joint bays = 5 x 20m (each)	
	Onshore Export Cable Corridor: ▪ Construction duration = 16 months ▪ No. of Construction Consolidation Sites (CCS) = 2 ▪ No. of Horizontal Direction Drilling (HDD) compounds = 6 ▪ Size of CCS and HDD compounds = 50 x 50m (length x width) ▪ Length of onshore cable corridor = 8.4km ▪ No. of cables = 6 ▪ No. of cable trenches = 2 ▪ Volume of cement bound sand (CBS) per m of trench = 1.5m^2 ▪ Haul road = 4m x 6.5km x 0.4m (width x length x depth) ▪ No. of jointing bays = 30 ▪ Dimensions of jointing bays = 12 x 4m (length x width)	
	White Cross Onshore Substation: ▪ Construction duration = 3 months	

Impact	Realistic worst-case scenario	Rationale
	▪ Onshore substation platform = 64 x 100 x 1.9m (length, width, depth) ▪ Area of onshore substation CCS = 50 x 50m (length x width) ▪ Onshore substation access road = 400 x 7.5 x 0.5m (length, width, depth)	traffic flows that could occur during the construction phase. The assessment of amenity uses peak daily and hour flows, whilst noise and air quality are assessed using discrete variants of daily traffic flows.
	Associated peak movements and routeing (for landfall, onshore cable corridor and White Cross Onshore Substation): ▪ Peak HGV movements = 92 HGV trips per day (inclusive of contingencies for incidental deliveries) ▪ Peak hourly HGV movements = 10 HGV trips per hour ▪ Peak daily LV movements = 80 Light Vehicle (LV) trips per day ▪ Peak hourly LV movements = 40 LV trips per hour ▪ Construction routing = All traffic is assumed to have an origin towards the A39 ▪ Rail or water transport = HGV numbers are based on all materials are delivered direct to the work area by road, i.e. no use of rail or water transport ▪ Contingencies = A contingency of 20% has been applied to all material quantities and associated HGV movements ▪ Travel planning = LV movements have been based upon one employee to one vehicle, i.e. no reduction has been applied to account for the potential that construction employees may car-share, or travel in contractor provided minibuses ▪ Traffic reassignment = No reduction in traffic movements has been applied to account for the reassignment of traffic. For example, many HGVs would already be on the local network serving existing supply chains and would potentially reassign to serve the Onshore Project without creating additional demand within the TTSA. However, within the assessment all HGV movements are assessed as 'new' trips.	

Impact	Realistic worst-case scenario	Rationale
Operation		
The White Cross Onshore Substation will require periodic maintenance visits during the operational phase, this will be carried out as part of their existing maintenance activities. Therefore, limited activities would be associated with this element of the Onshore Project. There is expected to be minimal maintenance of the Onshore Export Cables during the operational phase. Typically, every two to five years, there will be periodic testing of the cable which involves access to the link boxes along the entire onshore route. With regards to equipment, access can be achieved using lightweight vehicles. Considering the activities above, no significant traffic and transport effects are anticipated during the Onshore Project's operational phase. Consequently, as agreed during traffic and transport ETG meetings with DCC (on the 6 April 2022) no operational phase assessment is presented within this traffic and transport impact assessment.		
Decommissioning		
All impacts	The decommissioning policy for the Onshore Project infrastructure is not yet defined however it is anticipated that some infrastructure would be removed, reused or recycled; other infrastructure could be left in situ. The following infrastructure is likely be removed, reused, or recycled where practicable: ▪ White Cross Onshore Substation ▪ Onshore Export Cables. The following infrastructure is likely to be decommissioned and could be left in situ depending on available information at the time of decommissioning: ▪ Transition joint bays ▪ Cable joint bays ▪ Cable ducting.	The detail and scope of the decommissioning works will be determined by the relevant legislation and guidance at the time. Decommissioning arrangements will be detailed in a Decommissioning Plan, which will be drawn up and agreed with the relevant consenting body/stakeholder prior to decommissioning. For the purposes of the worst-case scenario, it is anticipated that the impacts will be comparable to those identified for the construction phase.

19.3.5 Summary of Mitigation

101. This section outlines the mitigation relevant to the traffic and transport assessment, which has been incorporated into the design of the Onshore Project. Further information is detailed in **Chapter 5: Project Description**.

19.3.5.1 Embedded Mitigation

102. The embedded mitigation measures are those defined in the Institute of Environmental Management and Assessment (IEMA) guidance as either primary or tertiary mitigation. Those measures relevant to the traffic and transport assessment are summarised in **Table 19.11**.

103. As these measures have been embedded the assessment of effects is undertaken on the basis that these forms of mitigation will definitely be delivered. Therefore, any effects that might have arisen without these forms of mitigation do not need to be identified as 'potential effects', as there should be no potential for them to arise.

Table 19.11 Embedded mitigation measures relevant to the traffic and transport assessment

Component	Mitigation embedded into the design of the Project
Outline Construction Traffic Management Plan (OCTMP)	An OCTMP (**Appendix 19.B: OCTMP**) has been submitted with the planning application. The OCTMP contains details of measures to secure embedded mitigation through control, monitor and enforcement of HGV movements and provides details of the mechanisms for managing the design of accesses. The OCTMP also includes 'Travel Plan' measures to manage the number of single occupancy car trips.
Timing of deliveries to the Landfall area	Access to the Landfall would be provided from the existing Saunton Sands car park. To minimise the potential conflict with tourist traffic, the Applicant has agreed to all equipment (for drilling) being scheduled to arrive during the winter season and be held within a compound at the car park for the entirety of summer, before being removed in winter. The OCTMP contains details of measures to secure this embedded mitigation.
Timing of road works	DCC have highlighted that undertaking road works in the summer could result in potentially significant delays. The OCTMP (**Appendix 19.B: OCTMP**) therefore includes a commitment to undertaking agreeing the timing of any road works with DCC prior applying for road space. The only road works required for the Onshore Project would be during the installation/removal of the temporary accesses and crossings.
Strategy for access	To avoid HGVs accessing narrow local roads including, Blind Acres Lane (Link 3), Moor Lane (Link 4), Sandy Lane (Link 5) and Vellator

Component	Mitigation embedded into the design of the Project
	Way (Link 11), access to the section of Onshore Export Cable Corridor south of the B3231 to the River Taw would be provided from a new temporary access from the B3231 (shown on within TA, **Appendix 19.A: Transport Assessment**). Vehicles would then travel south along a new temporary haul road towards Sandy Lane. To allow vehicles to continue south of Sandy Lane to the River Taw, HGVs would cross over Sandy Lane at a new access (shown within the TA, **Appendix 19.A: Transport Assessment**).

19.3.5.2 Additional Mitigation

104. In addition to the embedded mitigation measures outlined above, the Applicant has also committed to the following further mitigation measures summarised in **Table 19.12**. These are those identified within the IEMA guidance as secondary mitigation, and includes measures identified where potentially significant effects have been assessed.

Table 19.12 Further mitigation measures relevant to the traffic and transport assessment

Component/Activity/Impact	Additional Mitigation
Outline Construction Traffic Management Plan (OCTMP)	The OCTMP performs a dual function. In additional to securing embedded mitigation (see **Table 19.11**) the OCTMP contains details of measures to secure additional mitigation through control, monitor and enforcement of construction traffic movements.

19.3.6 Baseline Data Sources

19.3.6.1 Desktop Study

105. A desk study was undertaken to obtain information on traffic and transport. Data were acquired within the TTSA through a detailed desktop review of the existing studies and datasets presented in **Table 19.13**.

Table 19.13 Data sources used to inform the traffic and transport assessment

Source	Summary
DCC Permanent Traffic Counters	Traffic flow data showing seasonal changes in traffic were obtained for the period of 2019. Whilst more recent data is available, the data includes periods where traffic flows were impacted due to the Covid-19 pandemic and have therefore been discounted.

Source	Summary
	Permanent traffic counters provide details of how traffic flows vary throughout the year. Data was acquired for two of the 12 links within the TTSA (the A361 and B3231). The B3231 was selected to understand the quantum of seasonal traffic along a key route towards the coast for tourists within the TTSA. The A361 was also selected to understand the effects of seasonal traffic away from the main routes to the coast within the TTSA. Full details of the data and application in the TTSA is presented in the TA (**Appendix 19.A: Transport Assessment**) and **Section 19.4.1.2**.
DCC Collision Data	Collision data was acquired from DCC for all roads within the TTSA for the latest five-year period 01 January 2016 to 31 December 2020 (at the time of drafting). Collisions on the public highway that are reported to the police, and which involve injury or death are recorded by the police on a STATS19 form and collated by the local highway authority (DCC). The personal injury collision data includes a wide variety of information about the collision (such as time, date, location, road conditions). Full details of the data and application in the TTSA is presented in the TA (**Appendix 19.A: Transport Assessment**) and **Section 19.5.4**.
DCC records of Public Rights of Way (PRoW)	Details of existing PRoW were obtained from DCC for the extents of the TTSA.
Sustrans National Cycle Routes	Maps of the national cycle networks within the extents of the TTSA were obtained from Sustrans (Sustrans, 2023).

19.3.6.2 Site Specific Survey

106. To inform the EIA, site-specific surveys were undertaken. A summary of surveys is outlined in **Table 19.14**, full details are presented within the TA (**Appendix 19.A: Transport Assessment**).

Table 19.14 Summary of site-specific survey data

Survey name and year	Summary
Automatic Traffic Counts (2020)	Automatic Traffic Counts (ATCs) were commissioned by the Applicant at 11 locations within the TTSA. The ATCs provide classified hourly and daily count and speed data. Full details are provided within the TA (**Appendix 19.A: Transport Assessment**).
Manually Classified Turning Counts (2023)	A manually classified turning count (MCTC) was commissioned by the Applicant for the junction of the A361 and B3231. The MCTC provides classified hourly turning

Survey name and year	Summary
	count data. Full details are provided within the TA (**Appendix 19.A: Transport Assessment**).

107. A desk-based assessment supported by site visits was also undertaken to provide information with regard to the baseline highway environment, clarifying characteristics and sensitive receptors. Further details are provided in **Section 19.4**.

19.3.7 Data Limitations

108. No overarching assumptions or limitations have been identified that apply to the assessment for traffic and transport. Where routine assumptions have been made in the course of undertaking the assessment, these are noted in **Sections 19.5** to **19.9** and the accompanying TA (**Appendix 19.A: Transport Assessment**).

19.3.8 Scope

109. Consideration of the baseline, the project description outlined in **Chapter 5: Project Description**, and Scoping Opinion (Case reference: EIA/2022/00002), has led to potential impacts upon traffic and transport receptors being scoped in or out. These impacts are outlined, together with a justification for why they are or are not considered further, in **Table 19.15** and **Table 19.16** respectively. In scoping potential impacts in or out reference is made to the embedded mitigation measures outlined above in **Table 19.11**.

Table 19.15 Summary of impacts scoped in relating to traffic and transport

Potential Impact	Justification
Severance	**Section 19.5** outlines that the Onshore Project would result in changes in construction traffic above GEART screening thresholds for seven of the 12 links within the TTSA.
Amenity	
Road Safety	
Driver Delay	

Table 19.16 Summary of impacts scoped out relating to traffic and transport

Potential Impact	Justification
Abnormal Loads	The Applicant has identified that no abnormal loads would be required for any phases of the Onshore Project. This impact is therefore not considered further and has been scoped out of the assessment.
Operational Impacts	**Section 19.3.4** outlines the anticipated low number of operational traffic movements associated with the Onshore Project and consequently that no significant traffic and

Potential Impact	Justification
	transport effects are anticipated. Therefore, as agreed during traffic and transport ETG meeting with DCC (on the 6 April 2022) no operational phase assessment is presented within this traffic and transport impact assessment.
Offshore Project Impacts	The separate Offshore Project ES outlines that the preferred base port(s) for construction, operation and decommissioning of the Offshore Project elements is not known and any decision would be a commercial undertaking and not be made until consent surety. The Offshore Project ES also outlines that terrestrial traffic would likely be limited to personnel vehicles and delivery of small components, originating from a widely dispersed area with a common destination at the chosen base port location. The maximum magnitude of traffic effects would likely occur at the base port location and the immediate locality. The level of demand could be managed to ensure that traffic impacts were not concentrated and could be accommodated with the port transport environment, therefore, it is forecast that any residual traffic and transport impact would not be significant. Recognising the uncertainty regarding base port(s) location and likely levels of terrestrial traffic, the Offshore Project EIA outlines that a pre-commencement condition (to produce a Port Traffic Management Plan) would be the best mechanism to assess, monitor and mitigate the traffic and transport impacts. Consequently, as agreed during the traffic and transport ETG meeting with DCC (on the 6 April 2022) no assessment of terrestrial traffic and transport impacts is presented within this traffic and transport impact.

19.3.9 Consultation

110. Consultation has been a key part of the development of the Onshore Project. Consultation regarding traffic and transport has been conducted throughout the EIA. An overview of the project consultation process is presented within **Chapter 7: Consultation**.

111. A summary of the key issues raised during consultation specific to traffic and transport is outlined below in **Table 19.17**, together with how these issues have been considered in the production of this ES.

Table 19.17 Consultation responses

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
Scoping Opinion Response			
Marine Management Organisation (MMO)	May 2022, Scoping Opinion	Under the heading of offshore works for construction the MMO Scoping Opinion notes: *"The MMO considers that there is potential for likely significant effects to occur in relation to traffic and transport during construction and decommissioning in terms of delivery and/ or removal of plant and materials for the offshore component of the Proposed Development, which according to the Applicant are assumed to be via the road network.* *Therefore, the MMO does not agree to scope these matters out of the ES. Where the final selection of port(s) has not been determined at the time of any consent submission, an assessment should be presented in the ES on the basis of parameters that establish the maximum significant adverse effects."*	The Offshore Project EIA (White Cross, 2023) outlines that the preferred base port(s) for construction, operation and decommissioning of the Offshore Project elements is not known and any decision would be commercially driven and not be made until consent surety. The Offshore Project EIA also outlines that terrestrial traffic would likely be limited to personnel vehicles and delivery of small components, originating from a widely dispersed area with a common destination at the chosen base port location. The maximum magnitude of traffic effects would likely occur at the base port location and the immediate locality. The level of demand could be managed to ensure that traffic impacts were not concentrated and could be accommodated with the port transport environment, therefore, it is forecast that any residual traffic and transport impact would not be significant. Recognising the uncertainty regarding base port(s) location and likely levels of terrestrial traffic, the Offshore Project EIA outlines that a pre-commencement condition (to produce a Port Traffic Management Plan) would be the best mechanism to assess, monitor and mitigate the traffic and transport impacts.
		Under the heading of offshore works for operation the MMO Scoping Opinion notes: *"Offshore works - No information has been presented about the potential requirements for maintenance to offshore components during operation, including frequency and type of road vehicle movements and as such there is insufficient information available to scope this matter out of the ES. The ES*	

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
		should include an assessment of this matter where significant effects are likely to occur"	Consequently, as agreed during the traffic and transport ETG meeting with DCC (on the 6 April 2022) no assessment of terrestrial traffic and transport impacts is presented within this traffic and transport impact.
		Under the heading of offshore works for decommissioning the MMO Scoping Opinion notes: *"The MMO considers that there is potential for likely significant effects to occur in relation to traffic and transport during construction and decommissioning in terms of delivery and/ or removal of plant and materials for the offshore component of the Proposed Development, which according to the Applicant are assumed to be via the road network. Therefore, the MMO does not agree to scope these matters out of the ES."*	
		Under the heading of Cumulative Impacts, the MMO Scoping Opinion notes: *"Cumulative impacts are scoped in for onshore construction works only. The MMO considers that cumulative impacts should also be considered for the traffic associated with the offshore construction works and decommissioning for offshore works."*	
		Under the heading of Transboundary impacts, the MMO Scoping Opinion notes: *"The Applicant states "There are no transboundary impacts with regard to traffic and transport as the onshore infrastructure is within the UK and is not located near to any international boundaries. It is therefore proposed that transboundary impacts are*	**Section 19.9** outlines that transboundary impacts have not been considered further.

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
		scoped out of the assessment." The MMO agrees with this approach."	
		Under the heading of seasonality, the MMOs Scoping opinion notes that: *The Scoping Report appears to provide no consideration of seasonality of traffic congestion across the study area and in particular in the Braunton/Saunton/Croyde vicinity and how this would be managed or avoided if landfall were to occur at Downend Point. The MMO advises that this should be considered.*	**Section 19.4.1.2** provides details of the impacts of seasonality of traffic flows within the TTSA.
		Under the heading of Hazardous Loads, the MMO notes that: *The Scoping Report does not present any information about hazardous loads and whether there is potential for these to be required as part of the construction, operation or decommissioning of the Proposed Development. This should be clarified within the ES, and where there is potential for hazardous loads that could give rise to significant effects, an assessment should be undertaken and presented in the ES accordingly.*	With the exception of potential fuel deliveries (for temporary generators) no hazardous loads are anticipated for the Onshore Project. **Section 19.5.4** provides a detailed assessment of the road safety baseline and identifies no significant issues in relation to the movement of HGVs. Noting this and that the transportation of fuel is strictly controlled by existing legislation (Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (Department for Transport, 2009b)) no further assessment of hazardous loads is presented.
North Devon Council (NDC)	5 April 2022, Pre-Application Enquiry Response	Under the heading of Traffic and Transport, NDC note that: *The Scoping Report appears to provide no consideration of seasonality of traffic congestion across the study area and in particular in the Braunton/Saunton/Croyde vicinity and how this would be managed or*	**Section 19.4.1.2** provides details of the impacts of seasonality of traffic flows within the TTSA and **Section 19.5.5.1** provides consideration of the effects of seasonality upon capacity at Braunton. Embedded mitigation measures to manage the impact of the Onshore Projects traffic at the

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
		avoided if landfall were to occur at Downend Point.	Landfall (at Saunton) are detailed within **Table 19.11**.
ETG Meetings			
DCC	6 April 2022, ETG meeting	An ETG meeting was held on the 6 April 2022, agreements were reached with DCC in regard to: ▪ Considering a worst case of all materials being delivered by road. ▪ The proposed approach to accessing the works area south of the River Taw. ▪ Agreed that no assessment of driver delay capacity would be required if the works are undertaken outside of the summer holiday. ▪ Agreed with the proposed approach to accessing the works area north of the River Taw subject to works not being undertaken in the summer holidays. ▪ Agreed the extent of the TTSA. ▪ Agreed traffic surveys could commence after easter holidays and that no uplift factors would need to be applied to new traffic surveyed account for covid 19. ▪ Agreed consideration would need to be given to seasonality. ▪ Agreed the approach to factoring background traffic to future years	Details of how the application documents have been developed with regard to the ETG engagement is provided below: ▪ The traffic demand outlined within traffic and transport chapter and supporting TA (**Appendix 19.A: Transport Assessment**) assumes as worst case that all deliveries are by road. ▪ The TA (**Appendix 19.A: Transport Assessment**) details that the approach to accessing the Onshore Project infrastructure south of the River Taw. ▪ **Section 19.5.5.1** demonstrates that the Onshore Projects traffic demand would not lead to significant capacity effects. Therefore the Applicant considers that restrictions upon working periods would not be proportionate. ▪ An OCTMP (**Appendix 19.B: OCTMP**) has been prepared and submitted with the planning application which outlines that the timing of road works will be agreed with DCC. ▪ The agreed extent of the TTSA is outlined in **Section 19.3.2**.

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
		using Department for Transport Trip End Model Presentation Programme software (TEMPRo). ▪ Agreed the transport impacts to be scoped in (severance, amenity, driver delay, road safety and abnormal loads). ▪ Agreed operational impacts can be scoped out. ▪ Agreed offshore construction and operational impacts can be scoped out. ▪ Agreed the application would need to be supported by a Transport Statement/Assessment. ▪ Agreed that an OCTMP should be provided with the application.	▪ The approach to data collection is outlined in **Section 19.3.6.2**. ▪ **Section 19.4.1.2** provides details of the impacts of seasonality to traffic flows within the TTSA. ▪ The approach to deriving future year traffic flows is outlined in **Section 19.4.2**. ▪ **Section 19.5** provides an assessment of all scoped in impacts with the exception of abnormal loads as following the meeting with DCC, the Applicant identified that no abnormal loads would be required for any phases of the Onshore Project. ▪ As agreed with DCC no assessment of operational effects is presented within **Section 19.6**. ▪ As agreed with DCC no assessment of offshore construction and operational impacts is presented. ▪ A TA (**Appendix 19.A: Transport Assessment**) is provided in support of this traffic and transport chapter. ▪ An OCTMP (**Appendix 19.B: OCTMP**) has been prepared and submitted with the planning application.

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
Other Engagement			
MMO	13 July 2022, Meeting	Following receipt of the Scoping Opinion, the Applicant met with the MMO to further explain the rationale for scoping out the potential traffic and transport impacts associated with the Offshore Project elements, in response the MMO advised that: *"…in principle as it [Offshore Project] is part of the wider project that it should be included in the ES, you should provide at least an outline of anticipated offshore transportation…"* Noting the advice of the MMO and the Scoping Opinion comments, **Table 19.17** provides an outline of the anticipated offshore terrestrial traffic impacts and a mechanism for securing the post consent assessment of the adopted base port(s).	
DCC	Various email exchanges	Following the initial ETG meeting with DCC (6 April 2022), the Applicant engaged DCC and submitted a transport scoping note and requested a meeting to further discuss the scope of the traffic and transport assessment. In particular the Applicant has sought to discuss the approach to accessing the Onshore Project infrastructure north of the River Taw and measures to manage summer season working in this area. In their latest email (15 May 2023) DCC advised that: *"Devon County Council as Highway Authority are unlikely to object to the proposal. The construction impacts of the proposal, if approved, must be managed to avoid works on the highway in the summer period and as advised previously permits/licences for such works will not be approved."* The Applicant notes that the only works needed on the highway would be during the installation of the Onshore Projects temporary accesses. An OCTMP (**Appendix 19.B: OCTMP**) has therefore been prepared and submitted with the planning application which outlines that the timing of road works will be agreed with DCC prior to applying for 'Road Space'. This approach was discussed and agreed with DCC at a subsequent meeting on the 19 June 2023.	
DCC	19 June 2023, ETG meeting	Following the issuing of the Transport Scoping Note a meeting was held with DCC on the 19 June 2023. During the meeting the Applicant outlined the proposed changes to the Onshore Project since the last engagement and associated changes to the access strategy. DCC noted that the proposed changes to the	Details of how the application documents have been developed with regard to the ETG engagement is provided below: ▪ The TA (**Appendix 19.A: Transport Assessment**) provides copies of outline access drawings for the temporary access from the B3231.

Consultee	Date, Document, Forum	Comment	Where addressed in the ES
		access strategy addressed their previous concerns. Agreements were reached with regard to: ▪ Temporary access from the B3231 is acceptable in principle subject to providing a 90m visibility splay, a Stage 1 Road Safety Audit and copies of the speed survey data. ▪ Temporary access for HGVs across Sandy Lane and for employee vehicles from Sandy Lane is acceptable in principle subject to a Stage 1 Road Safety Audit. ▪ Construction traffic could cross the Tarka Trail through the use of a banksman. ▪ The application would need to be supported by a TA and an OCTMP.	Copies of the speed survey information and an independent Stage 1 Road Safety Audit are also provided within the TA (**Appendix 19.A: Transport Assessment**). ▪ The TA (**Appendix 19.A: Transport Assessment**) provides copies of outline access drawings for the temporary access/crossing from Sandy Lane. An independent Stage 1 Road Safety Audit is also provided within the TA (**Appendix 19.A: Transport Assessment**). ▪ An OCTMP (**Appendix 19.B: OCTMP**) is provided in support of the planning application. The OCTMP includes details of the process for agreeing the final design of accesses and crossings (including at the Tarka Trail) with DCC prior to the commencement of construction. ▪ A TA (**Appendix 19.A: Transport Assessment**) is provided in support of this traffic and transport chapter and an OCTMP (**Appendix 19.B: OCTMP**) has been submitted with the planning application.

19.4 Existing Environment

112. This section describes the existing environment in relation to traffic and transport associated with the TTSA. It has been informed by a review of the sources listed in **Section 19.3.6**.

19.4.1 Current Baseline

19.4.1.1 Existing Highway Network

113. This section provides a broad overview of the baseline characteristics of the 12 links forming the TTSA. These links are illustrated in **Figure 19.1**.

19.4.1.1.1 Link 1 and 2

114. Links 1 and 2 comprise of the B3231 a main 'B' road from Saunton in the west to Braunton in the east. To the east of Saunton Sands the road is a single carriageway road subject to a 30 and 40 mph speed limit. No footway or cycleway is provided alongside the road until Braunton.

115. Within the built-up area of Braunton, the speed limit is 30mph and footways are provided initially on the northern side of the road and then on both sides of the road. On road cycle lanes are provided along the B3231 from Moor Lane to Field Lane. Within the centre of Braunton controlled pedestrian crossings are also provided.

19.4.1.1.2 Links 3, 4 and 5

116. Blind Acres Lane/Burrows Close Lane (Link 3) and Moor Lane (Link 4) both provide routes south from the main B3231 (Link 2). Links 3 and 4 both converge on to Sandy Lane (Link 5) which provides an access to the Sandy Lane car park.

117. All three links comprise of narrow single-track roads with informal passing places. No footways or cycleways are provided along the links.

19.4.1.1.3 Link 6 and 12

118. Link 6 and Link 12 comprises of a main A361 road from Braunton towards Barnstaple and the A39.

119. To the south of Braunton the A361 is a single carriageway road subject to a 30mph speed limit with footways on both sides of the road linked by controlled and uncontrolled pedestrian crossings. There are also sections of on road cycleway along this section of the A361.

120. The section of the A361 between Wrafton and Chivenor is subject to a 30mph speed limit and a footway is generally provided on the northern side of the road.

121. East of Chivenor the A361 is initially a single carriageway road subject to a 40mph speed limit, before widening to a dual carriageway close to the junction with Strand Road. No footways or cycleways are provided along this section of the A361.

122. The A361 proceeds south from its junction with Braunton Road across the River Taw (via a bridge) before linking to the A3125 and A39.

123. In addition to the existing footways and cycleways alongside the A361, National Cycle Route (NCR) 27 also runs parallel to the A361 along the route of an old railway line. NCR 27 provides an off-road shared use pedestrian footway from Braunton to Barnstaple and intersects with NCR 3 near Sticklepath.

19.4.1.1.4 Link 7

124. Link 7 is an unnamed private single carriageway road that runs north from the B3233 towards Yelland Quay, the East Yelland substation and the Sandbanks Business Park. A footway is provided along the eastern side of the road from the junction with the B3233.

125. To the north of Link 7, the road is crossed by the South West Coast Path and NCR3. The South West Coast Path and NCR3 provide an off-road shared use footway cycleway that runs parallel to the B3233 and follows the alignment of an old railway.

19.4.1.1.5 Link 8

126. Link 8, the B3233 is a single carriageway B road that provides a link from Yelland east towards the A3125.

127. Within Yelland the road is subject to a 40mph speed limit and a footway is generally provided on both sides of the road. Within Fremington and Bickington, the speed limit is 30mph and there are footways along both sides of the road. These footways are also linked by a series of controlled and uncontrolled crossings.

19.4.1.1.6 Link 9

128. Link 9 (the B3233) is a single carriageway B road that provides a link from Yelland west towards the A39.

129. Within Yelland the road is subject to a 40mph speed limit and a footway is provided on the northern side of the road to its junction with Welch's Lane. South of Welch's

Lane, an area of the carriageway is demarcated for pedestrians (by a white line) to its junction with Rectory Lane.

130. Through the village of Instow the B3233 is subject to a 30mph speed limit and footways are generally provided on both sides of the road. To the south of Instow the speed limit increases to 60mph and no footways are provided.

19.4.1.1.7 Link 10

131. Link 10, the A3125 comprises of a main A road south from the B3233 to the A39.

132. The A3125 is a single carriageway road subject to a 30mph speed limit. In the vicinity of the Rounds Well Retail Park shared use footway cycleways are provided alongside the road, linked by a controlled Toucan crossing.

19.4.1.1.8 Link 11

133. Vellator Way provides a route south west from the main A361 (link 9 and 12) towards the Sandy Lane car park and also the private toll road to Crow Point.

134. Initially between the A361 and roundabout to Tesco the road is subject to a 30mph speed limit and provided as a single carriageway. A segregated footway/cycleway is also provided along both sides of the road.

135. To the west of this roundabout Vellator Way continues as a narrow single-track road with informal passing places. No footways or cycleways are provided along this section of the link.

19.4.1.2 Traffic Flow Data

136. Traffic flow data for all links within the TTSA have been informed by traffic counts. The TA (**Appendix 19.A: Transport Assessment**) contains full details of these counts and a summary of the baseline traffic flows for all links within the TTSA.

137. DCC has identified that traffic flows within the TTSA are subject to seasonal fluctuations and that the assessment should give consideration to this. To capture the magnitude of seasonal change, permanent traffic count data for the TTSA has been obtained from DCC for the B3231 and the A361.

138. The data (presented within the TA) highlights that:

- for the B3231, traffic flows fluctuate throughout the year with the highest flows occurring during August and the lowest during January and December. Traffic flows on the B3231 are typically 35% higher in August than compared to the annual average.

- for the A361, traffic flows do not significantly fluctuate throughout the year and traffic flows on the A361 are typically only 10% higher in August (the peak month) than when compared to the annual average.

139. Current Transport Analysis Guidance from the Department for Transport (Department for Transport, May 2020) directs that assessment of traffic impacts should be based on normal ('neutral') conditions (i.e. not during school holidays). Neutral months are defined as March to July and September to November. This approach is also in keeping with highway network management practice across the UK.

140. In accordance with current guidance, background traffic flows (contained in **Section 19.5**) are therefore representative of neutral traffic conditions. The adoption of neutral conditions represents a robust baseline as it provides a better indicator of the magnitude of impact of the Onshore Project's traffic, whereas an elevated baseline, would inadvertently reduce the magnitude of impact based on the percentage increase in traffic. Notwithstanding, the sensitivity of the network to seasonal traffic flow has been considered when presenting the results of the driver delay capacity assessments.

19.4.1.3 Link based sensitive receptors

141. The sensitivity of a road (link) can be defined by the type of user groups who may use it. A sensitive area may for example be a village environment or where pedestrian or cyclist activity may be high, for example near a school. **Table 19.7** provides broad definitions of the different sensitivity levels (derived from GEART) which have been applied to the assessment.

142. A desktop exercise augmented by site visits has been undertaken to identify the sensitive receptors in the TTSA and the associated highway characteristics. All 12 links within the TTSA have been assessed and assigned a sensitivity. **Table 19.18** provides a summary of the assigned sensitivity and the rationale for the applied link sensitivity.

Table 19.18 Link based sensitive receptors

Link ID	Link sensitivity	Rationale for applied link sensitivity
1	Medium	Link 1 comprises of the main B3231 west of the CCS to the Saunton Sands car park. There is sporadic residential and agricultural development along the road. There is no existing footway along the road, however the South West Coast PRoW is provided along the edge of the road for approximately 400m.

Link ID	Link sensitivity	Rationale for applied link sensitivity
2	High	Link 2 comprises of the main B3231 east of the CCS to the A361 at Braunton. To the east of the proposed CCS there is only sporadic development along the B3231 and there are no footways. Upon entering the built-up area of Braunton, footways and crossings are provided along the link. However, within Braunton there are high concentrations of sensitive receptors, including playing fields, camp sites, shops, take aways, childcare settings, residential properties, etc.
3	Medium	Link 3 comprises of Blind Acres/Burrows Close Lane from its junction with the B3231 to Sandy Lane. There is limited development along this link (a farm shop and farm buildings). No footways are provided along the link and no PRoW intersect with the link suggesting limited pedestrian demand. DCC have however advised that this link is used by cyclists in the summer months.
4	Medium	Link 4 comprises of Moor Lane from its junction with the B3231 to Sandy Lane. There is sporadic development along this link including farms, residential properties and camping area. No footways are provided along the link, however a PRoW intersects with the link suggesting some pedestrians may need to walk in the road to continue their journey. DCC have also advised that this link is used by cyclists in the summer months.
5	Medium	Link 5 comprises of Sandy Lane south of Moor Lane towards the Sandy Lane car park. There is sporadic development along this link including farms and residential properties. No footways are provided along the link, however the South West Coast PRoW is provided to the south of the link and some pedestrians may need to walk in the road to access from PRoW from Braunton in the east. DCC have also advised that this link is used by cyclists in the summer months.
6	High	Link 6 comprises of the main A361 south from the B3231 to the junction with Vellator Way. Footways and crossings are provided along the link. To the south of the junction with the B3231 there is initially a concentration of receptors including shops and a public house, the road is then generally fronted by residential properties and a recreation ground until its junction with Vellator Way.
7	Low	Link 7 is an unnamed private single carriageway road that runs north from the B3233 towards Yelland Quay, the East Yelland substation and the Sandbanks Business Park. A footway is provided along the eastern side of the road from the junction with the B3233. To the north of Link 7, the road is crossed by the South West Coast Path and NCR3.
8	High	Link 8 comprises of the main B3233 from Yelland east towards the A3125. Within Yelland a footway is generally provided on both sides of the road and the road is fronted by residential development.

Link ID	Link sensitivity	Rationale for applied link sensitivity
		Within Fremington and Bickington footways are provided along both sides of the road and the footways are also linked by a series of controlled and uncontrolled crossings. There are however higher concentrations of sensitive receptors including, shops, a nursery, public houses, residential development, etc.
9	Medium	Link 9 comprises of the main B3233 from Yelland west towards the A39. Within Yelland a footway is provided on the northern side of the road to its junction with Welch's Lane. South of Welch's Lane, an area of the carriageway is demarcated for pedestrians (by a white line) to its junction with Rectory Lane. Through the village of Instow the B3233 footways are generally provided on both sides of the road. To the south of Instow no footways are provided. The link is fronted by residential development at Yelland and Instow, to the south of Instow there is sporadic development.
10	Low	Link 10 comprises the main A3125 south from the B3233 to the A39. There are low concentrations of receptors along the link, and in the vicinity of the Rounds Well Retail Park, shared use footway cycleways are provided alongside the road, linked by a controlled Toucan crossing.
11	Medium	Link 11 comprises of Vellator Way west from the main A361 (link 9 and 12) towards the Sandy Lane car park and also the private toll road to Crow Point. Initially between the A361 and roundabout to Tesco there no receptors alongside the road and a segregated footway/cycleway is also provided. To the west of this roundabout there is only sporadic frontage development comprising of residential properties and farm building. No footways are provided along the link, however two PRoW intersect with the link and some pedestrians may need to walk in the road to continue their journey. DCC have also advised that this link is used by cyclists in the summer months.
12	Low	Link 12 comprises of a main A361 south from Vallator Way to Barnstaple and the A39. The link is a main A road with low concentrations of receptors alongside. To the south of Braunton footways are provided on both sides of the road linked by controlled and uncontrolled pedestrian crossings. There are also sections of on road cycleway along this section of the A361. A footway is generally provided on the northern side of the road between Wrafton and Chivenor. East of Chivenor the A361 no footways or cycleways are provided along this section of the A361. In addition to the existing footways and cycleways alongside the A361, NCR 27 also runs parallel to the A361 along the route of an old railway line. NCR 27 provides an off-road shared use pedestrian footway from Braunton to Barnstaple.

19.4.1.4 Road Safety

143. To assess whether the Onshore Project would have an adverse effect upon road safety it is necessary to establish any inherent road safety issues within the TTSA.

144. STATS19 collision data has been obtained from DCC for the period, 01 January 2016 to 31 December 2020 inclusive. The collision data has been source for a five-year period as there can be significant variations in trends from year to year.

145. The road safety review has examined the baseline collision data to identify those areas that are potentially sensitive to changes in traffic. This review includes:

- Examining the rate of collisions per length of road in miles ('collision rates') and comparing this to a national average for comparable roads
- Reviewing the types of collisions along links to understand any patterns or trends, especially those involving HGVs and vulnerable road users (namely cyclists, pedestrians and motorcyclists).

146. The TA (**Appendix 19.A: Transport Assessment**) details an audit of the TTSA and provides a road safety baseline including collision rates and a review of collision types. Five of the 12 links, links 3, 4, 5, 7 and 11, have no recorded collisions along them and therefore are not considered further for the assessment.

147. A summary of the identified road safety baseline for the remaining seven links within the TTSA is provided in the TA (**Appendix 19.A: Transport Assessment**).

19.4.2 Do Nothing Scenario

148. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require that "an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge" is included within the ES (EIA Regulations, Schedule 4, Paragraph 3). From the point of assessment, over the course of the development and operational lifetime of the Onshore Project (operational lifetime anticipated to be a 50 years), long-term trends mean that the condition of the baseline environment is expected to evolve. This section provides a qualitative description of the evolution of the baseline environment, on the assumption that the Onshore Project is not constructed, using available information and scientific knowledge of traffic and transport.

149. The earliest date that construction of the Onshore Project could start would be 2025. In order to consider a worst-case scenario, a reference year for background traffic

of 2025 has been derived. The rationale for this is later years would result in higher background traffic flows and therefore a lesser magnitude of impact.

150. To take account of changes in travel patterns and sub-regional growth in housing and employment, a proportionate approach to forecasting future traffic growth for the 2025 reference year has been agreed with DCC (6 April 2022) utilising growth factors from the Department for Transport Trip End Model Presentation Programme software (known as TEMPro).

151. Forecast 2025 future year baseline traffic flows are presented in **Table 19.19**, whilst the TA (**Appendix 19.A: Transport Assessment**) includes details of the approach to forecasting these flows using TEMPro.

19.5 Potential impacts during construction

152. The potential impacts during construction of the Onshore Project have been assessed for traffic and transport. A description of the potential impact on traffic and transport receptors caused is given in this section.

153. The identification of the traffic and transport impacts is based on an assessment of the volume of traffic demand associated with the construction of the Onshore Project. The TA (**Appendix 19.A: Transport Assessment**) contains the derivation of the Onshore Project's construction traffic flows and background (baseline) traffic flows that have informed this assessment.

19.5.1 Construction traffic impact screening

154. With reference to the GEART (Rule 1 and Rule 2), a screening process has been undertaken for the TTSA to identify routes that are likely to have significant changes in traffic flows and therefore require further impact assessment.

155. **Table 19.19** summarises the assigned daily peak and average vehicle trips generated by all materials, personnel and plant associated with the construction of the Onshore Project.

156. **Table 19.19** also provides a comparison of the peak daily construction flows with the forecast background daily traffic flows in 2025 and identifies the links exceeding the GEART screening thresholds.

Table 19.19 Link screening

Link ID	Link description	Link sensitivity	2025 Background annual average daily traffic flows		Forecast construction vehicle trips				Percentage increase (based upon peak trips)	
			All Vehicles	HGVs	Peak		Average			
					All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
1	B3231 west of the CCS (Access to Landfall)	Medium	6,098	38	72	38	20	7	1%	99%
2	B3231 east of the CCS	High	6,098	38	172	92	78	36	3%	241%
3	Blind Acres Lane to Moor Lane	Medium	156	0	68	0	30	0	44%	0%
4	Moor Lane	Medium	303	2	68	0	30	0	22%	0%
5	Sandy Lane south of Moor Lane	Medium	410	5	68	0	30	0	17%	0%
6	A361 south of B3231 to link 11	High	14,358	192	172	92	78	36	1%	48%
7	Unnamed road to Yelland Substation	Low	501	52	157	91	79	43	31%	176%
8	B3233 east of Link 7	High	6,848	55	66	0	37	0	1%	0%
9	B3233 west of Link 7	Medium	5,276	39	157	91	79	43	3%	233%
10	A3125 south of B3233	Low	16,251	113	66	0	37	0	0%	0%

Link ID	Link description	Link sensitivity	2025 Background annual average daily traffic flows		Forecast construction vehicle trips				Percentage increase (based upon peak trips)	
			All Vehicles	HGVs	Peak		Average			
					All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
11	Vellator Way to Sandy Lane	Medium	451	7	68	0	30	0	15%	0%
12	A361 south of Link 11	Low	14,358	192	158	92	73	36	1%	48%
	Links exceeding GEART screening thresholds									

157. In accordance with GEART, only those links that are showing greater than 10% increase in total traffic flows (or HGV component) for sensitive links, or greater than 30% increase in total traffic (or HGV component) for all other links, are considered when assessing the impacts of severance and amenity.

158. Disaggregating from **Table 19.19**, seven of the 12 links (Links 1, 2, 3, 6, 7, 9 and 12) are above the GEART screening thresholds. These links are taken forward for further assessment (for the impacts of severance and amenity), the remaining five links (Links 4, 5, 8, 10 and 11) are screened out of the assessment.

19.5.2 Impact 1: Severance

159. Severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery. **Section 19.3.3** provides details of the adopted impact assessment methodology.

19.5.2.1 Magnitude of impact

160. **Table 19.20** provides a summary of the severance magnitude of impact for each of the screened links detailed in **Table 19.19**.

Table 19.20 Magnitude of severance impact

Links	Magnitude of impact	Rationale for magnitude
1, 2, 6, 9 and 12	Negligible	The peak daily change in total traffic flow is less than 30%
3 and 7	Low	The peak daily change in total traffic is between 30% and 60%.

19.5.2.2 Sensitivity of the receptor

161. The sensitivity of each highway link is summarised in **Table 19.18**.

19.5.2.3 Significance of effect

162. **Table 19.21** provides a summary of the sensitivity of each receptor, the magnitude of impact and an evaluation of the significance of the severance effect. Effects have been identified as **not significant** in EIA terms**.**

Table 19.21 Significance of severance effect

Links	Magnitude of impact	Sensitivity	Significance of effect
12	Negligible	Low	**Negligible**
1, 9		Medium	**Minor Adverse**
2, 6		High	**Minor Adverse**
7	Low	Low	**Minor Adverse**

Links	Magnitude of impact	Sensitivity	Significance of effect
3		Medium	**Minor Adverse**

19.5.3 Impact 2: Amenity

163. Amenity is broadly defined as the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width and separation from traffic. It can affect a range of non-motorised users such as pedestrians, cyclists and equestrians. **Section 19.3.3** provides details on the adopted impact assessment methodology for amenity.

19.5.3.1 Magnitude of impact

164. This section presents an assessment of the magnitude of amenity impact for each of the previously screened links (**Table 19.19**).

165. The amenity magnitude of impact assessment has been informed by the scale of forecast traffic increase in context with the function of the discreet highway link under consideration.

166. Peak hour vehicle trips have been calculated to assess amenity to aid a more detailed assessment of construction traffic characteristics within the daily demand. To develop a worst-case scenario, the peak demand hour flows include the assumption that employees (LVs) will arrive and depart within a single hour and within that hour, HGV movements would be one-tenth of the daily demand.

167. The assessed magnitude of impact is derived from the valuation of the baseline traffic flows, highway environment and the applied traffic demand. It therefore follows that the same applied demand may have a different assessed magnitude of impact when these parameters are taken into consideration.

168. **Table 19.22** presents the resultant amenity magnitude of impact assessment for the Onshore Project.

Table 19.22 Magnitude of amenity impact

Link	Link Description	Magnitude of impact assessment	Magnitude of impact (peak traffic)	Magnitude of impact (average traffic)
1	B3231 west of the CCS	The link has a baseflow of 6,098 vehicle trips (including 38 HGV trips) per day and would be subject to construction traffic of up to 38 HGV trips per day at its peak and an average of seven. Peak construction traffic would result in an	Low	Negligible

Link	Link Description	Magnitude of impact assessment	Magnitude of impact (peak traffic)	Magnitude of impact (average traffic)
		increase in traffic of 1% for all vehicles and 99% for HGVs. Average construction traffic would result in an increase in traffic of 0.3% for all vehicles and 19% for HGVs. Receptors would experience a peak increase in flow of approximately four (an average of less than one) HGV trips per hour during the defined hours of construction.		
2	B3231 east of the CCS	The link has a baseflow of 6,098 vehicle trips (including 38 HGV trips) per day and would be subject to construction traffic of up to 92 HGV trips per day at its peak and an average of 36. Peak construction traffic would result in an increase in traffic of 3% for all vehicles and 241% for HGVs. Average construction traffic would result in an increase in traffic of 1.3% for all vehicles and 95% for HGVs. Receptors would experience a peak increase in flow of approximately 10 (an average of less than four) HGV trips per hour during the defined hours of construction.	Medium	Low
3	Blind Acres Lane to Moor Lane	The link has a baseflow of 156 vehicle trips per day and would be subject to construction traffic of up to 68 LV trips per day at its peak and an average of 30. Construction traffic would result in a peak and average increase in all vehicle traffic of 42% and 19% respectively. No HGV traffic is proposed via Link 3. Receptors would experience a peak increase in flow of approximately 34 (an average of 15) LV trips per hour (at the start and end of the working day). No significant traffic movements would be forecast throughout the day.	Negligible	Negligible
6	A361 south of B3231 to link 11	The link has a baseflow of 14,358 vehicle trips (including 192 HGV trips) per day and would be subject to construction	Negligible	Negligible

Link	Link Description	Magnitude of impact assessment	Magnitude of impact (peak traffic)	Magnitude of impact (average traffic)
		traffic of up to 92 HGV trips per day at its peak and an average of 36. Peak construction traffic would result in an increase in traffic of 1% for all vehicles and 48% for HGVs. Average construction traffic would result in an increase in traffic of 0.5% for all vehicles and 19% for HGVs. Receptors would experience a peak increase in flow of approximately 10 (an average of less than four) HGV trips per hour during the defined hours of construction.		
7	Unnamed road to Yelland Substation	The link has a baseflow of 501 vehicle trips (including 52 HGV trips) per day and would be subject to construction traffic of up to 91 HGV trips per day at its peak and an average of 43. Peak construction traffic would result in an increase in traffic of 31% for all vehicles and 176% for HGVs. Average construction traffic would result in an increase in traffic of 16% for all vehicles and 83% for HGVs. Receptors would experience a peak increase in flow of approximately 10 (an average of less than five) HGV trips per hour during the defined hours of construction.	Medium	Low
9	B3233 west of Link 7	The link has a baseflow of 5,276 vehicle trips (including 39 HGV trips) per day and would be subject to construction traffic of up to 91 HGV trips per day at its peak and an average of 43. Peak construction traffic would result in an increase in traffic of 3% for all vehicles and 180% for HGVs. Average construction traffic would result in an increase in traffic of 1.5% for all vehicles and 110% for HGVs. Receptors would experience a peak increase in flow of approximately 10 (an average of less than five) HGV trips per	Medium	Low

Link	Link Description	Magnitude of impact assessment	Magnitude of impact (peak traffic)	Magnitude of impact (average traffic)
		hour during the defined hours of construction.		
12	A361 south of Link 11	The link has a baseflow of 14,358 vehicle trips (including 192 HGV trips) per day and would be subject to construction traffic of up to 92 HGV trips per day at its peak and an average of 36. Peak construction traffic would result in an increase in traffic of 1% for all vehicles and 48% for HGVs. Average construction traffic would result in an increase in traffic of 0.5% for all vehicles and 19% for HGVs. Receptors would experience a peak increase in flow of approximately 10 (an average of less than four) HGV trips per hour during the defined hours of construction.	Negligible	Negligible

19.5.3.2 Sensitivity of the receptor

169. The sensitivity of each highway link is summarised in **Table 19.18**.

19.5.3.3 Significance of effect

170. **Table 19.23** provides a summary of the sensitivity of each receptor, the peak magnitude of impact (**Table 19.22**) and an evaluation of the significance of the amenity effect.

Table 19.23 Significance of amenity effect

Links	Magnitude of impact	Sensitivity	Significance of effect
12	Negligible	Low	**Negligible**
3		Medium	**Minor Adverse**
6		High	**Minor Adverse**
1	Low	Medium	**Minor Adverse**
2	Medium	High	**Major Adverse**
9		Medium	**Moderate Adverse**
7		Low	**Minor Adverse**

19.5.3.4 Further Mitigation

171. **Table 19.23** identifies potentially significant amenity impacts upon the users of Links 2 and 9 associated with an increase in peak daily HGV traffic during the construction of the Onshore Project. However, when considering the Onshore Project's average construction traffic demand, **Table 19.22** identifies that the magnitude of impact would be **low** to **negligible**.

172. It can be identified from the TA (**Appendix 19.A: Transport Assessment**) that the duration of the peak traffic demand would be approximately one month. Noting this short duration, it is proposed that peak HGV trips are reduced for the peak period. Measures to reduce peak daily HGV trips could include:

- Stockpiling of materials to reduce peak daily HGV demand
- Backhauling, i.e. using laden vehicles to import stone and export excavated material
- Optimising the size of HGVs to reduce the total number
- Identify opportunities for reuse of materials onsite to reduce offsite HGV trips, e.g. using excavated materials to form bunds, etc.

173. These additional mitigation measures are outlined in the OCTMP (**Appendix 19.B: OCTMP**) and would be finalised by the Applicant prior to construction as part of the final CTMP.

19.5.3.5 Residual Effect

174. Following the implementation of the proposed mitigation measures, the magnitude of impact is assessed to reduce to negligible. The residual effect significance for amenity is therefore assessed as no greater than **minor adverse**. This is considered **not significant** in EIA terms**.**

19.5.4 Impact 3: Road Safety

175. In order to understand the potential effect of changes in traffic associated with the Onshore Project on the existing road safety baseline, an examination of the recorded collisions occurring within the TTSA has been undertaken in context of the development proposals.

19.5.4.1 Magnitude of impact and sensitivity of receptors

176. An initial review of the existing road safety baseline has identified that there is no history, within the study period, of collisions along links 3, 4, 5, 7 and 11 and therefore these links are not considered further.

177. **Table 19.24** provides a review of the sensitivity of the remaining seven links and the magnitude of impact of the Onshore Projects traffic in the context of the changes in forecast daily traffic flows in 2025.

178. The sensitivity of each of the links has been informed by consideration of collision rates and a review of the collision types along each of the links. A summary of the collision analysis is provided within **Table 19.24** whilst full details of the collision analysis including how collision rates have been calculated for each link are provided within the TA (**Appendix 19.A: Transport Assessment**).

179. Details of the percentage changes in daily traffic flows have been summarised from **Table 19.19** to facilitate a proportionate assessment of magnitude of impact.

Table 19.24 Magnitude of road safety impact and sensitivity of receptors

Link	Description and sensitivity	Magnitude of impact assessment
1	Link 1 has a collision rate below the national average and there is no identifiable location or pattern in the two collisions recorded along the link. None of the collisions involve HGVs. The link is therefore assessed to be of **low sensitivity**.	Link 1 is forecast to experience an increase in total traffic of 1.0%. It is assessed that a change in total traffic of up to 1% represents a **negligible** magnitude of impact.
2	Link 2 has a collision rate below the national average and there is no identifiable location in the eight collisions recorded along the link. However, five of the eight collisions involve pedestrians and cyclists. None of the collisions involve HGVs. The link is therefore assessed to be of **medium sensitivity**.	Link 2 is forecast to experience an increase in total traffic of 3.0%. It is assessed that a change in total traffic of up to 3% represents a **negligible** magnitude of impact.
6	Link 6 has a collision rate below the national average. Three of the eight collisions involve pedestrians are located between South Street and Heanton Street suggesting a slight pattern in type and location of collisions. None of the collisions involve HGVs. The link is therefore assessed to be of **medium sensitivity**.	Link 6 is forecast to experience an increase in total traffic of 1.0%. It is assessed that a change in total traffic of up to 1% represents a **negligible** magnitude of impact.
8	Link 8 has a collision rate above the national average. An emerging pattern of rear end shunt and loss of control/head on collisions are recorded. None of the recorded collisions involve HGVs. The link is therefore assessed to be of **high sensitivity**.	Link 8 is forecast to experience an increase in total traffic of 1.0%. It is assessed that a change in total traffic of up to 1% represents a **negligible** magnitude of impact.

Link	Description and sensitivity	Magnitude of impact assessment
9	Link 9 has a collision rate above the national average and a pattern of rear end shunt type collisions are identified along the link. None of the recorded collisions involve HGVs. The link is therefore assessed to be of **high sensitivity**.	Link 9 is forecast to experience an increase in total traffic of 3.0%. It is assessed that a change in total traffic of up to 3% represents a **negligible** magnitude of impact.
10	Link 10 has a collision rate below the national average and there is no identifiable location or pattern in the three collisions recorded along the link. None of the recorded collisions involve HGVs. The link is therefore assessed to be of **low sensitivity**.	Link 10 is forecast to experience an increase in total traffic of less than 1.0%. It is assessed that a change in total traffic of up to 1% represents a **negligible** magnitude of impact.
12	Link 12 has a collision rate above the national average and a pattern of rear end shunt and loss of control type collisions are identified along the link. Only one of the 46 collisions recorded along link 12 involved a HGV. The link is therefore assessed to be of **high sensitivity**.	Link 12 is forecast to experience an increase in total traffic of 1.0%. It is assessed that a change in total traffic of up to 1% represents a **negligible** magnitude of impact.

19.5.4.2 Significance of effect

180. **Table 19.25** provides a summary of the sensitivity of each receptor, the magnitude of impact and an evaluation of the significance of the road safety effect. Effects have been identified as **not significant** in EIA terms**.**

Table 19.25 Significance of road safety effect

Links	Magnitude of impact	Sensitivity	Significance of effect
1, 10	Negligible	Low	**Negligible**
2, 6		Medium	**Minor Adverse**
8, 9, 12		High	**Minor Adverse**

19.5.5 Impact 4: Driver Delay

181. The GEART screening thresholds do not apply to the effect of Driver Delay. The impact is defined as potentially significant when the highway network surrounding the development under consideration is at or close to capacity (congested).

182. The Driver Delay impact assessment has been sub-divided into two discrete impacts each of which have the potential to induce significant impacts on highway network users. These impacts are:

- Driver Delay (Capacity) – delays induced by the highway networks' lack of spare capacity to accommodate additional traffic flow
- Driver Delay (Highway Geometry) – delays induced by constrained road space forcing vehicles to slow or stop to traverse the highway network.

183. The proposed working hours for the Onshore Project are 07:00 – 19:00 Monday to Friday and 07:00 – 13:00 on Saturday. No working is proposed on Sundays or Bank Holidays.

184. A worst-case scenario for assessing driver delay has therefore been adopted which assumes that all employees arrive and depart within a single hour, i.e. between 07:00 – 08:00 and depart 18:00 – 19:00 respectively. The peak period also assumes that approximately one tenth of the daily HGV demand occurs during these hours as deliveries to and from site may have commenced. **Table 19.26** provides a summary of the forecast peak and average hourly vehicle movements per link, and sets the context for a proportionate driver delay assessment, contained in **Section 19.5.5.1**.

Table 19.26 Forecast peak hour vehicle movements per link

Link ID	Link description	Peak hourly vehicle movements (07:00 – 08:00) and (18:00 – 19:00)	Average hourly vehicle movements (07:00 – 08:00) and (18:00 – 19:00)
1	B3231 west of the CCS	21	7
2	B3231 east of the CCS	49	25
3	Blind Acres Lane to Moor Lane	34	15
4	Moor Lane	34	15
5	Sandy Lane south of Moor Lane	34	15
6	A361 south of B3231 to link 11	49	25
7	Unnamed road to Yelland Substation	42	23
8	B3233 east of link 7	33	18
9	B3233 west of link 7	42	23
10	A3125 south of B3233	33	18
11	Vellator Way to Sandy Lane	34	15
12	A361 south of link 11	42	22

19.5.5.1 Driver Delay (Capacity) – Magnitude of impact, sensitivity and significance of effect

185. As set out in **Section 19.3.3.2.3**, DCC have identified that they consider the junction of the A361 and B3231 to be sensitive to increases in daily traffic flow. This junction has therefore been assessed for baseline conditions and with the Onshore

Project's construction traffic added to determine the sensitivity value, the magnitude of impact and the resultant effect significance.

186. The detailed traffic derivation, baseline traffic flows, baseline model and model inputs/outputs are contained in the TA (**Appendix 19.A: Transport Assessment**).

187. The TA (**Appendix 19.A: Transport Assessment**) shows that the existing junction operates with spare capacity, the junction is therefore assessed as of low sensitivity. It is forecast that with the peak increase in traffic from the Onshore Project that the junction would continue to operate with spare capacity, with minimal changes in queuing and delay. The magnitude of impact is therefore assessed as negligible on a receptor of low sensitivity resulting in a **negligible** effect.

188. It is noteworthy that DCC have identified that in the summer background traffic flows are 35% higher than on average. Therefore, the sensitivity of the junction in summer would therefore likely be medium to high, however the magnitude of impact would remain as negligible.

19.5.5.2 Driver Delay (Highway Geometry) – Magnitude of impact, sensitivity and significance of effect

189. Driver Delay (Highway Geometry) impacts are considered to have the potential for significant impacts where the highway network within the TTSA is of constrained width to prevent two vehicles from passing (therefore leading to delays associated within waiting and manoeuvring).

190. As outlined within **Section 19.3.3.2.4**, a review of all links within the TTSA has been undertaken which has identified four links as of 'constrained width' and therefore sensitive to driver delay impacts. It should be noted that no HGV traffic associated with the Onshore Project would travel via these links.

191. Links 3, 4, 5 and 11 have therefore been assessed for baseline conditions and with the Onshore Project's construction traffic added to determine the sensitivity value, the magnitude of impact and the resultant effect significance (**Table 19.27** provides a summary of the assessed sensitivity and magnitude of effect).

Table 19.27 Magnitude of driver delay (highway geometry) impact and sensitivity of receptors

Link ID	Link description	Forecast construction traffic movements (07:00 – 08:00) and (18:00 – 19:00)		Background traffic flows		Description and sensitivity	Rationale for magnitude of impact
		Peak	Average	(07:00 – 08:00)	(18:00 – 19:00)		
3	Blind Acres Lane to Moor Lane	34	15	4	12	The links are all approximately 1.2km long single lane roads. Opportunities for two cars to pass are provided along the links at regular intervals approximately every 100 – 150m. The links are therefore assessed as of **medium sensitivity**.	The links have very low background traffic flows up to 31 vehicles per hour and would experience a peak temporary increase of up to 34 additional vehicles per hour (15 on average). Noting that there are opportunities for passing at regular intervals and the low levels of background traffic flows the magnitude of driver delay (highway geometry) impact is assessed as low.
4	Moor Lane	34	15	15	25		
5	Sandy Lane south of Moor Lane	34	15	17	29		
11	Vellator Way to Sandy Lane	34	15	11	31	The link is approximately 3.2km long. The initial 1km of the link to the junction with the private toll road to Crow Point is generally wide enough for two cars to pass (slowly). To the west of this point the remaining 2.2km of the link is provided as a single lane road. Opportunities for two vehicles to pass are provided along the links at regular intervals approximately every 100 – 150m. The link is	

Link ID	Link description	Forecast construction traffic movements (07:00 – 08:00) and (18:00 – 19:00)		Background traffic flows		Description and sensitivity	Rationale for magnitude of impact
		Peak	Average	(07:00 – 08:00)	(18:00 – 19:00)		
						therefore assessed as of **medium sensitivity**.	

19.5.5.3 Significance of driver delay (highway geometry) effect

192. **Table 19.27** identifies that all links are assessed to be of medium sensitivity and would experience a low magnitude of impact. It is therefore assessed that links 3, 4, 5 and 11 would experience **minor** adverse driver delay (highway geometry) effects. This is deemed as **not significant** in EIA terms**.**

19.6 Potential impacts during operation and maintenance

193. The White Cross Onshore Substation will require periodic maintenance visits during the operational phase. This will be carried out as part of their existing maintenance activities. Therefore, limited activities would be associated with this element of the Onshore Project.

194. There is expected to be minimal maintenance of the Onshore Export Cables during the operational phase. Typically, every two to five years, there will be periodic testing of the cable which involves access to the link boxes along the entire onshore route. With regards to equipment, access can be achieved using lightweight vehicles.

195. Considering the activities above, no significant traffic and transport effects are anticipated during the Onshore Project's operational phase.

196. Consequently, as agreed during traffic and transport ETG meetings with DCC (on the 6 April 2022) no operational phase assessment is presented within this traffic and transport impact assessment.

19.7 Potential impacts during decommissioning

197. No decision has been made regarding the final decommissioning policy for the Onshore Project as it is recognised that industry best practice, rules and legislation change over time.

198. The anticipated decommissioning activities are outlined in **Section 19.3.4**. The potential impacts of the decommissioning of the Onshore Project have been assessed for traffic and transport on the assumption that decommissioning methods will be similar or of a lesser scale than those deployed for construction. The types of impact would be comparable to those identified for the construction phase:

- Impact 1: Severance
- Impact 2: Amenity
- Impact 3: Road Safety
- Impact 4: Driver Delay.

199. The magnitude of impacts would be comparable to or less than those identified for the construction phase. Accordingly, given the construction phase assessments concluded no significant residual effects upon traffic and transport receptors, it is anticipated that the same would be valid for the decommissioning phase regardless of the final decommissioning methodologies.

19.8 Potential cumulative effects

200. The approach to cumulative effect assessment (CEA) is set out in **Chapter 6: EIA Methodology**. Only projects which are reasonably well described and sufficiently advanced to provide information on which to base a meaningful and robust assessment have been included in the CEA. Projects which are sufficiently implemented during the site characterisation for the Project have been considered as part of the baseline for the EIA.

201. The cumulative effect assessment for traffic and transport was undertaken in two stages. The first stage was to consider the potential for the effects assessed as part of the Onshore Project to lead to cumulative effects in conjunction with other projects. The first stage of the assessment is detailed in **Table 19.28**.

202. Only potential impacts assessed in **Section 19.5**, **Section 19.5.5** and **Section 19.7** as greater than negligible are included in the CEA (i.e. those assessed as negligible are not taken forward as there is no potential for them to contribute to a cumulative impact).

Table 19.28 Potential cumulative impacts considered for traffic and transport

Impact	Potential for cumulative effect	Rationale
Impact 1: Severance	Yes	Cumulative effects are considered possible upon links 1, 2, 3, 6, 7 and 9
Impact 2: Amenity	Yes	Cumulative effects are considered possible upon links 1, 2, 3, 6, 7 and 9
Impact 3: Road Safety	Yes	Cumulative effects are considered possible upon links 2, 6, 8, 9 and 12
Impact 4: Driver Delay	Yes	Cumulative capacity effects are considered possible upon driver delay highway geometry effects upon links 3, 4, 5 and 11.

203. The second stage of the CEA is to evaluate the projects considered for the CEA to determine whether a cumulative effect is likely to arise. The list of considered projects (identified in **Chapter 6: EIA Methodology**) and their anticipated potential for cumulative effects are summarised in **Table 19.29**.

Table 19.29 Projects considered in the cumulative effect assessment on traffic and transport

Project	Status	Included in the CEA?	Rationale *(Refer to key below)*
White Cross Offshore Windfarm Project	Consent application submitted	No	With reference to the text in **Table 19.16**, the impact of the Offshore Project is scoped out of the assessment.
Former Fremington Army Camp, Hill Top	Complete	No	E
Land off North Lane, Bickington, Barnstaple	Approved	Yes	A
Land at West Yelland, Barnstaple	Complete	No	E
Yelland Quay development (Transfer Station Yelland), Barnstaple	Appeal – allowed	Yes	A
Larkbear, Tawstock, Barnstaple	Approved	Yes	A
Land at Chivenor Cross, North Devon	Approved	Yes	A
Land at Chivenor Cross, Chivenor, Braunton	Refused	Yes	A
50 Oakland Park, South Sticklepath, Barnstaple	Approved	No	The Application is supported by a covering letter that outlines that the impact of the proposed development of 34 units would be less than assessed previously for 144 units. The addition of 34 units would be accounted for within existing TEMPro growth factors. No cumulative effects are therefore anticipated.
Land at Westacott, Landkey	Approved	No	B
Land off Yelland Road, Fremington, Barnstaple	Approved	No	C
Larkbear, Tawstock, Barnstaple	Pending	Yes	A
Tarka Tennis Centre, Seven Brethren Bank, Barnstaple	Approved	No	C
Land at Litchardon Cross, Newton Tracey	Approved	No	The EIA Traffic and Transport Chapter identifies that there would be a peak of no

Project	Status	Included in the CEA?	Rationale *(Refer to key below)*
			more than 36 vehicle movements per day via the A3125 (link 10 of the Onshore Projects TTSA). Considering background traffic flows along the A3125 (16,251 vehicles per day) an additional 36 movements would have a 0.2% increase in traffic and would therefore be assessed to result in negligible effects. No cumulative effects are therefore anticipated.
1 The Lawns, Barnstaple	Approved	No	C
Eastern Parcel, Taw Wharf, Sticklepath, Barnstaple	Approved	No	C
St John's Garden Centre, Roundswell, Barnstaple	Approved	No	B
Land at River Bend, Bishops Tawton, Barnstaple	Approved	No	C
Land off Birch Road, Landkey, Barnstaple	Approved	No	B
Land at Chivenor Cross, Chivenor	Approved	No	The TA submitted in the support of the application is dated 2012. A review of aerial imagery from 2022 (the year of the baseline surveys) shows that the majority of the site has been built out. It is therefore reasoned that the development flows will be largely captured within the baseline traffic counts and the application of TEMPro growth factors. as such no cumulative effects are anticipated.
Roundswell Business Park, Roundswell, Barnstaple	Approved	No	C

Project	Status	Included in the CEA?	Rationale *(Refer to key below)*
Former Civic Centre, North Walk, Barnstaple	Approved	No	The Application is supported by a TA. The TA demonstrates that the proposed development would result in fewer trips than the existing use. No cumulative effects are therefore anticipated.
Land off Birch Road, Landkey, Barnstaple	Pending	No	C
Land adjacent to Westacott Grange, Westacott, Barnstaple	Pending	No	C
North Devon Leisure Centre, Seven Brethren Bank, Barnstaple	Approved	No	The ES for the proposed development identifies that all residual effects are negligible. It is therefore reasoned that there is the potential for cumulative effects to occur.
Land west of Mead Park, Bickington, Barnstaple	Approved	Yes	A
Mount Sandford Green, Barnstaple	Approved	No	D
Land at Yelland Road	Approved	Yes	A
Plot 4 North Devon Business Park, Tinever Road, Chivenor	Approved	No	D
Land at Chivenor Cross, Chivenor, Braunton	Approved	No	C
Land at Braunton Burrows, Braunton	Approved	No	C
Land at Woolmers Farm, North Lane, Bickington, Barnstaple	Approved	No	C
Photovoltaic Installation and Premises, Luscott Barton, Ashford, Barnstaple	Approved	No	C
Golden Coast, Roundswell Business Park, Barnstaple	Pending	No	C
36-37 Boutport Street, Barnstaple	Pending	No	C
Candar Nursery, Exeter Road, Braunton	Pending	No	D

Project	Status	Included in the CEA?	Rationale *(Refer to key below)*
Mariners Close, South Street, Braunton	Pending	No	D
Land adjacent to 86 Velator Bridge, Braunton	Approved	No	C
Land at Velator Bridge, Braunton	Approved	No	C
Land off B3232 and A39 at Roundeswell, Barnstaple	Pending	No	C
Anchorwood Retail Park, Taw Wharf, Sticklepath	Approved	No	C
Land off Yelland Road, Fremington, Barnstaple	Approved	No	C
Land to West of Mead Park, Bickington	Approved	No	C
Land West of Mead Park, Bickington	Approved	No	C
Land off Yelland Road, Fremington, Barnstaple	Approved	No	C
Land at Allenstyle Road, Barnstaple	Approved	No	C
Glenwood Farm Road, past Brynsworthy Farm, Roundswell	Approved	No	C
Perrigo UK, Wrafton, Braunton	Approved	No	C
Perrigo, Exeter Road, Braunton	Approved	No	C
Freshwell Camping, Moor Lane, Croyde, Braunton	Approved	No	C
Ruda Holiday Park, Moor Lane, Croyde, Braunton	Approved	No	C
Land of Yelland Road, Fremington, Barnstaple	Approved	No	C
Land adjacent Station Hill and Archipark Swimbridge, Barnstaple	Pending	No	C
Land at Westacott, North of A361, Landkey	Approved	No	B
Accord Healthcare Ltd, Westacott Road, Barnstaple	Approved	No	B

Project	Status	Included in the CEA?	Rationale *(Refer to key below)*
Land to rear of 33-35 Yelland Road, Fremington	Approved	No	C
Key			
A	A TA is submitted in support of the application. The study area in the TA overlaps with the TTSA for the Onshore Project. It is therefore reasoned that there is the potential for cumulative effects to occur.		
B	A review of the study area outlined within the TA for the cumulative project highlights that the proposed study area does not overlap with the TTSA for the Onshore Project, as such no cumulative effects are anticipated.		
C	No assessment of traffic impacts is presented in support of the application. It is therefore reasoned that there are no significant traffic and transport effects and as such no cumulative effects are anticipated.		
D	The Application is supported by a Transport Statement only, as such no assessment traffic and transport effects are presented. It is therefore reasoned that there are no significant traffic and transport effects and as such no cumulative effects are anticipated.		
E	The cumulative development is identified to be complete and therefore traffic movements would be captured as part of the baseline traffic surveys. No cumulative effects are anticipated.		

204. **Table 19.29** identifies eight projects that have the potential for cumulative effects with the Onshore Project, all of these projects comprise of proposed residential developments.

205. The Applicant has undertaken a review of the TAs for each of these nine projects to understand the forecast volumes of traffic that could occur along each of the links within the TTSA for the Onshore Project. This review is summarised in **Table 19.30** and described in detail within the TA (**Appendix 19.A: Transport Assessment**).

Table 19.30 Cumulative traffic flows

Link ID	Link description	Forecast cumulative traffic daily traffic flows
1	B3231 west of the CCS	0
2	B3231 east of the CCS	0
3	Blind Acres Lane to Moor Lane	0
4	Moor Lane	0
5	Sandy Lane south of Moor Lane	0
6	A361 south of B3231 to Link 11	0
7	Unnamed road to Yelland Substation	1,141
8	B3233 east of Link 7	1,423
9	B3233 west of Link 7	843
10	A3125 south of B3233	841
11	Vellator Way to Sandy Lane	11
12	A361 south of Link 11	564

206.

207. It can be noted from **Table 19.30** that the nine cumulative projects are not forecast to generate traffic movements via Links 1 to 6. It is therefore assessed that there would be no cumulative effects along these links.

19.8.1 Cumulative Impact 1 and 2: Severance and Amenity

208. **Table 19.28** notes that links 1, 2, 3, 6, 7 and 9 are screened in for potential cumulative effects for the impacts of severance and amenity. It can however be noted from **Table 19.31** that there would be no change in traffic along Links 1, 2, 3 and 6 from the identified cumulative projects. Cumulative severance and amenity effects are therefore anticipated along Links 7 and 9 only.

209. When considering Links 7 and 9, it is noted that cumulative flows are predominantly associated with the proposed Yelland Quay Regeneration project. The Yelland Quay Regeneration project has consent for an additional 301 vehicles in the pm peak via Link 7 and 155 vehicles via Link 9. The TA for the proposed Yelland Quay Regeneration project identifies that it is proposed to construct approximately 50

units per year, i.e. an approximate five year build. It is estimated that only 100 to 150 of the homes may be complete by the time the Onshore Development is constructed, i.e. 60% of the total development, it can therefore be calculated that as a worst case:

- 181 of the consented 301 vehicle trips may travel via Link 7 in 2025
- 93 of the consented 155 vehicle trips maybe travelling via Link 9 in 2025.

210. Noting that **Table 19.26** highlights that the Onshore Project would generate 42 peak hour vehicle trips (and an average of 23) on Links 7 and 9 it can be identified that there would be no exceedance of the consented traffic flows on either Link 7 or 9.

211. Furthermore, when considering Link 7 (the private road to Yelland Quay) it is noted that to facilitate access to the proposed Yelland Quay Regeneration project, the TA outlines that a new access road will be constructed from the B3233 and that a 3.0m wide footway/cycleway would also be provided alongside. The TA also outlines that a route through the development to the jetty will be retained for HGV traffic.

19.8.2 Cumulative Impact 3: Road Safety

212. **Table 19.28** notes that links 2, 6, 8, 9 and 12 are screened in for potential cumulative effects for road safety. It can however be noted from **Table 19.31** that there would be no change in cumulative traffic along links 2 and 6 from the identified cumulative projects, cumulative road safety effects are therefore anticipated along links 8, 9 and 12 only.

213. The primary assessment for links 8, 9 and 12 however identified that magnitude of impact would be negligible noting that changes in traffic flows would be between 1 and 3%. It is therefore assessed that the Onshore Project's contribution to overall changes in cumulative traffic would be negligible.

19.8.3 Cumulative Impact 4: Driver Delay

214. **Table 19.28** notes that links 3, 4, 5 and 11 are screened in for potential cumulative effects for driver delay. It can however be noted from **Table 19.31** that with the exception of Link 11 there would be no change in cumulative traffic along these links. It is therefore assessed that there would be no cumulative driver delay effects along Links 3, 4 and 5.

215. With regard to Link 11, it can be identified from **Table 19.31** that a proposed residential development could result in an additional 11 vehicles per day along this link. It is considered that a proposed residential development may result in some

trips along the initial section of Link 11 towards Tesco where the road is wide enough for two vehicles to pass, however, changes in traffic flows beyond this point from a new residential development are unlikely to be discernible. It is therefore assessed that cumulative driver delay effects upon Link 11 would be negligible.

19.9 Potential transboundary impacts

216. The Scoping Report identified that there was no potential for significant transboundary effects regarding traffic and transport from the Project upon the interests of other European Economic Area (EEA) States and this is not discussed further.

19.10 Inter-relationships

217. Inter-relationship impacts are covered as part of the assessment and consider impacts from the construction, operation or decommissioning of the Project on the same receptor (or group). A description of the process to identify and assess these effects is presented in **Chapter 6: EIA Methodology**. The potential inter-relationship effects that could arise in relation to traffic and transport include both:

- **Project lifetime effects:** Effects arising throughout more than one phase of the Project (construction, operation, and decommissioning) to interact to potentially create a more significant effect on a receptor than if just one phase were assessed in isolation
- **Receptor led effects:** Assessment of the scope for all relevant effects to interact, spatially and temporally, to create inter-related effects on a receptor (or group). Receptor-led effects might be short term, temporary or transient effects, or incorporate longer term effects.

218. **Table 19.31** serves as a sign-posting for inter-relationships.

Table 19.31 Traffic and transport Inter-relationships

Topic and description	Related chapter	Where addressed in this Chapter	Rationale
Construction			
Impact 1: Severance	**Chapter 21: Socio Economics (including Tourism and Recreation)**	**Section 19.5.2**	Traffic associated with construction may impact the local demography.
Impact 2: Amenity	**Chapter 13: Air Quality**	**Section 19.5.3**	Traffic has the potential to temporarily affect air quality and impact upon local residents.

Topic and description	Related chapter	Where addressed in this Chapter	Rationale
	Chapter 18: Noise and Vibration		Traffic has the potential to increase noise disturbance temporarily.
	Chapter 21: Socio Economics (including Tourism and Recreation)		Traffic associated with construction may impact the local demography.
	Chapter 22: Human Health		Traffic associated with construction may generate localised dust emissions leading to potential complaints.
Impact 3: Road Safety	**Chapter 21: Socio Economics (including Tourism and Recreation)**	**Section 19.5.4**	Traffic associated with construction may impact the local demography.
Impact 4: Driver Delay	**Chapter 21: Socio Economics (including Tourism and Recreation)**	**Section 19.5.4**	Traffic associated with construction may impact the local demography.
Operation and maintenance			
No significant effects.			
Decommissioning			
Decommissioning strategies have not yet been finalised; however, the effects are expected to be no greater than those of construction.			

19.11 Interactions

219. The impacts identified and assessed in this chapter have the potential to interact with each other, which could give rise to synergistic impacts as a result of that interaction. The areas of interaction between impacts are presented in **Table 19.32** along with an indication as to whether the interaction may give rise to synergistic impacts. This provides a screening tool for which impacts have the potential to interact.

220. The potential for synergistic traffic and transport impacts is increased when similar user groups are impacted.

221. Impacts 1 (Severance) and 2 (Amenity) are considered to be closely related as the impacts both relate to the effect of changes in traffic upon the same user groups (detailed in **Table 19.6**) i.e. pedestrians, cyclists and equestrians. **Table 19.32** identifies that the maximum forecast effect for impacts 1 or 2 would not be exceeded due to interactions.

222. **Table 19.32** however identifies that there is potential for impacts 1 and 2 to collectively interact with impact 3 (Road Safety) as the affected user groups (i.e. pedestrians, cyclists and equestrians) could be susceptible to increased severance and amenity impacts if road safety impacts are also identified.

223. **Table 19.32** identifies that impact 4 (Driver Delay) would not have an impact with impacts 1 to 3 as it is discrete to drivers and passengers of vehicles and therefore different user groups are impacted.

224. **Table 19.33** contains a detailed assessment of the identified interactions (impacts 1, 2 and 3) and concludes that there are no significant interactions between impacts from the construction of the Onshore Project on traffic and transport.

Table 19.32 Interaction between impacts

Potential impact Construction	Impact 1: Severance	Impact 2: Amenity	Impact 3: Road Safety	Impact 4: Driver Delay
Impact 1: Severance		Yes	Yes	No
Impact 2: Amenity	Yes		Yes	No
Impact 3: Road Safety	Yes	Yes		No
Impact 4: Driver Delay	No	No	No	
Operation				
No significant effects.				
Decommissioning				
Decommissioning strategies have not yet been finalised; however, the interaction between impacts are expected to be no greater than those of construction.				

Table 19.33 Potential interactions between impacts on traffic and transport receptors

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3 Road Safety		Potential interactions between impacts 1, 2 with impact 3.
	Mitigation measures required (Y/N)	Residual effects	Mitigation measures required (Y/N)	Residual effects	Mitigation measures required (Y/N)	Residual effects	
1	N	Minor adverse	N	Minor adverse	N	Negligible	No interaction with impacts 1 and 2 as impact 3 is negligible.
2	N	Minor adverse	Y	Minor adverse	N	Minor Adverse	Mitigation measures are identified to reduce potentially significant amenity impacts upon the users of link 2. These mitigation measures would include a reduction in peak daily HGV trips. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore, no interaction between impacts is identified.
3	N	Minor adverse	N	Minor adverse	N	Negligible	No interaction with impacts 1 and 2 as impact 3 is negligible.
4	N	Negligible	N	Negligible	N	Negligible	No interactions as all impacts are negligible.
5	N	Negligible	N	Negligible	N	Negligible	No interactions as all impacts are negligible.

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3 Road Safety		Potential interactions between impacts 1, 2 with impact 3.
6	N	Minor adverse	N	Minor adverse	N	Minor Adverse	The magnitude for all impacts is assessed as negligible. However, minor adverse effects are noted as the link is assessed as of high sensitivity for severance and amenity and medium sensitivity for road safety. Noting that the magnitude of impact is negligible for all impacts, no interaction between impacts is identified.
7	N	Minor adverse	N	Minor adverse	N	Negligible	No interaction with impacts 1 and 2 as impact 3 is negligible.
8	N	Negligible	N	Negligible	N	Minor Adverse	No interaction with impact 3 and impacts 1 and 2 are negligible.
9	N	Minor adverse	Y	Minor adverse	N	Minor Adverse	Mitigation measures are identified to reduce potentially significant amenity impacts upon the users if link 9. These mitigation measures would include a reduction in peak daily HGV trips. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and road safety. Therefore, no interaction between impacts is

Link ID	Impact 1: Severance		Impact 2: Amenity		Impact 3 Road Safety		Potential interactions between impacts 1, 2 with impact 3.
							identified.
10	N	Negligible	N	Negligible	N	Negligible	No interactions as all impacts are negligible.
11	N	Negligible	N	Negligible	N	Negligible	No interactions as all impacts are negligible.
12	N	Negligible	N	Negligible	N	Minor Adverse	No interaction with impact 3 and impacts 1 and 2 are negligible.
	Links requiring mitigation						

19.12 Summary

225. This chapter has investigated the potential effects on traffic and transport receptors arising from the Onshore Project. The range of potential impacts and associated effects considered has been informed by the Scoping Opinion, consultation with DCC, as well as reference to existing policy and guidance. The impacts considered include those brought about directly as well as indirectly.

226. Traffic demand has been forecast by applying a first principles approach to generate traffic volumes from an understanding of material quantities and personnel numbers. This traffic demand has been assigned to access locations serving the Onshore Project and applying a package of embedded mitigation to minimise the significance of effects.

227. In accordance with national guidance, a TTSA has been identified, baseline conditions established and sensitive receptors within the TTSA identified. Additional information is presented in a TA undertaken for the Onshore Project, as presented in **Appendix 19.A: Transport Assessment**.

228. The TTSA was screened to identify routes that could be potentially adversely affected by the Onshore Project's traffic generation. A total of 12 highway links within the TTSA have been assessed for the impacts of amenity, severance, road safety and driver delay.

229. **Table 19.34** presents a summary of the impacts assessed within this ES chapter, any commitments made, and mitigation required and the residual effects. With the application of additional mitigation measures (as appropriate) the residual effect upon all receptors was assessed to be not significant in EIA terms.

230. The assessment of cumulative impacts from the Onshore Project and other developments and activities concluded that the residual cumulative effect upon all receptors was assessed to be not significant in EIA terms.

Table 19.34 Summary of potential impacts for traffic and transport during construction, operation, maintenance and decommissioning of the Onshore Project

Potential impact	Receptor	Sensitivity	Magnitude	Significance	Mitigation measure	Residual impact
Construction						
Impact 1: Severance	Link 12	Low	Negligible	Negligible	n/a	Negligible
	Links 1 and 9	Medium		Minor Adverse		Minor Adverse
	Links 2 and 6	High		Minor Adverse		Minor Adverse
	Link 7	Low	Low	Minor Adverse		Minor Adverse
	Link 3	Medium		Minor Adverse		Minor Adverse
Impact 2: Amenity	Link 12	Low	Negligible	Negligible	n/a	Negligible
	Link 3	Medium		Minor Adverse		Minor Adverse
	Link 6	High		Minor Adverse		Minor Adverse
	Link 2	High	Medium	Major Adverse	The OCTMP (**Appendix 19.B: OCTMP**) outlines measures to reduced peak daily HGV trips via these links.	Minor Adverse
	Link 9	Medium		Moderate Adverse		Minor Adverse
	Link 7	Low		Minor Adverse	n/a	Minor Adverse
	Link 1	Medium	Low	Minor Adverse		Minor Adverse
Impact 3: Road Safety	Link 1, 10	Low	Negligible	Negligible	n/a	Negligible
	Link 2, 6	Medium		Minor Adverse		Minor Adverse
	Link 8, 9, 12	High		Minor Adverse		Minor Adverse
Impact 4: Driver Delay	Junction of the A361 and B3231	Low	Negligible	Negligible	n/a	Negligible
	Link 3, 4, 5 and 11	Medium	Low	Minor Adverse	n/a	Minor Adverse
Operation and Maintenance						
No significant effects						
Decommissioning						
Decommissioning strategies have not yet been finalised; however the effects are expected to be no greater than those of construction.						

Potential impact	Receptor	Sensitivity	Magnitude	Significance	Mitigation measure	Residual impact
Cumulative						
The assessment of cumulative impacts from the Onshore Project and other developments and activities concluded that the residual cumulative effect upon all receptors was assessed to be not significant in EIA terms.						

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WHITE CROSS

White Cross Offshore Windfarm Environmental Statement

Chapter 19: Traffic and Transport
Appendix 19.A: Transport Assessment

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Glossary of Acronyms

Acronym	Definition
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
ATC	Automatic Traffic Counts
CCS	Consolidated Construction Site
DCC	Devon County Council
DoS	Degree of Saturation
EIA	Environmental Impact Assessment
ES	Environmental Statement
GEART	Guidelines for the Environmental Assessment of Road Traffic
HGV	Heavy Goods Vehicle
LV	Light Vehicle
km	Kilometre
LPA	Local Planning Authority
m	Metre
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
MMQ	Mean Maximum Queue
OCTMP	Outline Construction Traffic Management Plan
OFTO	Offshore Transmission Owner (OFTO)
WCOWL	White Cross Offshore Windfarm Limited
PCU	Passenger Car Units
PPG	Planning Practice Guidance
TA	Transport Assessment
TCPA	Town and Country Planning Act
TEMPro	Trip End Model Presentation Programme
TJB	Transition Joint Bay
TTSA	Traffic and Transport Study Area
UK	United Kingdom

Glossary of Terminology

Defined Term	Description
Applicant	White Cross Offshore Windfarm Limited.
Commitment	A term used interchangeably with mitigation. Commitments are Embedded Mitigation Measures. Commitments are either Primary (Design) or Tertiary (Inherent) and embedded within the assessment at the relevant point in the EIA (e.g. at Scoping). The purpose of commitments is to reduce and/or eliminate Likely Significant Effects (LSE's), in EIA terms.
Department for Business, Energy and Industrial Strategy (BEIS)	Government department that is responsible for business, industrial strategy, science and innovation and energy and climate change policy and consent under Section 36 of the Electricity Act.
Development Area	The area comprising the Onshore Development Area and the Offshore Development Area.
Engineer, Procure, Construct and Install	A common form of contracting for offshore construction. The contractor takes responsibility for a wide scope and delivers via own and subcontract resources.
Environmental Impact Assessment (EIA)	Assessment of the potential impact of the proposed Project on the physical, biological and human environment during construction, operation and decommissioning.
Export Cable Corridor	The area in which the export cables will be laid, either from the Offshore Substation or the inter-array cable junction box (if no offshore substation), to the National Grid (NG) Onshore Substation comprising both the Offshore Export Cable Corridor and Onshore Export Cable Corridor.
Generation Assets	The infrastructure of the Project related to the generation of electricity within the windfarm site, including wind turbine generators, substructures, mooring lines, seabed anchors and inter-array cables.
High Voltage Alternating Current	High voltage alternating current is the bulk transmission of electricity by alternating current (AC), whereby the flow of electric charge periodically reverses direction.
High Voltage Direct Current	High voltage direct current is the bulk transmission of electricity by direct current (DC), whereby the flow of electric charge is in one direction.
Jointing bay	Underground structures constructed at regular intervals along the Onshore Export Cable Corridor to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	Where the offshore export cables come ashore.
Link boxes	Underground chambers or above ground cabinets next to the cable trench housing electrical earthing links.
Mean high water springs	The average tidal height throughout the year of two successive high waters during those periods of 24 hours when the range of the tide is at its greatest.
Mean low water springs	The average tidal height throughout a year of two successive low waters during those periods of 24 hours when the range of the tide is at its greatest.
Mitigation	A term used interchangeably with Commitment(s). Mitigation measures (Commitments) are embedded within the assessment at the relevant point in the EIA (e.g. at Scoping).

Defined Term	Description
Onshore Development Area	The onshore area above MLWS including the underground onshore export cables connecting to the White Cross Onshore Substation and onward to the NG grid connection at East Yelland. The onshore development area will form part of a separate Planning application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990.
Onshore Export Cables	The cables which bring electricity from MLWS at the Landfall (to MLWS) to the White Cross Onshore Substation and onward to the NG grid connection at East Yelland.
Onshore Export Cable Corridor	The proposed onshore area in which the export cables will be laid, from MLWS at the Landfall (to MLWS) to the White Cross Onshore Substation and onward to the NG grid connection at East Yelland.
Onshore Infrastructure	The combined name for all infrastructure associated with the Project from MLWS at the Landfall (to MLWS) to the NG grid connection point at East Yelland. The onshore infrastructure will form part of a separate Planning application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990.
Onshore Transmission Assets	The aspects of the project related to the transmission of electricity from MLWS at the Landfall (to MLWS) to the NG grid connection at East Yelland including the Onshore Export Cable, the White Cross Onshore Substation and onward connection to the NG grid connection at East Yelland.
Project	The Project for the offshore Section 36 and Marine Licence application includes all elements offshore of MHWS. This includes the infrastructure within the windfarm site (e.g. wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and all infrastructure associated with the export cable route and landfall (to MLWS) the cables and associated cable protection (if required).
Safety zones	A marine zone outlined for the purposes of safety around a possibly hazardous installation or works / construction area.
Transition bay	Underground structures at the Landfall (to MLWS) that house the joints between the offshore export cables and the onshore export cables.
White Cross Offshore Windfarm	100MW capacity offshore windfarm including associated onshore and offshore infrastructure.
White Cross Onshore Substation	A new substation built specifically for the White Cross project. It is required to ensure electrical power produced by the offshore windfarm is compliant with NG electrical requirements at the grid connection at East Yelland.
NG Onshore Substation	Part of an electrical transmission and distribution system. Substations transform voltage from high to low, or the reverse by means of the electrical transformers.
NG Grid Connection	The point at which the White Cross Offshore Windfarm connects into the distribution network at East Yelland substation and the distributed electricity network. From East Yelland substation electricity is transmitted to Alverdiscott where it enters the national transmission network.
Vehicle trip/ movement	A vehicle arrival or departure from site for the transfer of employees or goods. The terms trip and movement are interchangeable.

1 Introduction

1. This Transport Assessment (TA) is provided as an appendix (**Appendix 19.A: Transport Assessment**) to **Chapter 19: Traffic and Transport** of the Onshore Project Environmental Statement (ES) for the White Cross Offshore Windfarm.

1.1 Background

2. White Cross Offshore Windfarm is a proposed floating offshore windfarm located in the Celtic Sea with a capacity of up to 100MW. The 'Onshore Project', entailing all infrastructure of the project landward of Mean Low Water Springs (MLWS), requires a Town and Country Planning Act 1990 (TCPA) application. A separate Section 36 (under the Electricity Act 1989) and Marine Licence (ML) application for Offshore Project components (seaward of Mean High Water Springs (MHWS)), which has been submitted as a to the Marine Management Organisation (MMO) following the MMO confirming that they would not consent the Onshore Infrastructure of the Windfarm Project.

3. The Onshore Project includes the infrastructure associated with the Landfall at Saunton Sands (to MLWS) where the onshore elements connect to the Offshore Project infrastructure, Onshore Export Cable (including joint bays and link boxes), Taw Estuary Crossing, a new White Cross Onshore Substation, and an Interconnecting Cable to the Grid Connection Point at the existing East Yelland Substation.

4. The Project is being developed by White Cross Offshore Wind Ltd (WCOWL) a joint venture between Cobra Instalaciones Servicios, S.A., and Flotation Energy Ltd.

5. The Windfarm Site is located over 52km off the North Cornwall and North Devon coast (west-north-west of Hartland Point). The Offshore Export Cable will connect the Offshore Substation Platform (if required) to shore. The Export Cable will come ashore at a Landfall at Saunton Sands on the North Devon Coast, and then be routed underground to the East Yelland Substation where it connects into the distribution network. Prior to connecting to the East Yelland Substation the cable will connect to a new White Cross Onshore Substation. A full description of the Onshore Project is given in **Chapter 5: Project Description** of the Onshore Project ES.

6. The set of consents/permission required in order for the Project as a whole to proceed are outlined below:

   - Planning permission under the Town and Country Planning Act 1990 (TCPA) 1990) is required for the following Onshore Project infrastructure (landward of MLWS):

- Offshore export cables (from MLWS to above MHWS at the Landfall and Transition Joint Bay (TJB))
- Onshore export cables (2 x 66 kilovolts (kV) or 1 x 132kV from Landfall to White Cross Onshore Substation and 132kV from the White Cross Onshore Substation to Grid Connection Point) – excluding section below MLWS at the Taw Estuary crossing
- White Cross Onshore Substation
- Temporary main construction compound and temporary construction compounds
- Transition Joint Bay, jointing bays, link boxes, access roads and haul roads
- Grid Connection Point.

- Consent under the Section 36 of the Electricity Act 1989 and a Marine Licence under the Marine and Coastal Access Act 2009 (MCAA 2009) from the MMO are required for the following generation assets (within the Windfarm Site):

  - Wind Turbine Generators
  - Semi-submersible floating platforms
  - Subsea catenary mooring lines
  - Anchoring solutions (drag embedment anchors, suction anchor or pin piles)
  - Inter-array cables and associated protection
  - Other associated offshore infrastructure, such as navigational markers.

- A second Marine Licence is required to enable the option for an Offshore Transmission Owner (OFTO) to be appointed under The Electricity (Competitive Tenders for Offshore Transmission Licences) Regulations 2015 for the following transmission assets (to MHWS):

  - Offshore Substation Platform
  - Offshore export cable
  - Other associated offshore infrastructure, such as navigational markers.

7. The Section 36 and Marine Licences applications were submitted to the MMO on 14th March 2023.

8. Further detail on the consenting regime and relevant legislation is presented in **Chapter 3: Policy and Legislative Context**.

9. Following the introductory sections, the TA is structured as follows:

   - **Section 2** provides detail of the derivation of baseline and future year traffic flows
   - **Section 3** provides the baseline road safety data

- **Section 4** provides details of the proposed access strategy including the design of new temporary points of access to the highway network
- **Section 5** provides details of the derivation of construction traffic demand and the assignment of this demand to the traffic and transport study area
- **Section 6** provides an assessment of the impact of construction traffic upon junction capacity
- **Section 7** provides details of the forecast operational traffic demand
- **Section 8** provides a summary.

1.2 Transport Assessment Scope

10. It was agreed with Devon County Council (DCC) at a meeting on the 6 April 2022 that the TA would constitute a document describing the proposed traffic requirements of the Onshore Project. Accordingly, this TA constitutes an abridged document providing the technical inputs that inform the assessment of traffic and transport effects within the ES **Chapter 19: Traffic and Transport**.

11. For the purpose of assessing the construction traffic impact of the Onshore Project on the highway network, the relevant National Planning Practice Guidance is 'Travel Plans, Transport Assessment and Statements' ('the Transport PPG') (Department for Housing, Communities and Local Government, (2014).

12. The Transport PPG key principles have shaped the development of the TA which has in turn, informed the impact assessment in **Chapter 19: Traffic and Transport**. In this context, **Table 1.1** provides a summary of the requirements of the transport assessment process and where they are considered.

Table 1.1 Document map

Transport Assessment Requirements	Where considered
Review of salient policy and guidance	ES **Section 19.2**
Details of consultation	ES **Section 19.3.8**
Review of baseline highway conditions	ES **Section 19.4**
Derivation of baseline traffic flows	TA **Section 2.1**
Details of operational traffic demand	TA **Section 7**
Derivation of construction traffic demand	TA **Section 5.2**
Distribution of construction traffic	TA **Section 5.3**
Access strategy	TA **Section 4**

Transport Assessment Requirements	Where considered
Assessment of construction traffic upon the impacts of amenity, severance, road safety and driver delay	ES **Section 19.5**
Assessment of junction capacity	TA **Section 6.1**
Assessment of cumulative effects	ES **Section 19.8**

13. The terms heavy goods vehicles (HGVs), light vehicles (LVs) and trips is used throughout this TA and are defined as follows:

    - HGV is the term for any vehicle with a Gross Weight over 3.5 tonnes, this TA also uses the term HGV as a proxy for HGVs and buses / coaches recognising the similar size and environmental characteristics of the respective vehicle types
    - LV is used as a term to refer to employee vehicle trips for the Onshore Project and describes the range of vehicle types that could be used by construction employees (e.g. cars, vans, pick-ups, minibuses, site transfer of materials and personnel, etc)
    - A trip is a term used to describe a vehicle arrival or departure from site for the transfer of employees or goods, e.g. a vehicle arriving to site laden and then departing from site empty will generate two trips. The terms trip and movement are interchangeable.

2 Baseline Traffic Flows

2.1 Baseline traffic data collection

14. The ES **Chapter 19: Traffic and Transport** is underpinned by the Guidelines for the Environmental Assessment of Road Traffic (GEART) (Institute of Environmental Assessment, 1993) for the purpose of establishing the potential impacts associated with changes in traffic from the Onshore Project. GEART sets out broad thresholds for where changes in total daily traffic flows and HGVs may be considered significant, for the impacts of:

    - Severance
    - Amenity
    - Road Safety
    - Driver Delay.

15. To inform GEART thresholds and noise and air quality assessments (of traffic), it is necessary to establish the following baseline traffic flows for all links within the traffic and transport study area (TTSA):

    - Annual average daily traffic flows (AADT) (including HGV component)
    - Annual average weekday traffic flows (AAWT) (including HGV component)
    - Peak hour traffic flows (including HGV component).

16. The extent of the TTSA is defined within **Figure 19.1** of the ES **Chapter 19: Traffic and Transport**.

17. Traffic flow data has been captured for all 12 links forming the TTSA. The datasets that are used in the assessment are summarised in **Table 2.1** and are presented in **Annex 1**.

Table 2.1 Traffic flow data sets

Data set	Source	Spatial coverage	Dates
Traffic Flows and Vehicle Speeds	Commissioned Automatic Traffic Counts (ATCs)	All links	07/06/2022-13/06/2022
Manually Classified Turning Counts	Commissioned Classified Turning Counts	Junction of the A361 and B3231	18/04/2023
Speed Survey	Commissioned Automatic Traffic Counts (ATCs)	In the vicinity of the proposed access from the B3231	17/04/2023-23/04/2023
Seasonal Traffic Fluctuations	DCC Permanent Traffic Counters	A361 and B3231	2019

2.2 Future year traffic flows

18. It is currently estimated that the earliest date that construction could commence would be 2025.

19. In order to consider a worst-case scenario, a reference year for background traffic of 2025 has been derived. The rationale for this is later years could result in potentially higher background traffic flows and therefore a lesser magnitude of change.

20. To take account of sub-regional growth in housing and employment, a proportionate approach to forecasting future traffic growth for the 2025 reference year has been agreed with DCC (at a meeting on the 6 April 2022).

21. The baseline flows have been factored to the future year baseline traffic demand (year 2025) using the Trip End Model Presentation Programme (known as TEMPro). Version 7.2 for the North Devon Area and factoring the growth rate using the National Traffic Model Dataset all areas (a combination of urban and rural area types).

22. Details of the growth factors that have been applied are provided within **Annex 2** of this report.

2.3 Seasonal traffic fluctuations

23. DCC has identified that traffic flows within the TTSA are subject to seasonal fluctuations and that the assessment should give consideration to this. In this regard, permanent traffic count data for the TTSA has been obtained from DCC.

24. The data (presented within **Annex 1**) highlights that:

    - for the B3231, traffic flows fluctuate throughout the year with the highest flows occurring during August and the lowest during January and December. Traffic flows on the B3231 are typically 35% higher in August than compared to the annual average
    - for the A361, traffic flows do not significantly fluctuate throughout the year and traffic flows on the A361 are typically only 10% higher in August (the peak month) than when compared to the annual average.

25. Current Transport Analysis Guidance from the Department for Transport (Department for Transport, May 2020) directs that assessment of traffic impacts should be based on normal ('neutral') conditions (i.e. not during school holidays). Neutral months are defined as March to July and September to November. This approach is also in keeping with highway network management practice across the UK.

26. In accordance with national guidance, background traffic flows (contained in **Annex 3**) are representative of neutral traffic conditions. The adoption of neutral conditions represents a robust baseline as it provides a better indicator of the magnitude of impact of the Onshore Project traffic, whereas an elevated baseline would inadvertently reduce the magnitude of impact based on the percentage increase in traffic. Notwithstanding, the sensitivity of the network to seasonal traffic flows has been considered when presenting the results of the driver delay capacity assessments.

2.4 Summary of baseline traffic flows

27. **Annex 3** provides a summary of the forecast future year 2025 traffic flows (including HGV component) for each of the links within the TTSA.

3 Baseline Road Safety

3.1 Introduction

28. To understand whether the Onshore Project would have a significant effect on road safety, it is necessary to establish a baseline and identify any inherent road safety issues within the TTSA.

29. This review utilises historic collision data obtained from DCC (known as STATS19 data). STATS19 includes accidents on the public highway that are reported to or by the police and which involve injury or death. These data reported to or by the police are captured on a document known as a STATS19 form. The form collects a wide variety of information about accidents, such as severity of injuries (slight, serious or fatal), time, date, location, road conditions.

30. STATS19 collision data has been obtained from DCC for the period, 01 January 2016 to 31 December 2020 inclusive. The collision data has been sourced for a five-year period as there can be significant variations in trends from year to year.

31. Notably the five-year duration over which collision data was sourced includes the period (March to December 2020) where England was subject to Covid-19 restrictions and traffic flows were lower. However, when considering the total 116 collisions recorded between 2016 and 2020, 24 occurred in 2020, i.e. higher than the average of 23 collisions per annum. The Covid-19 (March to December 2020) data has therefore been included for the purpose of a worst-case assessment.

32. The road safety review has examined the baseline collision data to identify those areas that are potentially sensitive to changes in traffic. This consists of:

    - Examining the rate of collisions per length of road in miles (known as collision rates)
    - Reviewing the types of collisions along links to understand any patterns or trends, especially those involving HGVs and vulnerable road users (namely cyclists, pedestrians and motorcyclists).

33. A combined assessment of collision rates and collision patterns is utilised to inform a discrete link's sensitivity to road safety impacts. This assessment is presented within **Section 19.5** of the ES **Chapter 19: Traffic and Transport**.

3.2 Collision rates

34. Collision rates have been calculated in billion vehicle miles to enable direct comparison with national highway safety statistics provided within Road Casualties Great Britain (Department for Transport, 2020). The following formula has been utilised to calculate the collision rate, where 1,826 is the sample size in number of days over which the collision data has been sourced (i.e. there are 1,826 days between 1 January 2016 to 31 December 2020).

$$\text{Collision rate} = \frac{Number\ of\ recorded\ collisions\ x\ 1\ billion}{1{,}826\ x\ AADT\ x\ length\ of\ road}$$

35. A summary of the analysis is presented in **Table 3.1**. Details of the derivation are included as **Annex 4** of this TA.

Table 3.1: Baseline collision rates per link

Links	Link description	Collision rate (collisions per billion vehicle miles)	National average collision rate per road type (collisions per billion vehicle miles) *
1	B3231 west of the Consolidated Construction Site (CCS)	188	328
2	B3231 east of the Consolidated Construction Site	502	591
3	Blind Acres Lane to Moor Lane	No recorded collisions	328
4	Moor Lane	No recorded collisions	328
5	Sandy Lane south of Moor Lane	No recorded collisions	328
6	A361 south of B3231 to Link 11	640	717
7	Unnamed road to Yelland Substation	No recorded collisions	328
8	B3233 east of Link 7	814	591
9	B3233 west of Link 7	563	328
10	A3125 south of B3233	151	717
11	Vellator Way to Sandy Lane	No recorded collisions	591
12a	A361 south of Link 11 to Chivenor Cross	440	207

Links	Link description	Collision rate (collisions per billion vehicle miles)	National average collision rate per road type (collisions per billion vehicle miles) *
12b	A361 from Chivenor Cross to B3149	221	207
12c	A361 from B3149 to A39	447	591
	Links where the calculated collision rate is higher than the national average for comparable roads		
*	Details of the road types per link and provided within **Annex 4**		

3.3 Collision Analysis

36. Noting that **Table 3.1** shows that no collisions were recorded along Links 3, 4, 5, 7 and 11 no further analysis of these links is presented. The following section provides a review of the types of collisions along Links 1, 2, 6, 8, 9, 10, and 12 to understand any patterns or trends, especially those involving HGVs and vulnerable road users. Link locations described in **Table 3.1** are depicted in **Figure 19.1** of the ES **Chapter 19: Traffic and Transport**.

3.3.1 Link 1

37. Link 1 has a collision rate below the national average for comparable roads. During the study period there have been two collisions reported along the link, both of which were classified as slight collisions, comprising:

- A loss of control collision involving one car when negotiating a bend. This collision occurred during the hours of darkness with no street lighting present
- A collision between a minibus towing a trailer and a motorcycle. This collision occurred as the minibus driver attempted to complete an overtaking manoeuvre and collided with the motorcycle.

38. In summary, the collision rate for Link 1 is below the national average. There is no identifiable location or pattern in the two collisions recorded along the link. The link is therefore assessed to be of low sensitivity.

3.3.2 Link 2

39. Link 2 has a collision rate below the national average for comparable roads. During the study period there have been eight collisions reported along the link. Four serious collisions were recorded, with the remaining four collisions classified as slight. The collisions comprised:

- A serious collision involving one car driver losing control when negotiating a bend
- A loss of control collision involving a motorcycle turning right from the B3231 into Dune View Road. The collision occurred during the hours of darkness with streetlighting present and lit
- A collision between a car and a cyclist which occurred during heavy traffic
- A serious collision between a car and a crossing schoolchild, which occurred after the child had exited a bus
- A serious collision between a car and a crossing pedestrian
- A collision between a car, whose driver failed to give way, and a cyclist. The car was emerging from a minor road onto the B3231
- A serious collision between a car and two pedestrians which occurred as the car lost control exiting a car park onto the footway
- A collision between a right turning car and a car travelling straight ahead, due to the right turning car being in the path of the car travelling straight ahead. This collision occurred during the hours of darkness with streetlights present and lit.

40. In summary, Link 2 has a collision rate below the national average and there is no identifiable location in the eight collisions recorded along the link. However, five of the seven collisions involve pedestrians and cyclists. None of the collisions involve HGVs. The link is therefore assessed to be of medium sensitivity.

3.3.3 Link 6

41. Link 6 has a collision rate below the national average for comparable roads. During the study period there have been eight collisions reported along the link. Four of these were serious collisions and four slight collisions.

42. The following three collisions occurred at the junction between Link 6, South Street and Heanton Street:

- A collision between a car and a pedestrian as the car turned right from the A361 onto South Street
- A collision between a car and a pedestrian as the car was travelling through the junction

- A serious collision between a car and a pedestrian as the pedestrian was crossing the A361 (during the pedestrian phase). This collision occurred during the hours of darkness with streetlights present and lit.

43. The following collisions occurred along Link 6 north of the junction with Arlington Terrace:

- A serious collision between two cars after one of the car drivers had reversed out of a property onto the highway and collided with the other car
- A collision between a car turning right and a car overtaking the waiting car, leading to a collision. The collision occurred during darkness with streetlights present and lit
- A serious collision between a car emerging from a side road onto the A361 and colliding with the rear-end of another car, which was waiting in traffic.

44. The remaining collisions occurred along Link 6 south of the junction with Arlington Terrace:

- A collision between a car leaving a private driveway and colliding with a vehicle on the carriageway
- A serious collision between a car turning right off the A361 and a school crossing patrol guard on the minor road.

45. In summary, Link 6 has a collision rate below the national average. Three of the eight collisions involving pedestrians are located between South Street and Heanton Street suggesting a slight pattern in type and location of collisions. None of the collisions involve HGVs. The link is therefore assessed to be of medium sensitivity.

3.3.4 Link 8

46. Link 8 has a collision rate above the national average for comparable roads. During the study period, 34 collisions were reported along the link. Five serious collisions and 29 slight collisions were recorded.

47. Six collisions (one serious collision and five slight) were recorded along the section of Link 8 from Yelland Quay to Sampsons Plantation, Fremington:

- A serious rear-end shunt type collision between a motorcycle and a car
- Three rear end shunt type collision between cars
- A rear end shunt type collision between cyclist and a parked car
- A collision between a car and a pedestrian, who had allegedly not checked thoroughly before crossing the road.

48. 15 collisions (one serious and 14 slight) occurred through the village of Fremington between Sampsons Plantation and Taw Meadow Crescent:

- A serious collision caused by a car driver losing control and colliding with a splitter island
- A head-on collision between two cars, during the hours of darkness with streetlights present and lit
- Four losses of control by car drivers
- A collision between a car and a pedestrian entering the carriageway
- A rear-end shunt type collision between two cars
- A three car rear-end shunt type collision
- A collision between a car and a cyclist
- A loss of control by a car driver, during the hours of darkness with streetlights present and lit
- A head-on collision between two cars due to one driver car crossing over the centre line and colliding with an oncoming vehicle. This collision occurred during the hours of darkness with streetlights present and lit
- A failure to give way by a car driver entering the A361 from Redlands Road which led to a collision with a cyclist on the A361
- Two failures to give way by car drivers entering the A361 which led to collisions with another car on the A361.

49. Three collisions occurred between Taw Meadow Crescent and Combrew Lane (East):

- A serious collision between a motorcycle and a car, which occurred when the motorcycle had overtaken the right turning car
- A rear-end shunt type collision between two cars
- A rear-end shunt type collision caused by one car driver who lost control and collided with the rear of a car in front, which then collided with a car in the oncoming lane.

50. Nine collisions occurred between Combrew Lane (East) and the roundabout junction with the A3125:

- Three rear-end shunt type collisions between two cars
- A failure to give way by a car driver leaving Babbages onto the A361 led to a collision with a car
- A collision between a car and a cyclist which occurred as the car driver left a private driveway and into the path of a child riding a bicycle
- A serious head-on collision between two cars as one car driver lost control, moved across the road and collided with an oncoming car

- A collision between a car and a motorcycle, which occurred as the motorcycle attempted to overtake the car
- A failure to give way by a car driver leaving Hopperstyle onto A361 led to a collision
- A collision between a car and pedestrian crossing the road.

51. In summary, Link 8 has a collision rate above the national average. An emerging pattern of rear end shunt and loss of control/head-on collisions are recorded. None of the recorded collisions involve HGVs. The link is therefore assessed to be of high sensitivity.

3.3.5 Link 9

52. Link 9 has a collision rate above the national average for comparable roads. During the study period there have been 15 collisions reported on Link 9. Three serious collisions and 12 slight collisions were recorded:

- A serious collision between a cyclist and a motorcycle as the cyclist crossed the path of the motorcycle
- A serious collision where a car driver lost control
- A slight collision between a dog and a motorcycle which caused the motorcyclist to lose control
- A loss of control collision involving one car. This collision occurred during darkness with no streetlights present
- Six rear-end shunt type collisions between two cars
- A failure to give way by a car exiting a layby onto the B3233 which led to a collision with another car
- A collision between a pedestrian running and a car, during an organised run
- A head-on collision between two cars caused by one car overtaking another and colliding with an oncoming car
- A failure to give way to a car joining the roundabout and colliding with a cyclist on the roundabout
- A serious rear-end shunt collision at the junction between B3233 and the A39 between two cars.

53. In summary, Link 9 has a collision rate above the national average and a pattern of rear end shunt type collisions are identified along the link. None of the recorded collisions involve HGVs. The link is therefore assessed to be of high sensitivity.

3.3.6 Link 10

54. Link 10 has a collision rate below the national average for comparable roads. During the study period there have been three collisions reported. All three collisions recorded were classified as slight:

- A loss of control collision by a motorcyclist which led to a collision with street furniture on approach to Cedar's roundabout
- A rear-end shunt type collision between a bicycle waiting at the Cedar's roundabout and a car that collided with the bicycle
- A rear-end shunt type collision between a motorcycle and a car.

55. In summary, Link 10 has a collision rate below the national average and there is no identifiable location or pattern in the three collisions recorded along the link. None of the recorded collisions involve HGVs. The link is therefore assessed to be of low sensitivity.

3.3.7 Link 12

3.3.7.1 Link 12a

56. Link 12a has a collision rate above the national average for comparable roads. During the study period 11 collisions have been reported on Link 12a. Four serious and seven slight collisions were recorded:

- A serious collision between a motorcycle turning right out of a junction and a car
- A collision between a car turning right off the A361 into a side road and another car turning right onto the A361 from a side road
- A serious collision caused by a loss of control by a car driver who left the carriageway. This collision occurred during the hours of darkness with streetlights present and lit
- A serious collision between a right-turning car and an oncoming motorcycle. This collision occurred during the hours of darkness with streetlights present and lit
- A serious collision between a right-turning motorcycle and an oncoming car
- Two rear-end shunt type collisions between two cars
- Two loss of control collisions by car drivers
- A three car rear-end shunt type collision on approach to the Chivenor Cross roundabout
- A loss of control by a cyclist who had to brake sharply to avoid colliding with a car who had failed to give way.

3.3.7.2 Link 12b

57. Link 12b has a collision rate above the national average for comparable roads. During the study period 16 collisions have been reported on Link 12b. One collision was classified as fatal, three as serious and 12 as slight:

- A fatal collision involving a pedestrian and an HGV colliding. This collision occurred during the hours of darkness, with streetlights present and lit. This collision occurred when a pedestrian stepped out from a layby into the path of a HGV on a dual carriageway.
- A serious collision involving one motorcyclist losing control upon exiting the Chivenor Cross roundabout
- A serious collision involving one car braking to avoid a rear-end shunt and losing control, colliding with an oncoming bus
- Two rear-end shunt type collisions involving two cars
- A collision between a car and a bicycle when the car was overtaking a stationary car
- A rear-end shunt type collision between a car and a motorcycle
- A three-car rear-end shunt type collision
- A serious collision between two unknown vehicles, circumstances around the collision are not included in the data
- A collision between two cars due to one car failing to give way when entering the A361
- A collision between a pedestrian in the carriageway and a car
- Three loss of control collisions involving one car
- A rear end shunt-type collision involving an HGV colliding with a car
- A loss of control by a car driver, who collided with street furniture.

3.3.7.3 Link 12c

58. Link 12c has a collision rate below the national average for comparable roads. During the study period 19 collisions were reported on the link. Two of the collisions reported were classified as serious and 17 as slight:

- A loss of control by a cyclist on the footway led to a collision with a motorcycle on the carriageway
- Six rear-end shunt type collisions on the Taw Bridge between two cars in heavy traffic. One of these collisions occurred during the hours of darkness with streetlights present and lit
- A rear-end shunt type collision involving four cars with one car stopping and the other cars shunting into each other

- A rear-end shunt type collision on approach to the Sticklepath junction between two cars
- Two rear-end shunt type collisions involving three cars with one car stopping and the other cars shunting into each other on approach to the Sticklepath junction
- A rear-end shunt type collision between two cars. This collision occurred during the hours of darkness with no streetlighting present
- A loss of control collision involving one car
- A side-on serious collision between two cars on approach to the A39 roundabout
- A rear-end shunt type collision between two cars on the exit of the A39 roundabout
- A collision between two cars as one driver has attempted to overtake the car ahead and has collided with the front of it when merging
- A loss of control by a motorcyclist leading to them falling off the bike on approach to the A39 roundabout.

59. In summary, Link 12 has a collision rate above the national average and a pattern of rear end shunt and loss of control type collisions are identified along the link. Only one of the 46 collisions recorded along link 12 involved a HGV, this collision however resulted in fatal injuries to a pedestrian. The link is therefore assessed to be of high sensitivity.

4 Access Strategy

4.1 Early works accesses

60. In advance of the main construction activity, access will be required to undertake survey activities and other early works to finalise mitigation and construction methodologies. Some early works accesses would be required to facilitate initial works to create the` construction accesses.

61. Early works access would be very short term in nature, requiring limited personnel and material/plant deliveries. Given their very short term use and limited numbers of vehicle trips it is proposed that early works activities would be undertaken using existing access points such as field gates. **Figure 1** shows the anticipated location of proposed early works accesses (accesses 002, 004, 005, 006, 007, 012, 013 and 014).

4.2 Construction access

62. The proposed access strategy for construction traffic is detailed within **Figure 1** of this TA and described within this section. The strategy has been developed to minimise the impact of HGVs upon the local highway network, focussing HGVs on existing classified roads wherever practical.

63. It is proposed that all construction accesses and crossings (except access 015) would be temporary and following completion of construction works would be removed. The proposed access are described below.

4.2.1 Access 001

64. Access 001 would provide access to the landfall (to MLWS) from the public highway via the existing Saunton Beach car park junction with the B3231 Saunton Road. To minimise the potential conflict with tourist traffic, the Applicant has agreed to all equipment (for drilling) is to be scheduled to arrive during the winter season and be held within a compound at the car park for the entirety of summer, before being removed in winter. The outline Construction Traffic Management Plan (OCTMP) (**Appendix 19.B: OCTMP** of **Chapter 19: Traffic and Transport**) contains details of measures to secure this embedded mitigation.

4.2.2 Access 003

65. Access 003 is a proposed new temporary priority access junction from the B3231 Saunton Road. The proposed junction is located west of the Broad Lane / Blind Acres staggered crossroads.

244000 246000 248000 250000 252000 254000 256000

138000 136000 134000 132000 130000 128000

N

Access 001 (existing Saunton Sands car park access)
This existing access would provide for early works access and construction traffic (LGVs and HGVs)

Access 002 (Existing Saunton Golf Club access)
This existing access would provide for early works access and emergency access during construction

Access 003 (New temporary access from B3231)
This new access would provide the main access for construction traffic (LGVs and HGVs)
Upon completion the access will be removed and reinstated and land reinstated to its former state.

Access 004 (Existing field access)
This existing access would provide early works access only

Access 005 (Existing field access)
This existing access would provide early works access only

Access 006 (Existing field access)
This existing access would provide early works access only

Access 007 (Existing field access)
This existing access would provide early works access only

Access 008a/b (Sandy Lane access/crossing, existing field accesses to be improved)
These existing field accesses will be upgraded to facilitate HGVs crossing of Sandy Lane along the haul road (controlled via traffic management). The accesses will also be upgraded to allow LGVs to access and egress onto Sandy Lane. Upon completion the accesses will be reinstated to their former state.

Access 009 (Existing field access)
This existing access would provide for early works access and for LGV access during construction

Access 010 (Existing field access)
This existing access would provide for early works access and for LGV access during construction

Access 011 (Existing field access)
This existing access would provide for early works access and for LGV access during construction

Access 012 (Existing field access)
This existing access track would provide early works access only

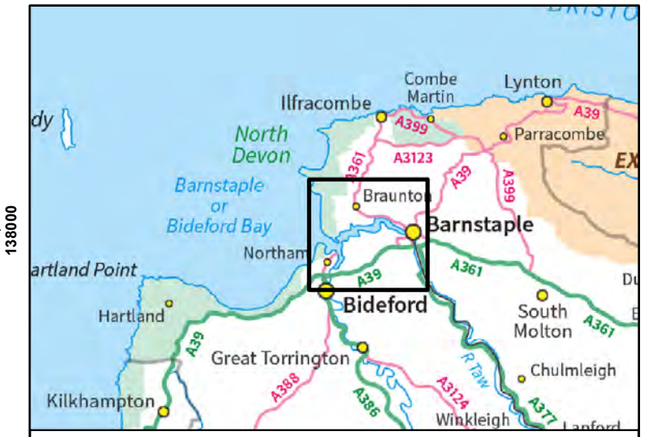
Access 013 (Existing access)
This existing access would provide early works access only

Access 014 (Existing access)
This existing access would provide early works access only

Access 015 (New permanent access)
This new access would provide access for all construction traffic (HGVs and LGVs) and early works traffic. It would also serve as the permanent Onshore Substation access

Access 016a/b (Tarka Trail crossing, existing field accesses to be improved)
These existing field accesses will be upgraded to facilitate construction traffic crossing the Tarka Trail along the haul road (Banksman required). Upon completion the accesses will be reinstated to their former state.

0 2 4 Kilometres



Legend:

- Onshore Development Area
- Construction Access
- Early Works Access
- Haul Road Crossing
- Haul Road Crossing (Tarka Trail)
- LGV Access Only
- Onshore Substation Access for construction and operational traffic
- Route for all vehicles (HGVs and LGVs) during construction and early works
- Routes for early works and LGVs during construction
- Temporary Haul Road
- Route for early works traffic only

Client: Offshore Wind Ltd.	Project: White Cross Offshore Windfarm

Title: Traffic Access Plan

Figure:	Drawing No:
1	FLO-WHI-LAY-0015

Revision:	Date:	Drawn:	Checked:	Size:	Scale:
P01	27/07/2023	AB	CB	A3	1:50,000

Co-ordinate system: British National Grid

WHITE CROSS

Royal HaskoningDHV
Enhancing Society Together

66. This junction has been designed with visibility splays of 2.4m by 90m, based on speed surveys that identified an 85th percentile speed of 38.7mph (detailed in **Annex 1**).

67. The junction has been designed to accommodate the largest anticipated construction vehicles, i.e. a 16.5m maximum legal length articulated HGV. Drawing reference PC2978-RHD-ZZ-XX-DR-TP-0001 in **Annex 5** shows the layout of the proposed junction and proposed visibility splays.

68. The access design for access 003 has also been subject to an independent Stage 1 Road Safety Audit. A copy of the road safety audit together with the associated designer's response is provided as **Annex 6**.

4.2.3 Access 008

69. Access 008 comprises of two priority junctions to the east and west of Sandy Lane to create a haul road crossing.

70. These accesses would allow HGV traffic to access from access 003 to the north and travel via the temporary haul road and cross over Sandy Lane towards the River Taw (thus avoiding the need for HGVs to travel via Sandy Lane). Access for LVs at access 008 would however be permitted from Sandy Lane.

71. The junctions have been designed to minimise impact on surrounding vegetation whilst allowing a 16.5m maximum legal length articulated HGV to manoeuvre from east to west and vice versa. Traffic management controls will be imposed on the haul road approaches to the junction to ensure shuttle working across Sandy Lane. No traffic management would be proposed for Sandy Lane.

72. Based on the narrow, rural nature of Sandy Lane, 2.4m by 40m visibility splays are proposed. Drawing reference PC2978-RHD-ZZ-XX-DR-TP-0002 in **Annex 5** shows the outline design of the proposed junctions and visibility splays.

73. The access designs have also been subject to an independent Stage 1 Road Safety Audit. A copy of the road safety audit together with the associated designer's response is provided as **Annex 6**.

4.2.4 Access 009, 010 and 011

74. Existing access points from the private toll road to Crow Point (accesses 009, 010 and 011) would be utilised to provide access for LVs only.

4.2.5 Access 015

75. Access 015 comprises of the construction access for the proposed White Cross Onshore Substation. The permanent access to the White Cross Onshore Substation access would connect onto an existing private access road running south to the public highway at the B3233 West Yelland. It is not proposed to alter the existing priority junction between the B3233 West Yelland and the private access road, which already accommodates HGVs.

4.2.6 Access 016

76. Access 016 would provide a haul road crossing of the Tarka Trail long distance footpath and cycleway only. The crossing would utilise existing field gates on either side of the Tarka Trail, however localised widening may be required to facilitate crossing for larger items of plant (upon completion of construction the existing field access would be reinstated).

77. Construction traffic crossing of the Tarka Trail by would be subject to traffic management by banksmen to ensure the safety of pedestrians and cyclists.

4.3 Operational access

78. Upon completion of the construction works there will be a requirement for periodic visits to the White Cross Onshore Substation (via access 015) to undertake routine checks and carry out maintenance. The White Cross Onshore Substation is not however expected to be permanently manned.

79. These movements would typically be made by light vehicles, cars, vans etc. however, occasional access may be required by HGVs to deliver larger components.

80. In addition to the checks and maintenance at the White Cross Onshore Substation, typically every two to five years there would also be a requirement for periodic testing of the Onshore Export Cables. The periodic testing of the cables would involve access to the link boxes along the entire onshore route using lightweight vehicles from existing field accesses.

5 Construction Trip Generation and Assignment

5.1 Introduction

81. A realistic worst-case traffic demand scenario has been developed by examining:

    - The likely minimum construction programme duration (and therefore maximum activity intensity)

- Peak demand for materials and personnel
- Likely mode share
- The assignment of traffic.

82. The assumptions that underpin the worst-case scenario are discussed below and have been developed with input from the Contractor (Stockton) and the Applicant's engineering team.

83. Stockton and the Applicant's engineering team have substantial experience gained through the construction of previous projects of a similar scope and scale.

5.2 Material and Personnel demand

84. The traffic generation that has informed the assessment presented in the ES **Chapter 19: Traffic and Transport** was derived and undertaken by way of a 'first principles' approach. The first principles approach generates traffic volumes from an understanding of material quantities and personnel numbers required for the Onshore Project and converts these metrics into vehicle trips.

85. The Applicant has commissioned Stockton to provide industry expertise to develop the methodologies and quantities that underpin the construction traffic forecasts for the Onshore Project.

86. **Annex 7** details the forecast quantity of materials and plant movements and associated HGV and LV trips that could be expected for each of the construction activities.

87. To ensure that any minor omissions or design changes can be accommodated within the assessed traffic flows a 20% contingency has been applied to all HGV trips. Full details are contained within **Annex 7**.

88. For robustness, LV movements contained within **Annex 7** have also been based upon one employee to one vehicle, whereas, in reality, many construction employees may car-share, or travel in contractor provided minibuses. The planning application is supported by an OCTMP (**Appendix 19.B: OCTMP** of **Chapter 19: Traffic and Transport**) that contains a range of measures to encourage and promote a reduction in single occupancy vehicle trips amongst construction employees.

89. Having derived the total traffic demand for the Onshore Project (**Annex 7**), these movements have been distributed into three discrete locations based on the site access strategy and construction programme. The location of each access is depicted graphically within **Figure 1** and described further in **Section 4**.

90. **Annex 8** disaggregates the total Onshore Project construction traffic demand (contained within **Annex 7**) by access, activity and programme to provide total daily HGV and LV trips per month.

91. **Table 5.1** and **Table 5.2** summarise the daily traffic LV and HGV demand by access location and month, respectively.

92. It can be observed from **Table 5.1** and **Table 5.2** that construction traffic demand fluctuates according to the intensity of activities that are occurring at any point in the programme. The most intense period for LVs would occur during month 11 when there could be a peak of 80 LV trips per day and month 12 for HGVs when there could be a peak of 128 HGV trips per day.

93. When considering the discrete main access locations it can be noted from **Table 5.1** and **Table 5.2**:

- The most intense period of construction activity at access 001 would be during month 1 when there could be a peak of 38 HGV trips and 34 LV trips per day
- The most intense period for access 003 would be during month 11 for LVs when there could be a peak of up to 68 LV trips and month 12 for HGVs when there could be a peak of up to 83 HGV trips per day
- The most intense period of construction activity at access 015 would be during month 12 for LVs when there could be a peak of up to 66 LV trips per day and month 19 for HGVs when there could be a peak of up to 91 HGV trips per day.

5.3 Construction traffic assignment

94. Having derived the worst-case traffic demand per access, it is necessary to assign the construction traffic to the highway network.

95. At the time of drafting the ES, the supply chain for materials and workforce cannot be informed by early contractor involvement as the procurement process has not commenced. Therefore, for the purpose of a worst-case assessment it has been assumed that all traffic would have an origin/destination in the direction of the A39.

Table 5.1 Daily LV demand, by access location, by month

	Months																			
Access	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
LV trips to access 001 per day	34	24	24	24	10	0	0	0	12	12	12	0	0	0	0	0	0	0	0	0
LV trips to access 003 per day	0	0	0	0	44	34	40	40	52	36	68	42	32	32	12	12	12	0	26	26
LV trips to access 015 per day	0	0	0	0	0	12	28	28	28	12	44	66	56	56	36	36	36	24	60	26
Total LV trips per day	**34**	**24**	**24**	**24**	**54**	**46**	**52**	**52**	**64**	**48**	**80**	**76**	**56**	**56**	**36**	**36**	**36**	**24**	**60**	**26**

Table 5.2 Daily HGV demand, by access location, by month

	Months																			
Access	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
HGV trips to access 001 per day	38	1	1	1	37	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0
HGV trips to access 003 per day	0	0	0	0	55	10	37	37	53	17	56	83	38	38	1	1	1	0	46	46
HGV trips to access 015 per day	0	0	0	0	0	51	87	87	52	16	55	83	39	39	1	1	1	1	91	46
Total HGV trips per day	**38**	**1**	**1**	**1**	**92**	**62**	**88**	**88**	**55**	**19**	**59**	**128**	**39**	**39**	**1**	**1**	**1**	**1**	**91**	**46**

5.3.1 Accesses 001 and 003

96. **Section 5.2** outlines that there could be a peak of up to 34 LV trips and 38 HGV trips per day travelling to access 001. These peak trips have therefore been assigned from access 001 via the B3231 (Link 1) towards the A361.

97. To the east of access 001 the B3231 would also provide access to 003, it is therefore necessary to consider the peak overlap of deliveries that would occur from both access 001 and 003 concurrently.

98. It can be identified from **Table 5.1** and **Table 5.2** that the peak period for HGVs and LVs to access 001 and 003 would occur during month 5 for HGVs when there could be a peak of 92 HGV trips per day and month 11 for LVs when there could be a peak of up to 80 LV trips per day.

99. The assignment thus distributes these peak trips (92 HGV trips and 80 LV trips) east on the B3231 (Link 2) towards and along the A361 (Links 6 and 12).

5.3.2 Access 015

100. **Section 5.2** outlines that there could be a peak of up to 66 LV trips and 91 HGV trips per day travelling to access 015 on Link 7 (the private road to Yelland Substation).

101. From Link 7 these peak trips have been assigned via the B3233 towards the A39. With regard to HGVs it was agreed with DCC that all HGVs should be directed west along the B3233 (Link 9) toward the A39. However in order to consider a worst case for LV trips, 100% of the LVs from access 015 have been assigned to the east (Link 8) and west (Link 9) along the B3233 towards the A39.

5.3.3 Accesses 008, 009, 010 and 011

102. No HGV traffic would be permitted to travel to these accesses due to the narrow nature of the roads serving these accesses. HGVs would instead access at access 003 and travel south along the temporary haul road towards the River Taw.

103. However, the Contractor has identified that some of the 68 LVs assigned to access 003 may wish to drive direct to accesses 008 to 011 rather than travel along the temporary haul road. Therefore in order to consider a worst-case, 100% of the 68 LV trips to access 003 have also been assigned to these accesses via the local road network.

104. In summary, a peak of up to 68 LVs per day are assigned to access 008 (via Link, 3, 4 and 5) and accesses 009 to 011 (via Link 11).

5.3.4 Construction traffic assignment summary

105. **Table 5.3** summarises the anticipated HGV and LV construction flows on each link, for both peak and average months.

Table 5.3 Peak and average daily HGV and LV flows

Link no.	Link description	HGV Flows		LV Flows	
		Peak	Average	Peak	Average
1	B3231 west of the CCS	38	7	34	13
2	B3231 east of the CCS	92	36	80	42
3	Blind Acres Lane to Moor Lane	0	0	68	30
4	Moor Lane	0	0	68	30
5	Sandy Lane south of Moor Lane	0	0	68	30
6	A361 south of B3231 to Link 11	92	36	80	42
7	Unnamed road to Yelland Substation	91	43	66	37
8	B3233 east of Link 7	0	0	66	37
9	B3233 west of Link 7	91	43	66	37
10	A3125 south of B3233	0	0	66	37
11	Vellator Way to Sandy Lane	0	0	68	30
12	A361 south of Link 11	92	36	80	37

106. The calculated HGV and LV link flows have informed the assessments within ES **Chapter 19: Traffic and Transport**.

6 Driver Delay (Capacity)

6.1 Introduction

107. During consultation with DCC, the junction of the A361 and B3231 has been identified as being potentially sensitive to increases in daily traffic. This junction has therefore been assessed for the baseline condition in 2025 and with the Onshore Project's construction traffic added to determine the sensitivity value.

108. The proposed working hours for the Onshore Project would be 07:00 – 19:00 Monday to Friday and 07:00 – 13:00 on Saturday. No working is proposed on Sundays or Bank Holidays. A worst-case scenario for assessing driver delay has therefore been adopted which assumes that all employees arrive and depart within a single hour, i.e. between 07:00 – 08:00 and depart 18:00 – 19:00 respectively.

109. Peak hour flows for the junction of the A361 and B3231 have been derived from daily traffic flows presented in **Annex 7**, adopting the following worst-case scenario parameters:

- LV trips are calculated by dividing daily LV trips by two, i.e. assuming all employees arrive and depart single occupancy within a single hour am and pm
- Hourly HGV trips have been calculated by profiling HGV trips across a 10-hour delivery window, rather than the proposed 12-hour (07:00-19:00) window.

110. The A361 / B3231 junction is formed of a signalised junction between the A361, B3231 and East Street in the centre of Braunton. Modelling of this traffic signal-controlled junction has been undertaken utilising the industry standard software for signal control junctions (LinSig Version 3.2.44.1).

111. When assessing the capacity of the junction, reference has been made to the Degree of Saturation (DoS). DoS is the standard recognised threshold for signalised junctions in the UK, with DoS being reported by the junction approach arm, when values of DoS are above 90% a junction is considered to be operating beyond desirable capacity and mitigation measures may be required.

112. When considering queuing, reference has been made to mean max queues (MMQ). A MMQ is the standard recognised way of expressing queue lengths and represents the maximum queue within a typical cycle averaged over all cycles within a modelled time period. MMQs are expressed in passenger car units (PCUs), where one PCU is equivalent to a length of approximately 5.75m and a HGV is equivalent to 2.3 PCUs.

113. When considering delay, reference has been made to average delay per PCU (s/PCU), this represents the average time a vehicle of one PCU in length is delayed for based on having to pass through a signalised junction.

114. The following section provides a summary of the modelled impacts for the peak construction of the Onshore Project when compared to forecast background traffic flows in 2025.

115. Full modelling outputs, including flow diagrams are provided within **Annex 8**.

6.2 Junction modelling summary

116. **Table 6.1** and **Table 6.2** summarise the modelled DoS, MMQ and average delay for the junction for the forecast year of 2025 with and without the Onshore Project's construction traffic for the morning and evening respectively.

Table 6.1 Junction modelling results summary (07:00-08:00)

Arm	2025 Forecast Background Flows (07:00 – 08:00)			2025 Forecast Background Flows + Construction Flows (07:00 – 08:00)		
	DoS (%)	MMQ (PCUs)	Average delay per PCU (s/PCU)	DoS (%)	MMQ (PCUs)	Average delay per PCU (s/PCU)
B3231 – Caen Street	56.3	5.0	22.8	61.0	5.5	25.0
A361 (North)	42.0	3.9	18.7	44.0	4.1	19.9
East Street	4.6	0.3	12.0	4.4	0.3	11.3
A361 (South)	54.4	5.9	16.9	59.1	6.8	17.0

Table 6.2 Junction modelling results summary (18:00-19:00)

Arm	2025 Forecast Background Flows (18:00 – 19:00)			2025 Forecast Background Flows + Construction Flows (18:00 – 19:00)		
	DoS (%)	MMQ (PCUs)	Average delay per PCU (s/PCU)	DoS (%)	MMQ (PCUs)	Average delay per PCU (s/PCU)
B3231 – Caen Street	59.8	5.1	25.7	62.6	5.8	24.4
A361 (North)	50.2	4.6	21.9	45.6	4.3	19.3
East Street	4.1	0.3	10.6	4.4	0.3	11.9
A361 (South)	59.8	6.9	16.5	65.7	7.6	19.4

117. **Table 6.1** and **Table 6.2** show that for the am and pm periods the existing junction operates with spare capacity and with queues of no more than seven PCUs.

118. With the addition of the Onshore Project's construction traffic **Table 6.1** and **Table 6.2** show that the junction would continue to operate within capacity with minimal changes in queuing and delay.

119. It is noteworthy that DCC have identified that in the summer, background traffic flows are 35% higher than on average. However, as outlined in **Table 6.1** and **Table 6.2** the magnitude of impact would be negligible and therefore the Onshore Project's construction traffic would not have a severe impact upon junction operation.

7 Operational Traffic Demand

120. The White Cross Onshore Substation will require periodic maintenance visits during the operational phase, this will be carried out as part of their existing maintenance activities. Therefore, limited activities would be associated with this element of the Onshore Project.

121. There is expected to be minimal maintenance of the Onshore Export Cables during the operational phase. Typically, every two to five years, there will be periodic testing of the cable which involves access to the link boxes along the entire onshore route. This operation can be achieved using lightweight vehicles.

122. Considering the activities above, no significant traffic and transport effects are anticipated during the Onshore Project's operational phase.

8 Summary

123. This TA is provided as an appendix (**Appendix 19.A: Traffic Assessment**) to the ES **Chapter 19: Traffic and Transport**.

124. This TA constitutes an abridged document providing the technical inputs that inform the assessment of traffic and transport effects within the ES **Chapter 19: Traffic and Transport**. This TA therefore presents details of the:

- Derivation of background and future year traffic flows
- Analysis of baseline highway safety conditions
- Derivation and distribution of construction traffic
- Proposed access strategy
- Junction capacity modelling.

125. The ES **Chapter 19: Traffic and Transport** has been informed by the TA traffic outputs and contains the assessment of all scoped in traffic and transport impacts, namely:

- Severance
- Amenity
- Road Safety
- Driver Delay.

9 References

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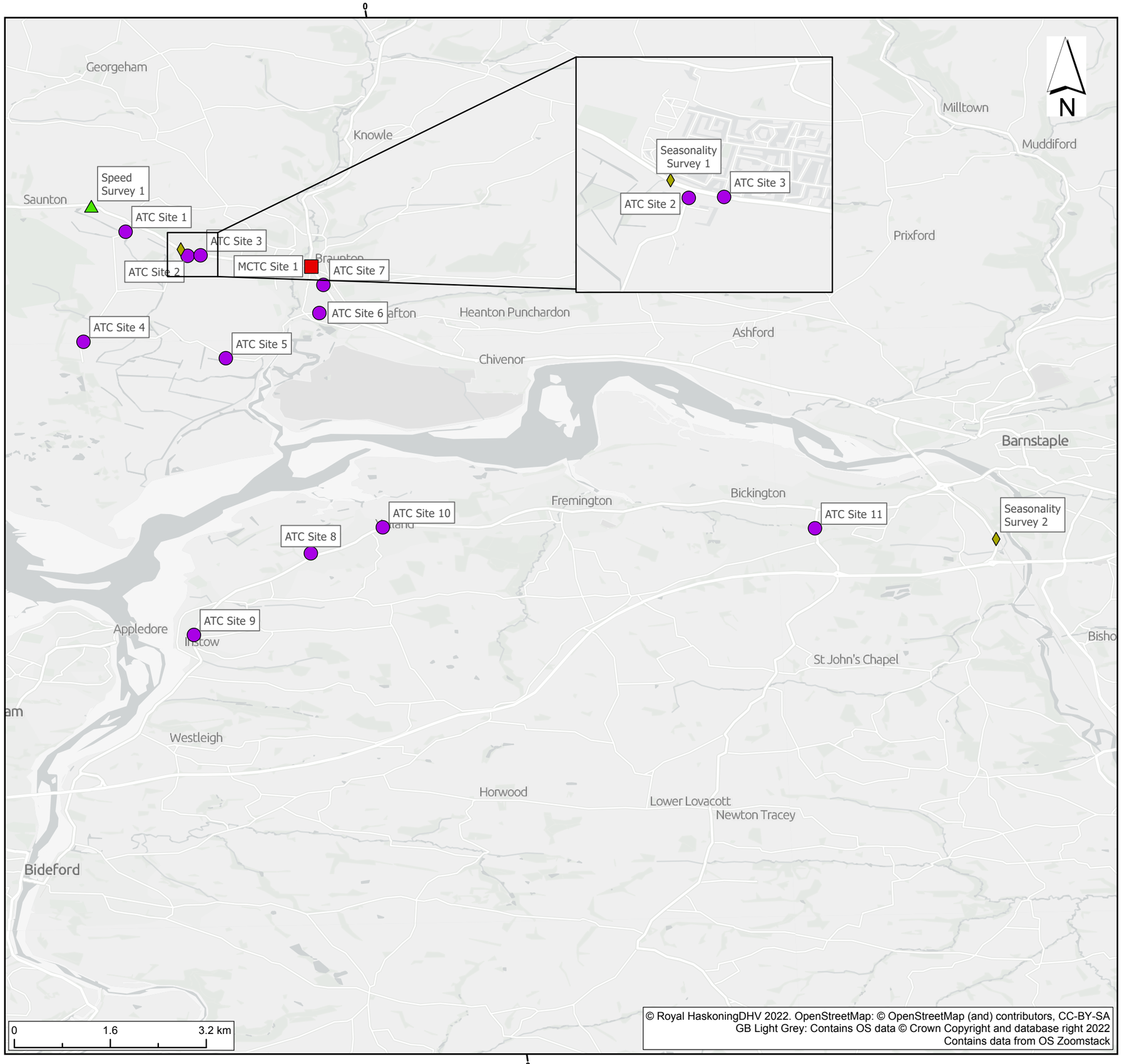
Institute of Environmental Assessment (1993). Guidelines for the Environmental Assessment of Road Traffic, Horncastle: (IEA).

Annex 1 – Traffic flow data



Legend

- Automatic Traffic Counter
- Manually Classified Turning Counts
- Seasonality Survey
- Speed Survey

S2	P01	19/06/2023	Suitable for Information	CB	PM	PM
SUI	REV	DATE	DESCRIPTION	DRW	CHK	APR

Title:

Transport Assess

Figure: 1

Drawing No: FLO-WHI-LAY-0016

Co-ordinate system: GCS OSGB 1936

Page Size: A3

Scale: 1:64,000

Project:

White Cross
Offshore Windfarm

Report: Appendix 15.A
Transport Assessment
Annex 1

Royal HaskoningDHV
Enhancing Society Together

Site 1 - Northbound

Devon ATCs

Report Id 231/22
Site Name Site 1 of 11
Description Blind Acres Lane,130m south of B3231 Saunton Road
Direction Northbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.1	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18.5	0
0800 - 0900	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.5	4.9
0900 - 1000	9	4	0	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	-	21.3	0.6
1000 - 1100	7	0	2	3	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	-	21.2	1.9
1100 - 1200	18	1	5	7	5	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	12	6	0	0	0	0	0	0	0	0	0	20.1	19.4	1.1
1200 - 1300	17	1	2	8	6	0	0	14	1	1	0	0	1	0	0	0	0	0	0	0	12	5	0	0	0	0	0	0	0	0	0	22.2	19.1	2.5
1300 - 1400	9	3	2	3	1	0	0	6	1	2	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	-	21.5	2.3
1400 - 1500	14	2	0	6	6	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	23.5	20.6	2.2
1500 - 1600	14	0	5	5	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	19.8	18	1.3
1600 - 1700	4	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	-	18.1	0.6
1700 - 1800	5	2	1	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	-	19	1.2
1800 - 1900	5	1	0	2	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	21	2.1
1900 - 2000	5	3	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	21.9	2.9
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.6	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**106**	**17**	**18**	**37**	**34**	**0**	**0**	**98**	**3**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.0**	**19.8**	**2.1**
0600 - 2200	**112**	**20**	**19**	**39**	**34**	**0**	**0**	**104**	**3**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.0**	**19.9**	**2.2**
0600 - 0000	**112**	**20**	**19**	**39**	**34**	**0**	**0**	**104**	**3**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.0**	**19.9**	**2.2**
0000 - 0000	**113**	**20**	**20**	**39**	**34**	**0**	**0**	**105**	**3**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.0**	**19.9**	**2.2**

Annex 1

Site 1 - Northbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	20.3	0
0800 - 0900	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.4	-
0900 - 1000	5	2	1	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	-	20	1.8
1000 - 1100	15	5	3	7	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	22.5	21.5	1.2
1100 - 1200	8	3	1	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	-	19.3	3
1200 - 1300	16	5	3	6	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	8	7	0	0	0	0	0	0	0	0	0	20.3	19	1.7
1300 - 1400	13	3	3	2	5	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	23.1	20	2.3
1400 - 1500	6	1	3	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	18.4	2.6
1500 - 1600	7	1	1	0	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	-	18.3	3.4
1600 - 1700	11	5	1	1	4	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	21.1	20	1
1700 - 1800	10	0	3	3	4	0	0	9	0	1	0	0	0	0	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	-	16.9	2.5
1800 - 1900	7	0	3	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	-	18.7	2.5
1900 - 2000	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.3	2.8
2000 - 2100	4	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	20.6	2.6
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**101**	**25**	**23**	**28**	**25**	**0**	**0**	**98**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**46**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**19.4**	**2.4**
0600 - 2200	**107**	**26**	**27**	**28**	**26**	**0**	**0**	**104**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**50**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**19.4**	**2.4**
0600 - 0000	**107**	**26**	**27**	**28**	**26**	**0**	**0**	**104**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**50**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**19.4**	**2.4**
0000 - 0000	**107**	**26**	**27**	**28**	**26**	**0**	**0**	**104**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**50**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**19.4**	**2.4**

Annex 1

Site 1 - Northbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	23	0.5
0800 - 0900	5	1	0	4	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	22.1	0.7
0900 - 1000	8	1	2	4	1	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	-	19.4	1.4
1000 - 1100	10	2	2	2	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	-	19.2	1.4
1100 - 1200	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	1	1	4	2	0	0	0	0	0	0	0	0	0	-	17.2	3.8
1200 - 1300	13	4	4	2	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	7	5	1	0	0	0	0	0	0	0	0	23.8	20.6	2.5
1300 - 1400	15	7	2	6	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	7	7	1	0	0	0	0	0	0	0	0	23.4	20.7	2.3
1400 - 1500	19	2	5	7	5	0	0	19	0	0	0	0	0	0	0	0	0	0	0	1	12	6	0	0	0	0	0	0	0	0	0	22.3	19.5	2.3
1500 - 1600	13	2	3	6	2	0	0	12	1	0	0	0	0	0	0	0	0	0	0	1	8	3	1	0	0	0	0	0	0	0	0	21.9	19.2	3
1600 - 1700	4	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	20.2	3.2
1700 - 1800	7	3	2	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	-	20.2	0.1
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900 - 2000	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	25	-
2000 - 2100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.6	-
2100 - 2200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.6	-
2200 - 2300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**105**	**25**	**26**	**34**	**20**	**0**	**0**	**102**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**52**	**46**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**19.9**	**2.5**
0600 - 2200	**108**	**25**	**27**	**34**	**22**	**0**	**0**	**104**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**52**	**49**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**20.0**	**2.6**
0600 - 0000	**109**	**25**	**27**	**34**	**23**	**0**	**0**	**105**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**52**	**50**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**20.0**	**2.5**
0000 - 0000	**109**	**25**	**27**	**34**	**23**	**0**	**0**	**105**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**52**	**50**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**20.0**	**2.5**

Annex 1

Site 1 - Northbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.7	-
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.4	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22	1.7
0700 - 0800	0	0	0	0	0	0	0	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 - 0900	2	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	24.2	1.1
0900 - 1000	12	4	3	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	9	2	0	0	0	0	0	0	0	0	25.4	23.5	2.5
1000 - 1100	3	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	22.8	0.9
1100 - 1200	5	0	3	0	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	-	26	1.3
1200 - 1300	7	4	1	0	2	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	0	0	0	-	24.7	5.5
1300 - 1400	9	2	3	2	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	-	24.6	1.9
1400 - 1500	8	2	3	1	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	-	24	3.7
1500 - 1600	13	5	4	2	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0	0	0	0	24.6	23	2.1
1600 - 1700	9	2	4	1	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	0	-	24.9	2.4
1700 - 1800	5	2	2	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	21.5	3.1
1800 - 1900	4	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	-	22	2.4
1900 - 2000	4	2	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	20.8	3.4
2000 - 2100	3	0	1	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	23.4	1.9
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.9	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**77**	**21**	**25**	**16**	**15**	**0**	**0**	**68**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**51**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**23.8**	**2.9**
0600 - 2200	**87**	**23**	**27**	**20**	**17**	**0**	**0**	**75**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**58**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**23.6**	**2.9**
0600 - 0000	**87**	**23**	**27**	**20**	**17**	**0**	**0**	**75**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**58**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**23.6**	**2.9**
0000 - 0000	**89**	**24**	**27**	**20**	**18**	**0**	**0**	**77**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**60**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**23.6**	**2.9**

Annex 1

Site 1 - Northbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.9	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.9	-
0800 - 0900	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.9	-
0900 - 1000	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	23.9	0
1000 - 1100	9	2	4	2	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	-	24.7	1.2
1100 - 1200	6	2	1	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	-	26.7	1.8
1200 - 1300	11	4	0	3	4	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	28.4	25.6	2.1
1300 - 1400	9	2	3	4	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	-	23.3	1.8
1400 - 1500	7	0	2	1	4	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	-	25	3.1
1500 - 1600	7	2	5	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	-	24.7	3.6
1600 - 1700	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.3	-
1700 - 1800	5	2	1	1	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	-	29.4	6.6
1800 - 1900	5	4	1	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	-	28.2	5.1
1900 - 2000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.3	-
2000 - 2100	6	4	0	2	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	1	0	0	0	0	0	-	28.4	7
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.6	3.6
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**64**	**19**	**17**	**15**	**13**	**0**	**0**	**50**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**28**	**30**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**27.8**	**25.5**	**3.3**
0600 - 2200	**71**	**23**	**17**	**18**	**13**	**0**	**0**	**55**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**29**	**35**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**27.8**	**25.8**	**3.8**
0600 - 0000	**73**	**23**	**18**	**19**	**13**	**0**	**0**	**57**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**30**	**36**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**28.1**	**25.8**	**3.7**
0000 - 0000	**74**	**23**	**18**	**20**	**13**	**0**	**0**	**58**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**31**	**36**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**28.1**	**25.7**	**3.7**

Annex 1

Site 1 - Northbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.2	-
0800 - 0900	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	28.2	0
0900 - 1000	7	2	2	1	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	-	27.7	0.9
1000 - 1100	6	0	3	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	-	26	1.1
1100 - 1200	6	1	0	3	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	28	3.3
1200 - 1300	18	2	10	2	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	23.6	22.4	1.4
1300 - 1400	5	1	0	3	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	-	26.2	1
1400 - 1500	18	4	7	3	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	27.4	24.6	2.1
1500 - 1600	16	6	4	5	1	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	12	3	1	0	0	0	0	0	0	0	26.8	24.9	2.6
1600 - 1700	9	3	3	1	2	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	-	24.5	2.9
1700 - 1800	10	2	2	3	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	-	22.6	0.4
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900 - 2000	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.5	0
2000 - 2100	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	25.9	4
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.5	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**98**	**21**	**31**	**23**	**23**	**0**	**0**	**89**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**55**	**39**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**24.7**	**2.6**
0600 - 2200	**104**	**22**	**35**	**24**	**23**	**0**	**0**	**94**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**58**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**24.7**	**2.6**
0600 - 0000	**104**	**22**	**35**	**24**	**23**	**0**	**0**	**94**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**58**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**24.7**	**2.6**
0000 - 0000	**104**	**22**	**35**	**24**	**23**	**0**	**0**	**94**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**58**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**24.7**	**2.6**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	27.5	1.4
0800 - 0900	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	27.5	0
0900 - 1000	10	2	6	1	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	-	25	1.2
1000 - 1100	7	0	0	4	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	-	25.5	1.4
1100 - 1200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	26.8	0
1200 - 1300	10	3	6	0	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	-	24.1	1.7
1300 - 1400	5	0	3	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	24.9	2.3
1400 - 1500	6	0	2	1	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	-	24.3	4.3
1500 - 1600	8	0	4	1	3	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	-	27.2	1.2
1600 - 1700	11	4	3	2	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	0	0	0	0	30.3	27.8	2.5
1700 - 1800	3	1	1	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	26.6	1.5
1800 - 1900	5	0	3	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	24.3	1
1900 - 2000	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	23.8	0
2000 - 2100	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	26.6	2
2100 - 2200	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.2	-
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.4	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**72**	**10**	**30**	**13**	**19**	**0**	**0**	**61**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**25.8**	**2.3**
0600 - 2200	**78**	**13**	**31**	**14**	**20**	**0**	**0**	**66**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**52**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**25.8**	**2.3**
0600 - 0000	**79**	**14**	**31**	**14**	**20**	**0**	**0**	**67**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**53**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**25.7**	**2.3**
0000 - 0000	**79**	**14**	**31**	**14**	**20**	**0**	**0**	**67**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**53**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**25.7**	**2.3**

Annex 1

Site 1 - Northbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7	-
0100 - 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	-	22.4	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.1	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.9	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	-
0700 - 0800	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.1	3.6
0800 - 0900	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.1	3.1
0900 - 1000	8	2	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	-	23	3.1
1000 - 1100	8	1	2	3	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	-	22.6	2.7
1100 - 1200	8	1	2	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	-	21.8	4.6
1200 - 1300	13	3	4	3	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	0	24.7	21.7	3.4
1300 - 1400	9	3	2	3	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	-	22.3	2.9
1400 - 1500	11	2	3	3	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	26	22.1	3.6
1500 - 1600	11	2	4	3	2	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	26.2	22	4.1
1600 - 1700	7	3	2	1	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	-	23.5	4
1700 - 1800	6	2	2	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	21.4	4.6
1800 - 1900	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	22.6	4.3
1900 - 2000	2	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	21.8	3.2
2000 - 2100	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.1	5
2100 - 2200	1	0	0	0	0	0	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	-	23.4	-
2200 - 2300	1	0	0	0	0	0	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	-	24.6	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**89**	**20**	**24**	**24**	**21**	**0**	**0**	**81**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**43**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**22.3**	**3.7**
0600 - 2200	**95**	**22**	**26**	**25**	**22**	**0**	**0**	**86**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**46**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**22.4**	**3.8**
0600 - 0000	**96**	**22**	**26**	**25**	**22**	**0**	**0**	**87**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**46**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**22.4**	**3.8**
0000 - 0000	**96**	**22**	**26**	**26**	**22**	**0**	**0**	**87**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**47**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**22.4**	**3.7**

Annex 1

Site 1 - Northbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	79	14	31	14	20	0	0	67	0	12	0	0	0	0	0	0	0	0	0	0	1	23	53	2	0	0	0	0	0	0	0	28.1	25.7	2.3
Tue	113	20	20	39	34	0	0	105	3	4	0	0	1	0	0	0	0	0	0	0	59	53	1	0	0	0	0	0	0	0	0	22	19.9	2.2
Wed	107	26	27	28	26	0	0	104	2	1	0	0	0	0	0	0	0	0	0	6	50	51	0	0	0	0	0	0	0	0	0	21.9	19.4	2.4
Thu	109	25	27	34	23	0	0	105	2	2	0	0	0	0	0	0	0	0	1	3	52	50	3	0	0	0	0	0	0	0	0	22.6	20	2.5
Fri	89	24	27	20	18	0	0	77	0	12	0	0	0	0	0	0	0	0	0	0	7	60	20	1	1	0	0	0	0	0	0	25.6	23.6	2.9
Sat	74	23	18	20	13	0	0	58	0	16	0	0	0	0	0	0	0	0	0	0	2	31	36	3	0	2	0	0	0	0	0	28.1	25.7	3.7
Sun	104	22	35	24	23	0	0	94	0	10	0	0	0	0	0	0	0	0	0	0	2	58	42	2	0	0	0	0	0	0	0	27.9	24.7	2.6

Site 1 - Southbound

Devon ATCs

Report Id 231/22
Site Name Site 1 of 11
Description Blind Acres Lane,130m south of B3231 Saunton Road
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.2	-
0600 - 0700	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.6	-
0700 - 0800	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	29.6	0.1
0800 - 0900	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	26	4.3
0900 - 1000	8	4	0	2	2	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	-	30.3	4.9
1000 - 1100	10	3	1	3	3	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	0	0	-	30.1	3.7
1100 - 1200	11	1	0	7	3	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	28	27.7	0.6
1200 - 1300	11	1	2	6	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	3	2	0	0	0	0	0	0	36.4	30.3	4.1
1300 - 1400	6	4	0	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	-	30.2	3.8
1400 - 1500	12	2	2	4	4	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	30.5	29.4	1.3
1500 - 1600	13	1	3	1	8	0	2	8	0	3	0	0	0	0	0	0	0	0	0	0	0	4	1	6	2	0	0	0	0	0	0	30	24.8	5.4
1600 - 1700	9	6	0	1	2	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	1	1	6	1	0	0	0	0	0	0	0	-	27.3	4.2
1700 - 1800	5	2	1	2	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	-	28.3	1.7
1800 - 1900	4	2	1	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	30.6	4.3
1900 - 2000	4	1	2	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	-	31.5	1.6
2000 - 2100	5	1	0	3	1	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	-	29.1	1.4
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.3	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**93**	**27**	**11**	**29**	**26**	**0**	**2**	**64**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**57**	**20**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**32.3**	**28.6**	**4.0**
0600 - 2200	**104**	**29**	**14**	**33**	**28**	**0**	**2**	**71**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**62**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**28.8**	**3.9**
0600 - 0000	**104**	**29**	**14**	**33**	**28**	**0**	**2**	**71**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**62**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**32.5**	**28.8**	**3.9**
0000 - 0000	**105**	**29**	**14**	**34**	**28**	**0**	**2**	**71**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**63**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**32.4**	**28.8**	**3.9**

Annex 1

Site 1 - Southbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	27.8	1.8
0800 - 0900	5	2	0	2	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	-	28	3.7
0900 - 1000	9	3	3	1	2	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	-	26.2	2.4
1000 - 1100	11	2	5	2	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	5	4	2	0	0	0	0	0	0	0	30.4	26.4	2.6
1100 - 1200	7	0	0	5	2	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	-	26.9	1.8
1200 - 1300	12	5	3	2	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	1	0	0	0	0	0	0	0	26.9	26.2	2
1300 - 1400	7	2	3	1	1	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	1	0	0	0	0	0	-	30	5
1400 - 1500	4	2	2	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	-	31.9	1.6
1500 - 1600	7	2	1	0	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	-	27.8	2
1600 - 1700	10	2	4	2	2	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	4	1	0	0	0	0	0	0	-	30.9	3.5
1700 - 1800	9	1	0	3	5	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	-	28.8	3.5
1800 - 1900	3	2	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	26.4	0.6
1900 - 2000	3	0	1	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	27.7	3.4
2000 - 2100	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	28.1	1.3
2100 - 2200	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.1	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**86**	**23**	**21**	**19**	**23**	**0**	**0**	**64**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**51**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**31.3**	**27.9**	**3.3**
0600 - 2200	**93**	**25**	**23**	**21**	**24**	**0**	**0**	**69**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**56**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**31.2**	**27.9**	**3.2**
0600 - 0000	**93**	**25**	**23**	**21**	**24**	**0**	**0**	**69**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**56**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**31.2**	**27.9**	**3.2**
0000 - 0000	**93**	**25**	**23**	**21**	**24**	**0**	**0**	**69**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**56**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**31.2**	**27.9**	**3.2**

Annex 1

Site 1 - Southbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	32	1.1
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	4	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	-	29.3	0.6
0800 - 0900	5	1	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	-	29.3	0
0900 - 1000	10	3	3	3	1	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	-	26.9	1.7
1000 - 1100	7	2	2	0	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	-	27.7	1.5
1100 - 1200	7	2	2	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	-	26.4	1.8
1200 - 1300	7	2	2	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	-	25.7	1.4
1300 - 1400	8	1	0	4	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	0	0	-	26.8	2.6
1400 - 1500	8	0	2	5	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	-	29.7	0.9
1500 - 1600	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	-	30.1	0
1600 - 1700	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	29.4	1.2
1700 - 1800	7	3	1	0	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	-	30	1.4
1800 - 1900	4	1	1	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	-	24.2	0.7
1900 - 2000	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	21.5	1.8
2000 - 2100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.3	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**73**	**15**	**19**	**22**	**17**	**0**	**0**	**68**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**48**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**27.8**	**2.2**
0600 - 2200	**77**	**15**	**20**	**24**	**18**	**0**	**0**	**72**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	**48**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**27.4**	**2.7**
0600 - 0000	**77**	**15**	**20**	**24**	**18**	**0**	**0**	**72**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	**48**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**27.4**	**2.7**
0000 - 0000	**79**	**15**	**21**	**24**	**19**	**0**	**0**	**73**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	**48**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**27.5**	**2.8**

Annex 1

Site 1 - Southbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.3	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	0	0	0	0	0	0	0	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 - 0900	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18.3	0
0900 - 1000	6	1	3	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	-	18.3	0
1000 - 1100	7	2	1	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	-	20.6	1.1
1100 - 1200	5	1	2	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	22.3	1.1
1200 - 1300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
1300 - 1400	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	21.8	0
1400 - 1500	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.8	0
1500 - 1600	8	4	1	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	-	22.4	1.1
1600 - 1700	7	3	2	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	-	23	0.7
1700 - 1800	8	2	2	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	-	22	0.8
1800 - 1900	4	2	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	21.6	0.1
1900 - 2000	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.6	0.1
2000 - 2100	3	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.7	0.2
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**55**	**18**	**16**	**11**	**10**	**0**	**0**	**54**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**21.4**	**1.7**
0600 - 2200	**62**	**19**	**19**	**12**	**12**	**0**	**0**	**61**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**21.5**	**1.6**
0600 - 0000	**62**	**19**	**19**	**12**	**12**	**0**	**0**	**61**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**21.5**	**1.6**
0000 - 0000	**63**	**20**	**19**	**12**	**12**	**0**	**0**	**62**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**21.4**	**1.6**

Annex 1

Site 1 - Southbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.8	0
0800 - 0900	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
0900 - 1000	6	0	1	4	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	-	21.4	1.9
1000 - 1100	9	3	4	1	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	-	21.5	0
1100 - 1200	5	3	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	21.7	0.5
1200 - 1300	4	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	22.5	2
1300 - 1400	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.9	0
1400 - 1500	7	1	1	3	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	-	22.9	0
1500 - 1600	6	3	1	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	-	22.8	0.3
1600 - 1700	2	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	23.3	6.2
1700 - 1800	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	22.3	1.6
1800 - 1900	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.3	0.1
1900 - 2000	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.3	0.1
2000 - 2100	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.3	0.1
2100 - 2200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.3	-
2200 - 2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.3	-
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.2	-
0700 - 1900	**50**	**14**	**15**	**13**	**8**	**0**	**0**	**49**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**22.2**	**1.4**
0600 - 2200	**55**	**17**	**16**	**14**	**8**	**0**	**0**	**54**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**22.2**	**1.3**
0600 - 0000	**57**	**17**	**17**	**15**	**8**	**0**	**0**	**56**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**22.2**	**1.3**
0000 - 0000	**58**	**17**	**17**	**16**	**8**	**0**	**0**	**57**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**22.2**	**1.3**

Annex 1

Site 1 - Southbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.8	-
0800 - 0900	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	22.8	0.1
0900 - 1000	8	2	3	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	-	22.6	0.2
1000 - 1100	6	0	3	0	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	-	22.6	0.2
1100 - 1200	6	0	1	3	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	-	22.8	0
1200 - 1300	10	0	5	2	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	-	22.8	0
1300 - 1400	4	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	22.8	0
1400 - 1500	9	2	3	3	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	-	22.8	0
1500 - 1600	9	4	4	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	-	22.8	0
1600 - 1700	5	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	21.5	0.5
1700 - 1800	6	1	2	0	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	-	21.7	0
1800 - 1900	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.5	0.2
1900 - 2000	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.6	0
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.6	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**68**	**12**	**24**	**14**	**18**	**0**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**22.5**	**0.5**
0600 - 2200	**71**	**12**	**27**	**14**	**18**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**22.5**	**0.5**
0600 - 0000	**71**	**12**	**27**	**14**	**18**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**22.5**	**0.5**
0000 - 0000	**71**	**12**	**27**	**14**	**18**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**22.5**	**0.5**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.6	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.1	4.9
0800 - 0900	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	21.6	0
0900 - 1000	10	2	6	1	1	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	-	21.1	0.2
1000 - 1100	9	0	1	5	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	-	21.1	0.1
1100 - 1200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.1	0.1
1200 - 1300	6	1	3	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	21.8	1.8
1300 - 1400	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	23.2	0.1
1400 - 1500	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	23.2	0.1
1500 - 1600	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	23.2	0.1
1600 - 1700	8	2	2	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	-	23.2	0
1700 - 1800	4	1	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	23.2	0
1800 - 1900	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	25.3	0.7
1900 - 2000	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	25	0
2000 - 2100	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	25	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**58**	**8**	**20**	**15**	**15**	**0**	**0**	**57**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**22.5**	**1.7**
0600 - 2200	**62**	**10**	**21**	**16**	**15**	**0**	**0**	**61**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**22.6**	**1.7**
0600 - 0000	**62**	**10**	**21**	**16**	**15**	**0**	**0**	**61**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**22.6**	**1.7**
0000 - 0000	**63**	**10**	**22**	**16**	**15**	**0**	**0**	**62**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**22.6**	**1.7**

Annex 1

Site 1 - Southbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	18.3	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 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	-	27.3	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.6	-
0700 - 0800	2	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	26.8	3.4
0800 - 0900	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.4	4.3
0900 - 1000	8	2	3	2	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	-	24.2	4.3
1000 - 1100	8	2	2	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	-	24.6	4.1
1100 - 1200	6	1	1	3	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-	25	2.7
1200 - 1300	7	2	2	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	-	25.5	3.8
1300 - 1400	5	1	1	2	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	-	26.6	4.4
1400 - 1500	7	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	-	26.5	3.8
1500 - 1600	7	2	2	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	-	24.5	3.6
1600 - 1700	6	2	2	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	-	26	4.4
1700 - 1800	6	1	1	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	-	25.6	4
1800 - 1900	4	1	1	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	25	3.4
1900 - 2000	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	-	25.1	4.2
2000 - 2100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	25.5	3.9
2100 - 2200	1	0	0	0	0	0	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	-	24.8	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.3	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	-
0700 - 1900	**69**	**17**	**18**	**18**	**17**	**0**	**0**	**61**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**34**	**23**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**25.3**	**4.0**
0600 - 2200	**75**	**18**	**20**	**19**	**18**	**0**	**0**	**66**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**38**	**24**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**25.3**	**4.0**
0600 - 0000	**75**	**18**	**20**	**19**	**18**	**0**	**0**	**66**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**38**	**24**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**25.3**	**4.0**
0000 - 0000	**76**	**18**	**20**	**20**	**18**	**0**	**0**	**66**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**38**	**25**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**25.3**	**4.0**

Annex 1

Site 1 - Southbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	63	10	22	16	15	0	0	62	0	0	1	0	0	0	0	0	0	0	0	0	0	60	3	0	0	0	0	0	0	0	0	24.9	22.6	1.7
Tue	105	29	14	34	28	0	2	71	0	32	0	0	0	0	0	0	0	0	0	0	5	5	63	26	6	0	0	0	0	0	0	32.4	28.8	3.9
Wed	93	25	23	21	24	0	0	69	0	24	0	0	0	0	0	0	0	0	0	0	0	14	56	21	1	1	0	0	0	0	0	31.2	27.9	3.2
Thu	79	15	21	24	19	0	0	73	0	5	1	0	0	0	0	0	0	0	0	0	2	12	48	17	0	0	0	0	0	0	0	30.1	27.5	2.8
Fri	63	20	19	12	12	0	0	62	0	1	0	0	0	0	0	0	0	0	0	0	11	51	1	0	0	0	0	0	0	0	0	22.9	21.4	1.6
Sat	58	17	17	16	8	0	0	57	0	1	0	0	0	0	0	0	0	0	0	0	3	54	1	0	0	0	0	0	0	0	0	22.9	22.2	1.3
Sun	71	12	27	14	18	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0	22.8	22.5	0.5

Site 2 - Northbound

Devon ATCs

Report Id 231/22
Site Name Site 2 of 11
Description Moor Lane, 70m south of B3231 Saunton Road
Direction Northbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.4	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.8	-
0600 - 0700	7	0	1	2	4	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	-	20.3	4.7
0700 - 0800	11	1	2	4	4	0	0	9	0	2	0	0	0	0	0	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	0	22.2	17.5	4.5
0800 - 0900	15	4	4	4	3	0	1	10	0	4	0	0	0	0	0	0	0	0	0	4	5	4	2	0	0	0	0	0	0	0	0	24.8	18.2	4.8
0900 - 1000	15	1	5	8	1	0	0	12	0	3	0	0	0	0	0	0	0	0	0	5	4	5	1	0	0	0	0	0	0	0	0	22	18.3	4.9
1000 - 1100	21	10	4	3	4	2	0	16	0	3	0	0	0	0	0	0	0	0	1	4	6	7	3	0	0	0	0	0	0	0	0	25.1	19.2	5
1100 - 1200	7	2	4	0	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	-	18	5.6
1200 - 1300	12	2	3	2	5	0	0	10	0	1	0	1	0	0	0	0	0	0	0	2	5	2	3	0	0	0	0	0	0	0	0	26.2	20.7	5.1
1300 - 1400	6	2	1	0	3	0	0	4	0	2	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	-	17.5	5.3
1400 - 1500	13	3	2	4	4	0	0	12	0	1	0	0	0	0	0	0	0	0	0	3	4	5	1	0	0	0	0	0	0	0	0	23	19.2	3.8
1500 - 1600	15	7	3	3	2	0	1	10	0	3	1	0	0	0	0	0	0	0	3	7	2	2	1	0	0	0	0	0	0	0	0	22.6	14.9	6.1
1600 - 1700	11	1	3	3	4	1	0	9	0	1	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	22.7	17.2	4.1
1700 - 1800	12	4	1	2	5	0	0	12	0	0	0	0	0	0	0	0	0	0	0	2	5	2	3	0	0	0	0	0	0	0	0	28	21	5
1800 - 1900	10	3	3	2	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	5	3	0	1	0	0	0	0	0	0	0	-	20	5.2
1900 - 2000	7	3	0	4	0	1	1	4	0	1	0	0	0	0	0	0	0	0	1	2	0	2	2	0	0	0	0	0	0	0	0	-	18.7	6.8
2000 - 2100	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	19.6	5.9
2100 - 2200	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
2200 - 2300	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	-	17.4	8.7
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**148**	**40**	**35**	**35**	**38**	**3**	**2**	**119**	**0**	**22**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**36**	**51**	**38**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**18.5**	**5.1**
0600 - 2200	**166**	**44**	**37**	**41**	**44**	**5**	**3**	**132**	**0**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**41**	**54**	**45**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**18.6**	**5.1**
0600 - 0000	**169**	**44**	**38**	**42**	**45**	**5**	**3**	**135**	**0**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**43**	**54**	**45**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**18.6**	**5.1**
0000 - 0000	**171**	**44**	**38**	**43**	**46**	**5**	**3**	**137**	**0**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**43**	**54**	**45**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**18.6**	**5.2**

Annex 1

Site 2 - Northbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19	-
0600 - 0700	6	1	0	0	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	23.7	1.4
0700 - 0800	6	1	0	1	4	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	-	21.2	5
0800 - 0900	11	1	2	4	4	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	26.4	22.4	3.5
0900 - 1000	14	5	7	0	2	0	0	11	0	2	1	0	0	0	0	0	0	0	1	5	3	4	1	0	0	0	0	0	0	0	0	24.3	16.9	5.5
1000 - 1100	19	8	6	2	3	2	0	16	1	0	0	0	0	0	0	0	0	0	0	4	9	5	1	0	0	0	0	0	0	0	0	23.6	18.1	4.1
1100 - 1200	14	4	2	4	4	2	0	11	0	1	0	0	0	0	0	0	0	0	0	7	5	2	0	0	0	0	0	0	0	0	0	20.9	16.4	4.1
1200 - 1300	18	5	2	3	8	0	0	17	0	1	0	0	0	0	0	0	0	0	1	6	8	2	1	0	0	0	0	0	0	0	0	23	15.8	5.4
1300 - 1400	14	4	1	3	6	0	0	14	0	0	0	0	0	0	0	0	0	0	0	4	4	5	1	0	0	0	0	0	0	0	0	24.7	18.6	5.2
1400 - 1500	12	1	5	4	2	1	0	9	0	2	0	0	0	0	0	0	0	0	0	4	3	0	4	1	0	0	0	0	0	0	0	28.4	19.7	6.8
1500 - 1600	8	0	4	4	0	0	1	5	1	1	0	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	-	16.6	4.3
1600 - 1700	15	4	5	4	2	0	0	13	0	2	0	0	0	0	0	0	0	0	0	1	4	9	1	0	0	0	0	0	0	0	0	24.7	21	4.3
1700 - 1800	11	4	3	3	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	0	0	25.7	19.3	4.8
1800 - 1900	15	4	3	2	6	1	0	13	0	1	0	0	0	0	0	0	0	0	0	2	4	6	3	0	0	0	0	0	0	0	0	25.6	20.5	5
1900 - 2000	12	4	3	3	2	1	0	11	0	0	0	0	0	0	0	0	0	0	1	3	3	4	1	0	0	0	0	0	0	0	0	24.4	18.7	6.3
2000 - 2100	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	-	27.5	6.6
2100 - 2200	6	3	2	0	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	-	16.3	4
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**157**	**41**	**40**	**34**	**42**	**6**	**1**	**132**	**2**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**37**	**54**	**43**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**18.7**	**5.1**
0600 - 2200	**186**	**50**	**46**	**39**	**51**	**7**	**1**	**159**	**2**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**41**	**62**	**54**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.0**	**5.4**
0600 - 0000	**186**	**50**	**46**	**39**	**51**	**7**	**1**	**159**	**2**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**41**	**62**	**54**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.0**	**5.4**
0000 - 0000	**187**	**50**	**46**	**39**	**52**	**7**	**1**	**160**	**2**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**41**	**63**	**54**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.0**	**5.4**

Annex 1

Site 2 - Northbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	9	1	2	0	6	0	1	8	0	0	0	0	0	0	0	0	0	0	0	1	0	5	3	0	0	0	0	0	0	0	0	-	22.9	4
0700 - 0800	7	2	0	1	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	-	17.9	3.7
0800 - 0900	10	3	4	2	1	0	0	7	0	3	0	0	0	0	0	0	0	0	1	2	1	3	3	0	0	0	0	0	0	0	0	-	20.1	6.5
0900 - 1000	21	3	3	5	10	1	0	18	0	1	1	0	0	0	0	0	0	0	0	4	9	6	2	0	0	0	0	0	0	0	0	24.2	18.6	4.5
1000 - 1100	11	2	0	5	4	0	0	10	0	1	0	0	0	0	0	0	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	27.6	21.5	4.8
1100 - 1200	12	2	4	3	3	0	0	11	1	0	0	0	0	0	0	0	0	0	2	1	5	4	0	0	0	0	0	1	0	0	0	22.9	17.1	4.9
1200 - 1300	9	4	1	1	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	2	1	5	0	0	1	0	0	0	0	0	0	-	21.4	8
1300 - 1400	10	3	2	1	4	0	0	9	0	1	0	0	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	-	19.7	4.7
1400 - 1500	16	4	6	3	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	10	4	2	0	0	0	0	0	0	0	0	23.7	19.1	3.6
1500 - 1600	10	3	2	5	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	-	22.2	3.4
1600 - 1700	7	1	2	3	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	-	20.3	3.1
1700 - 1800	8	3	1	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	-	19.3	5.7
1800 - 1900	19	7	6	5	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	2	9	5	3	0	0	0	0	0	0	0	0	26.8	19.3	4.8
1900 - 2000	6	2	2	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	-	20.2	4.8
2000 - 2100	12	1	5	5	1	1	0	10	0	1	0	0	0	0	0	0	0	0	0	3	3	4	2	0	0	0	0	0	0	0	0	27	20.3	5.2
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.3	-
2200 - 2300	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.3	8.3
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**140**	**37**	**31**	**36**	**36**	**1**	**1**	**129**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**17**	**51**	**53**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**19.6**	**4.9**
0600 - 2200	**168**	**42**	**40**	**43**	**43**	**2**	**2**	**154**	**1**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**22**	**56**	**64**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**19.8**	**4.9**
0600 - 0000	**170**	**43**	**41**	**43**	**43**	**2**	**2**	**155**	**1**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**22**	**57**	**64**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.9**	**4.9**
0000 - 0000	**170**	**43**	**41**	**43**	**43**	**2**	**2**	**155**	**1**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**22**	**57**	**64**	**22**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.9**	**4.9**

Annex 1

Site 2 - Northbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	25.8	1.9
0600 - 0700	6	0	2	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	23.5	2.4
0700 - 0800	8	3	0	1	4	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	1	3	2	0	0	0	0	0	0	0	0	-	21.4	4.9
0800 - 0900	15	4	4	2	5	1	0	14	0	0	0	0	0	0	0	0	0	0	1	1	5	4	4	0	0	0	0	0	0	0	0	26.6	20.3	6.3
0900 - 1000	19	7	8	3	1	2	0	17	0	0	0	0	0	0	0	0	0	0	0	4	4	8	3	0	0	0	0	0	0	0	0	26.5	20.6	5
1000 - 1100	15	6	2	3	4	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	7	6	1	1	0	0	0	0	0	0	0	25	20.8	4.3
1100 - 1200	18	2	7	2	7	1	0	11	0	4	0	2	0	0	0	0	0	0	0	5	6	7	0	0	0	0	0	0	0	0	0	23.1	17.8	4.9
1200 - 1300	10	3	1	4	2	1	0	9	0	0	0	0	0	0	0	0	0	0	0	2	3	2	3	0	0	0	0	0	0	0	0	-	19.8	5.8
1300 - 1400	12	3	2	2	5	1	1	9	0	1	0	0	0	0	0	0	0	0	1	5	4	0	1	1	0	0	0	0	0	0	0	26.9	16.8	6.8
1400 - 1500	21	7	4	4	6	5	1	13	0	1	1	0	0	0	0	0	0	0	4	5	6	5	1	0	0	0	0	0	0	0	0	23.5	16.5	6.3
1500 - 1600	16	3	5	4	4	2	1	11	0	2	0	0	0	0	0	0	0	0	0	3	3	7	3	0	0	0	0	0	0	0	0	26	20.8	4.8
1600 - 1700	13	2	2	5	4	5	0	7	0	1	0	0	0	0	0	0	0	0	2	4	4	3	0	0	0	0	0	0	0	0	0	23.2	15.6	5.4
1700 - 1800	8	2	1	3	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	1	5	0	2	0	0	0	0	0	0	0	0	-	19.1	4.2
1800 - 1900	11	3	4	1	3	1	0	9	0	0	1	0	0	0	0	0	0	0	0	3	2	5	1	0	0	0	0	0	0	0	0	24.4	18.7	4.9
1900 - 2000	7	3	3	1	0	1	0	6	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	-	21.3	8
2000 - 2100	5	3	1	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	20.2	1.5
2100 - 2200	7	3	1	2	1	1	0	5	0	1	0	0	0	0	0	0	0	0	0	2	2	2	0	0	1	0	0	0	0	0	0	-	20.3	8
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39	-
0700 - 1900	**166**	**45**	**40**	**34**	**47**	**19**	**3**	**129**	**0**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**35**	**50**	**50**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**18.9**	**5.6**
0600 - 2200	**191**	**54**	**47**	**38**	**52**	**21**	**3**	**150**	**0**	**13**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**37**	**55**	**62**	**24**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.0**	**19.2**	**5.6**
0600 - 0000	**192**	**54**	**47**	**39**	**52**	**21**	**3**	**151**	**0**	**13**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**37**	**55**	**62**	**24**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**19.3**	**5.8**
0000 - 0000	**195**	**54**	**48**	**41**	**52**	**21**	**3**	**154**	**0**	**13**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**37**	**55**	**63**	**26**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**19.4**	**5.8**

Annex 1

Site 2 - Northbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	25.3	-
0600 - 0700	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	-	20.9	8.5
0700 - 0800	14	4	1	7	2	1	0	10	0	3	0	0	0	0	0	0	0	0	0	4	6	2	2	0	0	0	0	0	0	0	24.7	17.5	4.8
0800 - 0900	11	3	5	0	3	1	0	10	0	0	0	0	0	0	0	0	0	0	1	0	3	4	3	0	0	0	0	0	0	0	25.8	20.7	5
0900 - 1000	15	3	5	1	6	0	0	14	0	1	0	0	0	0	0	0	0	0	0	4	5	3	3	0	0	0	0	0	0	0	25.5	19.2	5.1
1000 - 1100	22	3	9	4	6	1	1	19	0	1	0	0	0	0	0	0	0	0	1	6	6	5	4	0	0	0	0	0	0	0	26.1	19	5.5
1100 - 1200	18	3	3	8	4	2	0	15	0	1	0	0	0	0	0	0	0	0	0	8	6	2	2	0	0	0	0	0	0	0	24	17	5.2
1200 - 1300	11	5	5	1	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	7	3	1	0	0	0	0	0	0	0	24.6	20.1	3
1300 - 1400	9	2	3	3	1	0	0	7	1	1	0	0	0	0	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	-	19.2	5.1
1400 - 1500	10	2	5	2	1	2	1	5	0	1	1	0	0	0	0	0	0	0	2	4	1	1	2	0	0	0	0	0	0	0	-	16.2	6.9
1500 - 1600	14	7	2	3	2	2	0	12	0	0	0	0	0	0	0	0	0	0	2	3	5	3	1	0	0	0	0	0	0	0	22.5	16.3	5.1
1600 - 1700	11	4	1	1	5	1	0	10	0	0	0	0	0	0	0	0	0	0	1	2	5	2	1	0	0	0	0	0	0	0	25.1	18.5	5.2
1700 - 1800	12	2	3	5	2	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	6	3	2	1	0	0	0	0	0	0	25.6	21.1	4
1800 - 1900	11	4	2	3	2	0	0	10	0	1	0	0	0	0	0	0	0	0	0	3	2	4	1	1	0	0	0	0	0	0	27.5	20.1	6
1900 - 2000	7	1	4	0	2	1	0	4	1	1	0	0	0	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	-	17.6	5.2
2000 - 2100	8	3	3	2	0	2	0	6	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	-	17.6	6.5
2100 - 2200	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22	1.2
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**158**	**42**	**44**	**38**	**34**	**10**	**2**	**132**	**1**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**36**	**55**	**35**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**18.6**	**5.2**
0600 - 2200	**177**	**46**	**51**	**41**	**39**	**13**	**2**	**146**	**2**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**40**	**59**	**42**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**18.6**	**5.2**
0600 - 0000	**177**	**46**	**51**	**41**	**39**	**13**	**2**	**146**	**2**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**40**	**59**	**42**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**18.6**	**5.2**
0000 - 0000	**179**	**47**	**51**	**42**	**39**	**13**	**2**	**148**	**2**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**40**	**60**	**42**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**18.7**	**5.2**

Annex 1

Site 2 - Northbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.8	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23	-
0500 - 0600	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	25.2	1.3
0600 - 0700	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.3	1.3
0700 - 0800	7	3	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	-	22.4	5.3
0800 - 0900	11	1	2	3	5	1	0	10	0	0	0	0	0	0	0	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	24.5	20.1	4.2
0900 - 1000	11	3	2	3	3	2	2	6	0	1	0	0	0	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	24.7	18.7	5.2
1000 - 1100	20	5	5	5	5	3	2	15	0	0	0	0	0	0	0	0	0	0	1	2	6	9	1	1	0	0	0	0	0	0	24.9	20	5.4
1100 - 1200	18	2	2	7	7	3	0	15	0	0	0	0	0	0	0	0	0	0	1	2	6	5	4	0	0	0	0	0	0	0	26.7	20.4	5.3
1200 - 1300	8	4	2	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	-	16.1	5.1
1300 - 1400	14	3	4	2	5	0	0	12	0	2	0	0	0	0	0	0	0	0	1	2	6	3	2	0	0	0	0	0	0	0	25.6	19.1	6
1400 - 1500	6	2	2	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	-	15.3	4.5
1500 - 1600	12	2	2	5	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	5	3	2	1	0	0	0	0	0	0	26.3	21.4	4.9
1600 - 1700	16	5	4	5	2	1	0	14	0	1	0	0	0	0	0	0	0	0	0	3	3	8	2	0	0	0	0	0	0	0	25	20.5	4.5
1700 - 1800	13	4	2	4	3	1	1	10	0	1	0	0	0	0	0	0	0	0	0	2	2	5	4	0	0	0	0	0	0	0	26.8	21.4	4.8
1800 - 1900	5	1	2	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	-	22.2	3.9
1900 - 2000	6	1	0	4	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	-	24.2	4.7
2000 - 2100	10	5	2	2	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	2	0	0	0	0	0	0	-	23.5	5.5
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	20.1	-
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.3	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**141**	**35**	**29**	**42**	**35**	**17**	**5**	**114**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**20**	**43**	**52**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.0**	**5.1**
0600 - 2200	**160**	**42**	**31**	**48**	**39**	**18**	**5**	**132**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**20**	**48**	**58**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**20.3**	**5.2**
0600 - 0000	**161**	**43**	**31**	**48**	**39**	**18**	**5**	**133**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**21**	**48**	**58**	**23**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**20.3**	**5.2**
0000 - 0000	**165**	**43**	**31**	**49**	**42**	**18**	**5**	**137**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**21**	**48**	**61**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**20.4**	**5.2**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	9.6	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	5	0	1	1	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	-	24	1.6
0700 - 0800	10	4	1	2	3	0	0	9	0	1	0	0	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	-	19.3	5
0800 - 0900	11	4	4	2	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	5	5	0	0	0	0	0	0	0	0	22.5	19.6	2.7
0900 - 1000	5	0	1	0	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	-	22.9	3.8
1000 - 1100	16	3	3	5	5	0	0	13	0	3	0	0	0	0	0	0	0	0	0	3	9	4	0	0	0	0	0	0	0	0	21.9	18.3	3
1100 - 1200	14	1	3	7	3	0	0	12	0	2	0	0	0	0	0	0	0	0	0	3	4	3	3	0	1	0	0	0	0	0	27.1	20.6	7.3
1200 - 1300	17	2	2	7	6	0	0	14	0	2	0	1	0	0	0	0	0	0	0	0	12	5	0	0	0	0	0	0	0	0	21.8	18.6	2.2
1300 - 1400	14	3	6	5	0	1	0	9	0	4	0	0	0	0	0	0	0	0	0	3	6	5	0	0	0	0	0	0	0	0	22.1	17.5	3.7
1400 - 1500	11	7	3	1	0	0	0	10	0	1	0	0	0	0	0	0	0	0	1	3	4	3	0	0	0	0	0	0	0	0	23.5	16.9	4.9
1500 - 1600	10	2	0	5	3	0	1	7	0	2	0	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	-	18.5	3.5
1600 - 1700	15	2	4	5	4	0	0	11	1	3	0	0	0	0	0	0	0	0	0	2	7	4	2	0	0	0	0	0	0	0	24.2	19.2	4.3
1700 - 1800	18	4	3	6	5	0	1	16	0	1	0	0	0	0	0	0	0	0	0	3	7	7	1	0	0	0	0	0	0	0	22.8	19	4.3
1800 - 1900	14	2	5	1	6	2	0	11	0	1	0	0	0	0	0	0	0	0	0	2	4	7	1	0	0	0	0	0	0	0	24.7	20	4.5
1900 - 2000	8	1	4	2	1	3	1	4	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	1	0	0	0	0	0	0	-	17.5	7.4
2000 - 2100	3	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	-	19.2	8.5
2100 - 2200	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	-	20.6	5.4
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**155**	**34**	**35**	**46**	**40**	**3**	**2**	**128**	**1**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**68**	**52**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**19.0**	**4.3**
0600 - 2200	**174**	**35**	**41**	**53**	**45**	**7**	**3**	**142**	**1**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**72**	**59**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.1**	**4.6**
0600 - 0000	**174**	**35**	**41**	**53**	**45**	**7**	**3**	**142**	**1**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**72**	**59**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.1**	**4.6**
0000 - 0000	**175**	**35**	**41**	**53**	**46**	**7**	**4**	**142**	**1**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**25**	**72**	**59**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.1**	**4.6**

Annex 1

Site 2 - Northbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.3	-
0100 - 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	-	-	-
0200 - 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	-	26.4	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.9	2.7
0600 - 0700	5	0	1	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	22.5	3.6
0700 - 0800	9	3	1	3	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	-	19.2	4.9
0800 - 0900	12	3	4	2	3	0	0	10	0	2	0	0	0	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	0	25.5	20.1	4.9
0900 - 1000	14	3	4	3	4	1	0	12	0	1	0	0	0	0	0	0	0	0	0	4	4	5	2	0	0	0	0	0	0	0	0	24.7	19	5
1000 - 1100	18	5	4	4	4	1	0	15	0	1	0	0	0	0	0	0	0	0	0	3	7	6	2	0	0	0	0	0	0	0	0	24	19.4	4.7
1100 - 1200	14	2	4	4	4	1	0	12	0	1	0	0	0	0	0	0	0	0	0	4	5	3	1	0	0	0	0	0	0	0	0	23.8	18.2	5.4
1200 - 1300	12	4	2	3	3	1	0	10	0	1	0	0	0	0	0	0	0	0	0	2	6	3	1	0	0	0	0	0	0	0	0	24.4	18.7	5.2
1300 - 1400	11	3	3	2	3	0	0	9	0	2	0	0	0	0	0	0	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	24.3	18.3	5.2
1400 - 1500	13	4	4	3	2	1	0	10	0	1	0	0	0	0	0	0	0	0	1	3	5	3	1	0	0	0	0	0	0	0	0	24.3	17.7	5.5
1500 - 1600	12	3	3	4	2	1	1	9	0	1	0	0	0	0	0	0	0	0	1	2	4	4	1	0	0	0	0	0	0	0	0	24.1	18.6	5.4
1600 - 1700	13	3	3	4	3	1	0	10	0	1	0	0	0	0	0	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	0	24.2	19	4.8
1700 - 1800	12	3	2	4	3	0	0	11	0	1	0	0	0	0	0	0	0	0	0	2	4	3	2	0	0	0	0	0	0	0	0	25.4	20	4.6
1800 - 1900	12	3	4	2	3	1	0	11	0	1	0	0	0	0	0	0	0	0	0	2	4	5	1	0	0	0	0	0	0	0	0	25	19.9	4.9
1900 - 2000	8	2	2	2	1	1	0	6	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	-	19.5	6.3
2000 - 2100	7	2	2	2	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	-	21.2	6.1
2100 - 2200	3	1	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	19.1	5.6
2200 - 2300	1	0	0	0	0	0	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	-	18.2	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39	-
0700 - 1900	**152**	**39**	**36**	**38**	**39**	**8**	**2**	**126**	**1**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**29**	**53**	**46**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.0**	**5.1**
0600 - 2200	**175**	**45**	**42**	**43**	**45**	**10**	**3**	**145**	**1**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**32**	**58**	**55**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.2**	**5.2**
0600 - 0000	**176**	**45**	**42**	**44**	**45**	**10**	**3**	**146**	**1**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**33**	**58**	**55**	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.2**	**5.2**
0000 - 0000	**177**	**45**	**42**	**44**	**46**	**10**	**3**	**148**	**1**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**33**	**58**	**55**	**22**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**19.3**	**5.2**

Annex 1

Site 2 - Northbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	175	35	41	53	46	7	4	142	1	20	0	0	1	0	0	0	0	0	4	25	72	59	13	1	1	0	0	0	0	0	0	23.3	19.1	4.6
Tue	171	44	38	43	46	5	3	137	0	24	1	1	0	0	0	0	0	0	6	43	54	45	22	1	0	0	0	0	0	0	0	24.8	18.6	5.2
Wed	187	50	46	39	52	7	1	160	2	16	1	0	0	0	0	0	0	0	4	41	63	54	21	4	0	0	0	0	0	0	0	24.6	19	5.4
Thu	170	43	41	43	43	2	2	155	1	9	1	0	0	0	0	0	0	0	4	22	57	64	22	0	1	0	0	0	0	0	0	24.8	19.9	4.9
Fri	195	54	48	41	52	21	3	154	0	13	2	2	0	0	0	0	0	0	9	37	55	63	26	3	2	0	0	0	0	0	0	25.1	19.4	5.8
Sat	179	47	51	42	39	13	2	148	2	13	1	0	0	0	0	0	0	0	9	40	60	42	26	2	0	0	0	0	0	0	0	25.2	18.7	5.2
Sun	165	43	31	49	42	18	5	137	0	5	0	0	0	0	0	0	0	0	5	21	48	61	24	6	0	0	0	0	0	0	0	25.9	20.4	5.2

Site 3 - Eastbound

3

Report Id 231/22
Site Name Site 2 of 11
Description Moor Lane, 70m south of B3231 Saunton Road
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	-
0700 - 0800	8	1	2	3	2	0	0	7	0	0	0	1	0	0	0	0	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	-	16.9	6.7
0800 - 0900	13	6	2	2	3	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	3	0	0	0	0	0	0	0	26.7	19.5	5.4
0900 - 1000	15	4	2	6	3	1	1	13	0	0	0	0	0	0	0	0	0	0	0	2	5	2	3	2	0	1	0	0	0	0	0	27.1	17.9	8.2
1000 - 1100	14	6	1	4	3	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	3	4	3	3	1	0	0	0	0	0	0	29	20.7	6.4
1100 - 1200	12	2	2	6	2	1	0	10	0	1	0	0	0	0	0	0	0	0	0	0	3	7	1	1	0	0	0	0	0	0	0	22	17.9	3.6
1200 - 1300	10	2	1	3	4	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	2	3	3	1	1	0	0	0	0	0	0	-	20.2	6.6
1300 - 1400	9	4	1	2	2	1	0	7	0	1	0	0	0	0	0	0	0	0	0	1	2	2	3	1	0	0	0	0	0	0	0	-	17.8	6.2
1400 - 1500	15	6	3	2	4	1	0	11	0	3	0	0	0	0	0	0	0	0	0	0	5	5	4	1	0	0	0	0	0	0	0	22.5	17.7	4.1
1500 - 1600	14	4	2	3	5	3	1	7	0	3	0	0	0	0	0	0	0	0	0	2	4	2	3	2	1	0	0	0	0	0	0	27	18.1	7.7
1600 - 1700	14	2	1	2	9	0	0	11	0	1	0	0	0	0	0	2	0	0	0	1	3	4	5	1	0	0	0	0	0	0	0	24.3	18.7	5.4
1700 - 1800	4	2	1	0	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	-	23	10.1
1800 - 1900	13	7	4	0	2	3	0	10	0	0	0	0	0	0	0	0	0	0	0	2	4	4	2	0	1	0	0	0	0	0	0	24.3	16.7	6.6
1900 - 2000	9	3	4	2	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	6	0	0	0	0	0	0	0	-	25.3	4.9
2000 - 2100	5	0	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	-	24.9	5.6
2100 - 2200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.5	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**141**	**46**	**22**	**33**	**40**	**11**	**3**	**113**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**37**	**40**	**32**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**18.5**	**6.2**
0600 - 2200	**157**	**49**	**28**	**38**	**42**	**11**	**3**	**128**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**37**	**44**	**34**	**26**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**19.2**	**6.4**
0600 - 0000	**157**	**49**	**28**	**38**	**42**	**11**	**3**	**128**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**37**	**44**	**34**	**26**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**19.2**	**6.4**
0000 - 0000	**157**	**49**	**28**	**38**	**42**	**11**	**3**	**128**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**37**	**44**	**34**	**26**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**19.2**	**6.4**

Annex 1

Site 3 - Eastbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.7	-
0700 - 0800	4	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	-	21.9	7.1
0800 - 0900	5	1	3	0	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	-	19.9	6.3
0900 - 1000	15	4	3	3	5	0	0	12	0	3	0	0	0	0	0	0	0	0	0	1	8	3	3	0	0	0	0	0	0	0	0	26.2	20.5	4.4
1000 - 1100	12	4	2	3	3	0	0	11	0	1	0	0	0	0	0	0	0	0	0	5	4	2	1	0	0	0	0	0	0	0	0	23.4	16.8	4.9
1100 - 1200	11	3	2	2	4	0	0	9	0	2	0	0	0	0	0	0	0	0	2	3	4	0	1	0	1	0	0	0	0	0	0	30.7	17.2	8.9
1200 - 1300	18	7	7	2	2	1	0	16	0	1	0	0	0	0	0	0	0	0	1	8	5	3	1	0	0	0	0	0	0	0	0	23.4	16.1	5.2
1300 - 1400	18	10	3	3	2	0	0	16	0	1	0	1	0	0	0	0	0	0	1	6	4	5	1	1	0	0	0	0	0	0	0	24.7	18.3	6.1
1400 - 1500	16	2	4	5	5	1	0	13	0	2	0	0	0	0	0	0	0	0	1	5	4	3	3	0	0	0	0	0	0	0	0	26.4	18.2	5.9
1500 - 1600	6	3	1	1	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	-	22.8	6.9
1600 - 1700	9	3	1	3	2	0	0	7	0	2	0	0	0	0	0	0	0	0	0	3	1	2	3	0	0	0	0	0	0	0	0	-	20.1	6.7
1700 - 1800	14	5	5	0	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	1	2	8	2	1	0	0	0	0	0	0	0	27.3	21.9	5.1
1800 - 1900	15	4	1	7	3	0	0	14	0	1	0	0	0	0	0	0	0	0	1	2	6	1	5	0	0	0	0	0	0	0	0	26.8	20.4	6
1900 - 2000	8	3	3	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	2	3	0	1	0	0	0	0	0	0	0	-	19.9	7.1
2000 - 2100	5	3	0	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	-	28.1	6.4
2100 - 2200	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	-	25.6	8.1
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.8	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**143**	**46**	**32**	**30**	**35**	**2**	**1**	**125**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**38**	**40**	**31**	**24**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**19.1**	**6.1**
0600 - 2200	**161**	**52**	**36**	**34**	**39**	**2**	**1**	**143**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**40**	**44**	**36**	**27**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**19.6**	**6.4**
0600 - 0000	**162**	**53**	**36**	**34**	**39**	**2**	**1**	**144**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**40**	**44**	**37**	**27**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**19.6**	**6.4**
0000 - 0000	**162**	**53**	**36**	**34**	**39**	**2**	**1**	**144**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**40**	**44**	**37**	**27**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**19.6**	**6.4**

Annex 1

Site 3 - Eastbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	-	17.5	8.9
0700 - 0800	5	2	0	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	-	20.8	6.2
0800 - 0900	15	2	9	4	0	0	0	13	0	2	0	0	0	0	0	0	0	0	0	3	7	4	0	1	0	0	0	0	0	0	0	23.7	18.6	4.7
0900 - 1000	9	3	1	3	2	1	0	8	0	0	0	0	0	0	0	0	0	0	1	3	2	1	2	0	0	0	0	0	0	0	0	-	18.5	6.5
1000 - 1100	15	2	7	4	2	0	0	12	0	2	1	0	0	0	0	0	0	0	1	4	3	5	2	0	0	0	0	0	0	0	0	23.8	18.5	5.5
1100 - 1200	17	7	3	5	2	1	0	14	0	2	0	0	0	0	0	0	0	0	1	3	5	4	3	1	0	0	0	0	0	0	0	26.5	19.9	6.5
1200 - 1300	17	5	4	4	4	0	1	14	0	2	0	0	0	0	0	0	0	0	0	4	4	4	5	0	0	0	0	0	0	0	0	26.5	20.1	5.2
1300 - 1400	10	1	2	1	6	0	0	9	0	1	0	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	0	0	0	-	18.7	5.2
1400 - 1500	10	2	3	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	5	2	1	1	0	1	0	0	0	0	0	-	23.1	8.4
1500 - 1600	7	2	4	1	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	-	21.2	4.7
1600 - 1700	5	0	0	3	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	-	24.3	4.6
1700 - 1800	9	2	3	1	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	1	0	0	0	0	0	0	-	24.9	9
1800 - 1900	11	2	4	2	3	1	0	10	0	0	0	0	0	0	0	0	0	0	2	2	3	2	2	0	0	0	0	0	0	0	0	27.2	17.2	7.1
1900 - 2000	7	1	4	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	-	16.6	4.9
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	8	1	0	4	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	-	15	4
2200 - 2300	4	2	1	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	-	20.2	6.7
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**130**	**30**	**40**	**32**	**28**	**3**	**2**	**113**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**25**	**38**	**32**	**22**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.9**	**20.1**	**6.3**
0600 - 2200	**147**	**33**	**44**	**37**	**33**	**3**	**2**	**130**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**34**	**41**	**37**	**22**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.4**	**19.6**	**6.3**
0600 - 0000	**151**	**35**	**45**	**37**	**34**	**3**	**2**	**134**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**35**	**43**	**37**	**23**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.5**	**19.6**	**6.3**
0000 - 0000	**151**	**35**	**45**	**37**	**34**	**3**	**2**	**134**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**35**	**43**	**37**	**23**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.5**	**19.6**	**6.3**

Annex 1

Site 3 - Eastbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	21.3	2.5
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.7	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	3	0	0	2	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	24.7	2.4
0700 - 0800	8	2	4	1	1	1	0	5	0	2	0	0	0	0	0	0	0	0	0	1	1	3	1	2	0	0	0	0	0	0	0	-	22.6	6.5
0800 - 0900	10	2	3	3	2	2	0	8	0	0	0	0	0	0	0	0	0	0	0	2	1	2	5	0	0	0	0	0	0	0	0	-	22.5	7.1
0900 - 1000	9	1	2	3	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	0	0	-	20.1	5.5
1000 - 1100	15	5	3	4	3	1	0	14	0	0	0	0	0	0	0	0	0	0	0	4	5	3	2	1	0	0	0	0	0	0	0	27.6	19.3	6.2
1100 - 1200	19	4	3	6	6	1	0	13	0	5	0	0	0	0	0	0	0	0	0	9	3	6	1	0	0	0	0	0	0	0	0	24.2	17.5	5.1
1200 - 1300	15	4	4	3	4	1	0	13	0	1	0	0	0	0	0	0	0	0	3	1	3	6	2	0	0	0	0	0	0	0	0	25.7	18.5	6.6
1300 - 1400	16	6	5	4	1	1	0	15	0	0	0	0	0	0	0	0	0	0	0	3	5	7	0	0	1	0	0	0	0	0	0	23.9	19.7	5.8
1400 - 1500	8	4	2	0	2	0	1	7	0	0	0	0	0	0	0	0	0	0	2	1	2	3	0	0	0	0	0	0	0	0	0	-	16.2	5.8
1500 - 1600	16	5	4	4	3	1	0	13	0	2	0	0	0	0	0	0	0	0	1	3	2	4	6	0	0	0	0	0	0	0	0	28.4	21.1	6.9
1600 - 1700	8	3	1	1	3	1	1	5	0	1	0	0	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	-	19.3	5.2
1700 - 1800	7	3	1	2	1	0	0	4	0	2	0	1	0	0	0	0	0	0	0	2	1	0	3	1	0	0	0	0	0	0	0	-	22.2	7.1
1800 - 1900	11	4	6	0	1	1	0	10	0	0	0	0	0	0	0	0	0	0	1	1	2	3	3	1	0	0	0	0	0	0	0	30.2	22	7.3
1900 - 2000	6	3	1	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	-	21.7	6.7
2000 - 2100	5	1	2	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	-	19.1	6
2100 - 2200	6	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	22	4.7
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38.7	-
0700 - 1900	**142**	**43**	**38**	**31**	**30**	**10**	**2**	**116**	**0**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**31**	**31**	**41**	**26**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**19.9**	**6.3**
0600 - 2200	**162**	**47**	**43**	**38**	**34**	**10**	**2**	**135**	**0**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**33**	**37**	**48**	**31**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27.0**	**20.1**	**6.2**
0600 - 0000	**163**	**47**	**44**	**38**	**34**	**10**	**2**	**136**	**0**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**33**	**37**	**48**	**31**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**27.1**	**20.2**	**6.4**
0000 - 0000	**168**	**47**	**44**	**41**	**36**	**10**	**2**	**141**	**0**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**34**	**38**	**50**	**32**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**27.0**	**20.2**	**6.3**

Annex 1

Site 3 - Eastbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	-	20.6	13.4
0700 - 0800	7	0	1	3	3	0	0	3	0	4	0	0	0	0	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	-	15.6	4.9
0800 - 0900	8	1	2	4	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	3	2	1	2	0	0	0	0	0	0	0	0	-	18.7	6
0900 - 1000	11	1	3	4	3	0	0	11	0	0	0	0	0	0	0	0	0	0	1	2	5	2	1	0	0	0	0	0	0	0	0	25.1	17.3	5.1
1000 - 1100	20	7	2	4	7	2	2	14	0	2	0	0	0	0	0	0	0	0	1	5	7	5	2	0	0	0	0	0	0	0	0	24.8	18	5.5
1100 - 1200	18	5	7	4	2	1	0	17	0	0	0	0	0	0	0	0	0	0	1	9	3	3	2	0	0	0	0	0	0	0	0	24.3	16.7	5.8
1200 - 1300	12	3	6	2	1	2	0	9	0	1	0	0	0	0	0	0	0	0	0	2	3	4	3	0	0	0	0	0	0	0	0	27.4	20.6	5.4
1300 - 1400	15	1	3	7	4	0	0	14	0	1	0	0	0	0	0	0	0	0	1	1	4	6	3	0	0	0	0	0	0	0	0	26.1	20.1	5.4
1400 - 1500	13	5	1	2	5	1	1	11	0	0	0	0	0	0	0	0	0	0	3	4	2	3	1	0	0	0	0	0	0	0	0	22.4	15.5	5.9
1500 - 1600	9	1	3	1	4	2	0	6	0	0	1	0	0	0	0	0	0	0	3	3	1	1	1	0	0	0	0	0	0	0	0	-	14.2	6.2
1600 - 1700	12	2	2	4	4	1	2	8	0	0	0	1	0	0	0	0	0	0	1	2	3	5	0	1	0	0	0	0	0	0	0	23.4	18.6	6.8
1700 - 1800	10	3	1	3	3	1	0	8	0	0	0	1	0	0	0	0	0	0	1	0	3	2	3	0	1	0	0	0	0	0	0	-	22.3	7.9
1800 - 1900	12	1	4	6	1	1	0	8	1	1	0	1	0	0	0	0	0	0	2	3	2	2	2	1	0	0	0	0	0	0	0	27.4	18.9	7
1900 - 2000	9	5	1	2	1	1	0	7	1	0	0	0	0	0	0	0	0	0	2	1	0	4	1	1	0	0	0	0	0	0	0	-	20.3	8.7
2000 - 2100	7	3	2	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	-	16	4.6
2100 - 2200	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	-	25.3	5.8
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**147**	**30**	**35**	**44**	**38**	**12**	**5**	**116**	**1**	**9**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**37**	**38**	**34**	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**18.1**	**6.1**
0600 - 2200	**168**	**39**	**38**	**50**	**41**	**13**	**5**	**135**	**2**	**9**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**42**	**41**	**41**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**18.3**	**6.4**
0600 - 0000	**168**	**39**	**38**	**50**	**41**	**13**	**5**	**135**	**2**	**9**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**42**	**41**	**41**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**18.3**	**6.4**
0000 - 0000	**168**	**39**	**38**	**50**	**41**	**13**	**5**	**135**	**2**	**9**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**42**	**41**	**41**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**18.3**	**6.4**

Annex 1

Site 3 - Eastbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.1	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	31	1.5
0700 - 0800	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	-	25.4	3
0800 - 0900	6	2	1	3	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	18.3	4.8
0900 - 1000	14	3	7	1	3	1	1	11	0	0	0	0	0	0	1	0	0	0	2	3	4	2	3	0	0	0	0	0	0	0	25.2	18	6
1000 - 1100	19	4	0	8	7	0	3	15	0	0	0	1	0	0	0	0	0	0	1	7	5	1	3	1	1	0	0	0	0	0	28.9	18.6	7.4
1100 - 1200	11	2	3	5	1	2	0	8	0	1	0	0	0	0	0	0	0	0	3	0	0	5	3	1	0	0	0	0	0	0	27.5	20.5	7.5
1200 - 1300	10	5	4	0	1	2	0	8	0	1	0	0	0	0	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	-	14.5	4.5
1300 - 1400	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	-	15	3.1
1400 - 1500	10	1	4	3	2	2	0	8	0	0	0	0	0	0	0	0	0	0	2	1	1	5	1	0	0	0	0	0	0	0	-	18.7	7.4
1500 - 1600	13	5	2	3	3	1	0	11	0	1	0	0	0	0	0	0	0	0	1	2	3	5	2	0	0	0	0	0	0	0	27.3	19.7	5.7
1600 - 1700	11	6	1	2	2	3	0	8	0	0	0	0	0	0	0	0	0	0	2	2	2	2	3	0	0	0	0	0	0	0	27.8	18.5	7.5
1700 - 1800	7	0	3	3	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	1	0	0	0	0	0	-	24.1	7.7
1800 - 1900	14	1	3	8	2	2	1	9	0	1	0	1	0	0	0	0	0	0	1	4	0	4	5	0	0	0	0	0	0	0	26.8	20	7.6
1900 - 2000	6	3	0	2	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	-	19.9	3.9
2000 - 2100	9	2	4	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	-	23.1	4.5
2100 - 2200	5	1	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	-	22.5	4.8
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**126**	**32**	**32**	**38**	**24**	**14**	**6**	**100**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	**28**	**26**	**31**	**24**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**18.9**	**6.7**
0600 - 2200	**148**	**38**	**39**	**44**	**27**	**15**	**6**	**121**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	**29**	**30**	**42**	**28**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**19.5**	**6.6**
0600 - 0000	**148**	**38**	**39**	**44**	**27**	**15**	**6**	**121**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	**29**	**30**	**42**	**28**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**19.5**	**6.6**
0000 - 0000	**149**	**38**	**40**	**44**	**27**	**15**	**6**	**122**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	**29**	**30**	**42**	**28**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**19.6**	**6.7**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.5	-
0600 - 0700	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	23.7	4.6
0700 - 0800	4	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	-	21.1	7
0800 - 0900	11	2	5	2	2	2	0	8	0	1	0	0	0	0	0	0	0	0	0	3	3	2	3	0	0	0	0	0	0	0	29.1	20.4	6.1
0900 - 1000	6	1	0	3	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	-	20.4	5.4
1000 - 1100	13	4	4	2	3	1	0	9	0	2	0	0	1	0	0	0	0	0	1	6	4	1	1	0	0	0	0	0	0	0	21	16.5	4.5
1100 - 1200	14	3	2	6	3	1	0	12	0	1	0	0	0	0	0	0	0	0	1	6	1	5	1	0	0	0	0	0	0	0	23.9	17.1	5.5
1200 - 1300	11	0	2	5	4	0	0	9	0	2	0	0	0	0	0	0	0	0	0	2	2	6	0	1	0	0	0	0	0	0	25.8	20.6	5.4
1300 - 1400	14	3	4	4	3	1	0	10	0	3	0	0	0	0	0	0	0	0	1	5	5	3	0	0	0	0	0	0	0	0	22.1	16.3	4.5
1400 - 1500	13	4	2	3	4	1	0	12	0	0	0	0	0	0	0	0	0	0	1	1	5	4	2	0	0	0	0	0	0	0	26	19.9	5.2
1500 - 1600	7	2	1	2	2	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	-	20.4	5.9
1600 - 1700	13	3	2	4	4	2	1	9	0	1	0	0	0	0	0	0	0	0	1	7	3	2	0	0	0	0	0	0	0	0	22.4	15.5	4.8
1700 - 1800	12	6	0	2	4	2	0	8	0	2	0	0	0	0	0	0	0	0	1	4	3	1	3	0	0	0	0	0	0	0	27.1	18	6.2
1800 - 1900	12	5	3	3	1	1	0	10	0	1	0	0	0	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	25.8	20.6	4.4
1900 - 2000	12	3	2	2	5	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	4	5	3	0	0	0	0	0	0	0	26.3	22	3.5
2000 - 2100	5	2	0	0	3	1	0	3	0	0	0	1	0	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	0	0	-	20.1	10.4
2100 - 2200	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	-	20.2	6.9
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.2	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**130**	**33**	**25**	**38**	**34**	**11**	**2**	**102**	**0**	**14**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**37**	**35**	**35**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**18.5**	**5.4**
0600 - 2200	**152**	**39**	**28**	**43**	**42**	**13**	**2**	**121**	**0**	**14**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**40**	**40**	**43**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**18.9**	**5.6**
0600 - 0000	**153**	**40**	**28**	**43**	**42**	**13**	**2**	**122**	**0**	**14**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**40**	**40**	**44**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.0**	**19.0**	**5.6**
0000 - 0000	**154**	**40**	**28**	**44**	**42**	**13**	**2**	**123**	**0**	**14**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**40**	**41**	**44**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.0**	**18.9**	**5.6**

Annex 1

Site 3 - Eastbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	0	0	0	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	-	24.8	-
0100 - 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	-	13.8	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.7	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.5	-
0600 - 0700	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	23.7	6.9
0700 - 0800	6	1	1	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	-	19.9	6.5
0800 - 0900	10	2	4	3	1	1	0	8	0	1	0	0	0	0	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	-	19.7	5.7
0900 - 1000	11	2	3	3	3	0	0	10	0	0	0	0	0	0	0	0	0	0	1	2	3	2	2	0	0	0	0	0	0	0	0	25.2	18.8	6
1000 - 1100	15	5	3	4	4	1	1	13	0	1	0	0	0	0	0	0	0	0	1	5	5	3	2	0	0	0	0	0	0	0	0	25.3	18.4	5.9
1100 - 1200	15	4	3	5	3	1	0	12	0	2	0	0	0	0	0	0	0	0	1	5	3	3	2	0	0	0	0	0	0	0	0	24.9	18.1	6.1
1200 - 1300	13	4	4	3	3	1	0	11	0	1	0	0	0	0	0	0	0	0	1	3	3	4	2	0	0	0	0	0	0	0	0	25.5	18.6	5.8
1300 - 1400	13	4	3	3	3	0	0	11	0	1	0	0	0	0	0	0	0	0	1	3	4	4	1	0	0	0	0	0	0	0	0	23.9	18.2	5.4
1400 - 1500	12	3	3	3	3	1	0	10	0	1	0	0	0	0	0	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	0	24.4	18.4	6.2
1500 - 1600	10	3	2	2	3	1	1	7	0	1	0	0	0	0	0	0	0	0	1	2	2	3	2	0	0	0	0	0	0	0	0	27.6	19.5	6.7
1600 - 1700	10	3	1	3	4	1	1	7	0	1	0	0	0	0	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	0	0	26.4	18.7	6.1
1700 - 1800	9	3	2	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	2	2	2	1	0	0	0	0	0	0	0	-	22	7.2
1800 - 1900	13	3	4	4	2	1	0	10	0	1	0	0	0	0	0	0	0	0	1	2	3	3	3	0	0	0	0	0	0	0	0	26.8	19.4	6.6
1900 - 2000	8	3	2	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	-	21	6.1
2000 - 2100	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-	21.7	7
2100 - 2200	4	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	-	21	6.3
2200 - 2300	1	1	0	0	0	0	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	-	20.6	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.7	-
0700 - 1900	**137**	**37**	**32**	**35**	**33**	**9**	**3**	**112**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**33**	**35**	**34**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**19.0**	**6.2**
0600 - 2200	**156**	**42**	**37**	**41**	**37**	**10**	**3**	**130**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**36**	**40**	**40**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**19.3**	**6.3**
0600 - 0000	**157**	**43**	**37**	**41**	**37**	**10**	**3**	**131**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**37**	**40**	**40**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**19.3**	**6.3**
0000 - 0000	**158**	**43**	**37**	**41**	**37**	**10**	**3**	**132**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**37**	**40**	**41**	**26**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**19.3**	**6.3**

Annex 1

Site 3 - Eastbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	154	40	28	44	42	13	2	123	0	14	0	1	1	0	0	0	0	0	6	40	41	44	21	2	0	0	0	0	0	0	0	25	18.9	5.6
Tue	157	49	28	38	42	11	3	128	0	12	0	1	0	0	0	2	0	0	9	37	44	34	26	6	1	0	0	0	0	0	0	26.7	19.2	6.4
Wed	162	53	36	34	39	2	1	144	0	14	0	1	0	0	0	0	0	0	6	40	44	37	27	6	2	0	0	0	0	0	0	26.7	19.6	6.4
Thu	151	35	45	37	34	3	2	134	0	11	1	0	0	0	0	0	0	0	5	35	43	37	23	6	1	1	0	0	0	0	0	26.5	19.6	6.3
Fri	168	47	44	41	36	10	2	141	0	13	1	1	0	0	0	0	0	0	7	34	38	50	32	5	2	0	0	0	0	0	0	27	20.2	6.3
Sat	168	39	38	50	41	13	5	135	2	9	1	3	0	0	0	0	0	0	16	42	41	41	22	5	1	0	0	0	0	0	0	25.5	18.3	6.4
Sun	149	38	40	44	27	15	6	122	0	3	0	2	0	0	1	0	0	0	14	29	30	42	28	3	3	0	0	0	0	0	0	26.8	19.6	6.7

Site 3 - Eastbound

3

Report Id 231/22
Site Name Site 3 of 11
Description B3231 Saunton Road, 60m west of Cavie Crescent
Direction Eastbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	1	0	2	5	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	2	1	0	0	0	0	0	-	31.5	7.7
0100 - 0200	2	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	39.3	4.7
0200 - 0300	2	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	34.9	4
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.2	-
0500 - 0600	10	0	2	4	4	0	1	6	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	1	1	0	1	0	0	-	37.1	9.3
0600 - 0700	41	5	5	10	21	0	0	34	0	6	1	0	0	0	0	0	0	0	0	0	0	2	6	14	15	3	1	0	0	0	0	38.3	34	5
0700 - 0800	107	19	20	30	38	1	0	89	1	16	0	0	0	0	0	0	0	0	0	0	2	0	29	31	34	10	1	0	0	0	0	39.3	33.6	5.5
0800 - 0900	164	35	47	43	39	1	2	151	0	9	0	0	0	1	0	0	0	0	0	1	0	5	41	73	37	5	0	1	1	0	0	36.8	32.4	5
0900 - 1000	187	42	43	54	48	1	0	162	1	21	1	0	0	0	0	1	0	0	0	1	0	8	76	62	37	2	1	0	0	0	0	36.1	31.1	4.3
1000 - 1100	227	43	57	59	68	0	0	201	0	21	4	0	0	1	0	0	0	0	0	0	0	4	83	101	36	3	0	0	0	0	0	35.3	31.3	3.5
1100 - 1200	246	65	68	58	55	1	2	214	1	26	1	1	0	0	0	0	0	0	0	0	1	5	95	117	24	4	0	0	0	0	0	34	30.9	3.6
1200 - 1300	232	63	50	57	62	0	1	210	1	18	1	0	0	0	0	1	0	0	0	0	0	2	91	102	27	8	2	0	0	0	0	35.6	31.6	4
1300 - 1400	202	54	56	50	42	0	0	175	2	25	0	0	0	0	0	0	0	0	0	0	0	3	87	82	24	6	0	0	0	0	0	35	31.2	3.8
1400 - 1500	264	58	60	81	65	1	1	233	2	24	1	1	1	0	0	0	0	0	0	0	3	22	90	96	47	5	1	0	0	0	0	35.8	30.9	4.5
1500 - 1600	275	69	65	73	68	1	4	238	3	27	1	1	0	0	0	0	0	0	0	1	1	5	111	119	32	5	0	1	0	0	0	34.7	31	4
1600 - 1700	278	70	78	67	63	0	4	247	3	22	1	0	0	0	1	0	0	0	0	0	0	1	77	130	58	10	2	0	0	0	0	36.2	32.5	3.9
1700 - 1800	224	52	51	59	62	0	0	196	2	25	0	0	0	1	0	0	0	0	0	0	0	2	62	100	48	11	1	0	0	0	0	36.7	32.4	4
1800 - 1900	229	66	67	44	52	1	2	206	0	18	1	0	0	0	0	1	0	0	0	1	0	5	56	108	53	5	1	0	0	0	0	36.4	32.3	4.1
1900 - 2000	191	67	53	47	24	0	1	165	0	22	0	0	0	3	0	0	0	0	0	0	0	1	41	76	52	16	5	0	0	0	0	39	33.9	4.7
2000 - 2100	126	20	32	40	34	0	1	118	1	6	0	0	0	0	0	0	0	0	0	0	0	1	21	53	36	15	0	0	0	0	0	38.5	34	4.3
2100 - 2200	94	38	29	13	14	0	3	89	0	2	0	0	0	0	0	0	0	0	0	0	0	8	16	37	23	10	0	0	0	0	0	38.2	33	5.1
2200 - 2300	54	25	12	5	12	0	0	50	0	3	0	0	1	0	0	0	0	0	0	0	0	3	11	18	15	3	3	1	0	0	0	39.4	33.9	6.3
2300 - 0000	19	6	3	4	6	0	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6	2	2	2	0	0	0	49.1	39	7
0700 - 1900	**2635**	**636**	**662**	**675**	**662**	**7**	**16**	**2322**	**16**	**252**	**11**	**3**	**1**	**3**	**1**	**3**	**0**	**0**	**0**	**4**	**7**	**62**	**898**	**1121**	**457**	**74**	**9**	**2**	**1**	**0**	**0**	**35.9**	**31.7**	**4.2**
0600 - 2200	**3087**	**766**	**781**	**785**	**755**	**7**	**21**	**2728**	**17**	**288**	**12**	**3**	**1**	**6**	**1**	**3**	**0**	**0**	**0**	**4**	**7**	**74**	**982**	**1301**	**583**	**118**	**15**	**2**	**1**	**0**	**0**	**36.5**	**32.0**	**4.3**
0600 - 0000	**3160**	**797**	**796**	**794**	**773**	**7**	**23**	**2795**	**17**	**291**	**12**	**3**	**2**	**6**	**1**	**3**	**0**	**0**	**0**	**4**	**7**	**77**	**994**	**1325**	**604**	**123**	**20**	**5**	**1**	**0**	**0**	**36.6**	**32.0**	**4.4**
0000 - 0000	**3183**	**800**	**801**	**800**	**782**	**7**	**24**	**2812**	**17**	**295**	**13**	**3**	**2**	**6**	**1**	**3**	**0**	**0**	**0**	**4**	**8**	**78**	**998**	**1329**	**612**	**126**	**21**	**5**	**2**	**0**	**0**	**36.6**	**32.1**	**4.5**

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	2	4	5	0	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	1	2	4	2	2	0	0	0	0	0	41	33	6
0100 - 0200	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	41.7	1.9
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	43.8	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	42.8	-
0500 - 0600	17	0	5	3	9	0	1	11	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	3	2	2	0	0	47.9	38.1	7.6
0600 - 0700	33	6	5	7	15	0	0	29	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	11	11	7	1	0	0	0	42.9	36.3	5.7
0700 - 0800	99	14	25	32	28	0	0	83	3	11	1	0	0	1	0	0	0	0	0	0	0	2	27	45	15	7	3	0	0	0	37.8	32.8	5
0800 - 0900	116	33	25	30	28	1	0	100	1	11	3	0	0	0	0	0	0	0	1	0	0	1	34	52	24	4	0	0	0	0	36.5	32.3	4.3
0900 - 1000	184	49	34	41	60	1	2	158	0	21	2	0	0	0	0	0	0	0	0	0	1	7	62	79	28	6	1	0	0	0	35.5	31.4	4.3
1000 - 1100	201	48	57	55	41	0	3	177	3	16	2	0	0	0	0	0	0	0	0	0	0	3	83	83	27	4	1	0	0	0	35.2	31.1	3.8
1100 - 1200	201	53	49	48	51	0	0	178	1	19	3	0	0	0	0	0	0	0	0	0	0	4	79	91	19	8	0	0	0	0	34.9	31.1	3.6
1200 - 1300	217	51	63	43	60	1	1	193	3	18	1	0	0	0	0	0	0	0	0	1	1	4	81	99	27	4	0	0	0	0	34.9	31.1	4
1300 - 1400	220	71	54	43	52	3	2	197	0	17	0	0	0	1	0	0	0	0	1	1	7	4	52	115	32	7	1	0	0	0	35.7	31.4	4.9
1400 - 1500	197	52	41	51	53	1	2	184	0	9	0	0	0	1	0	0	0	0	0	1	2	11	58	78	39	7	0	1	0	0	36.5	31.8	4.9
1500 - 1600	211	56	45	52	58	3	2	177	5	23	0	0	0	0	0	1	0	0	0	1	3	1	59	87	45	13	2	0	0	0	37.9	32.7	4.9
1600 - 1700	277	76	56	73	72	1	2	256	1	17	0	0	0	0	0	0	0	0	0	1	0	2	72	140	51	9	2	0	0	0	36.2	32.5	4.1
1700 - 1800	233	71	55	65	42	0	1	216	1	13	0	0	0	1	0	1	0	0	0	0	0	3	66	86	63	12	1	2	0	0	37.4	33	4.4
1800 - 1900	182	45	57	32	48	1	2	160	4	14	1	0	0	0	0	0	0	0	0	1	0	2	48	80	43	6	1	0	0	1	36.7	32.5	4.8
1900 - 2000	141	29	35	39	38	1	4	126	1	8	0	0	0	0	0	1	0	0	0	0	0	4	23	69	29	11	4	1	0	0	38.7	33.7	5.1
2000 - 2100	129	32	44	31	22	0	4	112	1	12	0	0	0	0	0	0	0	0	0	1	0	2	28	49	38	9	2	0	0	0	38.4	33.5	4.9
2100 - 2200	76	23	11	25	17	0	3	71	1	1	0	0	0	0	0	0	0	0	0	0	0	2	15	35	18	3	2	0	0	1	37.6	34	5.4
2200 - 2300	45	18	12	9	6	0	2	41	0	2	0	0	0	0	0	0	0	0	0	0	0	1	16	14	6	6	2	0	0	0	40.9	33.2	5.3
2300 - 0000	23	9	4	8	2	0	0	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	7	3	1	1	1	1	49.6	39.5	8.4
0700 - 1900	**2338**	**619**	**561**	**565**	**593**	**12**	**17**	**2079**	**22**	**189**	**13**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**2**	**6**	**14**	**44**	**721**	**1035**	**413**	**87**	**12**	**3**	**0**	**0**	**1**	**36.2**	**32.0**	**4.5**
0600 - 2200	**2717**	**709**	**656**	**667**	**685**	**13**	**28**	**2417**	**25**	**214**	**13**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**2**	**7**	**14**	**54**	**788**	**1199**	**509**	**117**	**21**	**4**	**0**	**1**	**1**	**36.5**	**32.2**	**4.6**
0600 - 0000	**2785**	**736**	**672**	**684**	**693**	**13**	**30**	**2478**	**25**	**219**	**13**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**2**	**7**	**14**	**55**	**804**	**1222**	**522**	**126**	**24**	**5**	**1**	**2**	**1**	**36.6**	**32.3**	**4.7**
0000 - 0000	**2817**	**738**	**683**	**692**	**704**	**13**	**31**	**2502**	**25**	**226**	**13**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**2**	**7**	**14**	**56**	**809**	**1229**	**528**	**135**	**26**	**7**	**1**	**2**	**1**	**36.7**	**32.4**	**4.8**

Site 3 - Eastbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	-	38.4	4.3
0100 - 0200	4	1	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	-	43.1	7.9
0200 - 0300	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	37.3	4.7
0500 - 0600	11	1	3	4	3	0	1	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1	1	1	0	0	0	0	43.8	33.5	6.2
0600 - 0700	33	5	4	7	17	0	0	27	0	6	0	0	0	0	0	0	0	0	0	0	0	1	6	12	8	3	1	2	0	0	0	42.3	35.3	6.8
0700 - 0800	90	16	21	22	31	0	0	78	0	7	3	1	0	1	0	0	0	0	0	0	0	1	12	39	28	9	1	0	0	0	0	39.5	34.4	4.4
0800 - 0900	129	27	37	29	36	0	1	112	0	15	1	0	0	0	0	0	0	0	0	0	0	3	42	61	19	4	0	0	0	0	0	35.4	31.7	4
0900 - 1000	168	38	43	38	49	0	1	146	0	20	0	1	0	0	0	0	0	0	0	0	0	8	59	74	23	4	0	0	0	0	0	35.4	31	3.9
1000 - 1100	250	69	55	57	69	1	2	211	0	32	2	2	0	0	0	0	0	0	0	1	0	9	99	102	36	3	0	0	0	0	0	35	30.9	4
1100 - 1200	199	55	37	49	58	0	2	181	1	15	0	0	0	0	0	0	0	0	0	0	1	4	61	94	32	7	0	0	0	0	0	36.1	31.9	4
1200 - 1300	251	61	61	61	68	0	0	222	3	25	0	1	0	0	0	0	0	0	0	0	0	5	96	113	33	3	0	1	0	0	0	34.9	31.2	3.6
1300 - 1400	219	50	54	49	66	0	1	196	1	21	0	0	0	0	0	0	0	0	0	0	1	1	72	104	38	3	0	0	0	0	0	35.2	31.7	3.5
1400 - 1500	237	67	67	57	46	1	1	217	1	15	1	1	0	0	0	0	0	0	0	1	0	4	82	108	34	8	0	0	0	0	0	35.7	31.6	4.1
1500 - 1600	203	51	58	48	46	0	3	180	1	18	0	0	1	0	0	0	0	0	0	0	1	4	43	104	44	6	1	0	0	0	0	36.6	32.6	3.9
1600 - 1700	196	61	40	54	41	0	1	175	0	16	3	0	1	0	0	0	0	0	0	0	0	0	36	108	45	6	1	0	0	0	0	36.4	33	3.5
1700 - 1800	197	56	65	36	40	0	1	174	2	19	0	0	0	0	1	0	0	0	0	0	1	2	37	99	48	10	0	0	0	0	0	37.2	33.1	3.9
1800 - 1900	179	47	52	37	43	0	2	164	3	9	1	0	0	0	0	0	0	0	0	0	1	0	49	84	37	7	1	0	0	0	0	36.7	32.5	4
1900 - 2000	139	50	31	33	25	0	1	124	0	14	0	0	0	0	0	0	0	0	0	0	0	2	28	60	41	6	2	0	0	0	0	37.9	33.3	4.3
2000 - 2100	87	25	19	25	18	1	1	78	1	6	0	0	0	0	0	0	0	0	0	1	0	0	15	29	30	6	6	0	0	0	0	39.9	35	5.6
2100 - 2200	113	41	27	26	19	0	2	107	0	4	0	0	0	0	0	0	0	0	0	0	1	3	32	48	25	4	0	0	0	0	0	36.8	32.1	4.4
2200 - 2300	62	17	16	22	7	0	2	59	0	1	0	0	0	0	0	0	0	0	0	0	0	1	20	26	12	2	1	0	0	0	0	36.2	32.5	4.2
2300 - 0000	16	6	2	6	2	0	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7	5	0	3	0	0	0	52.3	41.6	6.2
0700 - 1900	**2318**	**598**	**590**	**537**	**593**	**2**	**15**	**2056**	**12**	**212**	**11**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**41**	**688**	**1090**	**417**	**70**	**4**	**1**	**0**	**0**	**0**	**36.1**	**32.0**	**4.0**
0600 - 2200	**2690**	**719**	**671**	**628**	**672**	**3**	**19**	**2392**	**13**	**242**	**11**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**47**	**769**	**1239**	**521**	**89**	**13**	**3**	**0**	**0**	**0**	**36.5**	**32.2**	**4.2**
0600 - 0000	**2768**	**742**	**689**	**656**	**681**	**3**	**21**	**2465**	**13**	**244**	**11**	**6**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**48**	**789**	**1266**	**540**	**96**	**14**	**6**	**0**	**0**	**0**	**36.6**	**32.3**	**4.2**
0000 - 0000	**2791**	**746**	**695**	**664**	**686**	**3**	**22**	**2482**	**13**	**249**	**11**	**6**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**48**	**792**	**1275**	**544**	**100**	**16**	**7**	**0**	**0**	**0**	**36.7**	**32.3**	**4.3**

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	1	4	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	1	1	0	1	0	0	-	36.2	10.2
0100 - 0200	5	0	1	0	4	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	1	0	-	40.6	12.6
0200 - 0300	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.2	-
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	31.6	0.1
0400 - 0500	4	0	1	1	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	-	30	4.9
0500 - 0600	13	1	1	8	3	0	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	7	2	2	0	1	0	0	0	42.1	36.1	6.9
0600 - 0700	41	9	3	13	16	0	0	37	1	3	0	0	0	0	0	0	0	0	0	0	0	0	8	13	9	8	3	0	0	0	0	42.9	35.5	6.2
0700 - 0800	92	23	18	25	26	0	0	76	0	11	1	3	0	1	0	0	0	0	0	0	0	0	19	41	20	8	2	1	1	0	0	39.6	34.3	5.7
0800 - 0900	167	35	34	51	47	0	0	153	1	13	0	0	0	0	0	0	0	0	0	0	0	2	46	66	42	9	2	0	0	0	0	37.4	33	4.6
0900 - 1000	243	59	65	64	55	1	3	218	2	15	3	1	0	0	0	0	0	0	0	0	1	2	83	120	29	7	1	0	0	0	0	35.1	31.5	3.5
1000 - 1100	263	70	61	81	51	3	5	227	0	27	1	0	0	0	0	0	0	0	1	0	4	5	85	130	36	2	0	0	0	0	0	35	31	4
1100 - 1200	232	66	52	44	70	3	0	197	0	30	0	1	1	0	0	0	0	0	2	0	1	7	80	96	43	3	0	0	0	0	0	35.7	31.3	4.5
1200 - 1300	243	56	50	70	67	0	1	210	0	29	0	1	1	1	0	0	0	0	0	0	0	2	53	124	49	14	1	0	0	0	0	37.1	32.9	3.9
1300 - 1400	268	66	58	76	68	0	1	241	4	21	0	1	0	0	0	0	0	0	0	3	0	5	85	124	44	7	0	0	0	0	0	35.2	31.6	4.3
1400 - 1500	278	65	72	77	64	1	2	253	3	18	0	1	0	0	0	0	0	0	0	0	1	7	74	138	41	16	1	0	0	0	0	36.7	32.3	4.3
1500 - 1600	299	79	71	60	89	3	4	268	1	20	1	0	0	1	0	1	0	0	0	3	0	9	93	120	62	10	2	0	0	0	0	36.9	32.1	4.6
1600 - 1700	313	88	85	74	66	4	4	287	1	14	2	0	0	0	1	0	0	0	0	2	2	6	80	151	61	9	2	0	0	0	0	36.5	32.3	4.4
1700 - 1800	268	59	76	67	66	1	4	241	1	20	1	0	0	0	0	0	0	0	0	1	2	10	87	114	43	9	1	0	1	0	0	36.1	31.6	4.7
1800 - 1900	256	88	66	43	59	2	3	231	3	16	0	0	0	1	0	0	0	0	0	2	0	2	63	120	60	7	2	0	0	0	0	37.4	32.6	4.3
1900 - 2000	158	42	46	30	40	0	6	143	1	8	0	0	0	0	0	0	0	0	0	0	0	2	31	71	42	10	2	0	0	0	0	38.5	33.5	4.4
2000 - 2100	200	56	66	43	35	0	0	188	2	10	0	0	0	0	0	0	0	0	0	0	0	3	60	90	38	7	1	1	0	0	0	37	32.5	4.4
2100 - 2200	125	34	30	29	32	0	1	113	0	11	0	0	0	0	0	0	0	0	0	0	0	3	35	46	36	4	1	0	0	0	0	36.8	32.8	4.3
2200 - 2300	87	23	30	19	15	0	2	81	1	3	0	0	0	0	0	0	0	0	0	0	0	3	22	38	22	1	1	0	0	0	0	37.1	32.3	4.3
2300 - 0000	38	6	9	15	8	0	1	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	13	15	3	2	1	0	0	0	41.9	36	5.6
0700 - 1900	**2922**	**754**	**708**	**732**	**728**	**18**	**27**	**2602**	**16**	**234**	**9**	**8**	**2**	**4**	**1**	**1**	**0**	**0**	**3**	**11**	**11**	**57**	**848**	**1344**	**530**	**101**	**14**	**1**	**2**	**0**	**0**	**36.4**	**32.1**	**4.4**
0600 - 2200	**3446**	**895**	**853**	**847**	**851**	**18**	**34**	**3083**	**20**	**266**	**9**	**8**	**2**	**4**	**1**	**1**	**0**	**0**	**3**	**11**	**11**	**65**	**982**	**1564**	**655**	**130**	**21**	**2**	**2**	**0**	**0**	**36.6**	**32.2**	**4.5**
0600 - 0000	**3571**	**924**	**892**	**881**	**874**	**18**	**37**	**3199**	**21**	**271**	**9**	**8**	**2**	**4**	**1**	**1**	**0**	**0**	**3**	**11**	**11**	**68**	**1008**	**1615**	**692**	**134**	**24**	**3**	**2**	**0**	**0**	**36.7**	**32.3**	**4.5**
0000 - 0000	**3606**	**927**	**900**	**895**	**884**	**18**	**37**	**3228**	**21**	**277**	**9**	**8**	**2**	**4**	**1**	**1**	**0**	**0**	**3**	**11**	**11**	**68**	**1016**	**1627**	**699**	**138**	**25**	**4**	**3**	**1**	**0**	**36.7**	**32.3**	**4.5**

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	13	5	3	4	1	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	3	0	0	0	0	45.9	40.3	5.1
0100 - 0200	11	5	4	0	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	2	1	1	0	0	0	0	42.3	32.9	7.2
0200 - 0300	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	37.2	6.1
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	6	0	1	3	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	-	33.5	2.9
0500 - 0600	11	0	7	1	3	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	3	1	0	0	0	0	43.8	37	5.7
0600 - 0700	22	2	4	8	8	1	1	16	0	4	0	0	0	0	0	0	0	0	0	0	0	2	4	7	6	1	0	1	0	0	1	40	35.4	9.1
0700 - 0800	67	10	14	22	21	1	0	61	1	3	0	0	0	1	0	0	0	0	0	1	0	0	7	23	24	12	0	0	0	0	0	40.4	35.3	4.8
0800 - 0900	148	20	38	43	47	0	2	133	0	13	0	0	0	0	0	0	0	0	0	0	0	3	45	61	28	11	0	0	0	0	0	37.3	32.6	4.3
0900 - 1000	224	48	40	65	71	1	2	207	3	11	0	0	0	0	0	0	0	0	0	0	0	7	46	113	51	6	1	0	0	0	0	36.5	32.6	3.9
1000 - 1100	238	59	70	58	51	3	4	208	2	20	0	1	0	0	0	0	0	0	0	5	1	10	85	91	40	6	0	0	0	0	0	35.6	31	5
1100 - 1200	219	65	48	58	48	2	4	200	0	13	0	0	0	0	0	0	0	0	0	1	1	12	53	113	30	9	0	0	0	0	0	35.3	31.7	4.4
1200 - 1300	248	70	63	65	50	3	7	218	2	18	0	0	0	0	0	0	0	0	0	1	2	8	57	137	36	6	0	1	0	0	0	35.4	31.9	4.1
1300 - 1400	259	73	61	69	56	2	8	226	3	18	1	1	0	0	0	0	0	0	0	1	2	5	86	104	53	6	1	1	0	0	0	36.4	31.8	4.6
1400 - 1500	200	59	37	55	49	1	3	186	2	6	0	2	0	0	0	0	0	0	0	5	1	1	47	88	47	11	0	0	0	0	0	37.2	32.3	5.1
1500 - 1600	295	83	81	61	70	1	1	279	0	13	0	1	0	0	0	0	0	0	0	1	0	13	82	136	51	8	2	1	0	0	1	36.2	32	5.4
1600 - 1700	318	86	72	83	77	2	5	295	1	15	0	0	0	0	0	0	0	0	0	0	2	9	80	153	60	13	1	0	0	0	0	36.1	32.2	4.3
1700 - 1800	268	89	57	68	54	0	1	250	4	13	0	0	0	0	0	0	0	0	0	0	0	2	44	132	74	15	1	0	0	0	0	37.8	33.6	3.8
1800 - 1900	233	69	76	45	43	0	4	220	1	8	0	0	0	0	0	0	0	0	0	0	0	0	44	115	64	9	1	0	0	0	0	37.7	33.5	3.8
1900 - 2000	197	55	50	59	33	1	2	179	1	13	0	0	1	0	0	0	0	0	0	0	1	2	35	84	58	13	4	0	0	0	0	38.1	34	4.6
2000 - 2100	140	54	28	39	19	1	2	130	0	7	0	0	0	0	0	0	0	0	0	0	1	1	21	53	52	12	0	0	0	0	0	38.9	34.5	4.4
2100 - 2200	117	26	32	32	27	0	3	110	0	4	0	0	0	0	0	0	0	0	0	0	1	3	27	45	30	8	2	1	0	0	0	37.7	33.5	5.3
2200 - 2300	88	30	22	21	15	0	2	84	0	1	0	1	0	0	0	0	0	0	0	1	2	1	26	42	13	2	0	1	0	0	0	35.9	31.8	5.3
2300 - 0000	45	16	12	9	8	0	1	41	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	12	15	9	2	1	1	0	0	43.3	36.8	6.4
0700 - 1900	**2717**	**731**	**657**	**692**	**637**	**16**	**41**	**2483**	**19**	**151**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**9**	**70**	**676**	**1266**	**558**	**112**	**7**	**3**	**0**	**0**	**1**	**36.6**	**32.4**	**4.5**
0600 - 2200	**3193**	**868**	**771**	**830**	**724**	**19**	**49**	**2918**	**20**	**179**	**1**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**12**	**78**	**763**	**1455**	**704**	**146**	**13**	**5**	**0**	**0**	**2**	**36.8**	**32.6**	**4.6**
0600 - 0000	**3326**	**914**	**805**	**860**	**747**	**19**	**52**	**3043**	**20**	**183**	**1**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**14**	**80**	**793**	**1509**	**732**	**157**	**15**	**7**	**1**	**0**	**2**	**36.9**	**32.7**	**4.7**
0000 - 0000	**3370**	**925**	**821**	**869**	**755**	**19**	**53**	**3082**	**20**	**187**	**1**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**14**	**81**	**798**	**1522**	**743**	**166**	**20**	**7**	**1**	**0**	**2**	**36.9**	**32.7**	**4.8**

Annex 1

Site 3 - Eastbound

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Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	21	2	7	6	6	0	0	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	8	2	5	2	0	0	0	1	45	37.8	8.5
0100 - 0200	17	5	2	6	4	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	5	5	4	0	0	0	0	0	42.2	35.5	5.8
0200 - 0300	17	1	15	1	0	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7	8	0	0	0	0	0	42.2	38.6	3.8
0300 - 0400	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	-	44.2	11.9
0400 - 0500	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	-	37.4	13
0500 - 0600	8	1	2	2	3	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	1	0	0	0	0	-	34	6.5
0600 - 0700	12	1	4	4	3	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3	6	1	0	0	0	0	0	39	35.2	4.6
0700 - 0800	50	10	8	14	18	2	0	45	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	8	16	17	4	1	2	0	0	1	42.3	35.8	7.9
0800 - 0900	96	21	20	25	30	0	0	92	0	4	0	0	0	0	0	0	0	0	0	0	0	0	19	39	23	12	2	1	0	0	0	0	40.5	34.5	5.1
0900 - 1000	178	38	40	41	59	0	2	163	3	8	2	0	0	0	0	0	0	0	0	0	1	4	43	91	34	4	1	0	0	0	0	0	35.9	32.2	3.9
1000 - 1100	253	61	47	67	78	4	6	223	2	18	0	0	0	0	0	0	0	0	0	3	1	5	75	127	33	8	1	0	0	0	0	0	35.8	31.6	4.5
1100 - 1200	360	73	77	103	107	5	3	331	3	18	0	0	0	0	0	0	0	0	0	3	4	24	109	162	55	3	0	0	0	0	0	0	35.2	30.8	4.5
1200 - 1300	292	85	74	77	56	3	3	267	0	17	0	1	1	0	0	0	0	0	0	4	0	7	97	123	52	9	0	0	0	0	0	0	36	31.7	4.4
1300 - 1400	297	81	68	69	79	1	0	276	1	19	0	0	0	0	0	0	0	0	0	2	0	2	56	147	75	12	3	0	0	0	0	0	36.8	33	4.2
1400 - 1500	319	76	71	78	94	1	2	289	0	26	0	1	0	0	0	0	0	0	0	2	0	3	66	157	81	7	2	0	1	0	0	0	37	32.9	4.2
1500 - 1600	367	97	78	81	111	1	2	335	0	29	0	0	0	0	0	0	0	0	0	1	1	10	94	170	78	11	2	0	0	0	0	0	37	32.3	4.4
1600 - 1700	407	98	109	112	88	0	2	374	3	27	0	0	0	1	0	0	0	0	0	0	0	3	110	193	87	13	1	0	0	0	0	0	36.8	32.5	3.8
1700 - 1800	370	101	93	79	97	0	4	343	2	21	0	0	0	0	0	0	0	0	0	0	0	5	96	173	81	14	0	1	0	0	0	0	36.4	32.6	3.9
1800 - 1900	293	88	74	78	53	0	2	263	1	27	0	0	0	0	0	0	0	0	0	1	0	4	69	135	65	18	0	1	0	0	0	0	37.2	32.9	4.4
1900 - 2000	203	67	50	52	34	0	2	193	0	7	0	1	0	0	0	0	0	0	0	0	0	3	45	91	52	7	4	1	0	0	0	0	37.6	33.3	4.4
2000 - 2100	147	48	32	29	38	0	1	136	0	10	0	0	0	0	0	0	0	0	0	0	0	0	35	52	47	9	3	0	1	0	0	0	38.8	34	4.9
2100 - 2200	96	33	18	21	24	0	2	91	0	3	0	0	0	0	0	0	0	0	0	0	0	1	20	30	31	9	3	2	0	0	0	0	40	34.8	5.3
2200 - 2300	58	13	21	10	14	0	2	54	0	2	0	0	0	0	0	0	0	0	0	0	0	3	18	6	19	6	3	2	1	0	0	0	42.1	35.4	7.5
2300 - 0000	24	4	9	5	6	0	1	20	0	3	0	0	0	0	0	0	0	0	0	1	0	1	6	4	7	5	0	0	0	0	0	0	41.6	33.7	7.2
0700 - 1900	**3282**	**829**	**759**	**824**	**870**	**17**	**26**	**3001**	**15**	**217**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**8**	**67**	**842**	**1533**	**681**	**115**	**13**	**5**	**1**	**0**	**1**	**36.6**	**32.4**	**4.4**
0600 - 2200	**3740**	**978**	**863**	**930**	**969**	**17**	**31**	**3430**	**15**	**240**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**8**	**71**	**944**	**1709**	**817**	**141**	**23**	**8**	**2**	**0**	**1**	**36.9**	**32.6**	**4.5**
0600 - 0000	**3822**	**995**	**893**	**945**	**989**	**17**	**34**	**3504**	**15**	**245**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**8**	**75**	**968**	**1719**	**843**	**152**	**26**	**10**	**3**	**0**	**1**	**37.0**	**32.6**	**4.6**
0000 - 0000	**3890**	**1005**	**920**	**960**	**1005**	**17**	**34**	**3562**	**17**	**253**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**8**	**76**	**978**	**1734**	**862**	**169**	**29**	**12**	**3**	**0**	**2**	**37.1**	**32.7**	**4.7**

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Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	5	3	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	3	1	0	0	0	0	-	38.2	6.9
0100 - 0200	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.9	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.2	-
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	48.1	-
0400 - 0500	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	-	39.8	10.5
0500 - 0600	14	1	6	6	1	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2	3	5	1	3	0	0	0	0	0	41	32.5	5.7
0600 - 0700	38	6	6	7	19	0	2	32	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8	14	5	8	3	0	0	0	0	43.4	35.2	6.2
0700 - 0800	102	20	20	33	29	1	1	89	2	8	1	0	0	0	0	0	0	0	0	0	1	3	15	40	36	7	0	0	0	0	0	38.4	33.8	4.6
0800 - 0900	177	38	52	30	57	2	2	160	1	11	1	0	0	0	0	0	0	0	0	0	1	1	54	69	44	7	1	0	0	0	0	36.6	32.5	4.1
0900 - 1000	247	49	54	69	75	0	1	220	1	22	1	1	1	0	0	0	0	0	0	1	0	8	75	125	36	2	0	0	0	0	0	35.2	31.3	3.7
1000 - 1100	296	64	65	95	72	1	3	264	2	23	1	1	1	0	0	0	0	0	0	1	1	15	126	109	43	1	0	0	0	0	0	34.9	30.6	3.9
1100 - 1200	235	80	54	55	46	0	3	207	1	22	0	1	0	0	0	1	0	0	0	0	0	8	92	103	30	1	1	0	0	0	0	34.9	31.1	3.7
1200 - 1300	248	62	56	86	44	0	4	205	1	35	1	0	0	0	1	1	0	0	0	1	0	6	72	127	34	6	2	0	0	0	0	35.5	31.7	4
1300 - 1400	243	68	60	44	71	1	2	214	0	24	0	1	0	0	0	1	0	0	0	3	1	3	78	114	38	6	0	0	0	0	0	35.5	31.5	4.2
1400 - 1500	277	65	66	85	61	4	4	243	2	23	0	1	0	0	0	0	0	0	0	4	1	5	118	108	28	9	4	0	0	0	0	35	31	4.7
1500 - 1600	278	79	63	66	70	2	1	249	1	24	0	0	1	0	0	0	0	0	0	2	3	8	77	137	40	9	1	1	0	0	0	36	31.8	4.7
1600 - 1700	328	80	83	83	82	4	5	291	0	26	1	1	0	0	0	0	0	0	0	2	2	6	87	161	61	8	1	0	0	0	0	35.9	32	4.1
1700 - 1800	284	72	68	72	72	2	2	259	2	18	0	1	0	0	0	0	0	0	0	2	0	5	69	131	67	9	1	0	0	0	0	36.9	32.6	4.4
1800 - 1900	222	73	46	57	46	1	2	196	4	17	1	1	0	0	0	0	0	0	0	1	2	2	44	91	67	13	2	0	0	0	0	38.1	33.5	4.7
1900 - 2000	172	50	41	43	38	5	1	157	1	8	0	0	0	0	0	0	0	0	0	1	0	2	1	45	71	40	8	4	0	0	0	37.4	32.6	5.2
2000 - 2100	175	61	43	36	35	0	3	161	0	11	0	0	0	0	0	0	0	0	0	0	1	4	24	83	49	12	0	2	0	0	0	38.6	33.9	4.8
2100 - 2200	119	36	31	31	21	0	2	108	0	9	0	0	0	0	0	0	0	0	0	0	0	0	35	52	20	8	3	1	0	0	0	38	33.2	5.2
2200 - 2300	59	24	19	6	10	1	3	54	0	0	0	1	0	0	0	0	0	0	0	0	1	0	13	24	16	5	0	0	0	0	0	37.8	33.1	4.9
2300 - 0000	17	8	3	4	2	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	4	0	1	0	0	0	42.2	36.6	6.3
0700 - 1900	**2937**	**750**	**687**	**775**	**725**	**18**	**30**	**2597**	**17**	**253**	**7**	**8**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**17**	**12**	**70**	**907**	**1315**	**524**	**78**	**13**	**1**	**0**	**0**	**0**	**36.1**	**31.8**	**4.3**
0600 - 2200	**3441**	**903**	**808**	**892**	**838**	**23**	**38**	**3055**	**18**	**285**	**7**	**8**	**3**	**0**	**1**	**3**	**0**	**0**	**1**	**17**	**15**	**75**	**1019**	**1535**	**638**	**114**	**23**	**4**	**0**	**0**	**0**	**36.5**	**32.0**	**4.5**
0600 - 0000	**3517**	**935**	**830**	**902**	**850**	**24**	**41**	**3125**	**18**	**286**	**7**	**9**	**3**	**0**	**1**	**3**	**0**	**0**	**1**	**17**	**16**	**75**	**1037**	**1560**	**660**	**123**	**23**	**5**	**0**	**0**	**0**	**36.6**	**32.1**	**4.5**
0000 - 0000	**3546**	**941**	**840**	**910**	**855**	**24**	**41**	**3146**	**18**	**294**	**7**	**9**	**3**	**0**	**1**	**3**	**0**	**0**	**1**	**17**	**16**	**77**	**1043**	**1568**	**663**	**130**	**25**	**6**	**0**	**0**	**0**	**36.6**	**32.1**	**4.6**

Site 3 - Eastbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	3	3	3	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	2	1	0	0	0	0	44.7	36.7	7.7
0100 - 0200	6	2	1	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	-	36.5	7.7
0200 - 0300	4	1	3	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	37.6	4.6
0300 - 0400	1	0	0	0	0	0	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	-	40	-
0400 - 0500	3	0	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	35.5	7.4
0500 - 0600	12	1	4	4	4	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	2	1	0	0	0	0	42.9	35.6	7
0600 - 0700	31	5	4	8	14	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5	11	9	4	1	0	0	0	0	41.4	35.2	6.3
0700 - 0800	87	16	18	25	27	1	0	74	1	8	1	1	0	1	0	0	0	0	0	0	1	1	17	34	25	8	1	0	0	0	0	39	34.1	5.4
0800 - 0900	142	30	36	36	41	1	1	129	0	11	1	0	0	0	0	0	0	0	0	0	0	2	40	60	31	7	1	0	0	0	0	37.1	32.7	4.5
0900 - 1000	204	46	46	53	60	1	2	182	1	17	1	0	0	0	0	0	0	0	0	0	0	6	63	95	34	4	1	0	0	0	0	35.8	31.6	3.9
1000 - 1100	247	59	59	67	61	2	3	216	1	22	1	1	0	0	0	0	0	0	0	1	1	7	91	106	36	4	0	0	0	0	0	35.2	31.1	4.1
1100 - 1200	242	65	55	59	62	2	2	215	1	20	1	0	0	0	0	0	0	0	0	1	1	9	81	111	33	5	0	0	0	0	0	35.1	31.2	4.1
1200 - 1300	247	64	60	66	58	1	2	218	1	23	0	0	0	0	0	0	0	0	0	1	0	5	78	118	37	7	1	0	0	0	0	35.6	31.7	4.1
1300 - 1400	244	66	59	57	62	1	2	218	2	21	0	0	0	0	0	0	0	0	0	1	2	3	74	113	43	7	1	0	0	0	0	35.8	31.8	4.3
1400 - 1500	253	63	59	69	62	1	2	229	1	17	0	1	0	0	0	0	0	0	0	2	1	8	76	110	45	9	1	0	0	0	0	36.4	31.9	4.6
1500 - 1600	275	73	66	63	73	2	2	247	2	22	0	0	0	0	0	0	0	0	0	1	1	7	80	125	50	9	1	0	0	0	0	36.5	32	4.6
1600 - 1700	302	80	75	78	70	2	3	275	1	20	1	0	0	0	0	0	0	0	0	1	1	4	77	148	60	10	1	0	0	0	0	36.2	32.4	4
1700 - 1800	263	71	66	64	62	0	2	240	2	18	0	0	0	0	0	0	0	0	0	0	0	4	66	119	61	11	1	0	0	0	0	36.8	32.7	4.2
1800 - 1900	228	68	63	48	49	1	2	206	2	16	1	0	0	0	0	0	0	0	0	1	0	2	53	105	56	9	1	0	0	0	0	37.3	32.8	4.3
1900 - 2000	172	51	44	43	33	1	2	155	1	11	0	0	0	0	0	0	0	0	0	0	0	2	35	75	45	10	4	0	0	0	0	38.1	33.5	4.7
2000 - 2100	143	42	38	35	29	0	2	132	1	9	0	0	0	0	0	0	0	0	0	0	0	2	29	58	41	10	2	0	0	0	0	38.4	33.8	4.8
2100 - 2200	106	33	25	25	22	0	2	98	0	5	0	0	0	0	0	0	0	0	0	0	0	3	26	42	26	7	2	1	0	0	0	37.7	33.3	5
2200 - 2300	65	21	19	13	11	0	2	60	0	2	0	0	0	0	0	0	0	0	0	0	0	2	18	24	15	4	1	1	0	0	0	38	33	5.5
2300 - 0000	26	8	6	7	5	0	1	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	7	9	4	1	1	0	0	0	43.5	37.2	6.9
0700 - 1900	**2736**	**702**	**661**	**686**	**687**	**13**	**25**	**2449**	**17**	**215**	**8**	**5**	**1**	**2**	**1**	**1**	**0**	**0**	**1**	**10**	**9**	**59**	**797**	**1243**	**511**	**91**	**10**	**2**	**1**	**0**	**0**	**36.4**	**32.0**	**4.3**
0600 - 2200	**3188**	**834**	**772**	**797**	**785**	**14**	**31**	**2860**	**18**	**245**	**8**	**5**	**1**	**2**	**1**	**1**	**0**	**0**	**1**	**10**	**10**	**66**	**892**	**1429**	**632**	**122**	**18**	**4**	**1**	**0**	**1**	**36.7**	**32.3**	**4.5**
0600 - 0000	**3278**	**863**	**797**	**817**	**801**	**14**	**34**	**2944**	**18**	**248**	**8**	**5**	**2**	**2**	**1**	**1**	**0**	**0**	**1**	**11**	**11**	**68**	**913**	**1459**	**656**	**130**	**21**	**6**	**1**	**0**	**1**	**36.7**	**32.3**	**4.5**
0000 - 0000	**3315**	**869**	**809**	**827**	**810**	**14**	**35**	**2973**	**19**	**254**	**8**	**5**	**2**	**2**	**1**	**1**	**0**	**0**	**1**	**11**	**11**	**69**	**919**	**1469**	**664**	**138**	**23**	**7**	**1**	**0**	**1**	**36.8**	**32.4**	**4.6**

Annex 1

Site 3 - Eastbound

19 19 AAWT 23

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	3546	941	840	910	855	24	41	3146	18	294	7	9	3	0	1	3	0	0	1	17	16	77	1043	1568	663	130	25	6	0	0	0	36.6	32.1	4.6
Tue	3183	800	801	800	782	7	24	2812	17	295	13	3	2	6	1	3	0	0	0	4	8	78	998	1329	612	126	21	5	2	0	0	36.6	32.1	4.5
Wed	2817	738	683	692	704	13	31	2502	25	226	13	0	0	4	0	3	0	0	2	7	14	56	809	1229	528	135	26	7	1	2	1	36.7	32.4	4.8
Thu	2791	746	695	664	686	3	22	2482	13	249	11	6	3	1	1	0	0	0	0	3	6	48	792	1275	544	100	16	7	0	0	0	36.7	32.3	4.3
Fri	3606	927	900	895	884	18	37	3228	21	277	9	8	2	4	1	1	0	0	3	11	11	68	1016	1627	699	138	25	4	3	1	0	36.7	32.3	4.5
Sat	3370	925	821	869	755	19	53	3082	20	187	1	6	1	1	0	0	0	0	0	16	14	81	798	1522	743	166	20	7	1	0	2	36.9	32.7	4.8
Sun	3890	1005	920	960	1005	17	34	3562	17	253	2	3	1	1	0	0	0	0	0	17	8	76	978	1734	862	169	29	12	3	0	2	37.1	32.7	4.7

Site 3 - Westbound

Devon ATCs

Report Id 231/22
Site Name Site 3 of 11
Description B3231 Saunton Road, 60m west of Cavie Crescent
Direction Westbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	0	-	46.3	14.3
0100 - 0200	3	1	1	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	-	38.2	4.3
0200 - 0300	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	-	39.8	14.3
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.6	-
0400 - 0500	9	0	2	2	5	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	2	0	0	0	0	-	34.8	6.3
0500 - 0600	33	1	4	19	9	0	0	22	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	7	18	5	1	2	0	0	40.8	38.4	4.8
0600 - 0700	78	7	13	25	33	1	0	67	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	11	22	21	17	3	2	1	0	43.6	36.7	6.6
0700 - 0800	190	28	35	62	65	0	2	158	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	21	76	50	29	10	4	0	0	0	42	35.9	5.6
0800 - 0900	261	62	59	64	76	0	1	207	3	47	3	0	0	0	0	0	0	0	0	0	0	0	1	39	120	69	23	6	2	1	0	0	39.5	34.6	4.8
0900 - 1000	280	84	60	78	58	1	1	232	2	38	3	0	1	1	0	1	0	0	0	0	0	0	7	29	123	81	33	6	0	0	1	0	39.8	34.8	5
1000 - 1100	269	66	58	70	75	1	1	236	0	29	2	0	0	0	0	0	0	0	0	1	0	2	38	122	84	19	2	1	0	0	0	38.5	34.2	4.5
1100 - 1200	235	60	62	51	62	1	1	212	1	19	0	1	0	0	0	0	0	0	0	0	1	3	30	93	74	23	6	4	0	0	1	39.9	35.2	5.8
1200 - 1300	215	57	53	50	55	0	0	195	0	17	1	1	1	0	0	0	0	0	0	0	0	0	25	99	68	20	3	0	0	0	0	39.1	34.8	4.1
1300 - 1400	193	53	42	59	39	0	2	169	0	21	1	0	0	0	0	0	0	0	0	0	0	2	18	75	67	21	8	2	0	0	0	40.1	35.5	5.1
1400 - 1500	219	58	57	53	51	0	1	195	2	17	3	1	0	0	0	0	0	0	0	0	0	0	31	82	92	11	3	0	0	0	0	38.1	34.5	3.8
1500 - 1600	247	58	66	62	61	0	3	214	3	24	1	0	0	1	0	1	0	0	0	0	1	1	39	111	64	26	4	1	0	0	0	38.7	34.3	4.8
1600 - 1700	270	62	68	81	59	0	2	236	1	27	1	0	1	1	0	0	1	0	0	0	3	3	25	101	106	21	9	2	0	0	0	39.3	35.1	4.9
1700 - 1800	242	51	47	62	82	2	5	221	1	12	1	0	0	0	0	0	0	0	0	1	1	1	22	99	77	32	5	1	3	0	0	40.3	35.5	5.4
1800 - 1900	224	70	67	42	45	0	2	212	0	10	0	0	0	0	0	0	0	0	0	1	0	1	21	76	93	26	4	2	0	0	0	39.9	35.5	4.9
1900 - 2000	125	40	40	21	24	1	1	116	0	6	0	0	0	1	0	0	0	0	0	0	1	0	13	42	46	20	2	1	0	0	0	40.7	35.5	5.4
2000 - 2100	84	21	20	20	23	0	0	76	0	7	0	0	1	0	0	0	0	0	0	0	0	0	7	28	26	14	7	2	0	0	0	44	37.2	5.8
2100 - 2200	41	12	14	7	8	0	0	37	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	11	15	5	4	0	0	0	0	41.4	36.2	5.4
2200 - 2300	39	6	12	13	8	0	0	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	9	13	5	2	0	0	0	5	46.5	40.9	13.9
2300 - 0000	6	1	2	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	-	45.3	3.9
0700 - 1900	**2845**	**709**	**674**	**734**	**728**	**5**	**21**	**2487**	**13**	**291**	**16**	**3**	**3**	**3**	**0**	**2**	**1**	**0**	**0**	**3**	**6**	**21**	**338**	**1177**	**925**	**284**	**66**	**19**	**4**	**1**	**1**	**39.6**	**35.0**	**4.9**
0600 - 2200	**3173**	**789**	**761**	**807**	**816**	**7**	**22**	**2783**	**13**	**318**	**16**	**3**	**4**	**4**	**0**	**2**	**1**	**0**	**0**	**3**	**8**	**21**	**375**	**1280**	**1033**	**340**	**82**	**24**	**5**	**1**	**1**	**39.8**	**35.1**	**5.0**
0600 - 0000	**3218**	**796**	**775**	**821**	**826**	**7**	**22**	**2826**	**13**	**320**	**16**	**3**	**4**	**4**	**0**	**2**	**1**	**0**	**0**	**3**	**8**	**21**	**380**	**1289**	**1047**	**347**	**87**	**24**	**5**	**1**	**6**	**39.9**	**35.2**	**5.3**
0000 - 0000	**3271**	**799**	**784**	**845**	**843**	**7**	**23**	**2863**	**13**	**334**	**17**	**3**	**4**	**4**	**0**	**2**	**1**	**0**	**0**	**3**	**8**	**21**	**385**	**1300**	**1068**	**356**	**90**	**26**	**6**	**2**	**6**	**39.9**	**35.2**	**5.3**

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	3	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	-	41	6.4
0100 - 0200	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	-	39.6	9
0200 - 0300	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	40.9	3.6
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	44.9	-
0400 - 0500	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.7	-
0500 - 0600	26	0	7	12	7	0	0	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	4	11	4	3	1	1	0	0	46.5	39.2	7.1
0600 - 0700	50	8	7	16	19	1	0	39	0	10	0	0	0	0	0	0	0	0	0	0	2	0	6	9	17	11	4	0	0	1	0	43.7	36.8	7.5
0700 - 0800	144	20	31	40	53	0	2	118	1	21	1	0	0	1	0	0	0	0	0	0	0	1	12	48	49	27	4	3	0	0	0	42.3	36.7	5.2
0800 - 0900	220	44	46	66	64	0	2	181	2	33	2	0	0	0	0	0	0	0	0	0	0	0	29	86	77	21	6	1	0	0	0	39.7	35	4.7
0900 - 1000	227	67	58	58	44	0	5	182	2	35	2	0	0	1	0	0	0	0	0	1	0	2	31	106	70	12	3	2	0	0	0	38	34	4.6
1000 - 1100	236	61	60	59	56	0	3	214	1	13	4	1	0	0	0	0	0	0	0	1	1	3	37	102	67	21	3	1	0	0	0	39	34.2	5
1100 - 1200	211	48	46	55	62	0	0	193	1	16	1	0	0	0	0	0	0	0	0	0	0	1	17	88	77	21	5	2	0	0	0	39.7	35.3	4.5
1200 - 1300	209	52	57	53	47	0	0	195	0	14	0	0	0	0	0	0	0	0	0	0	0	1	21	83	79	19	5	0	1	0	0	39.8	35.3	4.5
1300 - 1400	187	44	38	56	49	0	3	167	0	16	0	0	0	0	1	0	0	0	0	1	0	0	27	78	59	20	0	2	0	0	0	39.1	34.8	4.6
1400 - 1500	236	66	50	50	70	0	2	210	2	22	0	0	0	0	0	0	0	0	0	0	0	1	37	95	72	26	4	1	0	0	0	39.8	34.7	4.8
1500 - 1600	216	51	41	71	53	0	3	191	2	16	4	0	0	0	0	0	0	0	0	0	2	4	14	88	68	35	4	0	1	0	0	40.5	35.5	5
1600 - 1700	222	49	54	66	53	0	7	204	1	10	0	0	0	0	0	0	0	0	0	0	0	5	25	72	80	30	10	0	0	0	0	40.8	35.5	5.1
1700 - 1800	220	53	53	52	62	2	5	194	1	15	1	2	0	0	0	0	0	0	0	0	2	1	19	76	90	25	5	1	1	0	0	39.9	35.5	5
1800 - 1900	192	57	52	40	43	1	1	175	0	15	0	0	0	0	0	0	0	0	0	1	1	2	21	51	74	36	4	2	0	0	0	41.5	36	5.5
1900 - 2000	135	34	36	31	34	0	0	130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	8	40	42	33	10	2	0	0	0	43.4	37.5	5.3
2000 - 2100	102	26	29	23	24	1	2	95	0	3	1	0	0	0	0	0	0	0	0	0	1	0	5	34	39	16	5	1	0	0	1	43.2	37	5.9
2100 - 2200	64	26	17	10	11	0	2	58	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	21	19	14	4	1	1	0	0	43.4	37.7	6.1
2200 - 2300	33	4	11	7	11	0	0	30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5	11	11	2	3	0	1	0	0	41.6	36	6.2
2300 - 0000	11	6	3	1	1	0	1	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	3	1	0	0	0	49.1	40.5	6.6
0700 - 1900	**2520**	**612**	**586**	**666**	**656**	**3**	**33**	**2224**	**13**	**226**	**15**	**3**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**4**	**6**	**21**	**290**	**973**	**862**	**293**	**53**	**15**	**3**	**0**	**0**	**39.9**	**35.1**	**4.9**
0600 - 2200	**2871**	**706**	**675**	**746**	**744**	**5**	**37**	**2546**	**13**	**247**	**17**	**3**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**4**	**9**	**21**	**313**	**1077**	**979**	**367**	**76**	**19**	**4**	**1**	**1**	**40.3**	**35.4**	**5.1**
0600 - 0000	**2915**	**716**	**689**	**754**	**756**	**5**	**38**	**2584**	**13**	**251**	**18**	**3**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**4**	**9**	**21**	**318**	**1090**	**994**	**370**	**82**	**20**	**5**	**1**	**1**	**40.4**	**35.4**	**5.1**
0000 - 0000	**2951**	**722**	**699**	**766**	**764**	**5**	**39**	**2611**	**13**	**259**	**18**	**3**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**4**	**9**	**21**	**321**	**1096**	**1006**	**379**	**86**	**21**	**6**	**1**	**1**	**40.4**	**35.5**	**5.2**

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	54	-
0100 - 0200	3	1	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	-	40	4.4
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	37.3	4.1
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	47.9	-
0400 - 0500	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	-	38.8	10
0500 - 0600	21	0	6	10	5	1	1	15	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	6	6	2	2	3	0	0	0	50.4	38.4	9.2
0600 - 0700	49	7	13	13	16	0	1	45	0	3	0	0	0	0	0	0	0	0	0	0	0	1	7	15	16	7	2	0	1	0	0	42.7	36	6.5
0700 - 0800	158	21	29	48	60	0	2	122	1	28	2	1	0	1	1	0	0	0	0	0	0	0	9	59	63	20	3	4	0	0	0	41.2	36.3	4.8
0800 - 0900	221	47	46	66	62	0	2	175	0	42	2	0	0	0	0	0	0	0	0	0	0	1	26	79	74	36	4	1	0	0	0	41.2	35.3	4.7
0900 - 1000	216	60	39	52	65	1	3	174	0	35	3	0	0	0	0	0	0	0	0	0	1	3	26	91	60	32	3	0	0	0	0	40.3	34.7	4.7
1000 - 1100	203	44	50	53	56	1	0	177	0	21	1	2	1	0	0	0	0	0	0	0	1	0	26	80	73	17	3	2	1	0	0	38.9	34.9	5
1100 - 1200	223	58	63	50	52	0	3	194	2	22	1	0	1	0	0	0	0	0	0	0	1	1	21	86	91	17	3	2	1	0	0	39.3	35.3	4.8
1200 - 1300	219	56	67	39	57	0	3	195	2	18	0	1	0	0	0	0	0	0	0	0	0	0	35	83	73	24	3	0	1	0	0	39.5	34.8	4.8
1300 - 1400	213	57	59	49	48	2	1	189	0	21	0	0	0	0	0	0	0	0	1	0	0	1	23	92	68	24	1	3	0	0	0	39.6	34.9	5
1400 - 1500	204	37	60	56	51	0	0	192	1	9	1	1	0	0	0	0	0	0	0	0	0	0	22	75	67	33	7	0	0	0	0	40.7	35.7	4.8
1500 - 1600	203	56	46	59	42	0	1	185	2	12	1	0	1	0	0	1	0	0	0	0	2	0	19	85	67	25	5	0	0	0	0	40.1	35.1	4.8
1600 - 1700	197	36	47	61	53	0	2	183	2	10	0	0	0	0	0	0	0	0	0	0	0	1	16	80	64	27	9	0	0	0	0	40.4	35.7	4.6
1700 - 1800	226	65	54	53	54	0	3	207	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16	82	80	35	11	2	0	0	0	41.4	36.4	4.9
1800 - 1900	222	54	66	53	49	2	0	201	1	18	0	0	0	0	0	0	0	0	0	0	1	2	16	105	72	19	4	2	1	0	0	39.4	35.2	4.9
1900 - 2000	132	47	38	23	24	0	2	124	1	5	0	0	0	0	0	0	0	0	0	1	0	0	15	29	53	25	8	1	0	0	0	42.4	36.7	5.8
2000 - 2100	92	31	26	24	11	0	0	86	1	5	0	0	0	0	0	0	0	0	0	0	0	1	8	18	38	20	4	2	1	0	0	42.3	37.4	5.9
2100 - 2200	52	18	15	9	10	0	0	49	0	2	0	0	1	0	0	0	0	0	0	0	0	0	5	10	18	13	4	2	0	0	0	45	38	6.1
2200 - 2300	29	7	6	9	7	0	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	11	7	5	0	1	1	0	0	42.8	36.2	7.4
2300 - 0000	18	5	4	5	4	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	6	3	4	0	0	0	0	47.4	39.2	6.1
0700 - 1900	**2505**	**591**	**626**	**639**	**649**	**6**	**20**	**2194**	**11**	**251**	**12**	**5**	**3**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**6**	**9**	**255**	**997**	**852**	**309**	**56**	**16**	**4**	**0**	**0**	**40.2**	**35.3**	**4.8**
0600 - 2200	**2830**	**694**	**718**	**708**	**710**	**6**	**23**	**2498**	**13**	**266**	**12**	**5**	**4**	**1**	**1**	**1**	**0**	**0**	**1**	**1**	**6**	**11**	**290**	**1069**	**977**	**374**	**74**	**21**	**6**	**0**	**0**	**40.4**	**35.5**	**5.0**
0600 - 0000	**2877**	**706**	**728**	**722**	**721**	**6**	**24**	**2541**	**13**	**269**	**12**	**5**	**4**	**1**	**1**	**1**	**0**	**0**	**1**	**1**	**6**	**11**	**296**	**1083**	**990**	**382**	**78**	**22**	**7**	**0**	**0**	**40.4**	**35.6**	**5.0**
0000 - 0000	**2907**	**710**	**735**	**735**	**727**	**7**	**25**	**2563**	**13**	**275**	**12**	**5**	**4**	**1**	**1**	**1**	**0**	**0**	**1**	**2**	**6**	**11**	**297**	**1091**	**997**	**387**	**82**	**26**	**7**	**0**	**0**	**40.5**	**35.6**	**5.1**

Annex 1

Site 3 - Westbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	4	0	0	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	-	44.7	8.6
0100 - 0200	5	2	2	0	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	-	48.4	10
0200 - 0300	3	1	1	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	34.8	0.7
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	42.4	-
0400 - 0500	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	33.7	1.8
0500 - 0600	28	1	5	15	7	0	0	23	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7	9	7	2	2	0	0	1	45.5	40	7.7
0600 - 0700	53	4	11	15	23	0	0	43	0	5	1	3	0	1	0	0	0	0	0	0	0	1	5	10	15	14	6	0	1	1	0	45	38.6	7.4
0700 - 0800	170	19	35	48	68	0	1	140	1	24	4	0	0	0	0	0	0	0	0	0	0	5	10	56	59	25	11	3	1	0	0	41.8	36.5	5.8
0800 - 0900	264	53	58	70	83	0	1	224	0	36	3	0	0	0	0	0	0	0	0	0	0	1	17	93	95	49	5	3	1	0	0	41.4	36.3	4.8
0900 - 1000	293	74	73	66	80	2	2	258	1	30	0	0	0	0	0	0	0	0	0	1	1	0	18	107	112	44	9	1	0	0	0	40.6	36	4.6
1000 - 1100	318	86	89	70	73	0	1	278	1	35	2	0	1	0	0	0	0	0	0	0	0	1	47	136	97	30	6	1	0	0	0	39.1	34.6	4.5
1100 - 1200	308	90	67	75	76	1	2	273	3	27	0	1	0	1	0	0	0	0	0	0	0	3	25	120	102	48	6	4	0	0	0	40.7	35.9	4.9
1200 - 1300	266	59	76	69	62	2	2	235	2	23	0	0	1	0	1	0	0	0	0	1	1	2	22	78	124	29	9	0	0	0	0	39.9	35.9	4.8
1300 - 1400	290	72	75	75	68	1	2	258	3	24	2	0	0	0	0	0	0	0	0	1	0	4	20	105	99	52	5	3	1	0	0	41.1	36.1	5.3
1400 - 1500	297	77	59	84	77	2	3	266	2	21	2	0	0	1	0	0	0	0	0	2	1	0	35	105	98	44	9	3	0	0	0	40.6	35.5	5.4
1500 - 1600	292	69	71	77	75	2	10	256	5	17	1	0	0	0	0	1	0	0	0	0	2	3	52	92	110	28	3	1	0	1	0	39.4	34.7	5.2
1600 - 1700	303	81	60	83	79	0	6	277	2	17	0	1	0	0	0	0	0	0	0	0	1	3	40	87	111	49	8	2	1	1	0	41.7	35.9	5.5
1700 - 1800	364	88	101	86	89	5	1	330	0	26	1	0	0	1	0	0	0	0	1	0	5	1	29	131	128	52	16	1	0	0	0	41	35.7	5.4
1800 - 1900	290	69	94	69	58	2	2	265	0	20	0	0	1	0	0	0	0	0	0	0	0	1	42	104	83	50	8	2	0	0	0	41.5	35.5	5.3
1900 - 2000	227	64	56	51	56	4	5	196	1	21	0	0	0	0	0	0	0	0	0	0	1	3	16	48	85	48	23	3	0	0	0	43.7	37.9	5.7
2000 - 2100	158	44	31	40	43	1	1	145	1	10	0	0	0	0	0	0	0	0	0	0	0	6	5	41	63	27	8	7	1	0	0	43.5	37.5	6.4
2100 - 2200	98	25	28	28	17	0	2	84	0	12	0	0	0	0	0	0	0	0	0	0	1	0	15	30	25	16	6	3	1	0	1	43.3	36.7	7.4
2200 - 2300	63	22	16	11	14	0	0	59	0	3	0	0	1	0	0	0	0	0	0	0	0	0	8	30	13	9	1	1	1	0	0	40.9	35.2	5.6
2300 - 0000	40	7	11	10	12	1	1	35	0	3	0	0	0	0	0	0	0	0	0	1	1	0	3	16	14	4	1	0	0	0	0	39.9	34.5	6.5
0700 - 1900	**3455**	**837**	**858**	**872**	**888**	**17**	**33**	**3060**	**20**	**300**	**15**	**2**	**3**	**3**	**1**	**1**	**0**	**0**	**1**	**5**	**11**	**24**	**357**	**1214**	**1218**	**500**	**95**	**24**	**4**	**2**	**0**	**40.7**	**35.7**	**5.1**
0600 - 2200	**3991**	**974**	**984**	**1006**	**1027**	**22**	**41**	**3528**	**22**	**348**	**16**	**5**	**3**	**4**	**1**	**1**	**0**	**0**	**1**	**5**	**13**	**34**	**398**	**1343**	**1406**	**605**	**138**	**37**	**7**	**3**	**1**	**41.2**	**35.9**	**5.4**
0600 - 0000	**4094**	**1003**	**1011**	**1027**	**1053**	**23**	**42**	**3622**	**22**	**354**	**16**	**5**	**4**	**4**	**1**	**1**	**0**	**0**	**1**	**6**	**14**	**34**	**409**	**1389**	**1433**	**618**	**140**	**38**	**8**	**3**	**1**	**41.2**	**35.9**	**5.4**
0000 - 0000	**4139**	**1012**	**1019**	**1042**	**1066**	**23**	**42**	**3658**	**22**	**361**	**18**	**5**	**4**	**4**	**1**	**1**	**0**	**0**	**1**	**6**	**14**	**34**	**409**	**1400**	**1446**	**627**	**145**	**43**	**8**	**4**	**2**	**41.3**	**36.0**	**5.5**

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	22	7	7	4	4	0	2	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	5	4	3	0	0	0	49.9	40.4	7.7
0100 - 0200	5	2	2	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	-	47.4	9.6
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39.4	-
0300 - 0400	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	35.8	0.9
0400 - 0500	4	0	1	0	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	-	38.8	13
0500 - 0600	17	4	6	4	3	0	0	11	1	4	1	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2	6	1	0	0	0	47	40.6	7.4
0600 - 0700	40	7	10	5	18	1	0	36	0	3	0	0	0	0	0	0	0	0	0	0	0	2	3	9	12	13	1	0	0	0	0	42.4	36.6	5.9
0700 - 0800	135	19	30	49	37	1	2	120	0	11	0	0	0	1	0	0	0	0	0	0	2	1	10	41	41	36	3	1	0	0	0	41.7	36.5	5.4
0800 - 0900	215	31	44	70	70	3	1	187	0	22	1	0	0	0	0	1	0	0	0	1	3	3	14	74	87	26	3	1	2	0	1	40.2	35.5	6
0900 - 1000	219	41	50	59	69	1	2	197	3	15	0	0	0	1	0	0	0	0	0	0	1	0	33	83	73	26	3	0	0	0	0	39.5	34.7	4.5
1000 - 1100	278	79	67	65	67	2	6	244	4	20	0	0	2	0	0	0	0	0	1	0	5	0	35	121	83	30	1	2	0	0	0	39.2	34.4	5.2
1100 - 1200	383	86	76	113	108	3	10	346	2	22	0	0	0	0	0	0	0	0	0	2	1	3	34	128	161	44	5	2	3	0	0	39.9	35.7	5.2
1200 - 1300	325	92	79	75	79	2	3	301	1	18	0	0	0	0	0	0	0	0	0	2	1	9	29	128	101	39	13	2	1	0	0	40.7	35.4	5.5
1300 - 1400	272	59	69	72	72	3	3	248	3	15	0	0	0	0	0	0	0	0	0	3	1	0	19	102	91	50	6	0	0	0	0	40.9	35.8	5
1400 - 1500	282	68	65	86	63	1	3	267	1	9	0	1	0	0	0	0	0	0	0	2	1	0	23	86	128	35	4	2	1	0	0	40.1	35.9	5
1500 - 1600	293	86	64	56	87	4	5	266	1	14	0	2	1	0	0	0	0	0	0	4	3	5	17	123	95	34	7	3	0	2	0	40.2	35.2	6
1600 - 1700	284	64	59	85	76	3	4	262	0	15	0	0	0	0	0	0	0	0	0	0	3	2	16	93	105	47	14	3	1	0	0	41.5	36.4	5.5
1700 - 1800	238	52	72	56	58	1	1	222	1	13	0	0	0	0	0	0	0	0	0	0	1	1	7	75	100	43	11	0	0	0	0	41.7	36.8	4.4
1800 - 1900	217	57	56	56	48	1	0	199	1	15	0	1	0	0	0	0	0	0	0	1	1	0	12	62	89	43	5	4	0	0	0	41.7	36.9	5.2
1900 - 2000	153	37	38	38	40	0	4	136	1	12	0	0	0	0	0	0	0	0	0	2	2	2	10	40	57	29	8	3	0	0	0	43	36.4	6.5
2000 - 2100	96	27	28	23	18	0	3	90	0	2	0	0	0	1	0	0	0	0	0	0	0	2	7	17	44	17	5	3	1	0	0	43.1	37.5	6
2100 - 2200	73	26	18	14	15	0	1	71	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	18	28	14	7	2	0	0	0	44.1	38	5.4
2200 - 2300	45	14	10	10	11	0	1	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7	11	17	4	4	1	1	0	0	42.5	36.4	6.3
2300 - 0000	25	7	7	7	4	0	1	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	9	6	7	0	1	0	0	0	43	37	5.8
0700 - 1900	**3141**	**734**	**731**	**842**	**834**	**25**	**40**	**2859**	**17**	**189**	**1**	**4**	**3**	**2**	**0**	**1**	**0**	**0**	**1**	**15**	**23**	**24**	**249**	**1116**	**1154**	**453**	**75**	**20**	**8**	**2**	**1**	**40.6**	**35.7**	**5.3**
0600 - 2200	**3503**	**831**	**825**	**922**	**925**	**26**	**48**	**3192**	**18**	**207**	**1**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**17**	**25**	**30**	**273**	**1200**	**1295**	**526**	**96**	**28**	**9**	**2**	**1**	**40.8**	**35.8**	**5.4**
0600 - 0000	**3573**	**852**	**842**	**939**	**940**	**26**	**50**	**3256**	**18**	**211**	**1**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**17**	**25**	**30**	**282**	**1220**	**1318**	**537**	**100**	**30**	**10**	**2**	**1**	**40.8**	**35.9**	**5.4**
0000 - 0000	**3624**	**867**	**859**	**947**	**951**	**26**	**52**	**3296**	**19**	**218**	**2**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**17**	**25**	**30**	**286**	**1229**	**1331**	**544**	**112**	**34**	**11**	**3**	**1**	**40.9**	**35.9**	**5.5**

Annex 1

Site 3 - Westbound

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Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	12	2	5	3	2	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	3	1	1	0	0	0	47	38.9	6.4
0100 - 0200	7	3	2	2	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	4	0	0	0	0	-	43.6	5.4
0200 - 0300	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	-	44.5	7.6
0300 - 0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	31.8	2.7
0400 - 0500	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	-	39.9	10.2
0500 - 0600	15	3	7	1	4	0	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	3	2	0	0	0	0	46.5	38.4	6.2
0600 - 0700	54	5	6	18	25	0	0	44	1	9	0	0	0	0	0	0	0	0	1	0	0	0	2	14	12	12	9	2	1	1	0	47.8	39.4	8.4
0700 - 0800	122	28	29	36	29	3	1	107	1	10	0	0	0	0	0	0	0	0	0	1	2	1	19	30	47	14	5	2	1	0	0	41	35.7	6.4
0800 - 0900	195	27	47	52	69	4	2	171	0	18	0	0	0	0	0	0	0	0	0	0	3	4	17	71	56	31	11	2	0	0	0	43.3	36	6
0900 - 1000	297	69	88	68	72	2	0	274	3	16	0	1	0	0	0	1	0	0	0	0	7	3	32	125	94	30	5	0	1	0	0	39.1	34.5	5.2
1000 - 1100	326	69	83	82	92	5	5	296	0	20	0	0	0	0	0	0	0	0	0	1	6	2	26	134	122	32	2	1	0	0	0	39.3	34.7	4.9
1100 - 1200	356	98	97	75	86	2	4	333	0	17	0	0	0	0	0	0	0	0	0	1	2	3	44	154	119	24	9	0	0	0	0	38.7	34.5	4.6
1200 - 1300	322	80	83	86	73	1	2	306	1	12	0	0	0	0	0	0	0	0	0	0	0	2	35	133	110	32	9	0	1	0	0	39.7	35	4.6
1300 - 1400	303	67	75	79	82	2	2	275	4	20	0	0	0	0	0	0	0	0	0	2	2	0	19	94	117	51	12	5	1	0	0	41.4	36.5	5.6
1400 - 1500	269	59	76	74	60	3	4	246	0	16	0	0	0	0	0	0	0	0	0	4	1	1	13	84	108	47	10	1	0	0	0	41.3	36.2	5.3
1500 - 1600	259	63	72	61	63	0	0	246	2	11	0	0	0	0	0	0	0	0	0	0	0	0	28	95	107	23	6	0	0	0	0	39.3	35.3	4.1
1600 - 1700	227	72	50	61	44	3	3	208	1	11	0	0	1	0	0	0	0	0	0	1	2	5	11	92	87	22	4	1	1	1	0	39.9	35.2	5.4
1700 - 1800	172	42	57	46	27	1	2	161	1	7	0	0	0	0	0	0	0	0	0	0	1	0	17	59	64	22	8	1	0	0	0	41.7	35.9	5.2
1800 - 1900	173	44	47	37	45	1	5	159	0	7	0	1	0	0	0	0	0	0	0	0	1	0	11	44	84	27	3	2	1	0	0	41	36.6	5.1
1900 - 2000	96	28	18	27	23	0	0	89	0	7	0	0	0	0	0	0	0	0	0	0	1	0	1	28	33	22	9	2	0	0	0	43.4	38.1	5.3
2000 - 2100	84	28	18	17	21	1	4	73	1	5	0	0	0	0	0	0	0	0	0	1	0	0	3	22	29	20	7	0	2	0	0	44.1	38.2	6.3
2100 - 2200	57	16	14	15	12	0	2	51	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	17	13	13	4	2	2	0	2	46	39.5	10
2200 - 2300	29	13	5	8	3	1	0	27	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	16	6	2	3	0	0	0	0	43.7	34.8	6.9
2300 - 0000	8	2	2	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	-	42.3	4.9
0700 - 1900	**3021**	**718**	**804**	**757**	**742**	**27**	**30**	**2782**	**13**	**165**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**10**	**27**	**21**	**272**	**1115**	**1115**	**355**	**84**	**15**	**6**	**1**	**0**	**40.1**	**35.4**	**5.2**
0600 - 2200	**3312**	**795**	**860**	**834**	**823**	**28**	**36**	**3039**	**15**	**190**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**11**	**28**	**21**	**282**	**1196**	**1202**	**422**	**113**	**21**	**11**	**2**	**2**	**40.5**	**35.7**	**5.5**
0600 - 0000	**3349**	**810**	**867**	**844**	**828**	**29**	**36**	**3073**	**15**	**192**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**12**	**28**	**21**	**283**	**1212**	**1211**	**427**	**117**	**22**	**11**	**2**	**2**	**40.6**	**35.7**	**5.5**
0000 - 0000	**3392**	**821**	**882**	**852**	**837**	**29**	**36**	**3108**	**15**	**200**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**12**	**28**	**21**	**286**	**1220**	**1223**	**435**	**126**	**25**	**11**	**2**	**2**	**40.6**	**35.7**	**5.5**

4

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	1	1	2	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	-	39.3	8.1
0100 - 0200	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	-	35.2	8.7
0200 - 0300	3	0	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	-	48.8	13
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	3	0	1	0	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	-	39.9	10.4
0500 - 0600	18	1	2	7	8	0	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	2	0	1	0	0	45.6	40.2	6.5
0600 - 0700	53	9	8	12	24	1	0	47	0	5	0	0	0	0	0	0	0	0	0	0	0	2	11	11	13	11	4	0	1	0	0	44.2	36.1	6.9
0700 - 0800	190	29	45	61	55	1	2	151	0	32	4	0	0	0	0	0	0	0	0	0	1	0	4	59	83	32	10	0	0	1	0	41.4	37.1	4.6
0800 - 0900	253	61	57	64	71	2	1	210	2	28	5	0	1	2	0	2	0	0	0	0	1	1	20	97	94	32	8	0	0	0	0	40.4	35.6	4.6
0900 - 1000	285	69	81	63	72	1	2	251	2	25	2	0	2	0	0	0	0	0	0	1	1	1	38	120	87	30	5	2	0	0	0	39.3	34.8	4.7
1000 - 1100	260	52	61	77	70	0	3	224	0	29	0	1	0	1	1	0	0	1	0	1	0	0	4	45	114	75	19	2	0	0	0	38.6	33.7	4.5
1100 - 1200	266	53	62	79	72	0	0	233	4	27	2	0	0	0	0	0	0	0	0	0	0	3	28	102	93	33	5	1	1	0	0	40	35.4	4.8
1200 - 1300	282	61	73	76	72	1	3	246	0	30	0	1	1	0	0	0	0	0	0	2	0	1	31	128	95	22	2	1	0	0	0	38.6	34.4	4.4
1300 - 1400	275	78	67	66	64	0	1	248	0	26	0	0	0	0	0	0	0	0	0	0	0	0	36	109	105	19	4	1	0	0	1	39	34.9	4.7
1400 - 1500	259	69	69	60	61	1	3	237	2	15	0	1	0	0	0	0	0	0	0	1	2	3	34	108	74	28	8	0	1	0	0	39.9	34.8	5.3
1500 - 1600	298	68	70	80	80	1	3	269	0	24	1	0	0	0	0	0	0	0	0	1	1	0	21	116	112	37	8	1	1	0	0	40.2	35.8	4.7
1600 - 1700	279	69	82	56	72	1	4	245	1	25	0	3	0	0	0	0	0	0	0	1	1	1	30	95	99	45	6	1	0	0	0	40.7	35.5	4.9
1700 - 1800	293	65	74	79	75	2	8	271	0	11	0	1	0	0	0	0	0	0	0	4	2	2	20	114	108	34	8	1	0	0	0	40	35.2	5.3
1800 - 1900	261	58	71	66	66	5	4	231	1	19	0	0	0	1	0	0	0	0	0	1	2	2	13	77	111	44	8	2	1	0	0	41.3	36.4	5.2
1900 - 2000	156	43	38	33	42	1	0	146	2	7	0	0	0	0	0	0	0	0	0	0	1	1	8	49	49	32	12	3	0	0	1	42.9	37.4	5.9
2000 - 2100	102	34	24	21	23	1	1	97	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4	38	37	15	6	1	0	0	0	42.7	36.6	5.3
2100 - 2200	53	18	11	10	14	0	1	50	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	18	18	7	3	0	0	0	0	40.9	35.6	5
2200 - 2300	28	12	7	5	4	0	3	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10	9	4	1	0	0	1	1	44.3	37.8	9.4
2300 - 0000	9	3	2	2	2	0	2	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	2	2	0	0	0	0	-	37.7	7.6
0700 - 1900	**3201**	**732**	**812**	**827**	**830**	**15**	**34**	**2816**	**12**	**291**	**14**	**7**	**4**	**4**	**1**	**2**	**0**	**1**	**0**	**12**	**11**	**18**	**320**	**1239**	**1136**	**375**	**74**	**10**	**4**	**1**	**1**	**39.9**	**35.2**	**4.9**
0600 - 2200	**3565**	**836**	**893**	**903**	**933**	**18**	**36**	**3156**	**14**	**308**	**14**	**7**	**4**	**4**	**1**	**2**	**0**	**1**	**0**	**12**	**13**	**21**	**350**	**1355**	**1253**	**440**	**99**	**14**	**5**	**1**	**2**	**40.2**	**35.4**	**5.0**
0600 - 0000	**3602**	**851**	**902**	**910**	**939**	**18**	**41**	**3184**	**14**	**312**	**14**	**7**	**4**	**4**	**1**	**2**	**0**	**1**	**0**	**12**	**13**	**21**	**354**	**1366**	**1264**	**446**	**102**	**14**	**5**	**2**	**3**	**40.2**	**35.4**	**5.1**
0000 - 0000	**3633**	**854**	**910**	**919**	**950**	**18**	**42**	**3207**	**14**	**319**	**14**	**7**	**4**	**4**	**1**	**2**	**0**	**1**	**0**	**12**	**13**	**21**	**356**	**1372**	**1274**	**452**	**104**	**17**	**7**	**2**	**3**	**40.3**	**35.5**	**5.1**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	3	2	2	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	1	0	0	0	-	41.3	8.3
0100 - 0200	4	2	1	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	43	8.2
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	41.4	8.4
0300 - 0400	1	0	0	0	0	0	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	-	37.6	6.7
0400 - 0500	3	0	1	0	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	36.8	8.2
0500 - 0600	23	1	5	10	6	0	0	17	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5	9	4	3	1	0	0	0	46.5	39.3	6.9
0600 - 0700	54	7	10	15	23	1	0	46	0	6	0	0	0	0	0	0	0	0	0	0	0	1	6	13	15	12	4	1	1	0	0	44	37.2	7.1
0700 - 0800	158	23	33	49	52	1	2	131	1	22	2	0	0	0	0	0	0	0	0	0	1	1	12	53	56	26	7	2	0	0	0	41.6	36.4	5.4
0800 - 0900	233	46	51	65	71	1	1	194	1	32	2	0	0	0	0	0	0	0	0	0	1	2	23	89	79	31	6	1	1	0	0	40.6	35.5	5.1
0900 - 1000	260	66	64	63	66	1	2	224	2	28	1	0	0	0	0	0	0	0	0	0	2	2	30	108	82	30	5	1	0	0	0	39.5	34.8	4.8
1000 - 1100	270	65	67	68	70	1	3	238	1	24	1	1	1	0	0	0	0	0	0	1	2	2	36	116	86	24	3	1	0	0	0	38.9	34.4	4.8
1100 - 1200	283	70	68	71	74	1	3	255	2	21	1	0	0	0	0	0	0	0	0	0	1	2	28	110	102	30	6	2	1	0	0	39.7	35.3	5
1200 - 1300	263	65	70	64	64	1	2	239	1	19	0	0	0	0	0	0	0	0	0	1	0	2	28	105	93	26	6	0	1	0	0	39.7	35.1	4.8
1300 - 1400	248	61	61	65	60	1	2	222	1	20	0	0	0	0	0	0	0	0	0	1	0	1	23	94	87	34	5	2	0	0	0	40.4	35.6	5.1
1400 - 1500	252	62	62	66	62	1	2	230	1	16	1	1	0	0	0	0	0	0	0	1	1	1	28	91	91	32	6	1	0	0	0	40.2	35.4	5
1500 - 1600	258	64	61	67	66	1	4	232	2	17	1	0	0	0	0	0	0	0	0	1	2	2	27	101	89	30	5	1	0	0	0	39.8	35.1	5
1600 - 1700	255	62	60	70	62	1	4	231	1	16	0	1	0	0	0	0	0	0	0	0	1	3	23	89	93	34	9	1	0	0	0	40.6	35.6	5.2
1700 - 1800	251	59	65	62	64	2	4	229	1	14	1	0	0	0	0	0	0	0	0	1	2	1	19	91	92	35	9	1	1	0	0	40.7	35.8	5.1
1800 - 1900	226	58	65	52	51	2	2	206	0	15	0	0	0	0	0	0	0	0	0	1	1	1	19	74	87	35	5	2	0	0	0	40.8	36	5.2
1900 - 2000	146	42	38	32	35	1	2	134	1	9	0	0	0	0	0	0	0	0	0	0	1	1	10	39	52	30	10	2	0	0	0	43	37.1	5.8
2000 - 2100	103	30	25	24	23	1	2	95	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6	28	39	18	6	2	1	0	0	43.2	37.3	6
2100 - 2200	63	20	17	13	12	0	1	57	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6	18	19	12	5	1	1	0	0	43.2	37.4	6.8
2200 - 2300	38	11	10	9	8	0	1	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	14	11	4	2	0	1	0	1	42.6	36.7	8.4
2300 - 0000	17	4	4	4	4	0	1	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	3	2	0	0	0	0	44.8	37.7	6.8
0700 - 1900	**2955**	**705**	**727**	**762**	**761**	**14**	**30**	**2632**	**14**	**245**	**10**	**4**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**7**	**13**	**20**	**297**	**1119**	**1037**	**367**	**72**	**17**	**5**	**1**	**0**	**40.2**	**35.4**	**5.0**
0600 - 2200	**3321**	**804**	**817**	**847**	**854**	**16**	**35**	**2963**	**15**	**269**	**11**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**8**	**15**	**23**	**326**	**1217**	**1164**	**439**	**97**	**23**	**7**	**1**	**1**	**40.5**	**35.6**	**5.2**
0600 - 0000	**3375**	**819**	**831**	**860**	**866**	**16**	**36**	**3012**	**15**	**273**	**11**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**8**	**15**	**23**	**332**	**1236**	**1180**	**447**	**101**	**24**	**7**	**2**	**2**	**40.5**	**35.6**	**5.3**
0000 - 0000	**3417**	**826**	**841**	**872**	**877**	**16**	**37**	**3044**	**16**	**281**	**12**	**4**	**3**	**3**	**0**	**1**	**0**	**0**	**1**	**8**	**15**	**23**	**334**	**1244**	**1192**	**454**	**106**	**27**	**8**	**2**	**2**	**40.6**	**35.6**	**5.3**

Annex 1

Site 3 - Westbound

23 22 AAWT 28

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	3633	854	910	919	950	18	42	3207	14	319	14	7	4	4	1	2	0	1	0	12	13	21	356	1372	1274	452	104	17	7	2	3	40.3	35.5	5.1
Tue	3271	799	784	845	843	7	23	2863	13	334	17	3	4	4	0	2	1	0	0	3	8	21	385	1300	1068	356	90	26	6	2	6	39.9	35.2	5.3
Wed	2951	722	699	766	764	5	39	2611	13	259	18	3	0	2	0	1	0	0	0	4	9	21	321	1096	1006	379	86	21	6	1	1	40.4	35.5	5.2
Thu	2907	710	735	735	727	7	25	2563	13	275	12	5	4	1	1	1	0	0	1	2	6	11	297	1091	997	387	82	26	7	0	0	40.5	35.6	5.1
Fri	4139	1012	1019	1042	1066	23	42	3658	22	361	18	5	4	4	1	1	0	0	1	6	14	34	409	1400	1446	627	145	43	8	4	2	41.3	36	5.5
Sat	3624	867	859	947	951	26	52	3296	19	218	2	4	3	3	0	1	0	0	1	17	25	30	286	1229	1331	544	112	34	11	3	1	40.9	35.9	5.5
Sun	3392	821	882	852	837	29	36	3108	15	200	0	2	1	0	0	1	0	0	1	12	28	21	286	1220	1223	435	126	25	11	2	2	40.6	35.7	5.5

Site 4 - Northbound

Devon ATCs

Report Id 231/22
Site Name Site 4 of 11
Description Sandy Lane, 145m south of Local Road
Direction Northbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	29	3.3
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.9	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	24.8	1.6
0700 - 0800	6	0	1	0	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	-	23.1	1.7
0800 - 0900	9	1	3	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	-	22.3	2.7
0900 - 1000	7	5	1	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	1	0	0	0	0	0	0	-	27	6.6
1000 - 1100	16	4	4	5	3	1	0	14	0	1	0	0	0	0	0	0	0	0	0	0	5	8	2	1	0	0	0	0	0	0	0	26.7	21.8	4.6
1100 - 1200	15	3	1	9	2	0	0	12	1	2	0	0	0	0	0	0	0	0	0	1	7	4	2	0	1	0	0	0	0	0	0	27.8	21.1	5.7
1200 - 1300	17	2	6	5	4	0	0	14	1	0	0	1	0	0	0	1	0	0	1	2	5	7	2	0	0	0	0	0	0	0	0	25.3	20	5.3
1300 - 1400	22	9	5	5	3	0	1	17	2	2	0	0	0	0	0	0	0	0	0	2	3	14	3	0	0	0	0	0	0	0	0	25.6	21.7	3.7
1400 - 1500	10	2	1	2	5	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	4	5	0	0	0	0	0	0	0	0	0	-	19.2	4.4
1500 - 1600	7	2	2	0	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	0	0	-	21.3	5.8
1600 - 1700	11	1	3	1	6	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	1	6	0	3	1	0	0	0	0	0	0	35.1	26.1	6
1700 - 1800	10	1	3	3	3	1	0	9	0	0	0	0	0	0	0	0	0	0	1	0	2	5	2	0	0	0	0	0	0	0	0	-	21.4	5.6
1800 - 1900	12	5	1	3	3	0	0	10	0	2	0	0	0	0	0	0	0	0	0	1	1	8	2	0	0	0	0	0	0	0	0	27	21.7	4
1900 - 2000	10	3	4	2	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	0	0	0	0	0	0	0	0	-	23.3	4.6
2000 - 2100	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	-	20.7	4.4
2100 - 2200	5	3	1	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	21.7	3.6
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.3	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**142**	**35**	**31**	**35**	**41**	**2**	**1**	**125**	**4**	**8**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**7**	**32**	**73**	**18**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.4**	**21.9**	**5.0**
0600 - 2200	**166**	**42**	**38**	**41**	**45**	**2**	**1**	**148**	**4**	**9**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**8**	**38**	**84**	**24**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**22.0**	**4.9**
0600 - 0000	**167**	**42**	**39**	**41**	**45**	**2**	**1**	**149**	**4**	**9**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**8**	**38**	**84**	**25**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**22.0**	**4.9**
0000 - 0000	**170**	**44**	**40**	**41**	**45**	**2**	**1**	**152**	**4**	**9**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**8**	**38**	**85**	**26**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**22.1**	**4.9**

Annex 1

Site 4 - Northbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.2	-
0700 - 0800	7	0	3	1	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	-	23.8	4.7
0800 - 0900	6	1	3	1	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	-	21.4	5.7
0900 - 1000	9	2	3	1	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	1	0	1	0	0	0	0	0	-	25.4	7
1000 - 1100	15	4	4	2	5	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	4	6	5	0	0	0	0	0	0	0	0	26.9	23.5	4
1100 - 1200	13	2	3	5	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	0	0	0	0	0	28.5	24.1	3.2
1200 - 1300	18	5	6	4	3	0	0	17	0	0	0	1	0	0	0	0	0	0	0	3	4	5	6	0	0	0	0	0	0	0	0	27.5	21.2	5.8
1300 - 1400	16	7	4	1	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	7	5	4	0	0	0	0	0	0	0	0	26	21.8	3.6
1400 - 1500	15	4	4	5	2	1	0	14	0	0	0	0	0	0	0	0	0	0	0	2	8	3	1	0	1	0	0	0	0	0	0	24.6	19.6	5.9
1500 - 1600	16	4	4	4	4	1	0	15	0	0	0	0	0	0	0	0	0	0	0	1	3	3	8	1	0	0	0	0	0	0	0	29.3	24	5
1600 - 1700	13	0	1	4	8	1	0	12	0	0	0	0	0	0	0	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	0	25.4	19.7	5
1700 - 1800	18	6	1	7	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	8	4	4	2	0	0	0	0	0	0	0	30.1	23	4.8
1800 - 1900	17	5	5	5	2	0	0	16	0	1	0	0	0	0	0	0	0	0	0	2	5	6	4	0	0	0	0	0	0	0	0	27.3	21.4	4.6
1900 - 2000	18	4	3	7	4	1	1	15	0	1	0	0	0	0	0	0	0	0	0	2	6	5	3	1	1	0	0	0	0	0	0	27.8	22.1	6.4
2000 - 2100	7	1	5	0	1	0	1	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	1	0	0	0	0	0	0	0	-	24.5	6.5
2100 - 2200	10	0	3	3	4	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	4	0	1	2	1	1	0	0	0	0	0	-	26.5	10.6
2200 - 2300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22.5	6.6
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**163**	**40**	**41**	**40**	**42**	**4**	**0**	**156**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**48**	**54**	**42**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**27.2**	**22.3**	**5.1**
0600 - 2200	**199**	**45**	**52**	**50**	**52**	**5**	**2**	**188**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**59**	**60**	**50**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**27.8**	**22.6**	**5.7**
0600 - 0000	**201**	**46**	**53**	**50**	**52**	**5**	**2**	**190**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**60**	**60**	**51**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**27.8**	**22.6**	**5.6**
0000 - 0000	**201**	**46**	**53**	**50**	**52**	**5**	**2**	**190**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**60**	**60**	**51**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**27.8**	**22.6**	**5.6**

Annex 1

Site 4 - Northbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.5	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	4	2	1	0	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	-	25.2	6.9
0700 - 0800	5	1	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	-	23.5	2.3
0800 - 0900	12	2	3	6	1	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	1	5	5	1	0	0	0	0	0	0	0	28.2	24.2	3.7
0900 - 1000	8	3	1	2	2	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	-	24.7	3.8
1000 - 1100	9	1	7	0	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	-	21	3.2
1100 - 1200	12	3	1	4	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	3	3	2	1	2	1	0	0	0	0	0	0	32.2	21.3	8.8
1200 - 1300	23	4	3	9	7	1	0	22	0	0	0	0	0	0	0	0	0	0	0	1	7	12	3	0	0	0	0	0	0	0	0	25	21.4	3
1300 - 1400	29	6	10	8	5	0	0	28	0	1	0	0	0	0	0	0	0	0	1	1	12	13	1	0	1	0	0	0	0	0	0	24.3	20.2	5
1400 - 1500	16	4	2	7	3	1	0	15	0	0	0	0	0	0	0	0	0	0	0	2	7	5	2	0	0	0	0	0	0	0	0	24.1	19.9	4.2
1500 - 1600	13	3	4	5	1	1	0	10	0	1	0	0	1	0	0	0	0	0	0	2	4	4	3	0	0	0	0	0	0	0	0	25.9	20.4	5.5
1600 - 1700	12	0	4	6	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	3	5	2	1	0	1	0	0	0	0	0	32	24.8	7.2
1700 - 1800	9	2	1	4	2	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	1	3	5	0	0	0	0	0	0	0	0	-	24.5	3
1800 - 1900	9	2	0	6	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	-	21.1	4.6
1900 - 2000	6	2	2	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	23.5	3.1
2000 - 2100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	17.8	3.1
2100 - 2200	4	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	-	23.5	8.5
2200 - 2300	4	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	-	21.2	4.5
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**157**	**31**	**36**	**60**	**30**	**3**	**0**	**147**	**0**	**4**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**10**	**44**	**67**	**28**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26.3**	**21.8**	**5.1**
0600 - 2200	**173**	**36**	**39**	**61**	**37**	**3**	**0**	**162**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**10**	**51**	**71**	**31**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26.8**	**21.9**	**5.2**
0600 - 0000	**177**	**36**	**39**	**62**	**40**	**3**	**0**	**166**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**51**	**74**	**31**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26.5**	**21.9**	**5.1**
0000 - 0000	**178**	**36**	**39**	**63**	**40**	**3**	**0**	**167**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**51**	**75**	**31**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26.5**	**21.9**	**5.1**

Annex 1

Site 4 - Northbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	-	25.9	10
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.7	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	4	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	-	23.7	4.5
0700 - 0800	6	1	4	0	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	-	27.2	6.1
0800 - 0900	12	3	6	1	2	1	0	11	0	0	0	0	0	0	0	0	0	0	0	2	2	3	2	3	0	0	0	0	0	0	0	26.9	18.5	7.1
0900 - 1000	17	4	4	3	6	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	11	1	0	0	0	0	0	0	28.8	25.6	3.3
1000 - 1100	18	6	2	4	6	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	1	1	11	5	0	0	0	0	0	0	0	28.1	23.4	3.8
1100 - 1200	15	3	2	3	7	1	0	13	0	1	0	0	0	0	0	0	0	0	0	0	3	6	4	2	0	0	0	0	0	0	0	25.1	19.4	5.2
1200 - 1300	19	1	2	8	8	0	1	15	0	2	0	1	0	0	0	0	0	0	0	1	3	5	6	3	1	0	0	0	0	0	0	26.7	20.5	5.6
1300 - 1400	23	5	8	8	2	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	5	0	0	0	0	0	0	0	26.7	21.5	4
1400 - 1500	22	3	9	1	9	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	1	6	10	4	1	0	0	0	0	0	0	26.8	22.1	4.2
1500 - 1600	15	3	3	6	3	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8	4	0	0	1	0	0	0	0	27.6	24.8	6.1
1600 - 1700	20	7	2	4	7	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	4	1	0	1	0	0	0	0	27.4	22.4	6.9
1700 - 1800	8	1	2	1	4	0	0	6	0	1	0	1	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	0	0	-	18.9	5.5
1800 - 1900	13	0	3	3	7	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7	4	0	0	0	0	0	0	0	27.9	23.5	4.3
1900 - 2000	14	5	2	2	5	0	1	12	0	1	0	0	0	0	0	0	0	0	0	0	1	4	3	5	0	1	0	0	0	0	0	27.1	23.4	5.2
2000 - 2100	8	3	1	1	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	3	0	0	0	0	0	0	0	-	23.2	3.6
2100 - 2200	11	4	4	2	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	0	25.2	20.8	3.6
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.7	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**188**	**37**	**47**	**42**	**62**	**4**	**1**	**172**	**0**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**42**	**72**	**48**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**27.2**	**22.2**	**5.5**
0600 - 2200	**225**	**49**	**55**	**50**	**71**	**4**	**2**	**205**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**55**	**83**	**59**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**27.1**	**22.3**	**5.3**
0600 - 0000	**226**	**50**	**55**	**50**	**71**	**4**	**2**	**206**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**55**	**83**	**60**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**27.1**	**22.3**	**5.3**
0000 - 0000	**231**	**50**	**56**	**53**	**72**	**4**	**2**	**211**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**57**	**84**	**61**	**5**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**27.1**	**22.4**	**5.4**

Annex 1

Site 4 - Northbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	22	9.3
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.9	3.8
0700 - 0800	3	0	0	2	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	25.5	2.4
0800 - 0900	17	3	7	5	2	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	1	12	3	1	0	0	0	0	0	0	0	26.8	23.5	3.4
0900 - 1000	18	6	7	1	4	0	0	17	0	0	0	1	0	0	0	0	0	0	1	1	2	8	5	1	0	0	0	0	0	0	0	28.7	22.6	5.3
1000 - 1100	12	3	1	4	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	26.7	22	3.5
1100 - 1200	22	6	4	7	5	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	6	9	7	0	0	0	0	0	0	0	0	27.2	22.6	4.3
1200 - 1300	21	9	3	5	4	0	0	21	0	0	0	0	0	0	0	0	0	0	0	2	5	12	2	0	0	0	0	0	0	0	0	24.6	20.9	3.9
1300 - 1400	21	3	8	5	5	1	0	19	0	1	0	0	0	0	0	0	0	0	1	2	9	6	3	0	0	0	0	0	0	0	0	24.9	19.4	4.9
1400 - 1500	35	15	7	7	6	1	1	30	0	3	0	0	0	0	0	0	0	0	0	11	8	11	3	2	0	0	0	0	0	0	0	25.2	19.1	5.7
1500 - 1600	22	9	4	5	4	1	0	20	0	0	0	1	0	0	0	0	0	0	3	2	5	8	3	1	0	0	0	0	0	0	0	25.1	19.5	6.2
1600 - 1700	25	5	3	10	7	2	1	20	0	2	0	0	0	0	0	0	0	0	0	5	5	9	5	1	0	0	0	0	0	0	0	28.7	21.2	5.7
1700 - 1800	18	4	2	12	0	0	0	17	0	0	0	1	0	0	0	0	0	0	1	1	4	7	3	0	2	0	0	0	0	0	0	30.8	22.6	6.9
1800 - 1900	9	4	2	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	2	0	0	0	0	0	0	0	-	23.9	4.9
1900 - 2000	17	5	3	7	2	0	0	16	0	1	0	0	0	0	0	0	0	0	0	1	3	5	7	1	0	0	0	0	0	0	0	28.4	23.5	4.8
2000 - 2100	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	-	23.2	3.5
2100 - 2200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.6	2.4
2200 - 2300	3	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	19.1	3
2300 - 0000	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	27.9	6.5
0700 - 1900	**223**	**67**	**48**	**65**	**43**	**5**	**2**	**203**	**0**	**10**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**25**	**49**	**93**	**40**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.4**	**21.3**	**5.3**
0600 - 2200	**248**	**74**	**52**	**75**	**47**	**5**	**2**	**227**	**0**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**54**	**101**	**50**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**21.5**	**5.2**
0600 - 0000	**253**	**76**	**53**	**76**	**48**	**5**	**2**	**232**	**0**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**56**	**103**	**50**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**21.5**	**5.3**
0000 - 0000	**255**	**77**	**53**	**77**	**48**	**5**	**2**	**234**	**0**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**57**	**103**	**51**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**21.5**	**5.3**

Annex 1

Site 4 - Northbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.9	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	-	17.8	11.3
0700 - 0800	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	26.2	2.2
0800 - 0900	11	0	7	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	0	0	0	0	0	27	23.3	2.7
0900 - 1000	22	6	6	2	8	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	9	10	3	0	0	0	0	0	0	0	0	24.9	21	3.2
1000 - 1100	17	5	3	6	3	1	0	15	0	1	0	0	0	0	0	0	0	0	0	1	5	8	2	1	0	0	0	0	0	0	0	26.3	21.5	4.8
1100 - 1200	26	4	8	7	7	0	0	26	0	0	0	0	0	0	0	0	0	0	1	0	7	9	6	3	0	0	0	0	0	0	0	29.2	23	6.2
1200 - 1300	29	12	7	4	6	2	0	25	0	2	0	0	0	0	0	0	0	0	0	4	10	13	0	2	0	0	0	0	0	0	0	23.9	19.9	5.1
1300 - 1400	25	5	6	11	3	1	1	23	0	0	0	0	0	0	0	0	0	0	1	2	12	6	3	1	0	0	0	0	0	0	0	25.6	19.5	5.4
1400 - 1500	24	5	4	6	9	1	0	21	0	2	0	0	0	0	0	0	0	0	0	2	11	9	0	2	0	0	0	0	0	0	0	23.8	20.2	5
1500 - 1600	29	7	3	8	11	0	1	24	0	2	0	2	0	0	0	0	0	0	2	1	8	15	3	0	0	0	0	0	0	0	0	24.2	19.8	4.5
1600 - 1700	26	8	8	4	6	1	0	24	0	1	0	0	0	0	0	0	0	0	0	3	8	12	2	0	1	0	0	0	0	0	0	24.5	20.9	5.3
1700 - 1800	24	7	3	8	6	0	0	22	0	2	0	0	0	0	0	0	0	0	0	2	7	11	3	0	1	0	0	0	0	0	0	25.4	21.4	4.9
1800 - 1900	17	5	5	4	3	2	0	13	0	2	0	0	0	0	0	0	0	0	0	2	3	8	4	0	0	0	0	0	0	0	0	26.2	22.1	3.8
1900 - 2000	13	5	1	5	2	0	1	11	0	1	0	0	0	0	0	0	0	0	0	1	3	6	2	0	0	1	0	0	0	0	0	25.8	22	6.3
2000 - 2100	12	3	5	2	2	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	24.5	22.2	2.2
2100 - 2200	4	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	19.3	3.9
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.5	-
2300 - 0000	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.6	-
0700 - 1900	**253**	**65**	**61**	**62**	**65**	**8**	**2**	**229**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**17**	**81**	**110**	**30**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**21.0**	**4.9**
0600 - 2200	**284**	**75**	**69**	**70**	**70**	**8**	**4**	**256**	**0**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**	**87**	**128**	**33**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**25.1**	**21.1**	**4.9**
0600 - 0000	**286**	**75**	**70**	**70**	**71**	**8**	**4**	**258**	**0**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**	**87**	**129**	**33**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**25.2**	**21.1**	**4.9**
0000 - 0000	**288**	**75**	**72**	**70**	**71**	**8**	**4**	**260**	**0**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**	**87**	**129**	**34**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**25.2**	**21.2**	**5.0**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	26.5	3.5
0700 - 0800	6	1	0	2	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	22.7	3.3
0800 - 0900	13	1	5	1	6	0	0	11	0	1	0	0	1	0	0	0	0	0	0	0	2	8	2	0	1	0	0	0	0	0	0	25.6	23.7	4.8
0900 - 1000	9	3	0	4	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	1	6	1	1	0	0	0	0	0	0	0	-	23.4	4.1
1000 - 1100	14	4	2	5	3	0	0	12	0	1	0	1	0	0	0	0	0	0	0	2	3	4	5	0	0	0	0	0	0	0	0	26.3	21.7	4.9
1100 - 1200	14	2	3	5	4	1	0	12	0	0	0	0	0	0	0	1	0	0	1	0	6	3	3	1	0	0	0	0	0	0	0	27.7	21.6	5.9
1200 - 1300	27	9	4	9	5	1	0	21	0	4	0	1	0	0	0	0	0	0	0	4	8	9	5	1	0	0	0	0	0	0	0	26.6	20.7	5.2
1300 - 1400	11	2	4	3	2	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5	1	0	0	0	0	0	0	0	29.2	24.5	4.5
1400 - 1500	22	5	4	4	9	1	1	18	1	1	0	0	0	0	0	0	0	0	1	2	2	8	9	0	0	0	0	0	0	0	0	28.6	22.2	5.9
1500 - 1600	24	8	6	7	3	0	0	20	0	3	0	1	0	0	0	0	0	0	0	1	3	15	3	2	0	0	0	0	0	0	0	26.8	22.8	4.9
1600 - 1700	10	4	2	2	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	1	0	0	0	0	0	0	0	-	23.5	3
1700 - 1800	15	4	5	2	4	1	0	13	0	1	0	0	0	0	0	0	0	0	0	1	2	9	2	0	1	0	0	0	0	0	0	27.7	23.1	5.7
1800 - 1900	18	3	6	7	2	0	0	16	0	2	0	0	0	0	0	0	0	0	0	3	4	7	4	0	0	0	0	0	0	0	0	26.3	21.2	4.8
1900 - 2000	15	2	5	4	4	1	0	14	0	0	0	0	0	0	0	0	0	0	0	2	4	9	0	0	0	0	0	0	0	0	0	23.6	20.3	3.3
2000 - 2100	24	15	2	5	2	0	0	24	0	0	0	0	0	0	0	0	0	0	0	1	6	9	8	0	0	0	0	0	0	0	0	26.9	22.7	4
2100 - 2200	7	0	2	0	5	0	1	6	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	-	20.9	4.4
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.9	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**183**	**46**	**41**	**51**	**45**	**4**	**2**	**157**	**1**	**14**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**12**	**35**	**83**	**41**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**22.3**	**5.0**
0600 - 2200	**231**	**64**	**50**	**61**	**56**	**5**	**3**	**203**	**1**	**14**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**16**	**47**	**105**	**51**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**22.2**	**4.8**
0600 - 0000	**232**	**65**	**50**	**61**	**56**	**5**	**3**	**204**	**1**	**14**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**16**	**47**	**106**	**51**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**22.2**	**4.8**
0000 - 0000	**232**	**65**	**50**	**61**	**56**	**5**	**3**	**204**	**1**	**14**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**3**	**16**	**47**	**106**	**51**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**22.2**	**4.8**

Annex 1

Site 4 - Northbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	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	-	24.6	-
0100 - 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	-	27	-
0200 - 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	-	26	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	3	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.2	5.3
0700 - 0800	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	24.3	3.9
0800 - 0900	11	2	5	3	2	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	26.3	22.6	4.7
0900 - 1000	13	4	3	2	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	6	4	1	0	0	0	0	0	0	0	28.4	23.7	4.9
1000 - 1100	14	4	3	4	4	0	0	13	0	1	0	0	0	0	0	0	0	0	0	1	3	7	3	0	0	0	0	0	0	0	0	26.2	22.2	4.2
1100 - 1200	17	3	3	6	5	0	0	16	0	1	0	0	0	0	0	0	0	0	0	1	5	6	4	1	0	0	0	0	0	0	0	27.9	22	5.7
1200 - 1300	22	6	4	6	5	1	0	19	0	1	0	1	0	0	0	0	0	0	0	3	6	9	3	1	0	0	0	0	0	0	0	25.2	20.7	4.8
1300 - 1400	21	5	6	6	3	0	0	19	0	1	0	0	0	0	0	0	0	0	0	1	8	8	3	0	0	0	0	0	0	0	0	25.8	20.9	4.7
1400 - 1500	21	5	4	5	6	1	0	18	0	1	0	0	0	0	0	0	0	0	0	3	7	7	3	1	0	0	0	0	0	0	0	25.6	20.4	5.2
1500 - 1600	18	5	4	5	4	0	0	16	0	1	0	1	0	0	0	0	0	0	1	1	4	8	4	1	0	0	0	0	0	0	0	25.7	21.6	5.6
1600 - 1700	17	4	3	4	5	1	0	15	0	1	0	0	0	0	0	0	0	0	0	1	4	7	2	1	0	0	0	0	0	0	0	26.6	22.2	6
1700 - 1800	15	4	2	5	3	0	0	13	0	1	0	0	0	0	0	0	0	0	0	1	4	6	3	0	1	0	0	0	0	0	0	27.4	22.2	5.4
1800 - 1900	14	3	3	4	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	1	2	6	3	0	0	0	0	0	0	0	0	26.9	22	4.4
1900 - 2000	13	4	3	4	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	1	4	5	3	0	0	0	0	0	0	0	0	27	22.5	5.1
2000 - 2100	9	4	2	2	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	-	22.5	4
2100 - 2200	6	1	2	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	22.2	6.7
2200 - 2300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.2	4.3
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.1	-
0700 - 1900	**187**	**46**	**44**	**51**	**47**	**4**	**1**	**170**	**1**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**14**	**47**	**79**	**35**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26.5**	**21.8**	**5.1**
0600 - 2200	**218**	**55**	**51**	**58**	**54**	**5**	**2**	**198**	**1**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**56**	**90**	**43**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26.6**	**21.9**	**5.2**
0600 - 0000	**220**	**56**	**51**	**59**	**55**	**5**	**2**	**201**	**1**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**56**	**91**	**43**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**26.6**	**21.9**	**5.2**
0000 - 0000	**222**	**56**	**52**	**59**	**55**	**5**	**2**	**203**	**1**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**57**	**92**	**44**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26.7**	**21.9**	**5.2**

Annex 1

Site 4 - Northbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	232	65	50	61	56	5	3	204	1	14	0	3	1	0	0	1	0	0	3	16	47	106	51	7	2	0	0	0	0	0	0	26.6	22.2	4.8
Tue	170	44	40	41	45	2	1	152	4	9	0	1	0	0	0	1	0	0	3	8	38	85	26	7	3	0	0	0	0	0	0	26.5	22.1	4.9
Wed	201	46	53	50	52	5	2	190	0	3	0	1	0	0	0	0	0	0	1	14	60	60	51	10	3	2	0	0	0	0	0	27.8	22.6	5.6
Thu	178	36	39	63	40	3	0	167	0	5	0	0	2	1	0	0	0	0	1	11	51	75	31	5	3	1	0	0	0	0	0	26.5	21.9	5.1
Fri	231	50	56	53	72	4	2	211	0	12	0	2	0	0	0	0	0	0	3	16	57	84	61	5	3	2	0	0	0	0	0	27.1	22.4	5.4
Sat	255	77	53	77	48	5	2	234	0	11	0	3	0	0	0	0	0	0	6	26	57	103	51	10	2	0	0	0	0	0	0	26.7	21.5	5.3
Sun	288	75	72	70	71	8	4	260	0	14	0	2	0	0	0	0	0	0	5	19	87	129	34	10	3	1	0	0	0	0	0	25.2	21.2	5

Site 4 - Southbound

Devon ATCs

Report Id 231/22
Site Name Site 4 of 11
Description Sandy Lane, 145m south of Local Road
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	26.2	2
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.1	-
0500 - 0600	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	32.4	5
0600 - 0700	6	1	1	0	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	27.4	3.1
0700 - 0800	8	3	3	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-	25.3	2.7
0800 - 0900	18	11	4	3	0	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	6	5	4	2	1	0	0	0	0	0	0	32.1	24.6	5.7
0900 - 1000	19	3	4	6	6	2	1	13	0	2	0	0	0	1	0	0	0	0	0	1	5	8	2	2	1	0	0	0	0	0	0	31	22.7	6.3
1000 - 1100	19	10	2	3	4	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	2	7	9	1	0	0	0	0	0	0	0	27.1	24.4	3.2
1100 - 1200	16	4	3	7	2	0	0	13	0	2	0	0	0	1	0	0	0	0	0	1	0	3	8	4	0	0	0	0	0	0	0	26.3	21.9	4.8
1200 - 1300	18	4	3	5	6	0	0	15	1	0	0	2	0	0	0	0	0	0	0	0	2	3	9	3	0	1	0	0	0	0	0	27.7	22.4	5.4
1300 - 1400	6	1	4	0	1	0	0	5	0	0	0	0	0	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	23.1	3.1
1400 - 1500	10	3	1	5	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	0	0	0	-	24.2	3.4
1500 - 1600	7	2	1	2	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	0	0	0	-	19.5	5.7
1600 - 1700	8	2	1	1	4	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	-	26	4.5
1700 - 1800	12	2	3	2	5	1	0	10	0	1	0	0	0	0	0	0	0	0	0	2	0	4	3	2	1	0	0	0	0	0	0	34.6	24.5	7.1
1800 - 1900	12	3	2	5	2	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	4	3	4	1	0	0	0	0	0	0	0	30	23.6	5
1900 - 2000	4	1	1	2	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	-	23	5.5
2000 - 2100	6	2	0	1	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0	0	-	24.1	10.3
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.8	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**153**	**48**	**31**	**41**	**33**	**3**	**3**	**131**	**1**	**10**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**7**	**26**	**64**	**41**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**23.5**	**5.1**
0600 - 2200	**170**	**52**	**34**	**44**	**40**	**3**	**4**	**145**	**1**	**12**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**7**	**27**	**68**	**49**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**23.6**	**5.3**
0600 - 0000	**170**	**52**	**34**	**44**	**40**	**3**	**4**	**145**	**1**	**12**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**7**	**27**	**68**	**49**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**23.6**	**5.3**
0000 - 0000	**175**	**52**	**35**	**45**	**43**	**3**	**4**	**150**	**1**	**12**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**7**	**27**	**70**	**51**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**23.8**	**5.3**

Annex 1

Site 4 - Southbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.1	-
0600 - 0700	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	26.5	3.9
0700 - 0800	10	6	1	0	3	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	1	3	3	3	0	0	0	0	0	0	0	-	26.6	4.3
0800 - 0900	12	2	4	4	2	2	0	9	0	1	0	0	0	0	0	0	0	0	1	1	1	2	6	1	0	0	0	0	0	0	0	29.1	22.9	7.3
0900 - 1000	15	2	5	4	4	0	0	14	0	0	0	1	0	0	0	0	0	0	0	1	0	6	7	1	0	0	0	0	0	0	0	28.4	24.6	4.8
1000 - 1100	23	4	12	4	3	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	2	12	6	2	1	0	0	0	0	0	0	29.2	25.2	4.4
1100 - 1200	9	3	1	3	2	2	1	6	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	0	0	0	0	0	0	0	-	19.9	6.4
1200 - 1300	22	13	3	2	4	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	6	8	7	1	0	0	0	0	0	0	0	26.9	23	4.2
1300 - 1400	15	3	5	1	6	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	7	4	3	0	0	0	0	0	0	0	30.7	25.1	4.4
1400 - 1500	19	6	4	4	5	2	1	16	0	0	0	0	0	0	0	0	0	0	1	3	1	4	7	3	0	0	0	0	0	0	0	31.1	23	6.8
1500 - 1600	10	1	3	5	1	0	1	9	0	0	0	0	0	0	0	0	0	0	1	0	1	5	3	0	0	0	0	0	0	0	0	-	21.9	5.9
1600 - 1700	15	3	3	5	4	2	0	13	0	0	0	0	0	0	0	0	0	0	0	2	0	6	6	1	0	0	0	0	0	0	0	28.8	24.4	5.4
1700 - 1800	11	2	0	6	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	1	1	0	0	0	0	0	0	33.5	26.5	5.1
1800 - 1900	21	7	4	3	7	1	1	18	0	1	0	0	0	0	0	0	0	0	0	2	2	12	4	1	0	0	0	0	0	0	0	27.4	22.4	4.6
1900 - 2000	11	4	4	2	1	0	1	9	0	1	0	0	0	0	0	0	0	0	0	0	2	4	2	1	2	0	0	0	0	0	0	39.5	26.5	7.7
2000 - 2100	8	0	2	4	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	2	1	0	0	0	0	-	34.8	9.4
2100 - 2200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	24.7	6.7
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.3	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**182**	**52**	**45**	**41**	**44**	**9**	**4**	**163**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**17**	**72**	**58**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**23.8**	**5.4**
0600 - 2200	**207**	**56**	**54**	**48**	**49**	**9**	**5**	**186**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**21**	**78**	**65**	**19**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**29.5**	**24.4**	**6.0**
0600 - 0000	**208**	**57**	**54**	**48**	**49**	**9**	**5**	**187**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**21**	**78**	**66**	**19**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**29.5**	**24.4**	**6.0**
0000 - 0000	**209**	**57**	**54**	**48**	**50**	**9**	**5**	**188**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**12**	**21**	**79**	**66**	**19**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**29.5**	**24.4**	**6.0**

Annex 1

Site 4 - Southbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	29.1	3.1
0600 - 0700	9	1	2	2	4	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	4	0	0	0	0	0	0	0	-	28	5
0700 - 0800	9	3	0	1	5	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	-	27	3.2
0800 - 0900	11	2	4	5	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	27.5	24	3.9
0900 - 1000	21	6	4	6	5	0	0	17	0	1	1	0	0	2	0	0	0	0	0	0	0	3	9	7	2	0	0	0	0	0	0	28.1	24	3.7
1000 - 1100	18	6	1	4	7	0	0	15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	11	2	1	1	0	0	0	0	0	30.5	23.9	5.1
1100 - 1200	29	8	7	10	4	2	0	25	0	1	0	1	0	0	0	0	0	0	1	4	2	13	8	1	0	0	0	0	0	0	0	28.1	22.1	5.9
1200 - 1300	13	6	1	3	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	4	7	1	0	1	0	0	0	0	0	30.3	27.2	5.1
1300 - 1400	14	4	4	3	3	1	1	12	0	0	0	0	0	0	0	0	0	0	0	2	4	5	3	0	0	0	0	0	0	0	0	25.5	20.7	4
1400 - 1500	11	1	2	6	2	0	0	10	0	0	0	0	1	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	0	29.7	24.8	3.6
1500 - 1600	8	1	2	3	2	1	0	6	0	1	0	0	0	0	0	0	0	0	0	1	0	3	3	1	0	0	0	0	0	0	0	-	23.4	5.8
1600 - 1700	8	1	3	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	-	26.6	3.8
1700 - 1800	11	2	1	3	5	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	26.8	23.4	3.5
1800 - 1900	8	4	2	1	1	0	1	6	0	1	0	0	0	0	0	0	0	0	0	1	2	0	3	2	0	0	0	0	0	0	0	-	25	6.6
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	8	1	3	0	4	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	-	25.7	4.2
2100 - 2200	4	2	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	-	24.9	7.8
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**161**	**44**	**31**	**47**	**39**	**4**	**2**	**137**	**0**	**12**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**19**	**66**	**52**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**28.8**	**24.0**	**4.9**
0600 - 2200	**182**	**48**	**37**	**50**	**47**	**4**	**2**	**157**	**0**	**13**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**9**	**20**	**74**	**57**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29.1**	**24.3**	**5.0**
0600 - 0000	**182**	**48**	**37**	**50**	**47**	**4**	**2**	**157**	**0**	**13**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**9**	**20**	**74**	**57**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29.1**	**24.3**	**5.0**
0000 - 0000	**184**	**48**	**38**	**50**	**48**	**4**	**2**	**159**	**0**	**13**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**9**	**20**	**74**	**58**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**29.2**	**24.3**	**5.0**

Annex 1

Site 4 - Southbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25	-
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.9	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	6	0	0	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	28.4	3.1
0600 - 0700	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	-	28.8	5.1
0700 - 0800	12	5	2	2	3	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	0	0	31.1	28.2	3.3
0800 - 0900	14	2	4	4	4	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	2	5	4	3	0	0	0	0	0	0	0	32.8	26.1	4.5
0900 - 1000	29	8	9	5	7	0	0	25	0	4	0	0	0	0	0	0	0	0	0	0	1	8	16	4	0	0	0	0	0	0	0	29.9	26.7	3.1
1000 - 1100	19	4	10	4	1	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	2	9	7	1	0	0	0	0	0	0	0	26.5	24.2	3.1
1100 - 1200	21	4	5	6	6	0	1	20	0	0	0	0	0	0	0	0	0	0	0	1	1	10	9	0	0	0	0	0	0	0	0	26.6	23.5	3.8
1200 - 1300	20	4	4	6	6	1	0	16	0	3	0	0	0	0	0	0	0	0	0	1	0	9	7	3	0	0	0	0	0	0	0	30.3	24.8	4.7
1300 - 1400	19	5	3	7	4	0	1	17	0	1	0	0	0	0	0	0	0	0	0	1	1	9	6	2	0	0	0	0	0	0	0	29.6	24.1	4.3
1400 - 1500	15	5	2	3	5	0	0	13	0	1	0	1	0	0	0	0	0	0	0	1	2	4	7	1	0	0	0	0	0	0	0	28.5	24.4	4.8
1500 - 1600	13	2	3	3	5	2	0	9	0	1	0	1	0	0	0	0	0	0	2	2	0	1	4	2	0	2	0	0	0	0	0	43.4	25.3	12
1600 - 1700	12	4	2	1	5	2	0	9	0	0	0	1	0	0	0	0	0	0	1	2	0	2	2	3	2	0	0	0	0	0	0	37.1	25.6	10.1
1700 - 1800	12	3	5	2	2	0	0	11	0	0	0	1	0	0	0	0	0	0	0	1	1	3	5	2	0	0	0	0	0	0	0	30.2	24.8	5.7
1800 - 1900	14	1	8	1	4	0	1	13	0	0	0	0	0	0	0	0	0	0	0	1	1	2	7	3	0	0	0	0	0	0	0	32	25.8	6.2
1900 - 2000	12	6	5	0	1	0	3	6	0	3	0	0	0	0	0	0	0	0	0	1	2	2	5	2	0	0	0	0	0	0	0	31.4	24.7	6.1
2000 - 2100	12	6	1	3	2	2	0	9	0	1	0	0	0	0	0	0	0	0	1	1	1	4	4	0	0	1	0	0	0	0	0	30.2	23	9.2
2100 - 2200	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	24	1.6
2200 - 2300	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.5	-
2300 - 0000	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.3	1
0700 - 1900	**200**	**47**	**57**	**44**	**52**	**5**	**3**	**175**	**0**	**13**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**11**	**62**	**83**	**26**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**30.2**	**25.2**	**5.6**
0600 - 2200	**233**	**59**	**67**	**50**	**57**	**7**	**6**	**199**	**0**	**17**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**14**	**71**	**95**	**30**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**30.2**	**25.2**	**5.8**
0600 - 0000	**236**	**60**	**67**	**51**	**58**	**7**	**6**	**201**	**0**	**18**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**15**	**72**	**95**	**31**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**30.3**	**25.1**	**5.8**
0000 - 0000	**244**	**61**	**67**	**55**	**61**	**7**	**6**	**209**	**0**	**18**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**15**	**74**	**100**	**32**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**30.3**	**25.2**	**5.7**

Annex 1

Site 4 - Southbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.5	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	28.9	0.4
0600 - 0700	3	0	0	1	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	29.2	4.6
0700 - 0800	15	6	4	2	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	1	4	7	3	0	0	0	0	0	0	31.1	26	3.7
0800 - 0900	23	8	7	5	3	0	0	20	0	3	0	0	0	0	0	0	0	0	0	0	4	5	11	3	0	0	0	0	0	0	29.5	25.1	4.5
0900 - 1000	17	2	3	6	6	0	1	16	0	0	0	0	0	0	0	0	0	0	1	1	2	5	6	2	0	0	0	0	0	0	30	23.7	6.2
1000 - 1100	30	8	11	6	5	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	4	8	15	2	1	0	0	0	0	0	29.1	25.6	4.2
1100 - 1200	28	5	5	12	6	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	2	12	12	2	0	0	0	0	0	0	29.1	25.3	3.7
1200 - 1300	29	10	3	6	10	1	1	24	0	2	0	1	0	0	0	0	0	0	1	3	0	18	7	0	0	0	0	0	0	0	27	22.5	4.8
1300 - 1400	26	6	5	9	6	1	0	22	0	3	0	0	0	0	0	0	0	0	1	3	2	10	9	1	0	0	0	0	0	0	29	22.6	6.2
1400 - 1500	21	9	3	3	6	0	0	18	0	0	0	3	0	0	0	0	0	0	1	3	3	5	6	3	0	0	0	0	0	0	30.5	22.2	7
1500 - 1600	11	8	1	0	2	1	1	7	0	1	0	1	0	0	0	0	0	0	2	0	1	6	0	1	1	0	0	0	0	0	34.1	21.9	8.8
1600 - 1700	13	3	3	1	6	1	0	11	0	1	0	0	0	0	0	0	0	0	0	1	0	3	6	3	0	0	0	0	0	0	33.3	26.5	6
1700 - 1800	13	1	1	8	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	9	2	2	0	0	0	0	0	0	30.6	24.4	3.8
1800 - 1900	9	4	2	2	1	0	0	7	0	1	0	1	0	0	0	0	0	0	0	1	0	2	5	1	0	0	0	0	0	0	-	24.8	6.2
1900 - 2000	7	1	3	3	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	1	0	0	0	0	0	0	-	22.8	6.7
2000 - 2100	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	-	27.4	4.3
2100 - 2200	3	0	1	0	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	-	33.1	3.7
2200 - 2300	3	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	22.1	4.5
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	29	-
0700 - 1900	**235**	**70**	**48**	**60**	**57**	**4**	**3**	**208**	**0**	**14**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**12**	**19**	**87**	**86**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**29.0**	**24.2**	**5.4**
0600 - 2200	**253**	**72**	**53**	**66**	**62**	**5**	**3**	**223**	**0**	**16**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**13**	**19**	**93**	**91**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**24.3**	**5.5**
0600 - 0000	**257**	**73**	**54**	**66**	**64**	**5**	**3**	**227**	**0**	**16**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**13**	**20**	**94**	**93**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**24.3**	**5.5**
0000 - 0000	**260**	**74**	**54**	**68**	**64**	**5**	**3**	**230**	**0**	**16**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**13**	**20**	**94**	**95**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**24.4**	**5.5**

Annex 1

Site 4 - Southbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.1	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.2	-
0500 - 0600	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.9	-
0600 - 0700	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	-	27.3	2.5
0700 - 0800	14	2	3	5	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	28.9	25.3	2.7
0800 - 0900	24	3	5	5	11	1	0	22	0	1	0	0	0	0	0	0	0	0	0	1	2	8	13	0	0	0	0	0	0	0	0	27.5	24.2	4
0900 - 1000	16	1	5	4	6	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	10	4	2	0	0	0	0	0	0	0	29.1	24.9	3.3
1000 - 1100	33	5	9	11	8	0	0	32	0	0	0	1	0	0	0	0	0	0	0	0	2	2	11	12	5	1	0	0	0	0	0	30.1	25.5	5.4
1100 - 1200	41	6	11	13	11	6	0	33	0	1	0	1	0	0	0	0	0	0	0	3	3	5	17	9	3	1	0	0	0	0	0	27.5	22.3	6.3
1200 - 1300	33	11	9	6	7	2	0	28	0	2	0	1	0	0	0	0	0	0	0	4	1	2	16	9	1	0	0	0	0	0	0	29.1	22.5	6.5
1300 - 1400	25	5	11	6	3	0	2	19	0	3	0	1	0	0	0	0	0	0	0	0	2	4	12	6	1	0	0	0	0	0	0	28	22.4	4.7
1400 - 1500	30	2	11	10	7	1	1	26	0	1	0	1	0	0	0	0	0	0	0	1	2	6	10	10	1	0	0	0	0	0	0	27.6	22.3	5.3
1500 - 1600	17	4	3	8	2	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	1	7	7	2	0	0	0	0	0	0	29.8	25.6	3.7
1600 - 1700	17	9	3	5	0	1	0	15	0	0	0	0	0	0	0	0	1	0	0	0	2	1	6	8	0	0	0	0	0	0	0	28.1	23	5.4
1700 - 1800	17	4	7	4	2	1	0	12	0	4	0	0	0	0	0	0	0	0	0	0	0	2	3	7	2	2	1	0	0	0	0	37.5	27.7	6.8
1800 - 1900	9	3	2	2	2	1	2	5	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2	5	0	0	0	0	0	0	0	-	23.6	5.9
1900 - 2000	7	0	1	5	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	1	0	0	0	-	29.3	8.6
2000 - 2100	6	1	3	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	-	19.2	7.1
2100 - 2200	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	22	8
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.6	-
0700 - 1900	**276**	**55**	**79**	**79**	**63**	**13**	**5**	**236**	**0**	**16**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**14**	**26**	**109**	**97**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**28.7**	**23.8**	**5.5**
0600 - 2200	**294**	**58**	**84**	**85**	**67**	**14**	**5**	**252**	**0**	**17**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**16**	**29**	**111**	**104**	**20**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**28.8**	**23.9**	**5.7**
0600 - 0000	**295**	**58**	**84**	**86**	**67**	**14**	**5**	**253**	**0**	**17**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**16**	**29**	**111**	**105**	**20**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**28.8**	**23.9**	**5.7**
0000 - 0000	**298**	**58**	**84**	**87**	**69**	**14**	**6**	**255**	**0**	**17**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**17**	**29**	**111**	**106**	**21**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**29.0**	**23.9**	**5.7**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.6	-
0600 - 0700	4	0	2	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	-	28.2	0.9
0700 - 0800	13	4	6	1	2	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	2	0	0	0	0	0	0	0	30	26.8	3.3
0800 - 0900	12	3	4	3	2	0	0	8	0	3	0	0	1	0	0	0	0	0	0	0	2	3	6	0	1	0	0	0	0	0	0	30.1	25.3	5.6
0900 - 1000	24	3	7	5	9	1	0	16	1	6	0	0	0	0	0	0	0	0	0	1	5	9	8	1	0	0	0	0	0	0	0	28.8	23.2	5.2
1000 - 1100	23	5	6	3	9	0	0	19	0	3	0	1	0	0	0	0	0	0	0	3	4	6	7	0	3	0	0	0	0	0	0	31.9	24	6.5
1100 - 1200	23	4	7	8	4	0	4	18	0	1	0	0	0	0	0	0	0	0	0	1	1	5	12	3	1	0	0	0	0	0	0	31.8	26.3	5.2
1200 - 1300	15	3	2	3	7	2	0	12	0	1	0	0	0	0	0	0	0	0	0	1	3	7	2	2	0	0	0	0	0	0	0	30.2	22.4	5.7
1300 - 1400	10	3	4	2	1	0	2	7	0	0	0	1	0	0	0	0	0	0	0	2	0	2	5	1	0	0	0	0	0	0	0	-	23.5	7.1
1400 - 1500	21	11	4	4	2	1	1	18	0	1	0	0	0	0	0	0	0	0	0	1	1	5	5	6	2	1	0	0	0	0	0	30	23.3	6.9
1500 - 1600	15	5	3	4	3	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	3	1	0	0	0	0	0	0	26.8	22.6	4.1
1600 - 1700	18	5	6	3	4	1	2	13	1	1	0	0	0	0	0	0	0	0	0	0	3	1	5	6	3	0	0	0	0	0	0	30.4	23.9	6.3
1700 - 1800	21	4	9	4	4	0	1	19	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9	6	3	2	0	0	0	0	0	32.3	26	5.5
1800 - 1900	27	3	5	7	12	1	1	23	0	2	0	0	0	0	0	0	0	0	0	0	0	7	7	9	3	1	0	0	0	0	0	30.1	24.7	5.6
1900 - 2000	7	4	0	3	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	2	0	0	0	0	0	0	-	24.9	8.6
2000 - 2100	6	1	2	0	3	1	0	4	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3	0	0	1	0	0	0	0	0	-	20.8	11.2
2100 - 2200	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	-	21.1	2.3
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	21.5	1.7
0700 - 1900	**222**	**53**	**63**	**47**	**59**	**6**	**12**	**180**	**2**	**19**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**33**	**69**	**77**	**21**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**24.4**	**5.7**
0600 - 2200	**243**	**58**	**69**	**51**	**65**	**8**	**12**	**198**	**2**	**19**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**35**	**76**	**83**	**23**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**24.3**	**5.9**
0600 - 0000	**245**	**58**	**71**	**51**	**65**	**8**	**12**	**200**	**2**	**19**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**35**	**78**	**83**	**23**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**24.3**	**5.9**
0000 - 0000	**246**	**58**	**72**	**51**	**65**	**8**	**12**	**201**	**2**	**19**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**12**	**35**	**79**	**83**	**23**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**29.7**	**24.3**	**5.9**

Annex 1

Site 4 - Southbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.2	-
0100 - 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	-	23.9	-
0200 - 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	-	26.2	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.6	-
0500 - 0600	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.1	5.9
0600 - 0700	5	0	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	-	27.9	3.8
0700 - 0800	12	4	3	2	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	2	0	0	0	0	0	0	0	30.1	26.4	3.4
0800 - 0900	16	4	5	4	3	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	3	4	7	1	0	0	0	0	0	0	0	29.1	24.6	4.9
0900 - 1000	20	4	5	5	6	0	0	17	0	2	0	0	0	0	0	0	0	0	0	1	2	8	7	2	0	0	0	0	0	0	0	28.7	24.4	4.8
1000 - 1100	24	6	7	5	5	0	0	22	0	1	0	0	0	0	0	0	0	0	0	1	3	9	8	2	1	0	0	0	0	0	0	28.9	24.8	4.8
1100 - 1200	24	5	6	8	5	1	1	20	0	1	0	0	0	0	0	0	0	0	1	2	2	10	8	1	0	0	0	0	0	0	0	27.8	23.3	5.5
1200 - 1300	21	7	4	4	6	1	0	18	0	1	0	1	0	0	0	0	0	0	1	1	2	10	6	1	0	0	0	0	0	0	0	27.9	23.3	5.4
1300 - 1400	16	4	5	4	3	0	1	14	0	1	0	0	0	0	0	0	0	0	0	1	2	7	5	1	0	0	0	0	0	0	0	28.6	23	5.1
1400 - 1500	18	5	4	5	4	1	0	16	0	0	0	1	0	0	0	0	0	0	1	1	3	6	6	2	0	0	0	0	0	0	0	28.5	23.2	5.8
1500 - 1600	12	3	2	4	2	1	1	9	0	1	0	0	0	0	0	0	0	0	1	1	1	4	3	1	0	0	0	0	0	0	0	28.9	23.3	7.1
1600 - 1700	13	4	3	3	4	1	0	11	0	1	0	0	0	0	0	0	0	0	0	1	0	4	5	2	0	0	0	0	0	0	0	30.4	24.8	6.2
1700 - 1800	14	3	4	4	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	1	5	4	2	1	0	0	0	0	0	0	30.7	25.5	5.6
1800 - 1900	14	4	4	3	4	0	1	12	0	1	0	0	0	0	0	0	0	0	0	1	2	4	5	2	0	0	0	0	0	0	0	29.8	24.2	5.5
1900 - 2000	7	2	2	2	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	-	25.4	7.2
2000 - 2100	7	2	2	2	2	1	0	6	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	-	25.1	9.3
2100 - 2200	3	0	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	24.9	5.9
2200 - 2300	1	0	0	0	0	0	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	-	24.6	-
2300 - 0000	1	0	0	0	0	0	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	-	23.2	-
0700 - 1900	**204**	**53**	**51**	**51**	**50**	**6**	**5**	**176**	**0**	**13**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**11**	**22**	**76**	**71**	**18**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**29.0**	**24.1**	**5.4**
0600 - 2200	**226**	**58**	**57**	**56**	**55**	**7**	**5**	**194**	**0**	**14**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**12**	**24**	**82**	**78**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**29.3**	**24.3**	**5.7**
0600 - 0000	**228**	**58**	**57**	**57**	**56**	**7**	**5**	**196**	**0**	**14**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**12**	**24**	**82**	**78**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**29.3**	**24.3**	**5.6**
0000 - 0000	**231**	**58**	**58**	**58**	**57**	**7**	**5**	**199**	**0**	**14**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**12**	**24**	**83**	**80**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**29.3**	**24.3**	**5.6**

Annex 1

Site 4 - Southbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												Vehicle Speed															P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
Mon	246	58	72	51	65	8	12	201	2	19	0	3	1	0	0	0	0	0	4	12	35	79	83	23	10	0	0	0	0	0	0	29.7	24.3	5.9
Tue	175	52	35	45	43	3	4	150	1	12	0	2	0	3	0	0	0	0	2	7	27	70	51	13	5	0	0	0	0	0	0	28.7	23.8	5.3
Wed	209	57	54	48	50	9	5	188	0	6	0	1	0	0	0	0	0	0	3	12	21	79	66	19	6	2	1	0	0	0	0	29.5	24.4	6
Thu	184	48	38	50	48	4	2	159	0	13	1	1	2	2	0	0	0	0	1	9	20	74	58	20	1	1	0	0	0	0	0	29.2	24.3	5
Fri	244	61	67	55	61	7	6	209	0	18	0	4	0	0	0	0	0	0	4	12	15	74	100	32	4	3	0	0	0	0	0	30.3	25.2	5.7
Sat	260	74	54	68	64	5	3	230	0	16	0	6	0	0	0	0	0	0	6	13	20	94	95	27	5	0	0	0	0	0	0	29.5	24.4	5.5
Sun	298	58	84	87	69	14	6	255	0	17	0	5	0	0	0	1	0	0	8	17	29	111	106	21	4	1	1	0	0	0	0	29	23.9	5.7

Devon ATCs

Report Id 231/22
Site Name Site 5 of 11
Description Local Road, 405m west of Local Road
Direction Eastbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.6	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	6	0	0	2	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	-	21.8	4.4
0700 - 0800	6	0	1	0	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	-	20.5	5
0800 - 0900	10	1	3	4	2	2	0	7	0	1	0	0	0	0	0	0	0	0	0	2	2	6	0	0	0	0	0	0	0	0	0	-	20.2	3.8
0900 - 1000	10	4	1	2	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	-	21.2	2.3
1000 - 1100	25	7	5	7	6	6	1	16	0	2	0	0	0	0	0	0	0	0	0	8	6	11	0	0	0	0	0	0	0	0	0	22.2	17.8	4.3
1100 - 1200	15	5	3	3	4	1	0	13	0	1	0	0	0	0	0	0	0	0	1	0	7	7	0	0	0	0	0	0	0	0	0	24.1	19.9	3.7
1200 - 1300	17	1	6	5	5	0	0	15	0	0	0	2	0	0	0	0	0	0	1	3	6	6	1	0	0	0	0	0	0	0	0	24.6	18.7	4.7
1300 - 1400	17	5	6	5	1	0	1	10	0	5	0	1	0	0	0	0	0	0	1	2	3	10	1	0	0	0	0	0	0	0	0	24.8	19.8	4.7
1400 - 1500	15	6	2	3	4	0	0	14	0	1	0	0	0	0	0	0	0	0	0	2	5	8	0	0	0	0	0	0	0	0	0	23.3	19.2	3.5
1500 - 1600	11	2	2	3	4	1	1	8	0	1	0	0	0	0	0	0	0	0	0	2	2	6	1	0	0	0	0	0	0	0	0	24.4	20.2	4
1600 - 1700	15	2	5	6	2	0	0	14	0	1	0	0	0	0	0	0	0	0	0	1	2	11	1	0	0	0	0	0	0	0	0	24.2	21.3	2.9
1700 - 1800	15	2	4	2	7	0	0	10	1	4	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	23.9	21.2	2.2
1800 - 1900	11	4	2	4	1	1	0	9	0	1	0	0	0	0	0	0	0	0	0	4	3	4	0	0	0	0	0	0	0	0	0	23.2	18.3	4.5
1900 - 2000	10	3	4	1	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	-	20.1	4.5
2000 - 2100	5	1	1	3	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	-	19.9	5.1
2100 - 2200	3	2	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	-	21.5	7.1
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.4	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**167**	**39**	**40**	**44**	**44**	**11**	**3**	**132**	**1**	**17**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**44**	**90**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.7**	**4.0**
0600 - 2200	**191**	**45**	**46**	**50**	**50**	**12**	**3**	**152**	**1**	**19**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**29**	**50**	**100**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.8**	**4.1**
0600 - 0000	**192**	**45**	**47**	**50**	**50**	**12**	**3**	**153**	**1**	**19**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**29**	**50**	**101**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.8**	**4.0**
0000 - 0000	**193**	**45**	**47**	**50**	**51**	**12**	**3**	**154**	**1**	**19**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**29**	**50**	**101**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.9**	**4.1**

Annex 1

Site 5 - Eastbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.5	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	4	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	23.8	2.4
0700 - 0800	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	-	23	2.1
0800 - 0900	11	0	2	7	2	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	24.4	21.4	2.9
0900 - 1000	13	5	3	2	3	0	1	8	0	3	1	0	0	0	0	0	0	0	0	2	4	5	2	0	0	0	0	0	0	0	0	25	20.7	4.3
1000 - 1100	18	2	5	8	3	2	0	13	0	3	0	0	0	0	0	0	0	0	0	1	6	11	0	0	0	0	0	0	0	0	0	23.2	20	2.6
1100 - 1200	27	5	4	6	12	2	1	24	0	0	0	0	0	0	0	0	0	0	1	3	10	11	2	0	0	0	0	0	0	0	0	24.3	19.4	3.9
1200 - 1300	16	2	3	9	2	0	0	13	0	3	0	0	0	0	0	0	0	0	1	3	7	3	2	0	0	0	0	0	0	0	0	24	17.9	5.3
1300 - 1400	13	2	5	2	4	0	0	12	0	1	0	0	0	0	0	0	0	0	1	0	4	7	0	1	0	0	0	0	0	0	0	23.7	20.6	5.3
1400 - 1500	14	6	0	8	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	9	0	0	0	0	0	0	0	0	0	21.7	19.6	2.5
1500 - 1600	19	7	4	5	3	0	0	19	0	0	0	0	0	0	0	0	0	0	1	1	5	9	3	0	0	0	0	0	0	0	0	25.3	20.6	4.1
1600 - 1700	21	2	3	6	10	1	1	19	0	0	0	0	0	0	0	0	0	0	2	1	5	11	2	0	0	0	0	0	0	0	0	24.7	19.4	5.1
1700 - 1800	12	4	2	5	1	0	0	11	0	1	0	0	0	0	0	0	0	0	0	1	4	7	0	0	0	0	0	0	0	0	0	22.8	20.3	2.8
1800 - 1900	11	5	1	3	2	1	0	8	1	1	0	0	0	0	0	0	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	23.9	20.2	3
1900 - 2000	20	5	4	5	6	3	0	16	0	1	0	0	0	0	0	0	0	0	1	2	8	8	1	0	0	0	0	0	0	0	0	22.8	19.3	4.4
2000 - 2100	8	2	4	1	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	-	20.6	4.3
2100 - 2200	6	1	1	3	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	-	21.8	4.5
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**179**	**40**	**33**	**62**	**44**	**6**	**3**	**153**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**13**	**58**	**90**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**20.0**	**4.0**
0600 - 2200	**217**	**48**	**42**	**71**	**56**	**9**	**3**	**186**	**1**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**16**	**69**	**107**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**20.1**	**4.1**
0600 - 0000	**217**	**48**	**42**	**71**	**56**	**9**	**3**	**186**	**1**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**16**	**69**	**107**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**20.1**	**4.1**
0000 - 0000	**218**	**48**	**42**	**71**	**57**	**9**	**3**	**187**	**1**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**16**	**69**	**107**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**20.1**	**4.1**

Annex 1

Site 5 - Eastbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.2	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.2	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	5	0	1	1	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	-	20.7	5.8
0700 - 0800	3	1	0	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	19.6	5.2
0800 - 0900	13	1	2	7	3	1	0	10	0	2	0	0	0	0	0	0	0	0	1	2	1	8	1	0	0	0	0	0	0	0	0	23.9	19.5	5
0900 - 1000	11	2	3	5	1	0	1	9	0	0	0	0	0	1	0	0	0	0	0	1	2	7	1	0	0	0	0	0	0	0	0	25.3	21.2	3.8
1000 - 1100	12	3	2	5	2	2	0	9	0	1	0	0	0	0	0	0	0	0	1	0	5	6	0	0	0	0	0	0	0	0	0	22.2	18.5	3.8
1100 - 1200	10	1	2	0	7	1	0	9	0	0	0	0	0	0	0	0	0	0	1	2	5	1	1	0	0	0	0	0	0	0	0	-	17	5.3
1200 - 1300	17	4	2	7	4	0	0	15	0	2	0	0	0	0	0	0	0	0	0	2	8	7	0	0	0	0	0	0	0	0	0	21.4	19	2.4
1300 - 1400	24	5	8	7	4	0	0	21	1	2	0	0	0	0	0	0	0	0	0	1	17	6	0	0	0	0	0	0	0	0	0	22.8	19.3	2.2
1400 - 1500	16	5	5	2	4	2	0	13	0	1	0	0	0	0	0	0	0	0	0	2	7	7	0	0	0	0	0	0	0	0	0	22	19.1	3
1500 - 1600	19	3	8	6	2	3	1	14	0	1	0	0	0	0	0	0	0	0	0	4	5	10	0	0	0	0	0	0	0	0	0	23.8	19	3.7
1600 - 1700	9	1	2	2	4	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	-	23.7	3.3
1700 - 1800	7	1	1	5	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	-	21.5	3.6
1800 - 1900	16	5	3	2	6	1	1	12	0	2	0	0	0	0	0	0	0	0	0	0	8	7	1	0	0	0	0	0	0	0	0	23.8	20	3.4
1900 - 2000	9	1	3	4	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	-	22.6	3
2000 - 2100	3	1	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	18.2	2.2
2100 - 2200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.4	-
2200 - 2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.3	-
2300 - 0000	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	32.8	3.2
0700 - 1900	**157**	**32**	**38**	**50**	**37**	**10**	**3**	**128**	**1**	**14**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**16**	**59**	**71**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**19.6**	**3.7**
0600 - 2200	**175**	**34**	**42**	**55**	**44**	**11**	**4**	**144**	**1**	**14**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**17**	**63**	**81**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.8**	**3.8**
0600 - 0000	**178**	**35**	**42**	**57**	**44**	**11**	**4**	**147**	**1**	**14**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**17**	**63**	**81**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**20.0**	**4.0**
0000 - 0000	**180**	**35**	**42**	**58**	**45**	**11**	**4**	**149**	**1**	**14**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**17**	**63**	**82**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**20.0**	**4.0**

Annex 1

Site 5 - Eastbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.2	-
0600 - 0700	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	24.2	1.6
0700 - 0800	6	1	3	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	-	18.4	6.7
0800 - 0900	14	1	4	5	4	1	0	12	0	1	0	0	0	0	0	0	0	0	0	0	5	7	2	0	0	0	0	0	0	0	0	24.7	20.8	3.7
0900 - 1000	16	3	5	3	5	2	1	12	0	1	0	0	0	0	0	0	0	0	0	1	9	5	1	0	0	0	0	0	0	0	0	23.3	19.3	3.2
1000 - 1100	19	3	6	6	4	4	0	14	0	1	0	0	0	0	0	0	0	0	0	2	4	5	8	0	0	0	0	0	0	0	0	23.3	17.8	5
1100 - 1200	21	5	2	4	10	0	0	19	1	1	0	0	0	0	0	0	0	0	0	0	1	10	8	1	1	0	0	0	0	0	0	23.5	20.5	4
1200 - 1300	24	11	2	10	1	9	2	11	0	0	1	1	0	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	0	0	0	19.8	16.1	2.9
1300 - 1400	15	4	2	5	4	2	1	10	0	1	0	0	0	0	0	1	0	0	1	0	9	5	0	0	0	0	0	0	0	0	0	23.2	18.6	4.3
1400 - 1500	18	9	5	2	2	3	1	13	0	1	0	0	0	0	0	0	0	0	0	2	7	8	1	0	0	0	0	0	0	0	0	22.2	19.2	3.1
1500 - 1600	28	4	5	14	5	1	1	21	0	4	1	0	0	0	0	0	0	0	0	2	6	18	2	0	0	0	0	0	0	0	0	24	21.2	3.4
1600 - 1700	27	7	9	6	5	2	2	21	0	2	0	0	0	0	0	0	0	0	0	3	5	17	2	0	0	0	0	0	0	0	0	24.1	20.6	4.2
1700 - 1800	19	4	4	5	6	0	3	13	0	3	0	0	0	0	0	0	0	0	0	0	7	7	5	0	0	0	0	0	0	0	0	25.4	21.6	3.6
1800 - 1900	20	7	2	2	9	2	0	14	0	2	0	2	0	0	0	0	0	0	1	1	6	12	0	0	0	0	0	0	0	0	0	22.4	19.4	3.7
1900 - 2000	15	6	3	3	3	5	0	7	1	2	0	0	0	0	0	0	0	0	0	1	4	10	0	0	0	0	0	0	0	0	0	23.4	20.3	3
2000 - 2100	8	3	0	3	2	0	0	5	0	3	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	-	16.7	6.5
2100 - 2200	9	5	3	1	0	0	0	8	0	1	0	0	0	0	0	0	0	0	1	0	6	1	1	0	0	0	0	0	0	0	0	-	17.9	5.1
2200 - 2300	3	2	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	21.5	4.3
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**227**	**59**	**49**	**64**	**55**	**27**	**12**	**164**	**1**	**17**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**28**	**81**	**98**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.6**	**4.1**
0600 - 2200	**262**	**73**	**57**	**72**	**60**	**32**	**12**	**187**	**2**	**23**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**31**	**91**	**115**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.5**	**4.2**
0600 - 0000	**265**	**75**	**58**	**72**	**60**	**32**	**12**	**189**	**2**	**24**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**31**	**92**	**116**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.5**	**4.2**
0000 - 0000	**266**	**75**	**58**	**72**	**61**	**32**	**12**	**190**	**2**	**24**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**31**	**92**	**117**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.5**	**4.2**

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	27.6	5.9
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.2	-
0500 - 0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	10.3	-
0600 - 0700	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24.7	2.2
0700 - 0800	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.1	-
0800 - 0900	16	2	4	6	4	1	0	12	0	3	0	0	0	0	0	0	0	0	0	1	4	11	0	0	0	0	0	0	0	0	0	23.6	20.7	2.8
0900 - 1000	30	7	8	3	12	3	0	26	0	0	0	1	0	0	0	0	0	0	0	2	15	11	2	0	0	0	0	0	0	0	0	23.8	19.5	3.5
1000 - 1100	22	7	3	5	7	1	2	19	0	0	0	0	0	0	0	0	0	0	1	2	8	8	3	0	0	0	0	0	0	0	0	25.3	20.1	4.7
1100 - 1200	27	10	3	7	7	3	0	22	0	2	0	0	0	0	0	0	0	0	1	2	13	9	1	1	0	0	0	0	0	0	0	23.3	19.7	4.8
1200 - 1300	26	10	5	4	7	2	0	23	0	1	0	0	0	0	0	0	0	0	0	3	13	9	1	0	0	0	0	0	0	0	0	23	19.1	3.5
1300 - 1400	16	2	8	4	2	2	0	11	0	2	0	1	0	0	0	0	0	0	0	3	6	7	0	0	0	0	0	0	0	0	0	21.5	17.8	3.9
1400 - 1500	25	7	8	7	3	2	0	19	0	4	0	0	0	0	0	0	0	0	1	2	16	5	1	0	0	0	0	0	0	0	0	21.3	17.8	3.5
1500 - 1600	28	11	4	6	7	2	1	25	0	0	0	0	0	0	0	0	0	0	1	3	8	14	1	1	0	0	0	0	0	0	0	23.9	20	4.8
1600 - 1700	28	4	9	9	6	3	2	21	1	1	0	0	0	0	0	0	0	0	0	2	15	10	1	0	0	0	0	0	0	0	0	21.9	19.3	3.4
1700 - 1800	25	8	4	7	6	0	2	21	1	1	0	0	0	0	0	0	0	0	1	2	8	12	2	0	0	0	0	0	0	0	0	24	19.6	4.1
1800 - 1900	12	4	5	3	0	1	0	10	0	1	0	0	0	0	0	0	0	0	0	1	6	4	1	0	0	0	0	0	0	0	0	23.6	19.5	3.4
1900 - 2000	9	3	0	5	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	-	22	2.2
2000 - 2100	6	1	4	1	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	-	14.8	3.5
2100 - 2200	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	-	14	3.5
2200 - 2300	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	22.2	1.8
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**256**	**72**	**61**	**62**	**61**	**20**	**7**	**210**	**2**	**15**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**23**	**112**	**101**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**19.4**	**4.0**
0600 - 2200	**276**	**78**	**65**	**70**	**63**	**21**	**7**	**228**	**2**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**114**	**110**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**19.4**	**4.0**
0600 - 0000	**279**	**80**	**65**	**71**	**63**	**21**	**7**	**231**	**2**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**114**	**113**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.4**	**4.0**
0000 - 0000	**283**	**81**	**66**	**72**	**64**	**21**	**7**	**235**	**2**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**31**	**114**	**114**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**19.4**	**4.1**

Annex 1

Site 5 - Eastbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	4	0	1	0	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	20	4
0700 - 0800	5	3	1	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	-	17.5	6.9
0800 - 0900	9	2	4	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	-	19	2.7
0900 - 1000	21	3	6	2	10	2	2	13	0	3	0	1	0	0	0	0	0	0	0	1	8	11	1	0	0	0	0	0	0	0	0	23.4	20.3	2.8
1000 - 1100	13	3	4	2	4	2	0	10	0	0	0	1	0	0	0	0	0	0	0	2	3	6	2	0	0	0	0	0	0	0	0	25.3	20.1	5.3
1100 - 1200	24	6	6	3	9	7	0	15	0	1	0	1	0	0	0	0	0	0	1	7	5	9	2	0	0	0	0	0	0	0	0	24.4	18.6	5.3
1200 - 1300	29	16	5	6	2	3	0	24	0	2	0	0	0	0	0	0	0	0	0	4	10	14	1	0	0	0	0	0	0	0	0	22.6	19.1	4
1300 - 1400	30	8	7	6	9	2	1	24	0	2	0	0	0	0	1	0	0	0	0	6	9	15	0	0	0	0	0	0	0	0	0	22.4	18.8	3.8
1400 - 1500	23	6	4	3	10	2	0	20	0	1	0	0	0	0	0	0	0	0	1	3	5	14	0	0	0	0	0	0	0	0	0	22.3	18.8	4.2
1500 - 1600	26	8	6	7	5	0	1	22	0	3	0	0	0	0	0	0	0	0	0	3	7	14	2	0	0	0	0	0	0	0	0	23.9	20.2	3.9
1600 - 1700	33	5	9	12	7	2	1	27	0	1	0	2	0	0	0	0	0	0	0	2	17	13	1	0	0	0	0	0	0	0	0	22.9	19.8	3.1
1700 - 1800	26	10	6	3	7	5	1	20	0	0	0	0	0	0	0	0	0	0	1	2	9	11	3	0	0	0	0	0	0	0	0	24.6	19.8	4.1
1800 - 1900	13	3	8	1	1	1	1	10	0	0	0	1	0	0	0	0	0	0	0	0	4	9	0	0	0	0	0	0	0	0	0	23.1	21.2	1.7
1900 - 2000	11	2	3	4	2	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	24	20.9	2.7
2000 - 2100	6	0	2	3	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	-	16.9	4.5
2100 - 2200	4	0	1	2	1	0	1	2	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	-	19.3	9.8
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.8	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**252**	**73**	**66**	**47**	**66**	**33**	**7**	**192**	**0**	**13**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**30**	**86**	**120**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.0**	**19.5**	**3.9**
0600 - 2200	**277**	**75**	**73**	**56**	**73**	**35**	**9**	**211**	**0**	**15**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**34**	**93**	**131**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.0**	**19.5**	**4.0**
0600 - 0000	**278**	**75**	**74**	**56**	**73**	**35**	**9**	**212**	**0**	**15**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**34**	**93**	**131**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**19.5**	**4.0**
0000 - 0000	**278**	**75**	**74**	**56**	**73**	**35**	**9**	**212**	**0**	**15**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**34**	**93**	**131**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**19.5**	**4.0**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29.8	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	22	-
0600 - 0700	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	23.1	3.9
0700 - 0800	6	1	2	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	-	22.3	2.6
0800 - 0900	18	1	6	6	5	2	0	13	0	3	0	0	0	0	0	0	0	0	0	0	1	13	4	0	0	0	0	0	0	0	0	25.7	22.9	2.5
0900 - 1000	12	4	0	2	6	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	0	0	0	0	0	0	21.6	19.2	2.7
1000 - 1100	15	3	4	4	4	0	0	12	0	2	0	1	0	0	0	0	0	0	0	1	6	6	2	0	0	0	0	0	0	0	0	24.4	20	3.9
1100 - 1200	22	6	3	4	9	1	4	15	0	1	0	1	0	0	0	0	0	0	4	3	10	3	2	0	0	0	0	0	0	0	0	22.9	16.7	5.7
1200 - 1300	20	6	2	6	6	3	0	17	0	0	0	0	0	0	0	0	0	0	0	1	5	11	3	0	0	0	0	0	0	0	0	24.9	21.2	3.4
1300 - 1400	14	3	6	3	2	0	1	12	0	0	0	1	0	0	0	0	0	0	0	1	5	8	0	0	0	0	0	0	0	0	0	24.2	20.5	3.4
1400 - 1500	16	3	3	6	4	0	2	6	0	6	0	1	1	0	0	0	0	0	0	3	7	6	0	0	0	0	0	0	0	0	0	23.1	18.7	3.8
1500 - 1600	29	6	10	9	4	0	2	25	0	2	0	0	0	0	0	0	0	0	0	2	11	15	1	0	0	0	0	0	0	0	0	21.8	19.6	3
1600 - 1700	30	7	9	8	6	1	2	21	1	4	0	1	0	0	0	0	0	0	2	1	12	13	2	0	0	0	0	0	0	0	0	23.3	19.5	4.3
1700 - 1800	24	6	7	5	6	1	2	19	0	0	0	1	0	0	1	0	0	0	0	4	9	9	1	0	1	0	0	0	0	0	0	23.8	19.4	5.1
1800 - 1900	15	3	5	4	3	3	0	10	0	2	0	0	0	0	0	0	0	0	0	2	4	9	0	0	0	0	0	0	0	0	0	22.5	19.4	3.8
1900 - 2000	11	1	4	5	1	2	2	7	0	0	0	0	0	0	0	0	0	0	0	4	3	4	0	0	0	0	0	0	0	0	0	22.8	17.8	4.5
2000 - 2100	18	10	2	3	3	3	0	15	0	0	0	0	0	0	0	0	0	0	1	1	5	8	3	0	0	0	0	0	0	0	0	25.2	20.1	4.7
2100 - 2200	4	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	-	13.3	8.2
2200 - 2300	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20	6.7
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**221**	**49**	**57**	**58**	**57**	**11**	**13**	**167**	**1**	**21**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**6**	**18**	**80**	**100**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.8**	**4.2**
0600 - 2200	**256**	**60**	**63**	**68**	**65**	**16**	**15**	**195**	**1**	**21**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**9**	**23**	**89**	**114**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.6**	**4.3**
0600 - 0000	**258**	**62**	**63**	**68**	**65**	**16**	**16**	**196**	**1**	**21**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**9**	**23**	**90**	**115**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.6**	**4.3**
0000 - 0000	**260**	**62**	**63**	**68**	**67**	**16**	**16**	**198**	**1**	**21**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**9**	**23**	**90**	**116**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.7**	**4.4**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.6	-
0100 - 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	-	23.2	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.7	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.2	-
0600 - 0700	4	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	22.2	3.9
0700 - 0800	4	1	1	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	20.3	5.1
0800 - 0900	13	1	4	5	3	1	0	10	0	2	0	0	0	0	0	0	0	0	0	1	3	8	1	0	0	0	0	0	0	0	0	24.3	20.8	3.5
0900 - 1000	16	4	4	3	6	1	1	13	0	1	0	0	0	0	0	0	0	0	0	1	7	7	1	0	0	0	0	0	0	0	0	23.9	20	3.3
1000 - 1100	18	4	4	5	4	2	0	13	0	1	0	0	0	0	0	0	0	0	1	3	6	8	1	0	0	0	0	0	0	0	0	23.2	19.1	4.3
1100 - 1200	21	5	3	4	8	2	1	17	0	1	0	0	0	0	0	0	0	0	1	3	9	7	1	0	0	0	0	0	0	0	0	23.5	19	4.8
1200 - 1300	21	7	4	7	4	2	0	17	0	1	0	0	0	0	0	0	0	0	0	4	9	7	1	0	0	0	0	0	0	0	0	22.8	18.7	4
1300 - 1400	18	4	6	5	4	1	1	14	0	2	0	0	0	0	0	0	0	0	0	2	8	8	0	0	0	0	0	0	0	0	0	23.2	19.3	3.9
1400 - 1500	18	6	4	4	4	1	0	14	0	2	0	0	0	0	0	0	0	0	0	2	7	8	0	0	0	0	0	0	0	0	0	22	18.8	3.4
1500 - 1600	23	6	6	7	4	1	1	19	0	2	0	0	0	0	0	0	0	0	0	2	6	12	1	0	0	0	0	0	0	0	0	23.8	20.2	3.8
1600 - 1700	23	4	7	7	6	1	1	19	0	1	0	0	0	0	0	0	0	0	1	1	8	11	2	0	0	0	0	0	0	0	0	23.8	20.1	4
1700 - 1800	18	5	4	5	5	1	1	14	0	1	0	0	0	0	0	0	0	0	0	1	6	9	2	0	0	0	0	0	0	0	0	24	20.3	3.9
1800 - 1900	14	4	4	3	3	1	0	10	0	1	0	0	0	0	0	0	0	0	0	1	5	7	0	0	0	0	0	0	0	0	0	22.9	19.7	3.5
1900 - 2000	12	3	3	4	2	2	0	9	0	1	0	0	0	0	0	0	0	0	0	1	4	6	1	0	0	0	0	0	0	0	0	23.8	20.2	3.8
2000 - 2100	8	3	2	2	1	1	0	6	0	1	0	0	0	0	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	-	18.6	4.9
2100 - 2200	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-	18.5	6.5
2200 - 2300	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22.3	3.5
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.8	-
0700 - 1900	**208**	**52**	**49**	**55**	**52**	**17**	**7**	**164**	**1**	**16**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**22**	**74**	**96**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**19.6**	**4.0**
0600 - 2200	**236**	**59**	**55**	**63**	**59**	**19**	**8**	**186**	**1**	**18**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**81**	**108**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.6**	**4.1**
0600 - 0000	**238**	**60**	**56**	**64**	**59**	**19**	**8**	**188**	**1**	**18**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**82**	**109**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.7**	**4.1**
0000 - 0000	**240**	**60**	**56**	**64**	**60**	**19**	**8**	**189**	**1**	**18**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**26**	**82**	**110**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.7**	**4.1**

Annex 1

Site 5 - Eastbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	260	62	63	68	67	16	16	198	1	21	0	6	1	0	1	0	0	0	9	23	90	116	21	0	1	0	0	0	0	0	0	23.9	19.7	4.4
Tue	193	45	47	50	51	12	3	154	1	19	1	3	0	0	0	0	0	0	3	29	50	101	10	0	0	0	0	0	0	0	0	24	19.9	4.1
Wed	218	48	42	71	57	9	3	187	1	17	1	0	0	0	0	0	0	0	7	16	69	107	18	1	0	0	0	0	0	0	0	23.9	20.1	4.1
Thu	180	35	42	58	45	11	4	149	1	14	0	0	0	1	0	0	0	0	3	17	63	82	12	3	0	0	0	0	0	0	0	23.8	20	4
Fri	266	75	58	72	61	32	12	190	2	24	2	3	0	0	0	1	0	0	7	31	92	117	18	1	0	0	0	0	0	0	0	23.5	19.5	4.2
Sat	283	81	66	72	64	21	7	235	2	16	0	2	0	0	0	0	0	0	5	31	114	114	16	3	0	0	0	0	0	0	0	23.3	19.4	4.1
Sun	278	75	74	56	73	35	9	212	0	15	0	6	0	0	0	1	0	0	5	34	93	131	14	1	0	0	0	0	0	0	0	23.1	19.5	4

Site 5 - Westbound

Devon ATCs

Report Id 231/22
Site Name Site 5 of 11
Description Local Road, 405m west of Local Road
Direction Westbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.7	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	19.5	0.5
0700 - 0800	9	3	2	0	4	2	0	5	0	2	0	0	0	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	-	17.6	3.1
0800 - 0900	13	4	5	2	2	0	0	12	0	1	0	0	0	0	0	0	0	0	1	2	2	7	1	0	0	0	0	0	0	0	0	23.8	19.2	5.3
0900 - 1000	18	4	3	6	5	4	1	12	0	1	0	0	0	0	0	0	0	0	1	1	10	6	0	0	0	0	0	0	0	0	0	21.6	18.1	3.6
1000 - 1100	20	1	5	9	5	4	3	13	0	0	0	0	0	0	0	0	0	0	4	0	8	8	0	0	0	0	0	0	0	0	0	23	17.9	5.8
1100 - 1200	24	7	6	5	6	2	2	17	0	3	0	0	0	0	0	0	0	0	1	4	12	6	1	0	0	0	0	0	0	0	0	20.9	17.6	4.4
1200 - 1300	23	4	5	7	7	1	0	19	0	2	0	1	0	0	0	0	0	0	2	3	11	7	0	0	0	0	0	0	0	0	0	21.3	17.5	4
1300 - 1400	13	4	5	2	2	1	2	8	0	2	0	0	0	0	0	0	0	0	0	2	2	7	2	0	0	0	0	0	0	0	0	26.8	21	5.2
1400 - 1500	18	4	4	6	4	2	0	14	1	0	0	1	0	0	0	0	0	0	0	3	8	7	0	0	0	0	0	0	0	0	0	22.9	19	3.8
1500 - 1600	18	5	6	4	3	1	1	14	0	1	0	1	0	0	0	0	0	0	1	4	6	7	0	0	0	0	0	0	0	0	0	22.4	17.9	4.1
1600 - 1700	15	9	1	3	2	2	0	10	1	1	0	1	0	0	0	0	0	0	1	3	5	5	1	0	0	0	0	0	0	0	0	24.8	18.9	5.7
1700 - 1800	11	1	3	2	5	3	0	8	0	0	0	0	0	0	0	0	0	0	1	1	4	5	0	0	0	0	0	0	0	0	0	23.4	18.9	5
1800 - 1900	17	2	6	5	4	1	0	14	0	1	0	1	0	0	0	0	0	0	0	1	6	10	0	0	0	0	0	0	0	0	0	24.3	20.1	3.8
1900 - 2000	3	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	-	18.2	8.3
2000 - 2100	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	-	23.1	1.5
2100 - 2200	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	20.7	0.4
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**199**	**48**	**51**	**51**	**49**	**23**	**9**	**146**	**2**	**14**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**27**	**78**	**77**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.0**	**18.5**	**4.5**
0600 - 2200	**209**	**54**	**53**	**51**	**51**	**23**	**10**	**154**	**2**	**14**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**27**	**80**	**84**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**18.6**	**4.6**
0600 - 0000	**209**	**54**	**53**	**51**	**51**	**23**	**10**	**154**	**2**	**14**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**27**	**80**	**84**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**18.6**	**4.6**
0000 - 0000	**211**	**55**	**53**	**51**	**52**	**23**	**10**	**156**	**2**	**14**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**27**	**80**	**86**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.6**	**4.5**

Annex 1

Site 5 - Westbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	20.1	1.7
0700 - 0800	7	3	1	0	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	-	20.7	3.8
0800 - 0900	12	3	4	2	3	3	0	7	0	2	0	0	0	0	0	0	0	0	0	1	3	1	4	3	0	0	0	0	0	0	0	28.6	19.8	7.2
0900 - 1000	14	1	4	5	4	1	0	10	0	3	0	0	0	0	0	0	0	0	0	1	5	7	1	0	0	0	0	0	0	0	0	24	19.8	3.6
1000 - 1100	25	6	11	2	6	1	0	23	0	1	0	0	0	0	0	0	0	0	0	1	0	11	12	1	0	0	0	0	0	0	0	23.1	19.6	3.4
1100 - 1200	18	6	5	1	6	3	0	13	0	1	0	0	0	0	0	1	0	0	0	2	2	8	6	0	0	0	0	0	0	0	0	21.8	17.3	4.2
1200 - 1300	20	8	3	3	6	1	0	18	0	1	0	0	0	0	0	0	0	0	0	1	1	7	11	0	0	0	0	0	0	0	0	23.2	19.8	3.4
1300 - 1400	17	1	4	6	6	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	2	0	0	0	0	0	0	0	24.3	20.5	3.3
1400 - 1500	15	3	6	3	3	1	0	13	0	1	0	0	0	0	0	0	0	0	0	1	1	5	7	1	0	0	0	0	0	0	0	23.1	19.4	4.2
1500 - 1600	17	4	4	3	6	0	1	15	0	1	0	0	0	0	0	0	0	0	0	2	1	5	7	2	0	0	0	0	0	0	0	23.9	18.4	5.3
1600 - 1700	17	4	5	5	3	3	0	13	1	0	0	0	0	0	0	0	0	0	0	2	2	3	8	2	0	0	0	0	0	0	0	24.8	19.5	5.4
1700 - 1800	13	3	0	7	3	1	0	10	0	2	0	0	0	0	0	0	0	0	0	0	2	7	3	0	1	0	0	0	0	0	0	23	19.1	4.7
1800 - 1900	16	4	5	2	5	1	0	13	0	2	0	0	0	0	0	0	0	0	0	1	1	4	8	2	0	0	0	0	0	0	0	25.1	20.4	4.7
1900 - 2000	14	10	1	2	1	1	1	12	0	0	0	0	0	0	0	0	0	0	0	1	1	6	4	2	0	0	0	0	0	0	0	26.3	20	5.2
2000 - 2100	6	2	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	-	22.9	3.3
2100 - 2200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.1	-
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.1	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**191**	**46**	**52**	**39**	**54**	**16**	**2**	**157**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**15**	**65**	**85**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**19.5**	**4.4**
0600 - 2200	**216**	**58**	**59**	**43**	**56**	**17**	**3**	**180**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**16**	**73**	**96**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.6**	**4.4**
0600 - 0000	**217**	**59**	**59**	**43**	**56**	**17**	**3**	**181**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**16**	**73**	**96**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.7**	**4.4**
0000 - 0000	**217**	**59**	**59**	**43**	**56**	**17**	**3**	**181**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**16**	**73**	**96**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.7**	**4.4**

Annex 1

Site 5 - Westbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	5	0	1	2	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	22	2.7
0700 - 0800	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	24.3	-
0800 - 0900	13	2	4	5	2	1	0	10	0	2	0	0	0	0	0	0	0	0	0	0	2	8	2	1	0	0	0	0	0	0	0	21.6	18	3.7
0900 - 1000	14	5	3	5	1	1	0	11	0	0	0	0	0	2	0	0	0	0	0	3	3	8	0	0	0	0	0	0	0	0	0	23.6	19.3	3.8
1000 - 1100	20	8	2	6	4	0	3	13	0	2	0	1	1	0	0	0	0	0	0	1	4	9	6	0	0	0	0	0	0	0	0	25.8	21.8	3.6
1100 - 1200	39	12	13	10	4	7	1	30	0	1	0	0	0	0	0	0	0	0	2	8	13	16	0	0	0	0	0	0	0	0	0	22.5	18.3	4.5
1200 - 1300	20	8	3	4	5	0	0	20	0	0	0	0	0	0	0	0	0	0	0	2	12	5	0	1	0	0	0	0	0	0	0	22.8	18.8	4
1300 - 1400	19	9	4	3	3	3	0	16	0	0	0	0	0	0	0	0	0	0	0	1	9	8	1	0	0	0	0	0	0	0	0	23	19.6	3.4
1400 - 1500	13	2	5	4	2	1	0	12	0	0	0	0	0	0	0	0	0	0	0	2	3	5	2	1	0	0	0	0	0	0	0	27.2	21.7	5.3
1500 - 1600	17	2	7	7	1	3	0	11	0	3	0	0	0	0	0	0	0	0	2	2	5	8	0	0	0	0	0	0	0	0	0	22.3	17.7	4.8
1600 - 1700	6	4	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	-	21.6	1.8
1700 - 1800	10	3	5	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	-	20.9	2.9
1800 - 1900	5	2	2	0	1	1	0	4	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	-	17.8	6.3
1900 - 2000	6	0	1	1	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	21.2	3.7
2000 - 2100	6	0	3	0	3	0	0	5	0	0	0	1	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	-	19.3	4.5
2100 - 2200	4	2	1	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-	20.1	5.7
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.4	-
0700 - 1900	**177**	**57**	**50**	**46**	**24**	**17**	**4**	**144**	**0**	**8**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**5**	**21**	**62**	**76**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.4**	**4.3**
0600 - 2200	**198**	**59**	**56**	**49**	**34**	**17**	**4**	**163**	**0**	**9**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**5**	**23**	**69**	**85**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.6**	**4.3**
0600 - 0000	**199**	**59**	**56**	**50**	**34**	**17**	**4**	**164**	**0**	**9**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**5**	**23**	**69**	**85**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.6**	**4.3**
0000 - 0000	**199**	**59**	**56**	**50**	**34**	**17**	**4**	**164**	**0**	**9**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**5**	**23**	**69**	**85**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.6**	**4.3**

Annex 1

Site 5 - Westbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.5	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22.2	1.8
0600 - 0700	6	0	2	3	1	0	1	4	0	0	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	-	20.3	2.3
0700 - 0800	6	3	1	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	-	18.6	5.7
0800 - 0900	10	2	2	3	3	1	1	6	0	2	0	0	0	0	0	0	0	0	0	3	2	3	2	0	0	0	0	0	0	0	-	19.9	6.2
0900 - 1000	23	6	5	6	6	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	5	10	8	0	0	0	0	0	0	0	26.2	23	3.5
1000 - 1100	21	2	10	5	4	3	0	15	0	2	0	1	0	0	0	0	0	0	1	4	7	8	1	0	0	0	0	0	0	0	22.5	17.8	4.8
1100 - 1200	31	5	10	6	10	3	3	24	0	0	0	1	0	0	0	0	0	0	4	0	13	12	2	0	0	0	0	0	0	0	24.1	19.1	5.1
1200 - 1300	33	7	6	9	11	3	0	26	0	3	0	1	0	0	0	0	0	0	2	4	12	15	0	0	0	0	0	0	0	0	22	18.5	3.9
1300 - 1400	27	7	10	5	5	5	1	20	0	1	0	0	0	0	0	0	0	0	1	5	12	9	0	0	0	0	0	0	0	0	22.2	18.2	3.8
1400 - 1500	15	6	2	2	5	2	1	10	0	2	0	0	0	0	0	0	0	0	1	0	6	7	1	0	0	0	0	0	0	0	23.4	19.7	4.1
1500 - 1600	21	3	7	5	6	3	0	17	0	1	0	0	0	0	0	0	0	0	1	4	8	7	0	1	0	0	0	0	0	0	23.7	18.8	5
1600 - 1700	16	4	4	4	4	2	0	13	0	0	0	1	0	0	0	0	0	0	1	2	4	7	2	0	0	0	0	0	0	0	24.9	19.8	5.3
1700 - 1800	13	2	5	2	4	1	0	12	0	0	0	0	0	0	0	0	0	0	0	2	2	6	3	0	0	0	0	0	0	0	26.6	20.8	4.9
1800 - 1900	14	5	2	3	4	3	1	9	0	1	0	0	0	0	0	0	0	0	0	3	4	4	2	1	0	0	0	0	0	0	27.7	20.8	5.4
1900 - 2000	11	3	4	4	0	0	1	8	0	2	0	0	0	0	0	0	0	0	0	0	3	5	2	1	0	0	0	0	0	0	28.4	22.6	4.6
2000 - 2100	14	4	3	6	1	1	0	11	0	1	0	1	0	0	0	0	0	0	1	2	4	7	0	0	0	0	0	0	0	0	22.8	18	4.9
2100 - 2200	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	17	4.7
2200 - 2300	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	26	2.5
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.3	-
0700 - 1900	**230**	**52**	**64**	**51**	**63**	**28**	**7**	**178**	**0**	**13**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**29**	**76**	**91**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.5**	**4.8**
0600 - 2200	**264**	**60**	**73**	**65**	**66**	**29**	**9**	**204**	**0**	**16**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**32**	**86**	**108**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.5**	**4.8**
0600 - 0000	**268**	**61**	**76**	**65**	**66**	**29**	**9**	**207**	**0**	**17**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**32**	**87**	**109**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.6**	**4.8**
0000 - 0000	**271**	**61**	**76**	**66**	**68**	**29**	**9**	**210**	**0**	**17**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**32**	**87**	**111**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.6**	**4.8**

Annex 1

Site 5 - Westbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	11.2	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	4	0	0	0	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	-	20.1	4.4
0700 - 0800	9	3	3	2	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	-	21.2	2.4
0800 - 0900	17	3	6	3	5	2	2	8	1	4	0	0	0	0	0	0	0	0	0	2	6	7	2	0	0	0	0	0	0	0	0	24	19.8	4.2
0900 - 1000	20	2	3	10	5	4	0	16	0	0	0	0	0	0	0	0	0	0	1	1	10	7	1	0	0	0	0	0	0	0	0	22.2	19	3.9
1000 - 1100	36	9	9	6	12	1	2	31	0	1	0	1	0	0	0	0	0	0	2	2	10	20	2	0	0	0	0	0	0	0	0	23.8	19.9	4.1
1100 - 1200	44	11	12	8	13	3	0	39	0	2	0	0	0	0	0	0	0	0	2	1	22	18	1	0	0	0	0	0	0	0	0	22.1	19.2	3.4
1200 - 1300	47	6	13	16	12	7	0	35	0	5	0	0	0	0	0	0	0	0	3	8	15	19	2	0	0	0	0	0	0	0	0	22.5	18.1	5.2
1300 - 1400	33	11	4	8	10	1	0	30	0	2	0	0	0	0	0	0	0	0	1	3	11	17	1	0	0	0	0	0	0	0	0	23.2	19.6	3.6
1400 - 1500	26	9	5	4	8	0	0	23	0	1	0	2	0	0	0	0	0	0	1	6	4	11	4	0	0	0	0	0	0	0	0	25.1	19.3	5.5
1500 - 1600	17	7	5	3	2	0	1	16	0	0	0	0	0	0	0	0	0	0	0	1	5	7	4	0	0	0	0	0	0	0	0	26.4	21.5	4.2
1600 - 1700	20	6	5	4	5	3	1	14	0	2	0	0	0	0	0	0	0	0	1	3	9	7	0	0	0	0	0	0	0	0	0	24.2	18.8	4.4
1700 - 1800	10	1	2	6	1	1	0	8	1	0	0	0	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	-	19.4	3.6
1800 - 1900	15	6	1	4	4	1	0	13	0	0	0	1	0	0	0	0	0	0	0	0	3	11	1	0	0	0	0	0	0	0	0	24.5	21.8	2.6
1900 - 2000	8	1	3	3	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	0	0	0	-	20.8	2.9
2000 - 2100	10	5	3	1	1	0	0	10	0	0	0	0	0	0	0	0	0	0	1	1	3	5	0	0	0	0	0	0	0	0	0	-	18.7	4
2100 - 2200	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	20	1.1
2200 - 2300	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-	24.2	1.5
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**294**	**74**	**68**	**74**	**78**	**23**	**6**	**241**	**2**	**18**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**28**	**102**	**133**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.5**	**4.2**
0600 - 2200	**319**	**83**	**74**	**78**	**84**	**23**	**6**	**264**	**2**	**20**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**31**	**107**	**149**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**19.5**	**4.2**
0600 - 0000	**322**	**84**	**74**	**79**	**85**	**23**	**6**	**267**	**2**	**20**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**31**	**107**	**151**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.6**	**4.2**
0000 - 0000	**323**	**84**	**74**	**79**	**86**	**23**	**6**	**268**	**2**	**20**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**32**	**107**	**151**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.5**	**4.2**

Annex 1

Site 5 - Westbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	35.8	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.3	-
0600 - 0700	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18	-
0700 - 0800	9	1	3	0	5	3	0	5	0	1	0	0	0	0	0	0	0	0	1	1	3	4	0	0	0	0	0	0	0	0	-	17.9	5
0800 - 0900	15	3	2	4	6	2	0	12	0	1	0	0	0	0	0	0	0	0	0	1	5	7	2	0	0	0	0	0	0	0	25.3	20.5	4.2
0900 - 1000	12	2	3	3	4	2	1	9	0	0	0	0	0	0	0	0	0	0	1	2	3	5	1	0	0	0	0	0	0	0	24.1	18.5	5.8
1000 - 1100	33	6	10	10	7	4	6	23	0	0	0	0	0	0	0	0	0	0	2	2	12	14	3	0	0	0	0	0	0	0	23.7	19.3	4.6
1100 - 1200	43	9	7	16	11	9	2	29	0	1	0	2	0	0	0	0	0	0	9	3	12	15	4	0	0	0	0	0	0	0	23.2	17.8	6.2
1200 - 1300	32	8	10	6	8	0	0	30	0	1	0	1	0	0	0	0	0	0	0	5	17	8	2	0	0	0	0	0	0	0	21.8	18.1	3.8
1300 - 1400	33	7	13	6	7	3	1	25	0	4	0	0	0	0	0	0	0	0	0	3	12	17	1	0	0	0	0	0	0	0	23.9	19.9	3.2
1400 - 1500	38	9	11	9	9	1	1	34	0	2	0	0	0	0	0	0	0	0	1	2	14	21	0	0	0	0	0	0	0	0	22.5	19.6	3.6
1500 - 1600	22	3	4	6	9	1	2	18	0	0	0	1	0	0	0	0	0	0	0	5	6	8	3	0	0	0	0	0	0	0	25.1	19.4	4.9
1600 - 1700	22	11	1	5	5	4	2	14	0	0	0	2	0	0	0	0	0	0	4	3	3	10	1	1	0	0	0	0	0	0	23.9	18.9	6.7
1700 - 1800	11	4	3	4	0	2	0	8	0	1	0	0	0	0	0	0	0	0	0	3	1	4	3	0	0	0	0	0	0	0	27	20.4	6.6
1800 - 1900	10	5	2	3	0	2	0	7	0	1	0	0	0	0	0	0	0	0	1	1	4	3	1	0	0	0	0	0	0	0	-	18.5	5.8
1900 - 2000	6	1	2	1	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	-	19.5	3.5
2000 - 2100	7	3	3	1	0	1	0	5	0	1	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	-	15.9	3.6
2100 - 2200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	24.5	5.1
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.1	-
0700 - 1900	**280**	**68**	**69**	**72**	**71**	**33**	**15**	**214**	**0**	**12**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**31**	**92**	**116**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.0**	**4.9**
0600 - 2200	**296**	**73**	**74**	**76**	**73**	**35**	**15**	**226**	**0**	**14**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**32**	**102**	**118**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.0**	**4.9**
0600 - 0000	**297**	**73**	**74**	**77**	**73**	**35**	**15**	**227**	**0**	**14**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**32**	**102**	**118**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.0**	**4.9**
0000 - 0000	**299**	**73**	**75**	**78**	**73**	**35**	**16**	**228**	**0**	**14**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**33**	**102**	**118**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.0**	**5.0**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	3	1	0	1	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	-	17.9	6.6
0700 - 0800	6	3	3	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	21.9	3.7
0800 - 0900	16	4	5	4	3	2	0	10	0	3	0	0	1	0	0	0	0	0	0	2	3	11	0	0	0	0	0	0	0	0	24.2	20.4	3.5
0900 - 1000	26	6	3	5	12	2	6	13	1	4	0	0	0	0	0	0	0	0	0	3	6	13	4	0	0	0	0	0	0	0	25	20.8	3.5
1000 - 1100	20	4	8	3	5	3	0	14	0	3	0	0	0	0	0	0	0	0	2	1	8	7	2	0	0	0	0	0	0	0	23.7	19	5.3
1100 - 1200	21	4	7	4	6	2	2	17	0	0	0	0	0	0	0	0	0	0	0	2	13	6	0	0	0	0	0	0	0	0	22.2	18.6	3.2
1200 - 1300	18	4	5	6	3	2	1	12	0	3	0	0	0	0	0	0	0	0	0	1	8	9	0	0	0	0	0	0	0	0	23.9	20.2	3.7
1300 - 1400	26	4	7	10	5	5	3	16	0	0	2	0	0	0	0	0	0	0	5	9	7	3	2	0	0	0	0	0	0	0	22	15.1	6.1
1400 - 1500	26	9	6	4	7	5	1	20	0	0	0	0	0	0	0	0	0	0	0	7	7	12	0	0	0	0	0	0	0	0	22	18.1	3.9
1500 - 1600	27	9	7	5	6	1	0	23	1	1	0	1	0	0	0	0	0	0	0	5	11	10	1	0	0	0	0	0	0	0	21.6	18.5	3.4
1600 - 1700	21	5	8	4	4	3	3	14	0	1	0	0	0	0	0	0	0	0	1	6	5	8	1	0	0	0	0	0	0	0	23.4	17.9	5
1700 - 1800	20	4	5	5	6	1	1	18	0	0	0	0	0	0	0	0	0	0	0	3	3	11	3	0	0	0	0	0	0	0	26.5	21.4	4.6
1800 - 1900	26	4	3	9	10	3	0	23	0	0	0	0	0	0	0	0	0	0	0	2	5	14	4	1	0	0	0	0	0	0	26.4	21.4	3.9
1900 - 2000	9	3	1	4	1	2	0	7	0	0	0	0	0	0	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	-	21	5.2
2000 - 2100	8	1	1	5	1	3	0	5	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	-	15.2	5.9
2100 - 2200	5	1	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	-	20	2.9
2200 - 2300	3	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	20.8	1.3
2300 - 0000	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	22.8	5.1
0700 - 1900	**253**	**60**	**67**	**59**	**67**	**29**	**17**	**186**	**2**	**15**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**41**	**77**	**108**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.2**	**4.6**
0600 - 2200	**278**	**66**	**72**	**70**	**70**	**34**	**18**	**204**	**2**	**15**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**43**	**86**	**118**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.1**	**4.7**
0600 - 0000	**283**	**67**	**75**	**70**	**71**	**34**	**18**	**209**	**2**	**15**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**43**	**88**	**120**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.2**	**4.7**
0000 - 0000	**283**	**67**	**75**	**70**	**71**	**34**	**18**	**209**	**2**	**15**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**43**	**88**	**120**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.2**	**4.7**

Annex 1

Site 5 - Westbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.1	-
0100 - 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	-	-	-
0200 - 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	-	21.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.5	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.9	-
0600 - 0700	4	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	20.1	3.2
0700 - 0800	7	2	2	0	2	1	0	5	0	1	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	-	19.6	4.2
0800 - 0900	14	3	4	3	3	2	0	9	0	2	0	0	0	0	0	0	0	0	0	2	4	6	2	0	0	0	0	0	0	0	0	24.2	19.7	4.8
0900 - 1000	18	4	3	6	5	2	1	13	0	1	0	0	0	0	0	0	0	0	0	2	6	8	2	0	0	0	0	0	0	0	0	24.1	20	4.1
1000 - 1100	25	5	8	6	6	2	2	19	0	1	0	0	0	0	0	0	0	0	2	1	9	11	2	0	0	0	0	0	0	0	0	23.6	19.4	4.6
1100 - 1200	31	8	9	7	8	4	1	24	0	1	0	0	0	0	0	0	0	0	3	3	13	11	1	0	0	0	0	0	0	0	0	22.4	18.4	4.6
1200 - 1300	28	6	6	7	7	2	0	23	0	2	0	0	0	0	0	0	0	0	1	3	12	11	1	0	0	0	0	0	0	0	0	22.5	18.6	4.2
1300 - 1400	24	6	7	6	5	3	1	19	0	1	0	0	0	0	0	0	0	0	1	3	9	10	1	0	0	0	0	0	0	0	0	23	18.9	4.5
1400 - 1500	22	6	6	5	5	2	0	18	0	1	0	0	0	0	0	0	0	0	1	3	7	10	1	0	0	0	0	0	0	0	0	23.2	19.4	4.3
1500 - 1600	20	5	6	5	5	1	1	16	0	1	0	0	0	0	0	0	0	0	1	3	7	8	1	0	0	0	0	0	0	0	0	23.4	18.9	4.6
1600 - 1700	17	6	4	4	3	2	1	12	0	1	0	1	0	0	0	0	0	0	1	3	4	7	1	0	0	0	0	0	0	0	0	23.9	19.1	5.3
1700 - 1800	13	3	3	4	3	1	0	11	0	0	0	0	0	0	0	0	0	0	0	2	3	6	2	0	0	0	0	0	0	0	0	24.4	20.2	4.7
1800 - 1900	15	4	3	4	4	2	0	12	0	1	0	0	0	0	0	0	0	0	0	1	4	7	1	0	0	0	0	0	0	0	0	24.7	20.5	4.4
1900 - 2000	8	3	2	2	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	-	20.8	4.6
2000 - 2100	8	2	3	2	1	1	0	6	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	-	18.4	4.9
2100 - 2200	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.2	3.8
2200 - 2300	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	24	2.8
2300 - 0000	1	0	0	0	0	0	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	-	23.3	-
0700 - 1900	**232**	**58**	**60**	**56**	**58**	**24**	**9**	**181**	**1**	**13**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**27**	**79**	**98**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.2**	**4.6**
0600 - 2200	**254**	**65**	**66**	**62**	**62**	**25**	**9**	**199**	**1**	**15**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**29**	**86**	**108**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.3**	**4.6**
0600 - 0000	**256**	**65**	**67**	**62**	**62**	**25**	**9**	**201**	**1**	**15**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**29**	**87**	**109**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.3**	**4.6**
0000 - 0000	**258**	**65**	**67**	**62**	**63**	**25**	**9**	**202**	**1**	**15**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**29**	**87**	**110**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.3**	**4.6**

Annex 1

Site 5 - Westbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												Vehicle Speed															P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
Mon	283	67	75	70	71	34	18	209	2	15	2	2	1	0	0	0	0	0	11	43	88	120	20	1	0	0	0	0	0	0	0	23.6	19.2	4.7
Tue	211	55	53	51	52	23	10	156	2	14	1	5	0	0	0	0	0	0	13	27	80	86	5	0	0	0	0	0	0	0	0	23.2	18.6	4.5
Wed	217	59	59	43	56	17	3	181	1	14	0	0	0	0	0	1	0	0	12	16	73	96	19	1	0	0	0	0	0	0	0	23.5	19.7	4.4
Thu	199	59	56	50	34	17	4	164	0	9	0	2	1	2	0	0	0	0	5	23	69	85	15	2	0	0	0	0	0	0	0	23.8	19.6	4.3
Fri	271	61	76	66	68	29	9	210	0	17	1	5	0	0	0	0	0	0	12	32	87	111	26	3	0	0	0	0	0	0	0	24	19.6	4.8
Sat	323	84	74	79	86	23	6	268	2	20	0	4	0	0	0	0	0	0	12	32	107	151	21	0	0	0	0	0	0	0	0	23.5	19.5	4.2
Sun	299	73	75	78	73	35	16	228	0	14	0	6	0	0	0	0	0	0	20	33	102	118	24	1	1	0	0	0	0	0	0	23.7	19	5

Devon ATCs

Report Id 231/22
Site Name Site 6 of 11
Description Vellator Way, 35m east of Barton Avenue
Direction Eastbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	32.2	7.6
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39.2	-
0500 - 0600	11	1	3	4	3	0	0	5	0	5	0	0	0	0	1	0	0	0	0	0	0	1	4	2	2	1	1	0	0	0	44.2	33.4	7.5
0600 - 0700	23	0	8	2	13	1	1	18	0	3	0	0	0	0	0	0	0	0	1	0	0	1	6	12	2	1	0	0	0	0	34.8	30.4	5.9
0700 - 0800	72	12	11	22	27	0	1	60	0	10	1	0	0	0	0	0	0	0	0	0	0	4	21	34	9	4	0	0	0	0	36.1	31.5	4.4
0800 - 0900	95	17	25	32	21	1	1	80	1	11	0	0	0	0	1	0	0	0	0	1	0	5	47	28	9	3	1	1	0	0	35.3	30.6	5.4
0900 - 1000	101	33	25	16	27	0	0	91	1	9	0	0	0	0	0	0	0	0	0	0	0	13	34	46	8	0	0	0	0	0	34	29.9	3.9
1000 - 1100	109	28	23	33	25	0	0	97	2	9	0	0	0	1	0	0	0	0	0	0	0	22	50	29	8	0	0	0	0	0	33.2	28.8	3.9
1100 - 1200	126	25	41	32	28	0	0	109	0	15	0	0	1	0	0	1	0	0	0	0	3	11	64	39	8	1	0	0	0	0	33.1	29.1	4
1200 - 1300	176	46	55	43	32	1	0	156	0	19	0	0	0	0	0	0	0	0	0	1	0	19	98	52	5	1	0	0	0	0	32.2	28.8	3.4
1300 - 1400	110	21	36	28	25	0	2	99	0	9	0	0	0	0	0	0	0	0	0	0	2	13	42	37	12	4	0	0	0	0	35	29.9	4.9
1400 - 1500	157	42	44	31	40	0	0	144	1	11	0	0	0	0	1	0	0	0	0	0	1	13	78	55	9	1	0	0	0	0	33.1	29.6	3.5
1500 - 1600	142	45	33	45	19	0	0	129	0	12	1	0	0	0	0	0	0	0	0	0	0	14	71	45	11	1	0	0	0	0	32.8	29.2	3.8
1600 - 1700	163	39	42	47	35	0	3	151	0	9	0	0	0	0	0	0	0	0	0	0	0	14	63	57	24	3	1	1	0	0	35.6	30.9	4.6
1700 - 1800	176	50	43	39	44	1	1	163	0	10	0	0	0	1	0	0	0	0	0	0	2	7	78	62	23	4	0	0	0	0	35.3	30.7	4.1
1800 - 1900	114	33	26	27	28	0	1	106	0	7	0	0	0	0	0	0	0	0	0	0	2	12	42	41	13	3	1	0	0	0	35.3	30.3	5
1900 - 2000	101	27	21	28	25	0	1	94	0	6	0	0	0	0	0	0	0	0	0	0	0	5	47	31	15	1	2	0	0	0	35.7	30.8	4.7
2000 - 2100	59	18	15	18	8	0	2	55	0	1	1	0	0	0	0	0	0	0	0	0	0	6	25	18	7	2	0	1	0	0	35.5	30.8	5.2
2100 - 2200	48	19	11	8	10	0	2	44	0	2	0	0	0	0	0	0	0	0	0	0	0	5	17	13	10	3	0	0	0	0	37.5	31.4	5.3
2200 - 2300	30	16	7	5	2	0	2	26	0	2	0	0	0	0	0	0	0	0	0	0	0	1	10	11	5	3	0	0	0	0	39.6	32.3	5
2300 - 0000	7	5	1	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	-	32.3	6.6
0700 - 1900	**1541**	**391**	**404**	**395**	**351**	**3**	**9**	**1385**	**5**	**131**	**2**	**0**	**1**	**2**	**1**	**2**	**0**	**0**	**0**	**2**	**10**	**147**	**688**	**525**	**139**	**25**	**3**	**2**	**0**	**0**	**0**	**34.0**	**29.9**	**4.3**
0600 - 2200	**1772**	**455**	**459**	**451**	**407**	**4**	**15**	**1596**	**5**	**143**	**3**	**0**	**1**	**2**	**1**	**2**	**0**	**0**	**1**	**2**	**10**	**164**	**783**	**599**	**173**	**32**	**5**	**3**	**0**	**0**	**0**	**34.2**	**30.0**	**4.4**
0600 - 0000	**1809**	**476**	**467**	**457**	**409**	**4**	**17**	**1629**	**5**	**145**	**3**	**0**	**1**	**2**	**1**	**2**	**0**	**0**	**1**	**2**	**10**	**165**	**797**	**610**	**180**	**36**	**5**	**3**	**0**	**0**	**0**	**34.3**	**30.1**	**4.4**
0000 - 0000	**1823**	**478**	**471**	**461**	**413**	**4**	**17**	**1637**	**5**	**150**	**3**	**0**	**1**	**2**	**2**	**2**	**0**	**0**	**1**	**2**	**10**	**166**	**802**	**612**	**184**	**37**	**6**	**3**	**0**	**0**	**0**	**34.3**	**30.1**	**4.5**

Annex 1

Site 6 - Eastbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	-	38.1	9.8
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	13	2	0	5	6	0	0	7	0	5	0	0	0	0	1	0	0	0	0	0	0	0	2	6	3	2	0	0	0	0	0	41.4	34.2	4.8
0600 - 0700	25	1	4	7	13	0	1	20	0	3	1	0	0	0	0	0	0	0	0	0	0	2	4	11	7	1	0	0	0	0	0	37.9	32.8	4.4
0700 - 0800	64	12	11	18	23	0	0	51	1	11	0	0	0	0	0	1	0	0	0	0	0	4	18	29	8	5	0	0	0	0	0	36	32	4.6
0800 - 0900	93	24	22	29	18	1	1	82	0	9	0	0	0	0	0	0	0	0	0	0	1	9	39	38	6	0	0	0	0	0	0	33.3	29.7	3.5
0900 - 1000	83	28	12	23	20	1	0	73	0	7	1	0	0	0	1	0	0	0	1	2	2	10	33	24	10	1	0	0	0	0	0	34.6	29	5.7
1000 - 1100	114	21	28	31	34	0	1	101	0	11	0	0	0	0	1	0	0	0	0	0	1	14	57	32	10	0	0	0	0	0	0	33.4	29.3	3.8
1100 - 1200	151	30	48	38	35	0	0	127	1	20	3	0	0	0	0	0	0	0	0	0	1	14	72	45	13	5	1	0	0	0	0	34.3	29.9	4.7
1200 - 1300	138	36	30	38	34	0	1	119	0	18	0	0	0	0	0	0	0	0	0	0	0	11	70	44	11	1	0	0	1	0	0	34.4	29.8	4.4
1300 - 1400	147	40	39	39	29	0	2	131	1	13	0	0	0	0	0	0	0	0	0	0	1	21	74	42	8	0	1	0	0	0	0	32.9	28.9	4
1400 - 1500	147	48	24	38	37	0	3	133	0	9	1	1	0	0	0	0	0	0	0	0	1	13	58	60	10	4	1	0	0	0	0	34.7	30.2	4.2
1500 - 1600	143	44	34	31	34	1	1	129	0	12	0	0	0	0	0	0	0	0	0	0	1	8	69	52	12	0	1	0	0	0	0	34.4	30.1	3.8
1600 - 1700	149	33	36	43	37	1	3	134	0	11	0	0	0	0	0	0	0	0	0	1	4	4	69	52	16	3	0	0	0	0	0	34.7	30.2	4.4
1700 - 1800	170	54	45	33	38	0	1	158	0	10	0	0	0	0	0	1	0	0	0	0	1	13	59	63	28	3	1	1	0	1	0	35.7	31.3	5.4
1800 - 1900	118	42	25	27	24	0	0	105	1	12	0	0	0	0	0	0	0	0	0	0	0	1	41	50	16	8	1	1	0	0	0	36.1	32.2	4.6
1900 - 2000	90	25	21	26	18	1	0	84	0	5	0	0	0	0	0	0	0	0	0	1	1	3	34	33	16	2	0	0	0	0	0	35.7	31.2	4.6
2000 - 2100	76	28	16	19	13	0	1	71	0	4	0	0	0	0	0	0	0	0	0	0	2	7	31	19	11	3	1	2	0	0	0	36.3	31.3	6.2
2100 - 2200	43	17	12	9	5	0	2	41	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17	20	3	0	0	0	0	0	0	33.6	30.1	3.7
2200 - 2300	29	17	7	1	4	1	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14	6	5	1	1	0	0	0	0	37.6	31.3	5.5
2300 - 0000	4	1	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	-	33.3	5
0700 - 1900	**1517**	**412**	**354**	**388**	**363**	**4**	**13**	**1343**	**4**	**143**	**5**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**3**	**13**	**122**	**659**	**531**	**148**	**30**	**6**	**2**	**1**	**1**	**0**	**34.6**	**30.2**	**4.5**
0600 - 2200	**1751**	**483**	**407**	**449**	**412**	**5**	**17**	**1559**	**4**	**155**	**6**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**4**	**16**	**137**	**745**	**614**	**185**	**36**	**7**	**4**	**1**	**1**	**0**	**34.7**	**30.3**	**4.6**
0600 - 0000	**1784**	**501**	**416**	**450**	**417**	**6**	**18**	**1590**	**4**	**155**	**6**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**4**	**16**	**139**	**760**	**621**	**192**	**37**	**8**	**4**	**1**	**1**	**0**	**34.8**	**30.3**	**4.6**
0000 - 0000	**1801**	**507**	**416**	**455**	**423**	**6**	**18**	**1601**	**4**	**160**	**6**	**1**	**0**	**0**	**3**	**2**	**0**	**0**	**1**	**4**	**16**	**139**	**763**	**627**	**196**	**40**	**9**	**4**	**1**	**1**	**0**	**34.8**	**30.4**	**4.7**

Annex 1

Site 6 - Eastbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	4	1	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	-	33.1	3
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.7	-
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.5	-
0300 - 0400	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.1	-
0400 - 0500	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	-	34.7	5.6
0500 - 0600	11	0	2	3	6	0	0	7	0	3	0	0	0	0	1	0	0	0	0	0	0	1	2	3	5	0	0	0	0	0	0	38.6	33.5	4.9
0600 - 0700	25	3	2	7	13	0	1	18	0	5	0	0	0	0	1	0	0	0	0	0	0	1	3	16	5	0	0	0	0	0	0	35.8	32.5	3.3
0700 - 0800	63	11	5	25	22	0	0	50	1	12	0	0	0	0	0	0	0	0	0	0	0	2	17	30	12	1	0	1	0	0	0	36.2	32.2	4.7
0800 - 0900	99	20	32	27	20	0	0	88	0	11	0	0	0	0	0	0	0	0	0	0	0	6	47	31	13	1	0	1	0	0	0	35.2	30.4	4.4
0900 - 1000	115	25	27	39	24	1	1	101	0	7	1	0	2	1	0	1	0	0	0	0	1	17	40	43	14	0	0	0	0	0	0	34.7	29.8	4.2
1000 - 1100	104	22	30	30	22	0	0	81	2	20	0	0	1	0	0	0	0	0	0	0	2	18	47	27	5	5	0	0	0	0	0	33.3	29	4.9
1100 - 1200	121	29	26	33	33	0	1	102	0	16	1	0	1	0	0	0	0	0	0	1	5	21	58	27	9	0	0	0	0	0	0	32.8	28.1	4.5
1200 - 1300	160	37	36	41	46	1	1	139	2	16	0	0	0	0	1	0	0	0	0	0	8	27	60	52	13	0	0	0	0	0	0	33.3	28.6	4.6
1300 - 1400	139	43	40	19	37	0	0	124	1	14	0	0	0	0	0	0	0	0	0	0	0	10	69	51	9	0	0	0	0	0	0	32.9	29.5	3.4
1400 - 1500	149	59	28	28	34	0	2	139	0	8	0	0	0	0	0	0	0	0	0	0	0	15	55	61	18	0	0	0	0	0	0	34.3	30.3	3.7
1500 - 1600	141	41	28	39	33	0	0	127	1	13	0	0	0	0	0	0	0	0	0	0	0	11	64	54	11	1	0	0	0	0	0	33.3	30	3.5
1600 - 1700	139	31	34	45	29	0	2	130	0	7	0	0	0	0	0	0	0	0	0	0	0	8	59	53	12	6	1	0	0	0	0	34.9	30.7	4.4
1700 - 1800	146	52	30	42	22	0	2	133	0	11	0	0	0	0	0	0	0	0	0	0	1	8	48	69	17	2	1	0	0	0	0	34.4	31	4.1
1800 - 1900	121	28	30	32	31	1	0	111	0	9	0	0	0	0	0	0	0	0	0	0	0	13	45	39	21	1	1	1	0	0	0	35.9	30.9	5.1
1900 - 2000	113	25	40	30	18	0	0	103	1	9	0	0	0	0	0	0	0	0	0	0	0	2	39	47	20	5	0	0	0	0	0	36.1	31.9	4.2
2000 - 2100	58	21	13	15	9	0	1	55	0	2	0	0	0	0	0	0	0	0	0	0	0	2	23	22	6	4	1	0	0	0	0	36.1	31.5	4.5
2100 - 2200	49	16	13	9	11	0	3	42	1	3	0	0	0	0	0	0	0	0	0	0	0	2	19	20	5	2	0	1	0	0	0	36.5	31.7	5.1
2200 - 2300	38	24	7	3	4	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	1	5	9	15	6	2	0	0	0	0	0	37.9	31	5.6
2300 - 0000	8	4	1	0	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	2	0	0	0	0	-	36.6	7.9
0700 - 1900	**1497**	**398**	**346**	**400**	**353**	**3**	**9**	**1325**	**7**	**144**	**2**	**0**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**1**	**17**	**156**	**609**	**537**	**154**	**17**	**3**	**3**	**0**	**0**	**0**	**34.2**	**29.9**	**4.4**
0600 - 2200	**1742**	**463**	**414**	**461**	**404**	**3**	**14**	**1543**	**9**	**163**	**2**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**1**	**17**	**163**	**693**	**642**	**190**	**28**	**4**	**4**	**0**	**0**	**0**	**34.6**	**30.2**	**4.4**
0600 - 0000	**1788**	**491**	**422**	**464**	**411**	**3**	**15**	**1588**	**9**	**163**	**2**	**0**	**4**	**1**	**1**	**2**	**0**	**0**	**0**	**1**	**18**	**168**	**704**	**659**	**198**	**30**	**6**	**4**	**0**	**0**	**0**	**34.6**	**30.3**	**4.5**
0000 - 0000	**1811**	**497**	**426**	**469**	**419**	**3**	**15**	**1605**	**9**	**168**	**2**	**0**	**4**	**1**	**2**	**2**	**0**	**0**	**0**	**1**	**18**	**169**	**708**	**666**	**209**	**30**	**6**	**4**	**0**	**0**	**0**	**34.7**	**30.3**	**4.5**

Annex 1

Site 6 - Eastbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	6	0	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	0	0	0	-	36.3	8.9
0100 - 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	-	-	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.1	-
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	29.6	-
0400 - 0500	3	0	0	3	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	-	26.9	12.4
0500 - 0600	10	1	4	3	2	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	3	0	0	0	0	-	37.2	5.2
0600 - 0700	23	3	8	4	8	0	2	14	0	5	0	0	0	0	1	1	0	0	0	0	0	2	1	8	10	2	0	0	0	0	38.4	33.7	4.9
0700 - 0800	60	8	12	20	20	0	1	51	0	8	0	0	0	0	0	0	0	0	0	1	0	1	17	25	9	3	2	1	1	0	38.6	33.2	7
0800 - 0900	100	24	26	24	26	1	2	83	1	13	0	0	0	0	0	0	0	0	0	0	1	8	37	38	14	1	1	0	0	0	35.2	30.8	4.7
0900 - 1000	124	26	42	31	25	2	0	109	0	11	1	0	1	0	0	0	0	0	1	0	2	8	48	44	19	2	0	0	0	0	35.3	30.4	4.8
1000 - 1100	122	27	32	38	25	2	0	109	1	10	0	0	0	0	0	0	0	0	1	0	2	13	50	42	12	2	0	0	0	0	34.7	29.5	4.7
1100 - 1200	134	33	26	36	39	0	0	116	1	16	0	1	0	0	0	0	0	0	0	0	1	14	57	52	7	2	0	0	1	0	34.2	30	4.7
1200 - 1300	147	35	20	53	39	0	2	136	0	8	0	1	0	0	0	0	0	0	0	0	1	10	60	54	18	3	1	0	0	0	35.1	30.3	4.4
1300 - 1400	141	41	35	34	31	0	2	122	0	16	0	0	0	0	1	0	0	0	0	0	1	13	58	59	9	1	0	0	0	0	33.4	29.8	3.7
1400 - 1500	126	36	30	32	28	0	2	112	0	12	0	0	0	0	0	0	0	0	0	0	0	11	63	38	10	2	0	1	1	0	34.3	30.2	5
1500 - 1600	152	34	29	41	48	0	2	136	1	13	0	0	0	0	0	0	0	0	0	0	1	14	63	59	12	1	1	1	0	0	33.8	30	4.5
1600 - 1700	186	52	41	57	36	0	5	163	2	16	0	0	0	0	0	0	0	0	0	0	0	7	84	67	21	4	2	0	1	0	35	30.9	4.6
1700 - 1800	142	46	29	33	34	0	0	128	0	14	0	0	0	0	0	0	0	0	0	0	0	4	45	71	19	3	0	0	0	0	35.1	31.6	3.6
1800 - 1900	125	36	27	31	31	0	2	115	0	8	0	0	0	0	0	0	0	0	0	0	1	4	43	55	17	1	3	1	0	0	35.4	31.8	4.7
1900 - 2000	125	39	34	33	19	0	0	115	1	9	0	0	0	0	0	0	0	0	0	0	1	13	43	46	15	6	0	0	1	0	35.7	30.8	5.1
2000 - 2100	72	24	16	18	14	0	1	63	0	8	0	0	0	0	0	0	0	0	0	0	0	3	19	38	8	3	1	0	0	0	35.7	32.1	4.6
2100 - 2200	57	17	12	21	7	1	1	49	1	5	0	0	0	0	0	0	0	0	0	1	0	4	22	19	9	0	2	0	0	0	36.4	30.9	5.6
2200 - 2300	33	8	9	11	5	0	1	30	1	1	0	0	0	0	0	0	0	0	0	0	0	5	9	13	3	2	1	0	0	0	36.3	30.9	5.6
2300 - 0000	6	1	1	3	1	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	-	29.5	3.9
0700 - 1900	**1559**	**398**	**349**	**430**	**382**	**5**	**18**	**1380**	**6**	**145**	**1**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**10**	**107**	**625**	**604**	**167**	**25**	**10**	**4**	**4**	**0**	**0**	**34.7**	**30.6**	**4.7**
0600 - 2200	**1836**	**481**	**419**	**506**	**430**	**6**	**22**	**1621**	**8**	**172**	**1**	**2**	**1**	**0**	**2**	**1**	**0**	**0**	**2**	**2**	**11**	**129**	**710**	**715**	**209**	**36**	**13**	**4**	**5**	**0**	**0**	**34.9**	**30.7**	**4.8**
0600 - 0000	**1875**	**490**	**429**	**520**	**436**	**6**	**23**	**1656**	**9**	**173**	**1**	**2**	**1**	**0**	**3**	**1**	**0**	**0**	**2**	**2**	**11**	**134**	**723**	**729**	**213**	**38**	**14**	**4**	**5**	**0**	**0**	**34.9**	**30.7**	**4.8**
0000 - 0000	**1897**	**498**	**433**	**527**	**439**	**7**	**23**	**1672**	**9**	**177**	**2**	**2**	**1**	**0**	**3**	**1**	**0**	**0**	**2**	**3**	**11**	**134**	**729**	**732**	**221**	**41**	**14**	**5**	**5**	**0**	**0**	**35.0**	**30.8**	**4.8**

Annex 1

Site 6 - Eastbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	6	0	1	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	0	-	34.1	5.2
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.3	-
0400 - 0500	2	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	-	37.8	11
0500 - 0600	7	0	2	2	3	0	0	3	0	3	0	0	0	0	1	0	0	0	0	0	0	1	3	2	0	1	0	0	0	0	0	-	29.7	6.9
0600 - 0700	13	2	1	6	4	0	0	9	0	3	0	0	0	0	1	0	0	0	0	0	0	1	5	4	2	0	0	1	0	0	0	38.1	31.9	7.1
0700 - 0800	22	4	7	7	4	0	0	18	0	4	0	0	0	0	0	0	0	0	0	0	0	4	7	8	2	1	0	0	0	0	0	34.3	29.7	4.8
0800 - 0900	87	15	29	26	17	0	0	74	0	11	0	0	0	0	1	1	0	0	0	0	0	1	4	30	37	10	5	0	0	0	0	36.2	31	4.7
0900 - 1000	124	27	28	28	41	0	0	117	0	7	0	0	0	0	0	0	0	0	0	0	1	10	48	56	8	1	0	0	0	0	0	33.8	30	3.8
1000 - 1100	143	32	44	31	36	0	0	127	2	14	0	0	0	0	0	0	0	0	0	0	0	11	59	56	14	2	1	0	0	0	0	34.5	30.3	4.3
1100 - 1200	159	47	27	38	47	0	0	148	0	10	0	1	0	0	0	0	0	0	0	1	1	13	79	54	10	1	0	0	0	0	0	33.1	29.4	3.8
1200 - 1300	177	48	42	43	44	0	2	164	0	10	0	0	0	1	0	0	0	0	0	0	2	9	83	68	13	1	1	0	0	0	0	33.6	30.2	3.9
1300 - 1400	147	37	44	32	34	0	2	136	0	9	0	0	0	0	0	0	0	0	0	0	0	6	74	54	11	1	0	1	0	0	0	33.7	30.1	3.8
1400 - 1500	159	39	37	50	33	0	0	146	2	11	0	0	0	0	0	0	0	0	0	0	0	5	82	50	14	8	0	0	0	0	0	34.7	30.5	4.2
1500 - 1600	167	39	41	40	47	1	2	150	1	12	0	1	0	0	0	0	0	0	0	0	4	9	61	71	15	6	1	0	0	0	0	34.5	30.5	4.5
1600 - 1700	169	37	57	36	39	0	0	156	0	12	0	0	0	1	0	0	0	0	0	0	1	18	79	58	10	2	1	0	0	0	0	33.3	29.5	4
1700 - 1800	187	48	50	55	34	0	1	175	2	9	0	0	0	0	0	0	0	0	0	0	0	13	83	66	17	5	1	1	0	0	1	34.7	30.7	5.1
1800 - 1900	142	49	32	32	29	0	0	128	1	13	0	0	0	0	0	0	0	0	0	1	0	6	53	58	20	3	1	0	0	0	0	35.8	30.9	4.4
1900 - 2000	120	36	32	31	21	0	0	109	0	11	0	0	0	0	0	0	0	0	0	0	1	3	47	43	23	2	0	1	0	0	0	36.1	31.6	4.7
2000 - 2100	61	19	21	12	9	0	2	59	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	20	10	4	2	0	0	0	0	37.4	31.9	5.8
2100 - 2200	36	15	10	7	4	0	0	31	0	5	0	0	0	0	0	0	0	0	0	0	0	8	10	11	5	1	1	0	0	0	0	37.3	30.6	5.7
2200 - 2300	20	9	5	2	4	0	0	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	9	6	0	0	0	0	0	0	36.7	32.4	3.6
2300 - 0000	6	3	0	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	-	33.5	4.7
0700 - 1900	**1683**	**422**	**438**	**418**	**405**	**1**	**7**	**1539**	**8**	**122**	**0**	**2**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**10**	**108**	**738**	**636**	**144**	**36**	**6**	**2**	**0**	**0**	**1**	**34.1**	**30.2**	**4.3**
0600 - 2200	**1913**	**494**	**502**	**474**	**443**	**1**	**9**	**1747**	**8**	**141**	**0**	**2**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**2**	**11**	**125**	**820**	**714**	**184**	**43**	**9**	**4**	**0**	**0**	**1**	**34.4**	**30.4**	**4.4**
0600 - 0000	**1939**	**506**	**507**	**478**	**448**	**1**	**9**	**1769**	**8**	**145**	**0**	**2**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**2**	**11**	**125**	**827**	**725**	**191**	**44**	**9**	**4**	**0**	**0**	**1**	**34.6**	**30.4**	**4.4**
0000 - 0000	**1957**	**512**	**510**	**483**	**452**	**1**	**9**	**1780**	**8**	**151**	**0**	**2**	**0**	**2**	**2**	**2**	**0**	**0**	**0**	**2**	**11**	**126**	**833**	**730**	**194**	**46**	**10**	**4**	**0**	**0**	**1**	**34.6**	**30.4**	**4.5**

Annex 1

Site 6 - Eastbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	4	2	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	-	29.3	6.8
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	2	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	36.2	5
0500 - 0600	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	28.9	1.8
0600 - 0700	9	2	4	0	3	0	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	-	31.2	4.7
0700 - 0800	14	8	1	3	2	1	0	10	0	3	0	0	0	0	0	0	0	0	0	0	1	0	5	6	1	1	0	0	0	0	0	36	30.6	5.4
0800 - 0900	36	9	8	9	10	0	1	29	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15	16	3	2	0	0	0	0	0	34.6	31.3	4.1
0900 - 1000	48	9	13	16	10	0	0	41	1	5	0	1	0	0	0	0	0	0	0	1	0	4	15	23	3	2	0	0	0	0	0	34.2	30.5	4.9
1000 - 1100	130	23	42	32	33	1	0	117	0	11	0	1	0	0	0	0	0	0	0	4	0	17	64	35	10	0	0	0	0	0	0	32.2	28.5	4.5
1100 - 1200	161	31	46	36	48	3	2	143	1	12	0	0	0	0	0	0	0	0	0	0	3	21	71	45	18	3	0	0	0	0	0	34.4	29.6	4.6
1200 - 1300	177	50	47	37	43	0	1	165	0	9	0	0	1	0	1	0	0	0	0	0	0	23	82	53	16	2	0	0	1	0	0	34.3	29.7	4.6
1300 - 1400	166	37	38	51	40	0	1	154	0	11	0	0	0	0	0	0	0	0	0	0	0	11	68	70	16	0	1	0	0	0	0	34	30.2	3.9
1400 - 1500	154	39	40	38	37	1	2	138	0	13	0	0	0	0	0	0	0	0	0	0	0	14	66	52	15	4	1	2	0	0	0	34.8	30.6	4.8
1500 - 1600	175	37	50	42	46	1	2	161	1	9	0	1	0	0	0	0	0	0	0	1	1	14	83	61	14	1	0	0	0	0	0	33.1	29.7	3.7
1600 - 1700	107	37	27	18	25	1	0	100	0	6	0	0	0	0	0	0	0	0	0	1	0	5	34	50	16	0	0	1	0	0	0	35.2	31	4.6
1700 - 1800	77	18	24	19	16	0	1	72	0	4	0	0	0	0	0	0	0	0	0	0	0	5	27	31	10	3	1	0	0	0	0	35.9	31.3	4.8
1800 - 1900	58	9	19	15	15	1	0	50	1	3	0	0	3	0	0	0	0	0	1	0	0	1	18	21	14	3	0	0	0	0	0	37.6	32.1	5.4
1900 - 2000	41	11	16	5	9	2	0	38	0	1	0	0	0	0	0	0	0	0	0	2	0	2	8	19	9	0	0	1	0	0	0	36.2	31.6	6.2
2000 - 2100	26	9	5	4	8	1	5	19	0	1	0	0	0	0	0	0	0	0	0	1	0	0	6	13	4	0	1	1	0	0	0	36.3	32.4	7.1
2100 - 2200	12	2	3	6	1	0	0	8	0	3	0	0	0	1	0	0	0	0	0	0	1	2	3	3	2	0	1	0	0	0	0	38.2	30.9	8.2
2200 - 2300	6	2	1	0	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	-	31.3	4.6
2300 - 0000	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	27.3	1.6
0700 - 1900	**1303**	**307**	**355**	**316**	**325**	**9**	**10**	**1180**	**4**	**92**	**0**	**3**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**7**	**5**	**115**	**548**	**463**	**136**	**21**	**3**	**2**	**2**	**0**	**0**	**34.3**	**30.1**	**4.5**
0600 - 2200	**1391**	**331**	**383**	**331**	**346**	**12**	**15**	**1253**	**4**	**97**	**0**	**3**	**4**	**0**	**3**	**0**	**0**	**0**	**1**	**10**	**6**	**120**	**567**	**503**	**152**	**21**	**5**	**4**	**2**	**0**	**0**	**34.4**	**30.2**	**4.7**
0600 - 0000	**1399**	**334**	**385**	**331**	**349**	**12**	**15**	**1261**	**4**	**97**	**0**	**3**	**4**	**0**	**3**	**0**	**0**	**0**	**1**	**10**	**6**	**120**	**572**	**504**	**154**	**21**	**5**	**4**	**2**	**0**	**0**	**34.4**	**30.2**	**4.7**
0000 - 0000	**1411**	**338**	**388**	**332**	**353**	**12**	**15**	**1270**	**4**	**100**	**0**	**3**	**4**	**0**	**3**	**0**	**0**	**0**	**1**	**10**	**7**	**121**	**575**	**508**	**156**	**22**	**5**	**4**	**2**	**0**	**0**	**34.4**	**30.2**	**4.7**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	33.4	2.4
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.9	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	27.3	0.7
0500 - 0600	7	1	0	3	3	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	-	31.2	3.7
0600 - 0700	14	2	3	1	8	0	0	10	0	3	0	0	0	1	0	0	0	0	0	0	0	1	3	5	4	0	1	0	0	0	0	38.8	32.8	5.8
0700 - 0800	80	13	16	24	27	0	0	66	0	13	0	0	0	1	0	0	0	0	0	0	0	6	21	39	12	2	0	0	0	0	0	35.6	31.5	4.3
0800 - 0900	102	18	26	40	18	0	0	92	0	10	0	0	0	0	0	0	0	0	0	0	1	1	49	36	12	3	0	0	0	0	0	35.1	30.8	4
0900 - 1000	115	30	23	32	30	0	0	101	1	13	0	0	0	0	0	0	0	0	0	0	1	4	43	54	12	1	0	0	0	0	0	34.7	30.8	3.7
1000 - 1100	132	28	29	30	45	0	0	117	1	14	0	0	0	0	0	0	0	0	0	1	2	11	56	42	14	5	0	1	0	0	0	35	30.2	5.1
1100 - 1200	132	41	23	30	38	0	1	117	0	14	0	0	0	0	0	0	0	0	0	0	0	15	65	41	8	3	0	0	0	0	0	33.2	29.2	4.2
1200 - 1300	152	32	44	45	31	1	0	129	0	20	1	0	0	0	1	0	0	0	0	0	2	13	70	58	9	0	0	0	0	0	0	32.8	29.3	3.8
1300 - 1400	180	51	45	48	36	0	3	164	0	13	0	0	0	0	0	0	0	0	0	0	0	13	97	60	9	1	0	0	0	0	0	32.8	29.4	3.4
1400 - 1500	152	30	32	45	45	0	1	136	0	14	0	0	0	1	0	0	0	0	0	0	1	13	73	46	17	2	0	0	0	0	0	33.9	29.8	3.9
1500 - 1600	156	44	39	43	30	0	0	141	1	14	0	0	0	0	0	0	0	0	0	0	1	12	75	56	10	2	0	0	0	0	0	33.2	29.6	3.6
1600 - 1700	180	37	47	46	50	0	5	160	1	14	0	0	0	0	0	0	0	0	0	0	0	2	90	68	17	1	2	0	0	0	0	34.2	30.9	3.7
1700 - 1800	209	76	43	41	49	1	3	191	0	14	0	0	0	0	0	0	0	0	0	0	1	14	59	92	33	8	2	0	0	0	0	36.1	31.6	4.7
1800 - 1900	146	36	45	29	36	2	0	132	0	11	0	0	0	1	0	0	0	0	0	0	3	6	49	62	23	2	1	0	0	0	0	35.9	31.1	4.5
1900 - 2000	108	22	28	27	31	2	1	93	1	11	0	0	0	0	0	0	0	0	0	2	0	5	42	43	11	3	1	1	0	0	0	35	30.7	5.2
2000 - 2100	84	27	21	22	14	2	2	75	0	5	0	0	0	0	0	0	0	0	0	0	1	5	31	30	14	2	1	0	0	0	0	35.6	31.2	4.7
2100 - 2200	59	15	17	14	13	0	1	54	1	3	0	0	0	0	0	0	0	0	0	0	0	5	25	18	8	3	0	0	0	0	0	36.1	30.8	4.9
2200 - 2300	42	22	12	5	3	0	2	37	0	3	0	0	0	0	0	0	0	0	0	0	0	4	15	14	5	2	1	1	0	0	0	37	31.8	6.4
2300 - 0000	4	2	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	-	30.1	6.5
0700 - 1900	**1736**	**436**	**412**	**453**	**435**	**4**	**13**	**1546**	**4**	**164**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**110**	**747**	**654**	**176**	**30**	**5**	**1**	**0**	**0**	**0**	**34.4**	**30.3**	**4.2**
0600 - 2200	**2001**	**502**	**481**	**517**	**501**	**8**	**17**	**1778**	**6**	**186**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**3**	**13**	**126**	**848**	**750**	**213**	**38**	**8**	**2**	**0**	**0**	**0**	**34.6**	**30.4**	**4.3**
0600 - 0000	**2047**	**526**	**494**	**523**	**504**	**8**	**20**	**1818**	**6**	**189**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**3**	**13**	**131**	**865**	**764**	**219**	**40**	**9**	**3**	**0**	**0**	**0**	**34.6**	**30.4**	**4.3**
0000 - 0000	**2060**	**531**	**494**	**526**	**509**	**8**	**20**	**1828**	**6**	**192**	**1**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**3**	**13**	**131**	**870**	**770**	**221**	**40**	**9**	**3**	**0**	**0**	**0**	**34.6**	**30.4**	**4.3**

Annex 1

Site 6 - Eastbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	4	1	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	-	33.6	6.8
0100 - 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	-	32.8	-
0200 - 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	-	31.3	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.3	-
0400 - 0500	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	33	8
0500 - 0600	9	1	2	3	3	0	0	5	0	3	0	0	0	0	1	0	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	-	33.4	5.8
0600 - 0700	19	2	4	4	9	0	1	14	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	9	4	1	0	0	0	0	0	36.7	32.3	5.1
0700 - 0800	54	10	9	17	18	0	0	44	0	9	0	0	0	0	0	0	0	0	0	0	0	3	15	24	8	2	0	0	0	0	0	36.2	31.9	5.1
0800 - 0900	87	18	24	27	19	0	1	75	0	10	0	0	0	0	0	0	0	0	0	0	1	5	38	32	10	2	0	0	0	0	0	34.9	30.6	4.5
0900 - 1000	101	25	24	26	25	1	0	90	0	8	0	0	0	0	0	0	0	0	0	0	1	9	37	41	11	1	0	0	0	0	0	34.6	30.1	4.4
1000 - 1100	122	26	33	32	31	0	0	107	1	13	0	0	0	0	0	0	0	0	0	1	1	15	55	38	10	2	0	0	0	0	0	34	29.4	4.5
1100 - 1200	141	34	34	35	38	0	1	123	0	15	1	0	0	0	0	0	0	0	0	0	2	16	67	43	10	2	0	0	0	0	0	33.8	29.3	4.4
1200 - 1300	161	41	39	43	38	0	1	144	0	14	0	0	0	0	0	0	0	0	0	0	2	16	75	54	12	1	0	0	0	0	0	33.4	29.5	4.2
1300 - 1400	147	39	40	36	33	0	2	133	0	12	0	0	0	0	0	0	0	0	0	0	1	12	69	53	11	1	0	0	0	0	0	33.3	29.7	3.9
1400 - 1500	149	42	34	37	36	0	1	135	0	11	0	0	0	0	0	0	0	0	0	0	0	12	68	52	13	3	0	0	0	0	0	34.2	30.2	4.2
1500 - 1600	154	41	36	40	37	0	1	139	1	12	0	0	0	0	0	0	0	0	0	0	1	12	69	57	12	2	0	0	0	0	0	33.6	29.9	4
1600 - 1700	156	38	41	42	36	0	3	142	0	11	0	0	0	0	0	0	0	0	0	0	1	8	68	58	17	3	1	0	0	0	0	34.6	30.6	4.4
1700 - 1800	158	49	38	37	34	0	1	146	0	10	0	0	0	0	0	0	0	0	0	0	1	9	57	65	21	4	1	0	0	0	0	35.3	31.1	4.6
1800 - 1900	118	33	29	28	28	1	0	107	0	9	0	0	0	0	0	0	0	0	0	0	1	6	42	47	18	3	1	0	0	0	0	35.9	31.3	4.8
1900 - 2000	100	26	27	26	20	1	0	91	0	7	0	0	0	0	0	0	0	0	0	1	0	5	37	37	16	3	0	0	0	0	0	35.8	31.2	4.9
2000 - 2100	62	21	15	15	11	0	2	57	0	3	0	0	0	0	0	0	0	0	0	0	0	4	22	23	9	3	1	1	0	0	0	35.7	31.5	5.3
2100 - 2200	43	14	11	11	7	0	1	38	0	3	0	0	0	0	0	0	0	0	0	0	0	4	16	15	6	1	1	0	0	0	0	36.3	30.9	5.2
2200 - 2300	28	14	7	4	4	0	1	26	0	1	0	0	0	0	0	0	0	0	0	0	0	2	9	10	5	1	0	0	0	0	0	37.1	31.6	5.4
2300 - 0000	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	32.6	6.2
0700 - 1900	**1548**	**395**	**380**	**400**	**373**	**4**	**11**	**1385**	**5**	**134**	**2**	**1**	**1**	**1**	**1**	**1**	**0**	**0**	**1**	**2**	**11**	**124**	**659**	**564**	**152**	**26**	**5**	**2**	**1**	**0**	**0**	**34.3**	**30.2**	**4.4**
0600 - 2200	**1772**	**458**	**438**	**456**	**420**	**6**	**16**	**1585**	**6**	**151**	**2**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**1**	**3**	**12**	**138**	**738**	**648**	**187**	**33**	**7**	**4**	**1**	**0**	**0**	**34.6**	**30.3**	**4.5**
0600 - 0000	**1806**	**475**	**446**	**460**	**425**	**6**	**17**	**1616**	**6**	**152**	**2**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**1**	**3**	**12**	**140**	**750**	**659**	**192**	**35**	**8**	**4**	**1**	**0**	**0**	**34.6**	**30.4**	**4.5**
0000 - 0000	**1823**	**480**	**448**	**465**	**430**	**6**	**17**	**1628**	**6**	**157**	**2**	**1**	**1**	**1**	**3**	**1**	**0**	**0**	**1**	**4**	**12**	**141**	**754**	**664**	**197**	**37**	**8**	**4**	**1**	**0**	**0**	**34.7**	**30.4**	**4.6**

Annex 1

Site 6 - Eastbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2060	531	494	526	509	8	20	1828	6	192	1	0	0	2	3	0	0	0	0	3	13	131	870	770	221	40	9	3	0	0	0	34.6	30.4	4.3
Tue	1823	478	471	461	413	4	17	1637	5	150	3	0	1	2	2	2	0	0	1	2	10	166	802	612	184	37	6	3	0	0	0	34.3	30.1	4.5
Wed	1801	507	416	455	423	6	18	1601	4	160	6	1	0	0	3	2	0	0	1	4	16	139	763	627	196	40	9	4	1	1	0	34.8	30.4	4.7
Thu	1811	497	426	469	419	3	15	1605	9	168	2	0	4	1	2	2	0	0	0	1	18	169	708	666	209	30	6	4	0	0	0	34.7	30.3	4.5
Fri	1897	498	433	527	439	7	23	1672	9	177	2	2	1	0	3	1	0	0	2	3	11	134	729	732	221	41	14	5	5	0	0	35	30.8	4.8
Sat	1957	512	510	483	452	1	9	1780	8	151	0	2	0	2	2	2	0	0	0	2	11	126	833	730	194	46	10	4	0	0	1	34.6	30.4	4.5
Sun	1411	338	388	332	353	12	15	1270	4	100	0	3	4	0	3	0	0	0	1	10	7	121	575	508	156	22	5	4	2	0	0	34.4	30.2	4.7

Site 6 - Westbound

Devon ATCs

Report Id 231/22
Site Name Site 6 of 11
Description Vellator Way, 35m east of Barton Avenue
Direction Westbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.5	-
0100 - 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	-	-	-
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.3	-
0300 - 0400	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.1	-
0400 - 0500	7	1	0	2	4	0	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	-	33.4	7.1
0500 - 0600	30	4	9	9	8	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	0	2	11	9	5	2	1	0	0	0	0	37.4	32.1	5.4
0600 - 0700	43	15	3	8	17	0	0	40	0	3	0	0	0	0	0	0	0	0	0	0	0	1	17	16	5	3	1	0	0	0	0	37.5	32	5
0700 - 0800	134	20	21	35	58	1	3	120	0	9	1	0	0	0	0	0	0	0	0	0	2	6	47	59	19	1	0	0	0	0	0	35	30.9	3.9
0800 - 0900	296	50	63	98	85	0	1	270	3	21	0	0	0	0	1	0	0	0	0	0	0	21	159	99	14	2	1	0	0	0	0	33.1	29.4	3.7
0900 - 1000	255	63	51	63	78	0	1	234	1	18	0	0	1	0	0	0	0	0	0	0	3	37	133	68	12	2	0	0	0	0	0	32.7	28.8	3.9
1000 - 1100	241	55	64	57	65	1	1	219	2	16	0	0	1	0	0	1	0	0	0	0	3	35	131	61	9	2	0	0	0	0	0	32.4	28.6	3.8
1100 - 1200	287	66	60	82	79	0	0	264	2	21	0	0	0	0	0	0	0	0	0	0	0	34	164	79	10	0	0	0	0	0	0	32.1	28.7	3.3
1200 - 1300	274	72	76	65	61	1	2	246	0	25	0	0	0	0	0	0	0	0	0	1	0	31	149	81	11	1	0	0	0	0	0	32.5	28.8	3.5
1300 - 1400	283	61	63	81	78	1	0	262	2	15	2	0	0	0	1	0	0	0	0	0	2	21	135	109	15	0	1	0	0	0	0	32.9	29.6	3.6
1400 - 1500	331	72	83	86	90	0	3	308	3	16	1	0	0	0	0	0	0	0	0	0	0	22	167	126	16	0	0	0	0	0	0	32.5	29.4	3.1
1500 - 1600	357	96	98	79	84	0	2	332	0	23	0	0	0	0	0	0	0	0	0	1	2	25	163	145	19	2	0	0	0	0	0	32.7	29.6	3.5
1600 - 1700	380	94	93	91	102	0	7	347	1	24	1	0	0	0	0	0	0	0	0	0	1	16	160	161	34	5	3	0	0	0	0	34.2	30.7	4
1700 - 1800	398	104	117	94	83	1	3	378	1	15	0	0	0	0	0	0	0	0	0	0	4	14	173	163	41	2	1	0	0	0	0	34	30.6	3.6
1800 - 1900	247	62	64	67	54	0	4	235	0	8	0	0	0	0	0	0	0	0	0	0	1	11	81	115	33	4	2	0	0	0	0	35.3	31.2	4.1
1900 - 2000	150	50	45	32	23	1	2	144	0	3	0	0	0	0	0	0	0	0	0	0	1	4	57	68	17	2	1	0	0	0	0	34.7	31	4.1
2000 - 2100	87	27	22	15	23	0	3	81	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33	40	9	3	0	1	0	0	0	35.4	31.5	4.6
2100 - 2200	68	23	13	18	14	0	3	62	0	3	0	0	0	0	0	0	0	0	0	0	0	4	28	24	7	3	1	1	0	0	0	36.9	31.8	5.4
2200 - 2300	34	12	6	9	7	2	0	31	0	1	0	0	0	0	0	0	0	0	0	0	1	2	18	6	6	1	0	0	0	0	0	36.4	30.2	5.1
2300 - 0000	9	4	2	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	1	0	0	0	0	0	-	31.5	4.4
0700 - 1900	**3483**	**815**	**853**	**898**	**917**	**5**	**27**	**3215**	**15**	**211**	**5**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**18**	**273**	**1662**	**1266**	**233**	**21**	**8**	**0**	**0**	**0**	**0**	**33.3**	**29.7**	**3.7**
0600 - 2200	**3831**	**930**	**936**	**971**	**994**	**6**	**35**	**3542**	**15**	**223**	**5**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**19**	**283**	**1797**	**1414**	**271**	**32**	**11**	**2**	**0**	**0**	**0**	**33.4**	**29.8**	**3.9**
0600 - 0000	**3874**	**946**	**944**	**982**	**1002**	**8**	**35**	**3582**	**15**	**224**	**5**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**20**	**285**	**1819**	**1424**	**277**	**34**	**11**	**2**	**0**	**0**	**0**	**33.6**	**29.8**	**3.9**
0000 - 0000	**3914**	**951**	**954**	**994**	**1015**	**8**	**35**	**3615**	**15**	**230**	**5**	**0**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**2**	**20**	**288**	**1831**	**1437**	**285**	**37**	**12**	**2**	**0**	**0**	**0**	**33.6**	**29.9**	**3.9**

Annex 1

Site 6 - Westbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.5	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	7	0	1	3	3	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	-	33	3.1
0500 - 0600	29	4	5	12	8	0	1	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7	15	5	2	0	0	0	0	0	37.3	32.9	3.8
0600 - 0700	47	6	10	12	19	0	0	38	0	7	1	0	0	0	0	1	0	0	0	0	0	1	18	18	8	2	0	0	0	0	0	35.7	31.4	4.2
0700 - 0800	121	12	21	33	55	1	2	105	1	12	0	0	0	0	0	0	0	0	0	0	0	1	3	36	56	18	5	2	0	0	0	36.5	32	4.5
0800 - 0900	287	41	61	93	92	0	3	258	0	26	0	0	0	0	0	0	0	0	0	0	0	0	15	148	94	25	5	0	0	0	0	33.3	29.9	3.8
0900 - 1000	210	55	56	46	53	0	0	195	0	14	0	0	0	0	1	0	0	0	0	0	1	27	97	74	10	1	0	0	0	0	0	32.8	29	3.6
1000 - 1100	263	51	73	66	73	1	0	241	0	18	3	0	0	0	0	0	0	0	1	0	1	39	154	60	7	1	0	0	0	0	0	31.7	28.2	3.8
1100 - 1200	252	62	62	66	62	0	0	230	1	21	0	0	0	0	0	0	0	0	0	0	0	17	131	89	13	1	0	1	0	0	0	32.8	29.7	3.6
1200 - 1300	292	74	76	75	67	0	4	255	2	31	0	0	0	0	0	0	0	0	0	0	1	31	160	85	13	1	1	0	0	0	0	32.6	28.9	3.5
1300 - 1400	290	73	70	72	75	0	0	273	2	14	1	0	0	0	0	0	0	0	0	0	2	21	147	107	12	1	0	0	0	0	0	32.4	29.2	3.3
1400 - 1500	278	69	72	65	72	0	7	258	0	13	0	0	0	0	0	0	0	0	0	0	0	24	137	104	12	0	1	0	0	0	0	32.8	29.4	3.4
1500 - 1600	366	76	110	101	79	1	3	342	1	18	0	1	0	0	0	0	0	0	0	3	5	29	186	114	24	4	1	0	0	0	0	33.1	29.2	4.3
1600 - 1700	409	93	93	118	105	2	4	376	3	24	0	0	0	0	0	0	0	0	0	1	2	34	192	150	25	4	1	0	0	0	0	33.1	29.7	3.8
1700 - 1800	386	96	99	106	85	1	3	364	1	17	0	0	0	0	0	0	0	0	0	0	1	19	159	162	39	5	0	1	0	0	0	34	30.7	3.8
1800 - 1900	249	71	60	55	63	0	1	236	0	12	0	0	0	0	0	0	0	0	0	0	0	8	77	103	47	14	0	0	0	0	0	37	32.2	4.4
1900 - 2000	150	47	32	39	32	0	1	146	0	3	0	0	0	0	0	0	0	0	0	0	0	8	50	68	24	0	0	0	0	0	0	35.4	31.1	3.7
2000 - 2100	99	24	30	23	22	0	3	95	0	1	0	0	0	0	0	0	0	0	0	0	0	5	33	39	17	4	0	0	1	0	0	36.7	31.7	5
2100 - 2200	57	21	13	17	6	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	23	5	4	2	0	1	0	0	38.5	32.7	6.4
2200 - 2300	32	13	9	2	8	0	2	29	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	21	2	1	1	0	0	0	0	35.1	32.6	4.7
2300 - 0000	6	1	2	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	-	30.4	4.1
0700 - 1900	**3403**	**773**	**853**	**896**	**881**	**6**	**27**	**3133**	**11**	**220**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**14**	**267**	**1624**	**1198**	**245**	**42**	**6**	**2**	**0**	**0**	**0**	**33.3**	**29.7**	**3.9**
0600 - 2200	**3756**	**871**	**938**	**987**	**960**	**6**	**31**	**3469**	**11**	**231**	**5**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**4**	**14**	**282**	**1746**	**1346**	**299**	**52**	**8**	**2**	**2**	**0**	**0**	**33.6**	**29.9**	**4.0**
0600 - 0000	**3794**	**885**	**949**	**990**	**970**	**6**	**33**	**3503**	**11**	**233**	**5**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**4**	**14**	**284**	**1753**	**1370**	**302**	**53**	**9**	**2**	**2**	**0**	**0**	**33.6**	**29.9**	**4.1**
0000 - 0000	**3831**	**889**	**955**	**1006**	**981**	**6**	**34**	**3535**	**11**	**236**	**5**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**4**	**14**	**284**	**1761**	**1390**	**309**	**55**	**9**	**2**	**2**	**0**	**0**	**33.7**	**30.0**	**4.1**

Annex 1

Site 6 - Westbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	28.7	0.8
0100 - 0200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	27.2	3.2
0200 - 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	-	-	-
0300 - 0400	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.1	-
0400 - 0500	8	0	1	4	3	0	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	2	2	0	0	0	0	0	0	-	31.3	5.7
0500 - 0600	28	2	12	9	5	0	2	22	0	4	0	0	0	0	0	0	0	0	0	0	0	1	6	16	1	2	1	1	0	0	0	40.2	33.7	5.7
0600 - 0700	41	8	4	9	20	0	0	34	0	6	0	0	0	0	1	0	0	0	0	0	0	1	11	19	9	1	0	0	0	0	0	36.9	32.4	3.9
0700 - 0800	132	21	24	33	54	0	2	119	1	10	0	0	0	0	0	0	0	0	0	0	0	5	47	56	18	6	0	0	0	0	0	35.8	31.5	4.1
0800 - 0900	282	33	72	97	80	0	1	255	2	21	2	0	0	1	0	0	0	0	0	0	0	17	139	104	19	3	0	0	0	0	0	33.5	30	3.4
0900 - 1000	241	65	61	57	58	1	2	221	2	13	1	0	0	1	0	0	0	0	0	0	2	23	103	98	14	1	0	0	0	0	0	33.2	29.7	3.7
1000 - 1100	247	51	58	71	67	0	0	226	1	18	0	0	2	0	0	0	0	0	0	0	1	24	111	91	19	1	0	0	0	0	0	33	29.6	3.9
1100 - 1200	276	77	62	76	61	2	2	254	1	16	0	0	0	0	1	0	0	0	0	1	0	29	141	87	18	0	0	0	0	0	0	33.3	29.3	3.7
1200 - 1300	287	75	69	64	79	0	2	261	1	23	0	0	0	0	0	0	0	0	0	0	0	16	146	98	26	1	0	0	0	0	0	33.3	29.9	3.3
1300 - 1400	287	86	63	78	60	0	2	277	0	8	0	0	0	0	0	0	0	0	0	0	0	19	131	113	18	5	1	0	0	0	0	33.6	30.1	3.8
1400 - 1500	296	61	76	82	77	0	1	277	0	18	0	0	0	0	0	0	0	0	0	0	0	10	122	129	30	4	1	0	0	0	0	34.3	30.8	3.5
1500 - 1600	397	89	124	113	71	0	6	364	2	24	0	0	1	0	0	0	0	0	0	0	0	13	201	153	29	0	1	0	0	0	0	33.6	30.1	3.4
1600 - 1700	383	97	87	100	99	1	3	358	0	20	1	0	0	0	0	0	0	0	1	0	0	17	170	163	27	3	2	0	0	0	0	33.6	30.1	4
1700 - 1800	384	111	120	83	70	1	5	357	0	21	0	0	0	0	0	0	0	0	0	0	2	14	171	156	35	3	3	0	0	0	0	34.4	30.6	3.9
1800 - 1900	236	67	69	47	53	1	1	222	0	11	0	1	0	0	0	0	0	0	0	0	1	16	105	86	23	3	1	1	0	0	0	34.1	30.3	4.3
1900 - 2000	165	57	48	26	34	1	1	156	0	7	0	0	0	0	0	0	0	0	0	1	1	4	48	89	21	1	0	0	0	0	0	34.7	31.1	3.8
2000 - 2100	95	26	21	18	30	0	2	86	1	6	0	0	0	0	0	0	0	0	0	0	0	2	33	43	12	3	2	0	0	0	0	36.1	31.9	4.5
2100 - 2200	64	25	19	11	9	0	3	61	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22	21	12	3	1	1	0	0	0	38.4	32.1	5.6
2200 - 2300	36	12	11	5	8	0	1	35	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	7	7	0	2	0	0	0	0	37.6	31.6	5.7
2300 - 0000	4	3	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	-	32.6	7.3
0700 - 1900	**3448**	**833**	**885**	**901**	**829**	**6**	**27**	**3191**	**10**	**203**	**4**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**1**	**1**	**6**	**203**	**1587**	**1334**	**276**	**30**	**9**	**1**	**0**	**0**	**0**	**33.8**	**30.1**	**3.8**
0600 - 2200	**3813**	**949**	**977**	**965**	**922**	**7**	**33**	**3528**	**11**	**222**	**4**	**1**	**3**	**2**	**1**	**1**	**0**	**0**	**1**	**2**	**7**	**214**	**1701**	**1506**	**330**	**38**	**12**	**2**	**0**	**0**	**0**	**33.9**	**30.3**	**3.8**
0600 - 0000	**3853**	**964**	**988**	**970**	**931**	**7**	**34**	**3567**	**11**	**222**	**4**	**1**	**3**	**2**	**1**	**1**	**0**	**0**	**1**	**2**	**7**	**216**	**1720**	**1515**	**337**	**39**	**14**	**2**	**0**	**0**	**0**	**33.9**	**30.3**	**3.9**
0000 - 0000	**3894**	**967**	**1002**	**985**	**940**	**7**	**36**	**3600**	**11**	**227**	**4**	**1**	**3**	**2**	**2**	**1**	**0**	**0**	**1**	**2**	**7**	**219**	**1732**	**1534**	**340**	**41**	**15**	**3**	**0**	**0**	**0**	**34.0**	**30.3**	**3.9**

Annex 1

Site 6 - Westbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	-	32.3	3.6
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.8	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	29.9	5.4
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.3	-
0400 - 0500	7	1	0	3	3	1	0	5	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	2	1	0	0	0	0	-	31.9	9.6
0500 - 0600	37	4	12	12	9	0	2	30	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6	21	6	2	1	0	0	0	0	37.5	33.2	4.4
0600 - 0700	36	10	7	8	11	0	0	30	0	4	1	0	0	0	0	1	0	0	0	0	0	1	9	20	5	0	1	0	0	0	0	35.7	31.9	4.5
0700 - 0800	97	15	19	22	41	0	3	85	0	8	1	0	0	0	0	0	0	0	0	0	0	0	33	39	24	0	1	0	0	0	0	35.9	32.1	3.9
0800 - 0900	282	57	61	84	80	2	1	256	0	23	0	0	0	0	0	0	0	0	0	0	0	11	137	108	24	2	0	0	0	0	0	33.9	30.2	3.6
0900 - 1000	308	95	76	71	66	1	1	282	0	23	1	0	0	0	0	0	0	0	0	1	0	15	144	123	22	3	0	0	0	0	0	33.6	30.1	3.5
1000 - 1100	302	71	73	70	88	2	0	270	2	28	0	0	0	0	0	0	0	0	0	1	5	24	145	111	14	2	0	0	0	0	0	33.1	29.3	3.8
1100 - 1200	295	78	65	64	88	0	0	284	0	11	0	0	0	0	0	0	0	0	0	0	1	9	139	123	23	0	0	0	0	0	0	33.6	30.3	3.3
1200 - 1300	342	96	90	77	79	2	1	318	2	19	0	0	0	0	0	0	0	0	0	2	3	16	148	140	31	2	0	0	0	0	0	34.2	30.2	3.9
1300 - 1400	318	94	73	73	78	0	4	295	1	17	0	0	0	0	1	0	0	0	0	0	0	15	146	128	24	3	2	0	0	0	0	33.8	30.4	3.7
1400 - 1500	325	79	88	72	86	2	5	297	0	21	0	0	0	0	0	0	0	0	0	1	3	12	154	127	24	4	0	0	0	0	0	33.9	30.2	3.8
1500 - 1600	463	117	134	89	123	2	6	424	2	29	0	0	0	0	0	0	0	0	0	0	2	21	202	205	30	3	0	0	0	0	0	33.3	30.1	3.4
1600 - 1700	431	110	106	108	107	2	8	396	0	25	0	0	0	0	0	0	0	0	0	0	3	9	157	206	48	7	1	0	0	0	0	34.8	31	3.7
1700 - 1800	439	115	95	118	111	5	5	406	2	21	0	0	0	0	0	0	0	0	0	3	7	19	158	188	55	8	1	0	0	0	0	35	30.8	4.5
1800 - 1900	269	84	74	50	61	1	3	252	0	11	2	0	0	0	0	0	0	0	0	2	0	3	85	127	43	8	0	1	0	0	0	35.8	31.7	4.3
1900 - 2000	200	57	61	43	39	0	2	187	0	11	0	0	0	0	0	0	0	0	1	1	3	7	60	81	38	9	0	0	0	0	0	36.7	31.5	5.1
2000 - 2100	112	43	31	22	16	2	2	102	0	5	1	0	0	0	0	0	0	0	0	0	3	5	38	42	20	3	1	0	0	0	0	36.1	31.4	4.8
2100 - 2200	59	15	23	11	10	0	1	52	0	6	0	0	0	0	0	0	0	0	0	0	0	6	23	22	6	1	0	1	0	0	0	33.8	30.4	4.9
2200 - 2300	40	12	12	8	8	0	1	37	0	1	0	0	0	0	1	0	0	0	0	0	0	1	14	17	8	0	0	0	0	0	0	35.2	31.3	3.8
2300 - 0000	21	4	7	2	8	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	2	3	7	5	4	0	0	0	0	0	0	37	28.9	6.1
0700 - 1900	**3871**	**1011**	**954**	**898**	**1008**	**19**	**37**	**3565**	**9**	**236**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**10**	**24**	**154**	**1648**	**1625**	**362**	**42**	**5**	**1**	**0**	**0**	**0**	**34.1**	**30.4**	**3.8**
0600 - 2200	**4278**	**1136**	**1076**	**982**	**1084**	**21**	**42**	**3936**	**9**	**262**	**6**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**11**	**30**	**173**	**1778**	**1790**	**431**	**55**	**7**	**2**	**0**	**0**	**0**	**34.3**	**30.5**	**4.0**
0600 - 0000	**4339**	**1152**	**1095**	**992**	**1100**	**21**	**43**	**3994**	**9**	**263**	**6**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**11**	**32**	**177**	**1799**	**1812**	**443**	**55**	**7**	**2**	**0**	**0**	**0**	**34.3**	**30.5**	**4.0**
0000 - 0000	**4390**	**1160**	**1107**	**1010**	**1113**	**22**	**45**	**4036**	**9**	**268**	**7**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**12**	**32**	**178**	**1810**	**1837**	**452**	**58**	**8**	**2**	**0**	**0**	**0**	**34.3**	**30.5**	**4.0**

Annex 1

Site 6 - Westbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	1	2	0	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	-	30.2	5.3
0100 - 0200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	30.6	2.9
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.1	-
0300 - 0400	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	32.8	0.8
0400 - 0500	9	0	1	4	4	0	0	6	0	2	0	0	0	0	1	0	0	0	0	0	0	1	3	2	2	0	1	0	0	0	-	32.1	7
0500 - 0600	11	1	2	4	4	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	1	0	0	0	0	37.5	32.3	4.1
0600 - 0700	17	1	2	2	12	0	0	13	0	3	0	0	0	0	1	0	0	0	0	0	0	1	5	10	0	0	1	0	0	0	33.9	31.4	5.3
0700 - 0800	59	11	13	16	19	0	0	51	0	6	0	0	0	0	1	1	0	0	0	0	0	3	22	24	9	1	0	0	0	0	35.3	30.9	4.1
0800 - 0900	160	33	45	37	45	0	1	146	1	11	0	1	0	0	0	0	0	0	0	0	0	8	69	61	20	1	1	0	0	0	34.1	30.6	3.9
0900 - 1000	252	54	64	59	75	0	0	244	0	8	0	0	0	0	0	0	0	0	0	0	0	7	111	105	22	7	0	0	0	0	34	30.7	3.6
1000 - 1100	371	82	99	88	102	1	5	345	1	18	0	1	0	0	0	0	0	0	1	7	4	38	164	126	29	2	0	0	0	0	33.7	29	4.7
1100 - 1200	432	92	108	120	112	1	3	411	0	17	0	0	0	0	0	0	0	0	0	1	6	31	213	156	23	2	0	0	0	0	33	29.4	3.8
1200 - 1300	365	86	101	90	88	3	3	340	2	17	0	0	0	0	0	0	0	0	0	1	5	27	157	145	23	5	1	0	1	0	33.6	29.9	4.3
1300 - 1400	392	95	99	93	105	0	5	374	0	13	0	0	0	0	0	0	0	0	0	0	0	27	178	151	35	1	0	0	0	0	33.6	30	3.5
1400 - 1500	314	97	62	79	76	0	1	302	2	9	0	0	0	0	0	0	0	0	0	0	0	7	122	142	32	9	0	2	0	0	34.6	31.2	4
1500 - 1600	326	103	69	79	75	0	4	296	0	26	0	0	0	0	0	0	0	0	0	1	1	18	146	127	28	5	0	0	0	0	33.8	30.2	3.9
1600 - 1700	319	79	88	79	73	0	2	298	2	16	0	0	0	1	0	0	0	0	0	0	2	7	129	149	28	4	0	0	0	0	34.1	30.7	3.5
1700 - 1800	321	96	85	69	71	0	0	312	0	9	0	0	0	0	0	0	0	0	0	0	0	12	136	129	40	4	0	0	0	0	34.6	30.7	3.6
1800 - 1900	225	61	68	45	51	0	1	216	0	8	0	0	0	0	0	0	0	0	0	1	0	5	72	117	27	3	0	0	0	0	34.8	31.4	3.6
1900 - 2000	159	43	45	34	37	0	2	148	0	9	0	0	0	0	0	0	0	0	0	0	0	3	48	74	29	3	2	0	0	0	36	31.8	4.1
2000 - 2100	102	39	27	12	24	0	5	96	0	1	0	0	0	0	0	0	0	0	0	0	1	10	33	38	14	4	2	0	0	0	36.1	31.2	5.2
2100 - 2200	40	9	8	13	10	0	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0	3	10	18	5	4	0	0	0	0	37.3	32.1	4.9
2200 - 2300	33	13	6	6	8	0	1	32	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	16	6	0	0	0	0	0	35.4	31.2	4.1
2300 - 0000	17	6	7	1	3	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	2	8	4	2	1	0	0	0	0	35.8	30.3	4.5
0700 - 1900	**3536**	**889**	**901**	**854**	**892**	**5**	**25**	**3335**	**8**	**158**	**0**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**1**	**11**	**18**	**190**	**1519**	**1432**	**316**	**44**	**2**	**2**	**1**	**0**	**0**	**33.9**	**30.2**	**4.0**
0600 - 2200	**3854**	**981**	**983**	**915**	**975**	**5**	**32**	**3631**	**8**	**172**	**0**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**11**	**19**	**207**	**1615**	**1572**	**364**	**55**	**7**	**2**	**1**	**0**	**0**	**34.0**	**30.4**	**4.0**
0600 - 0000	**3904**	**1000**	**996**	**922**	**986**	**5**	**33**	**3679**	**8**	**173**	**0**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**11**	**19**	**211**	**1632**	**1592**	**372**	**56**	**7**	**2**	**1**	**0**	**0**	**34.0**	**30.4**	**4.0**
0000 - 0000	**3935**	**1003**	**1004**	**931**	**997**	**5**	**33**	**3703**	**8**	**179**	**0**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**1**	**11**	**19**	**212**	**1643**	**1605**	**376**	**57**	**8**	**2**	**1**	**0**	**0**	**34.0**	**30.4**	**4.0**

Annex 1

Site 6 - Westbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	4	4	2	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	1	0	0	0	0	0	38.7	33.1	4.6
0100 - 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	-	-	-
0200 - 0300	5	2	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	-	33.9	5.5
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	7	0	3	1	3	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	-	33.3	4.9
0500 - 0600	3	0	2	0	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	-	23.7	8.6
0600 - 0700	10	0	3	3	4	1	0	7	0	2	0	0	0	0	0	0	0	0	0	0	1	0	3	4	2	0	0	0	0	0	0	-	31.1	5.7
0700 - 0800	28	4	7	2	15	0	0	25	0	2	0	0	0	0	1	0	0	0	0	0	0	2	12	10	3	0	1	0	0	0	0	34.8	30.9	4.8
0800 - 0900	65	12	17	20	16	2	2	59	0	2	0	0	0	0	0	0	0	0	0	0	2	0	24	27	8	4	0	0	0	0	0	35.6	31.3	4.7
0900 - 1000	152	29	30	36	57	2	0	146	0	4	0	0	0	0	0	0	0	0	0	0	4	13	64	56	12	3	0	0	0	0	0	34.1	29.6	4.4
1000 - 1100	303	69	74	72	88	2	1	292	0	8	0	0	0	0	0	0	0	0	0	0	3	12	155	112	20	1	0	0	0	0	0	33.2	29.9	3.3
1100 - 1200	361	104	75	87	95	1	4	334	0	22	0	0	0	0	0	0	0	0	0	2	0	21	182	137	18	1	0	0	0	0	0	33	29.6	3.4
1200 - 1300	319	95	77	71	76	0	4	300	0	12	0	1	1	0	0	1	0	0	0	0	3	21	138	126	29	0	2	0	0	0	0	33.8	29.9	3.8
1300 - 1400	318	88	82	68	80	0	4	301	0	13	0	0	0	0	0	0	0	0	0	0	0	13	143	130	31	1	0	0	0	0	0	33.9	30.4	3.4
1400 - 1500	312	82	66	85	79	0	2	296	0	14	0	0	0	0	0	0	0	0	0	0	0	19	138	132	21	1	0	0	0	1	0	33.8	30.1	3.9
1500 - 1600	291	85	83	69	54	0	1	273	3	14	0	0	0	0	0	0	0	0	0	0	0	8	109	132	36	6	0	0	0	0	0	34.8	31.2	3.7
1600 - 1700	172	45	56	35	36	2	2	160	2	6	0	0	0	0	0	0	0	0	0	1	2	5	65	80	15	3	0	0	1	0	0	34.4	30.8	4.4
1700 - 1800	92	29	28	19	16	0	0	90	0	2	0	0	0	0	0	0	0	0	0	0	1	3	30	39	17	2	0	0	0	0	0	35.7	31.5	4.3
1800 - 1900	80	23	16	21	20	2	1	70	1	6	0	0	0	0	0	0	0	0	0	2	0	3	25	39	9	2	0	0	0	0	0	34.7	31	4.9
1900 - 2000	67	18	16	13	20	0	1	65	0	1	0	0	0	0	0	0	0	0	0	0	0	2	16	33	15	1	0	0	0	0	0	36.3	32.3	3.8
2000 - 2100	47	14	13	11	9	1	5	36	0	4	0	0	0	0	1	0	0	0	1	0	1	4	13	15	7	2	4	0	0	0	0	39.4	31.6	7.5
2100 - 2200	29	6	5	6	12	0	1	26	0	2	0	0	0	0	0	0	0	0	0	0	0	1	9	12	5	1	1	0	0	0	0	36.3	32	5.1
2200 - 2300	12	0	4	4	4	1	1	10	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	5	3	0	0	0	0	0	0	39.4	30.5	7.1
2300 - 0000	10	2	2	3	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	-	29.9	2.4
0700 - 1900	**2493**	**665**	**611**	**585**	**632**	**11**	**21**	**2346**	**6**	**105**	**0**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**5**	**15**	**120**	**1085**	**1020**	**219**	**24**	**3**	**0**	**1**	**1**	**0**	**34.0**	**30.3**	**3.9**
0600 - 2200	**2646**	**703**	**648**	**618**	**677**	**13**	**28**	**2480**	**6**	**114**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**5**	**17**	**127**	**1126**	**1084**	**248**	**28**	**8**	**0**	**1**	**1**	**0**	**34.1**	**30.4**	**4.0**
0600 - 0000	**2668**	**705**	**654**	**625**	**684**	**14**	**29**	**2500**	**6**	**114**	**0**	**1**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**17**	**128**	**1134**	**1093**	**251**	**28**	**8**	**0**	**1**	**1**	**0**	**34.1**	**30.4**	**4.0**
0000 - 0000	**2694**	**711**	**665**	**629**	**689**	**15**	**29**	**2521**	**6**	**117**	**0**	**1**	**1**	**0**	**3**	**1**	**0**	**0**	**1**	**7**	**17**	**128**	**1141**	**1103**	**256**	**31**	**8**	**0**	**1**	**1**	**0**	**34.2**	**30.4**	**4.0**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	27.3	4.9
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.4	-
0200 - 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	-	-	-
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.6	-
0400 - 0500	8	0	2	2	4	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	-	36.4	7.4
0500 - 0600	21	2	2	12	5	0	1	16	0	3	0	0	0	0	1	0	0	0	0	0	0	1	9	6	5	0	0	0	0	0	0	36.2	31.2	4.3
0600 - 0700	35	6	3	9	17	0	0	29	0	4	1	0	0	0	1	0	0	0	0	0	0	1	11	18	3	2	0	0	0	0	0	35.1	31.7	4
0700 - 0800	134	26	29	23	56	1	2	119	0	12	0	0	0	0	0	0	0	0	0	0	0	9	42	50	29	2	2	0	0	0	0	36.4	31.5	4.5
0800 - 0900	281	44	62	92	83	1	0	261	0	17	1	0	1	0	0	0	0	0	0	0	3	14	124	111	25	4	0	0	0	0	0	33.8	30.1	3.9
0900 - 1000	259	65	68	57	69	0	1	233	1	24	0	0	0	0	0	0	0	0	0	0	1	24	114	90	27	3	0	0	0	0	0	34.3	29.9	4.1
1000 - 1100	270	62	58	87	63	1	2	248	0	19	0	0	0	0	0	0	0	0	0	0	1	21	127	102	13	3	3	0	0	0	0	33.3	29.9	4
1100 - 1200	318	79	80	87	72	0	4	285	0	28	1	0	0	0	0	0	0	0	0	0	3	27	166	102	17	3	0	0	0	0	0	33.3	29.3	3.7
1200 - 1300	307	87	90	63	67	1	3	277	2	22	1	0	0	0	1	0	0	0	1	0	1	16	165	92	30	2	0	0	0	0	0	33.7	29.6	4.1
1300 - 1400	347	97	91	88	71	0	7	320	1	19	0	0	0	0	0	0	0	0	0	0	0	23	170	132	21	0	1	0	0	0	0	33.4	29.8	3.4
1400 - 1500	341	86	97	62	96	1	0	326	1	13	0	0	0	0	0	0	0	0	0	0	4	15	169	122	28	2	0	1	0	0	0	33.8	29.9	4
1500 - 1600	389	108	102	84	95	0	1	366	1	21	0	0	0	0	0	0	0	0	0	0	0	18	192	146	30	3	0	0	0	0	0	33.3	30.1	3.3
1600 - 1700	474	118	117	116	123	2	9	433	0	30	0	0	0	0	0	0	0	0	0	0	2	16	215	199	41	1	0	0	0	0	0	33.6	30.2	3.3
1700 - 1800	480	146	131	104	99	1	12	452	0	15	0	0	0	0	0	0	0	0	0	0	5	11	179	227	48	8	2	0	0	0	0	34.5	31	3.7
1800 - 1900	285	82	69	71	63	1	3	262	1	18	0	0	0	0	0	0	0	0	0	1	3	7	98	129	38	5	2	2	0	0	0	35.2	31.4	4.6
1900 - 2000	166	55	31	44	36	2	3	154	0	7	0	0	0	0	0	0	0	0	0	1	1	2	62	77	19	4	0	0	0	0	0	34.7	31.1	3.9
2000 - 2100	109	33	30	28	18	0	4	102	0	3	0	0	0	0	0	0	0	0	0	1	0	5	39	49	12	3	0	0	0	0	0	34.8	30.8	4
2100 - 2200	88	30	30	18	10	0	3	83	0	2	0	0	0	0	0	0	0	0	0	0	1	3	33	34	10	4	2	1	0	0	0	35.7	31.9	5.4
2200 - 2300	36	13	11	10	2	0	2	33	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12	16	3	3	1	1	0	0	0	39.2	32.7	5.8
2300 - 0000	14	7	2	2	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	2	0	2	0	0	0	0	45.1	32.4	7.6
0700 - 1900	**3885**	**1000**	**994**	**934**	**957**	**9**	**44**	**3582**	**7**	**238**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**23**	**201**	**1761**	**1502**	**347**	**36**	**10**	**3**	**0**	**0**	**0**	**33.9**	**30.2**	**3.9**
0600 - 2200	**4283**	**1124**	**1088**	**1033**	**1038**	**11**	**54**	**3950**	**7**	**254**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**25**	**212**	**1906**	**1680**	**391**	**49**	**12**	**4**	**0**	**0**	**0**	**34.0**	**30.3**	**3.9**
0600 - 0000	**4333**	**1144**	**1101**	**1045**	**1043**	**11**	**56**	**3997**	**7**	**255**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**1**	**3**	**25**	**212**	**1927**	**1697**	**396**	**52**	**15**	**5**	**0**	**0**	**0**	**34.1**	**30.3**	**4.0**
0000 - 0000	**4367**	**1147**	**1105**	**1059**	**1056**	**11**	**57**	**4023**	**8**	**260**	**4**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**1**	**3**	**25**	**214**	**1938**	**1709**	**403**	**53**	**16**	**5**	**0**	**0**	**0**	**34.1**	**30.3**	**4.0**

Annex 1

Site 6 - Westbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	-	31.1	4.7
0100 - 0200	1	0	0	0	0	0	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	-	29.1	-
0200 - 0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.1	5.1
0300 - 0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.4	-
0400 - 0500	8	0	1	3	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	-	33.1	6.5
0500 - 0600	23	2	6	8	6	0	1	18	0	3	0	0	0	0	0	0	0	0	0	0	0	1	6	11	3	1	0	0	0	0	0	37.1	32.5	4.9
0600 - 0700	33	7	5	7	14	0	0	27	0	4	0	0	0	0	0	1	0	0	0	0	0	1	11	15	5	1	0	0	0	0	0	35.8	31.8	4.4
0700 - 0800	101	16	19	23	43	0	2	89	0	8	0	0	0	0	0	0	0	0	0	0	0	4	34	42	17	2	1	0	0	0	0	35.8	31.5	4.2
0800 - 0900	236	39	54	74	69	1	1	215	1	17	0	0	0	0	0	0	0	0	0	0	1	12	114	86	19	3	0	0	0	0	0	33.7	30	3.8
0900 - 1000	240	61	58	56	65	1	1	222	1	15	0	0	0	0	0	0	0	0	0	0	2	21	109	88	17	3	0	0	0	0	0	33.4	29.7	3.9
1000 - 1100	285	63	71	73	78	1	1	263	1	18	0	0	0	0	0	0	0	0	0	1	3	28	141	95	16	2	0	0	0	0	0	32.9	29.2	4
1100 - 1200	317	80	73	83	81	1	2	295	1	19	0	0	0	0	0	0	0	0	0	1	1	24	162	110	17	1	0	0	0	0	0	33	29.5	3.6
1200 - 1300	312	84	83	72	74	1	3	285	1	21	0	0	0	0	0	0	0	0	0	1	2	23	152	110	23	2	1	0	0	0	0	33.4	29.6	3.9
1300 - 1400	319	85	77	79	78	0	3	300	1	14	0	0	0	0	0	0	0	0	0	0	1	20	150	124	22	2	1	0	0	0	0	33.4	29.9	3.5
1400 - 1500	314	78	78	76	82	0	3	295	1	15	0	0	0	0	0	0	0	0	0	0	1	16	144	126	23	3	0	0	0	0	0	33.7	30.1	3.7
1500 - 1600	370	96	103	88	83	0	3	342	1	22	0	0	0	0	0	0	0	0	0	1	1	19	171	146	28	3	0	0	0	0	0	33.6	30	3.7
1600 - 1700	367	91	91	92	92	1	5	338	1	21	0	0	0	0	0	0	0	0	0	0	2	15	155	158	31	4	1	0	0	0	0	33.9	30.4	3.8
1700 - 1800	357	100	96	85	76	1	4	337	1	14	0	0	0	0	0	0	0	0	0	0	3	13	144	152	39	5	1	0	0	0	0	34.6	30.8	3.9
1800 - 1900	227	64	60	51	52	1	2	213	0	11	0	0	0	0	0	0	0	0	0	1	1	8	78	102	31	6	1	1	0	0	0	35.3	31.4	4.3
1900 - 2000	151	47	40	33	32	1	2	143	0	6	0	0	0	0	0	0	0	0	0	0	1	4	49	70	23	3	0	0	0	0	0	35.5	31.3	4.2
2000 - 2100	93	29	25	18	20	0	3	85	0	3	0	0	0	0	0	0	0	0	0	0	1	5	32	38	13	3	1	0	0	0	0	35.8	31.4	4.9
2100 - 2200	58	18	16	13	10	0	2	54	0	2	0	0	0	0	0	0	0	0	0	0	0	3	21	22	7	3	1	1	0	0	0	36.5	31.8	5.4
2200 - 2300	32	11	8	6	6	0	1	30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11	13	5	1	1	0	0	0	0	36.4	31.5	5.1
2300 - 0000	12	4	3	2	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	35.8	30.5	5.5
0700 - 1900	**3446**	**855**	**864**	**852**	**874**	**9**	**30**	**3195**	**9**	**196**	**3**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**5**	**17**	**201**	**1555**	**1340**	**285**	**34**	**6**	**1**	**0**	**0**	**0**	**33.8**	**30.1**	**3.9**
0600 - 2200	**3780**	**956**	**949**	**924**	**950**	**10**	**36**	**3505**	**10**	**211**	**3**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**5**	**19**	**214**	**1667**	**1485**	**333**	**44**	**9**	**2**	**1**	**0**	**0**	**33.9**	**30.2**	**4.0**
0600 - 0000	**3824**	**971**	**961**	**932**	**959**	**10**	**38**	**3546**	**10**	**212**	**3**	**1**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**6**	**19**	**216**	**1683**	**1500**	**340**	**45**	**10**	**2**	**1**	**0**	**0**	**34.0**	**30.2**	**4.0**
0000 - 0000	**3861**	**975**	**970**	**945**	**970**	**11**	**38**	**3576**	**10**	**217**	**4**	**1**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**6**	**19**	**218**	**1694**	**1516**	**346**	**47**	**11**	**2**	**1**	**0**	**0**	**34.0**	**30.3**	**4.0**

Annex 1

Site 6 - Westbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	4367	1147	1105	1059	1056	11	57	4023	8	260	4	0	1	0	3	0	0	0	1	3	25	214	1938	1709	403	53	16	5	0	0	0	34.1	30.3	4
Tue	3914	951	954	994	1015	8	35	3615	15	230	5	0	2	0	2	2	0	0	0	2	20	288	1831	1437	285	37	12	2	0	0	0	33.6	29.9	3.9
Wed	3831	889	955	1006	981	6	34	3535	11	236	5	1	0	0	1	2	0	0	1	4	14	284	1761	1390	309	55	9	2	2	0	0	33.7	30	4.1
Thu	3894	967	1002	985	940	7	36	3600	11	227	4	1	3	2	2	1	0	0	1	2	7	219	1732	1534	340	41	15	3	0	0	0	34	30.3	3.9
Fri	4390	1160	1107	1010	1113	22	45	4036	9	268	7	0	0	0	1	2	0	0	1	12	32	178	1810	1837	452	58	8	2	0	0	0	34.3	30.5	4
Sat	3935	1003	1004	931	997	5	33	3703	8	179	0	2	0	1	2	2	0	0	1	11	19	212	1643	1605	376	57	8	2	1	0	0	34	30.4	4
Sun	2694	711	665	629	689	15	29	2521	6	117	0	1	1	0	3	1	0	0	1	7	17	128	1141	1103	256	31	8	0	1	1	0	34.2	30.4	4

Devon ATCs

Report Id 231/22
Site Name Site 7 of 11
Description A361 Exeter Road, 20m south of Arlington Terrace
Direction Northbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	15	7	4	4	0	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	6	3	1	0	0	0	0	0	37.2	32.2	5.1
0100 - 0200	12	4	3	3	2	0	0	8	0	4	0	0	0	0	0	0	0	0	0	1	0	0	3	6	2	0	0	0	0	0	0	35.7	30.8	6.4
0200 - 0300	9	3	2	3	1	0	0	6	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	-	30.4	2.8
0300 - 0400	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	-	35.1	4.9
0400 - 0500	26	2	9	6	9	0	2	20	0	3	0	0	0	0	1	0	0	0	0	0	0	0	7	11	5	3	0	0	0	0	0	37.8	33.1	4.5
0500 - 0600	58	5	14	21	18	0	0	39	0	15	3	0	0	0	0	1	0	0	0	1	2	3	23	23	4	2	0	0	0	0	0	34.3	30.1	5
0600 - 0700	182	29	31	59	63	2	2	149	0	25	1	0	0	0	0	2	0	1	1	6	2	9	82	70	11	1	0	0	0	0	0	32.9	29.2	5
0700 - 0800	407	65	90	124	128	1	3	322	2	69	7	0	1	0	1	1	0	0	1	12	15	92	226	60	1	0	0	0	0	0	0	30.1	26.2	4.1
0800 - 0900	455	100	123	126	106	1	5	374	3	65	3	1	0	2	1	0	0	0	109	23	39	138	129	16	1	0	0	0	0	0	0	27	19.5	8.3
0900 - 1000	414	101	113	96	104	2	1	337	3	62	2	2	0	1	2	2	0	0	14	29	53	124	177	17	0	0	0	0	0	0	0	28.2	23.1	5.6
1000 - 1100	457	99	135	115	108	1	5	372	4	65	3	3	0	3	0	0	0	1	41	16	45	164	173	18	0	0	0	0	0	0	0	27.4	22.6	6.2
1100 - 1200	441	101	94	132	114	1	1	380	2	43	4	5	0	1	2	2	0	0	60	48	34	132	138	23	3	2	0	1	0	0	0	27.9	21	8
1200 - 1300	444	111	111	108	114	0	1	400	4	32	2	3	0	0	1	1	0	0	279	59	19	35	50	2	0	0	0	0	0	0	0	24.2	11.4	7.8
1300 - 1400	407	115	92	94	106	0	1	364	4	35	1	1	0	0	1	0	0	0	1	15	35	119	212	24	1	0	0	0	0	0	0	28.5	24.7	4.3
1400 - 1500	465	112	125	116	112	0	4	410	7	31	6	5	0	0	1	1	0	0	76	37	67	147	118	19	1	0	0	0	0	0	0	26.8	20	7.3
1500 - 1600	426	113	105	104	104	1	6	385	4	19	6	1	2	0	1	1	0	0	220	46	48	69	36	6	1	0	0	0	0	0	0	23.4	13.2	7.9
1600 - 1700	464	107	101	125	131	1	4	405	4	42	2	2	0	3	0	0	1	0	8	38	50	154	180	34	0	0	0	0	0	0	0	28.7	23.6	5.4
1700 - 1800	480	116	122	125	117	1	5	432	4	33	2	1	0	1	0	1	0	0	6	40	57	148	198	29	2	0	0	0	0	0	0	28.4	23.6	5.4
1800 - 1900	429	109	122	102	96	1	4	385	5	31	0	2	0	1	0	0	0	0	1	15	19	130	228	36	0	0	0	0	0	0	0	28.9	25.3	4
1900 - 2000	333	116	82	70	65	0	1	310	1	19	0	0	0	1	0	1	0	0	2	8	16	89	166	47	4	0	0	0	0	0	0	30.1	26.5	8.7
2000 - 2100	248	62	58	66	62	0	4	226	0	15	1	1	1	0	0	0	0	0	1	6	10	56	145	28	2	0	0	0	0	0	0	29.3	26.1	4.1
2100 - 2200	165	57	45	24	39	2	2	143	1	16	0	0	0	0	1	0	0	0	0	4	4	37	94	22	4	0	0	0	0	0	0	30.1	26.6	3.8
2200 - 2300	111	31	38	21	21	0	2	100	1	8	0	0	0	0	0	0	0	0	0	0	0	16	63	24	4	1	1	1	1	0	0	31.6	28.8	5.6
2300 - 0000	47	15	14	12	6	0	0	44	0	2	0	0	0	0	0	1	0	0	0	0	0	7	22	13	4	1	0	0	0	0	0	33.3	29.2	4
0700 - 1900	**5289**	**1249**	**1333**	**1367**	**1340**	**10**	**40**	**4566**	**46**	**527**	**38**	**26**	**3**	**12**	**10**	**9**	**1**	**1**	**816**	**378**	**481**	**1452**	**1865**	**284**	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**28.0**	**21.2**	**7.8**
0600 - 2200	**6217**	**1513**	**1549**	**1586**	**1569**	**14**	**49**	**5394**	**48**	**602**	**40**	**27**	**4**	**13**	**11**	**12**	**1**	**2**	**820**	**402**	**513**	**1643**	**2352**	**451**	**31**	**3**	**0**	**1**	**0**	**0**	**0**	**28.4**	**22.0**	**7.9**
0600 - 0000	**6375**	**1559**	**1601**	**1619**	**1596**	**14**	**51**	**5538**	**49**	**612**	**40**	**27**	**4**	**13**	**11**	**13**	**1**	**2**	**820**	**402**	**513**	**1686**	**2437**	**488**	**39**	**5**	**1**	**2**	**1**	**0**	**0**	**28.6**	**22.2**	**7.9**
0000 - 0000	**6498**	**1580**	**1633**	**1656**	**1629**	**14**	**53**	**5628**	**50**	**636**	**43**	**27**	**4**	**13**	**12**	**15**	**1**	**2**	**820**	**404**	**515**	**1671**	**2477**	**540**	**55**	**11**	**1**	**2**	**1**	**0**	**0**	**28.7**	**22.4**	**7.9**

Annex 1

Site 7 - Northbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	17	12	3	1	1	0	1	13	0	3	0	0	0	0	0	0	0	0	0	0	1	3	5	6	2	0	0	0	0	0	0	34.5	29	5.2
0100 - 0200	11	5	3	1	2	0	0	6	0	3	1	0	0	0	0	1	0	0	0	1	0	0	3	3	4	0	0	0	0	0	0	37.2	31.1	7.3
0200 - 0300	10	2	3	1	4	0	0	7	0	2	0	0	0	0	1	0	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	-	28.4	4.4
0300 - 0400	5	2	1	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	-	27.6	8.9
0400 - 0500	14	2	2	2	8	0	2	11	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	5	3	2	0	0	0	0	0	41.1	33.7	5.3
0500 - 0600	56	4	11	26	15	0	0	42	0	8	3	0	0	0	1	2	0	0	0	1	0	6	23	17	9	0	0	0	0	0	0	35.5	30.3	4.6
0600 - 0700	160	22	29	61	48	2	2	127	0	27	1	0	0	0	1	0	0	0	1	8	3	17	67	54	10	0	0	0	0	0	0	32.5	28.2	5.4
0700 - 0800	388	61	80	116	131	1	1	305	6	61	7	2	0	3	0	2	0	0	0	18	20	93	198	56	3	0	0	0	0	0	0	30	25.8	4.6
0800 - 0900	431	108	110	114	99	1	2	349	7	62	7	0	0	2	0	1	0	0	84	30	41	150	111	15	0	0	0	0	0	0	0	27.1	19.7	8.1
0900 - 1000	388	97	104	81	106	1	2	313	7	59	1	1	0	1	1	2	0	0	11	17	34	135	164	27	0	0	0	0	0	0	0	27.8	23.9	5.2
1000 - 1100	403	107	91	98	107	1	0	354	6	30	5	1	0	3	1	2	0	0	6	12	24	144	197	16	4	0	0	0	0	0	0	28.5	24.8	4.4
1100 - 1200	437	112	114	118	93	0	0	372	1	58	2	0	1	1	1	1	0	0	4	21	27	136	228	21	0	0	0	0	0	0	0	28	24.6	4.4
1200 - 1300	473	121	122	116	114	0	1	412	4	48	2	2	1	1	1	1	0	0	94	38	61	157	114	9	0	0	0	0	0	0	0	26.3	19.3	7.5
1300 - 1400	446	111	122	108	105	0	3	394	5	42	1	0	0	0	0	1	0	0	3	20	17	172	214	19	1	0	0	0	0	0	0	28	24.6	4
1400 - 1500	444	110	98	125	111	2	6	371	10	48	3	2	0	2	0	0	0	0	91	13	30	141	155	14	0	0	0	0	0	0	0	27.7	20.5	8.1
1500 - 1600	420	110	112	99	99	2	2	367	6	37	4	0	1	0	0	1	0	0	49	32	54	147	120	18	0	0	0	0	0	0	0	27.2	21.1	7
1600 - 1700	465	106	115	118	126	2	2	419	7	23	4	5	1	2	0	0	0	0	115	62	77	91	111	9	0	0	0	0	0	0	0	26.2	17.7	8
1700 - 1800	466	120	112	130	104	2	6	423	4	25	1	2	1	1	1	0	0	0	26	41	34	122	201	38	3	1	0	0	0	0	0	28.9	23.5	6.7
1800 - 1900	443	126	102	113	102	0	4	405	0	32	1	1	0	0	0	0	0	0	1	9	19	98	287	26	3	0	0	0	0	0	0	28.6	25.7	3.7
1900 - 2000	303	94	78	57	74	0	3	280	2	17	0	0	0	0	0	1	0	0	0	4	13	70	171	36	7	0	0	0	0	0	2	29.9	27.2	8.7
2000 - 2100	229	55	73	63	38	1	5	214	0	8	1	0	0	0	0	0	0	0	1	10	2	52	111	49	4	0	0	0	0	0	0	31.8	26.8	4.8
2100 - 2200	164	42	48	34	40	0	4	146	1	12	0	0	0	0	1	0	0	0	0	0	1	30	101	30	2	0	0	0	0	0	0	30.6	27.5	3.1
2200 - 2300	121	36	43	19	23	0	0	109	0	12	0	0	0	0	0	0	0	0	0	0	0	21	80	18	1	1	0	0	0	0	0	30.2	27.5	3.1
2300 - 0000	41	16	11	6	8	0	1	36	0	3	0	0	0	0	0	1	0	0	0	0	1	3	24	8	4	1	0	0	0	0	0	33.9	29.4	4.7
0700 - 1900	**5204**	**1289**	**1282**	**1336**	**1297**	**12**	**29**	**4484**	**63**	**525**	**38**	**16**	**5**	**16**	**5**	**11**	**0**	**0**	**484**	**313**	**438**	**1586**	**2100**	**268**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**28.1**	**22.5**	**6.8**
0600 - 2200	**6060**	**1502**	**1510**	**1551**	**1497**	**15**	**43**	**5251**	**66**	**589**	**40**	**16**	**5**	**16**	**7**	**12**	**0**	**0**	**486**	**335**	**457**	**1755**	**2550**	**437**	**37**	**1**	**0**	**0**	**0**	**0**	**2**	**28.6**	**23.2**	**6.9**
0600 - 0000	**6222**	**1554**	**1564**	**1576**	**1528**	**15**	**44**	**5396**	**66**	**604**	**40**	**16**	**5**	**16**	**7**	**13**	**0**	**0**	**486**	**335**	**458**	**1779**	**2654**	**463**	**42**	**3**	**0**	**0**	**0**	**0**	**2**	**28.6**	**23.3**	**6.9**
0000 - 0000	**6335**	**1581**	**1587**	**1608**	**1559**	**15**	**47**	**5479**	**66**	**621**	**44**	**16**	**5**	**16**	**10**	**16**	**0**	**0**	**486**	**338**	**459**	**1791**	**2694**	**499**	**61**	**5**	**0**	**0**	**0**	**0**	**2**	**28.9**	**23.4**	**7.0**

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	22	10	5	1	6	0	1	18	0	3	0	0	0	0	0	0	0	0	0	0	0	2	11	7	2	0	0	0	0	0	0	33	29.3	3.9
0100 - 0200	8	3	2	2	1	0	0	6	0	2	0	0	0	0	0	0	0	0	0	1	0	1	2	4	0	0	0	0	0	0	0	-	28	6.2
0200 - 0300	6	0	2	3	1	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	-	31.5	6.6
0300 - 0400	6	1	3	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	-	31.3	7.4
0400 - 0500	24	2	4	7	11	0	1	18	0	3	0	0	0	1	1	0	0	0	0	0	0	4	8	9	2	1	0	0	0	0	0	34.9	30.7	5.2
0500 - 0600	45	2	7	25	11	0	0	35	0	7	1	0	0	0	1	1	0	0	0	0	3	1	14	18	7	1	1	0	0	0	0	35.4	30.8	5.4
0600 - 0700	154	19	28	58	49	1	2	120	1	26	1	2	0	0	0	1	0	0	1	6	1	17	66	51	10	2	0	0	0	0	0	33.4	28.7	5.4
0700 - 0800	414	64	81	124	145	2	1	344	2	53	5	5	0	1	0	1	0	0	12	27	15	87	212	58	2	1	0	0	0	0	0	30	25.3	5.8
0800 - 0900	438	100	110	125	103	0	2	359	3	62	4	2	0	5	0	0	0	1	85	43	53	110	117	30	0	0	0	0	0	0	0	27.7	19.8	8
0900 - 1000	374	75	91	107	101	1	0	296	5	64	2	1	0	1	1	2	1	0	1	14	24	113	193	27	2	0	0	0	0	0	0	29	25.1	4.5
1000 - 1100	390	96	94	101	99	2	0	325	3	51	2	0	0	2	2	3	0	0	0	12	26	105	214	30	3	0	0	0	0	0	0	29.1	25.4	4.1
1100 - 1200	451	110	102	121	118	0	1	370	6	68	0	3	1	1	0	1	0	0	2	20	27	192	190	19	1	0	0	0	0	0	0	28	24.4	4.1
1200 - 1300	426	122	114	84	106	1	2	363	9	39	6	2	0	1	1	2	0	0	230	67	26	55	45	3	0	0	0	0	0	0	0	23.9	12.6	7.8
1300 - 1400	463	103	108	130	122	0	5	398	5	46	3	3	0	2	0	1	0	0	31	32	48	151	174	24	2	1	0	0	0	0	0	27.7	22.8	6.1
1400 - 1500	456	113	120	128	95	0	2	405	7	36	1	4	0	0	1	0	0	0	114	33	32	134	131	12	0	0	0	0	0	0	0	27.1	19.2	8.4
1500 - 1600	360	80	81	86	113	0	0	327	2	20	4	3	0	2	1	1	0	0	250	11	9	29	54	7	0	0	0	0	0	0	0	25.4	11.6	8.7
1600 - 1700	476	107	116	137	116	2	4	433	6	25	1	2	2	1	0	0	0	0	167	15	40	132	108	14	0	0	0	0	0	0	0	26.3	17.4	8.9
1700 - 1800	492	121	125	119	127	1	4	446	5	29	2	0	0	2	0	2	0	1	13	47	39	186	180	18	7	0	2	0	0	0	0	27.8	23.2	5.8
1800 - 1900	431	103	105	113	110	0	2	393	1	34	1	0	0	0	0	0	0	0	21	27	28	126	199	29	1	0	0	0	0	0	0	28.7	23.7	5.9
1900 - 2000	313	97	78	80	58	1	2	290	5	13	0	1	0	0	1	0	0	0	1	8	13	68	175	41	6	1	0	0	0	0	0	30.1	26.4	4.4
2000 - 2100	221	64	51	62	44	0	6	199	1	15	0	0	0	0	0	0	0	0	1	5	12	39	126	34	3	1	0	0	0	0	0	30.2	26.4	4.6
2100 - 2200	170	37	47	55	31	0	4	154	4	8	0	0	0	0	0	0	0	0	0	1	1	32	90	39	6	1	0	0	0	0	0	31.8	28.1	3.9
2200 - 2300	116	43	26	24	23	0	2	106	1	7	0	0	0	0	0	0	0	0	0	0	0	19	70	22	3	2	0	0	0	0	0	31.2	28.3	3.5
2300 - 0000	58	27	9	14	8	0	2	51	0	5	0	0	0	0	0	0	0	0	0	0	0	8	36	10	3	0	1	0	0	0	0	31.6	28.4	3.9
0700 - 1900	**5171**	**1194**	**1247**	**1375**	**1355**	**9**	**23**	**4459**	**54**	**527**	**31**	**25**	**3**	**18**	**6**	**13**	**1**	**2**	**926**	**348**	**367**	**1420**	**1817**	**271**	**18**	**2**	**2**	**0**	**0**	**0**	**0**	**28.0**	**20.9**	**8.1**
0600 - 2200	**6029**	**1411**	**1451**	**1630**	**1537**	**11**	**37**	**5222**	**65**	**589**	**32**	**28**	**3**	**18**	**7**	**14**	**1**	**2**	**929**	**368**	**394**	**1576**	**2274**	**436**	**43**	**7**	**2**	**0**	**0**	**0**	**0**	**28.6**	**21.8**	**8.0**
0600 - 0000	**6203**	**1481**	**1486**	**1668**	**1568**	**11**	**41**	**5379**	**66**	**601**	**32**	**28**	**3**	**18**	**7**	**14**	**1**	**2**	**929**	**368**	**394**	**1603**	**2380**	**468**	**49**	**9**	**3**	**0**	**0**	**0**	**0**	**28.7**	**22.0**	**8.0**
0000 - 0000	**6314**	**1499**	**1509**	**1707**	**1599**	**11**	**43**	**5466**	**66**	**617**	**33**	**28**	**3**	**19**	**10**	**15**	**1**	**2**	**929**	**369**	**397**	**1613**	**2419**	**508**	**63**	**12**	**4**	**0**	**0**	**0**	**0**	**28.9**	**22.1**	**8.0**

Annex 1

Site 7 - Northbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	28	12	5	7	4	0	0	25	0	2	0	0	0	0	0	1	0	0	0	0	0	3	10	9	4	2	0	0	0	0	0	38.7	31.3	5.9
0100 - 0200	12	5	1	3	3	0	0	10	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3	3	2	1	1	1	0	0	0	49.4	34.8	10.5
0200 - 0300	6	1	1	2	2	0	0	3	0	2	0	0	0	0	1	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	-	30.7	4.2
0300 - 0400	10	3	1	4	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	3	1	1	0	0	0	0	-	35.2	6.9
0400 - 0500	15	1	2	5	7	1	1	11	0	0	1	0	0	0	1	0	0	0	0	1	0	2	5	4	3	0	0	0	0	0	0	36	29.4	6
0500 - 0600	53	1	10	26	16	0	0	41	1	10	1	0	0	0	0	0	0	0	0	1	0	1	18	23	7	2	1	0	0	0	0	36.4	31.5	5
0600 - 0700	150	28	28	48	46	1	1	113	1	26	1	2	0	2	0	3	0	0	1	3	6	13	74	43	10	0	0	0	0	0	0	33.3	28.4	5.1
0700 - 0800	420	74	95	108	143	1	4	338	3	64	6	0	0	0	0	4	0	0	0	11	6	89	229	73	10	2	0	0	0	0	0	30.6	27	4.2
0800 - 0900	448	103	114	121	110	0	3	369	8	59	5	0	1	0	1	2	0	0	55	34	59	119	156	18	1	0	0	0	4	0	2	27.8	22.1	9.6
0900 - 1000	480	111	129	118	122	1	2	400	8	62	1	3	1	0	1	1	0	0	9	12	57	170	197	35	0	0	0	0	0	0	0	28.7	24.1	4.9
1000 - 1100	434	133	100	100	101	1	3	373	5	33	10	5	0	2	2	0	0	0	263	50	39	43	37	2	0	0	0	0	0	0	0	21.7	11.8	7.3
1100 - 1200	465	101	122	108	134	0	2	425	3	29	1	0	0	2	2	1	0	0	165	48	59	103	80	10	0	0	0	0	0	0	0	25.9	16.4	8.3
1200 - 1300	490	111	131	127	121	2	8	424	9	39	5	3	0	0	0	0	0	0	45	33	55	178	163	16	0	0	0	0	0	0	0	27.6	21.9	6.5
1300 - 1400	464	125	106	110	123	1	5	391	11	48	5	0	0	2	1	0	0	0	76	46	50	129	139	24	0	0	0	0	0	0	0	28	20.4	7.8
1400 - 1500	463	118	109	111	125	2	5	418	4	28	4	0	0	1	0	1	0	0	232	51	59	57	50	11	3	0	0	0	0	0	0	24.5	13.6	8.3
1500 - 1600	412	109	91	98	114	0	4	374	2	27	4	0	0	0	1	0	0	0	244	25	20	46	69	8	0	0	0	0	0	0	0	25.5	13	9
1600 - 1700	442	123	97	106	116	1	9	402	2	23	3	0	0	1	0	1	0	0	274	52	18	49	47	2	0	0	0	0	0	0	0	23.8	11.8	7.7
1700 - 1800	412	104	107	98	103	2	4	377	1	17	8	3	0	0	0	0	0	0	363	27	4	7	9	1	0	1	0	0	0	0	0	9.1	7.4	4.9
1800 - 1900	505	109	131	153	112	1	2	450	14	32	4	2	0	0	0	0	0	0	121	52	77	139	105	10	0	0	0	0	0	0	0	26.4	18.5	9.5
1900 - 2000	444	140	110	100	94	0	4	399	7	33	1	0	0	0	0	0	0	0	0	10	33	151	217	32	1	0	0	0	0	0	0	28.9	25.2	4
2000 - 2100	349	107	85	68	89	1	7	313	3	24	0	0	0	0	1	0	0	0	2	24	14	71	194	37	6	1	0	0	0	0	0	29.5	25.5	5.2
2100 - 2200	217	54	67	48	48	0	3	199	1	13	0	1	0	0	0	0	0	0	0	0	4	41	139	27	5	1	0	0	0	0	0	30.1	27.4	3.4
2200 - 2300	136	42	30	35	29	0	1	123	1	10	0	0	1	0	0	0	0	0	0	2	1	30	73	24	6	0	0	0	0	0	0	31.4	27.4	4.2
2300 - 0000	73	30	14	11	18	0	0	66	0	7	0	0	0	0	0	0	0	0	0	1	0	7	45	13	6	0	1	0	0	0	0	32.3	28.7	4.2
0700 - 1900	**5435**	**1321**	**1332**	**1358**	**1424**	**12**	**51**	**4741**	**70**	**461**	**56**	**16**	**2**	**8**	**8**	**10**	**0**	**0**	**1847**	**441**	**503**	**1129**	**1281**	**210**	**14**	**3**	**0**	**0**	**4**	**0**	**2**	**27.3**	**17.5**	**9.4**
0600 - 2200	**6595**	**1650**	**1622**	**1622**	**1701**	**14**	**66**	**5765**	**82**	**557**	**58**	**19**	**2**	**10**	**9**	**13**	**0**	**0**	**1850**	**478**	**560**	**1405**	**1905**	**349**	**36**	**5**	**0**	**0**	**4**	**0**	**2**	**28.0**	**19.0**	**9.4**
0600 - 0000	**6804**	**1722**	**1666**	**1668**	**1748**	**14**	**67**	**5954**	**83**	**574**	**58**	**19**	**3**	**10**	**9**	**13**	**0**	**0**	**1850**	**481**	**561**	**1442**	**2023**	**386**	**48**	**5**	**1**	**0**	**4**	**0**	**2**	**28.1**	**19.3**	**9.4**
0000 - 0000	**6928**	**1745**	**1686**	**1715**	**1782**	**15**	**68**	**6053**	**84**	**591**	**60**	**19**	**3**	**10**	**11**	**14**	**0**	**0**	**1850**	**484**	**561**	**1449**	**2065**	**428**	**68**	**11**	**4**	**1**	**4**	**0**	**2**	**28.3**	**19.5**	**9.5**

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	40	17	11	8	4	0	1	37	0	1	0	0	0	0	0	1	0	0	0	0	0	2	19	11	4	4	0	0	0	0	0	36.4	31.2	5.1
0100 - 0200	20	8	6	2	4	0	0	17	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4	8	4	1	0	1	0	0	0	39	33.2	7.7
0200 - 0300	9	3	1	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	1	1	1	0	0	0	0	0	-	30.9	6.4
0300 - 0400	11	5	5	1	0	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	5	1	1	0	0	0	0	0	37.7	32	4.6
0400 - 0500	15	2	3	4	6	1	0	8	0	6	0	0	0	0	0	0	0	0	0	2	0	2	3	4	3	0	0	1	0	0	0	38.5	29.9	9.5
0500 - 0600	31	4	6	14	7	0	0	23	1	5	0	0	0	0	1	1	0	0	0	0	0	1	7	16	6	1	0	0	0	0	0	37.5	32.2	4.5
0600 - 0700	76	13	14	17	32	2	1	62	0	9	0	1	0	0	0	1	0	0	0	4	3	3	34	26	5	1	0	0	0	0	0	33.6	28.8	5.8
0700 - 0800	180	32	44	56	48	1	1	154	0	24	0	0	0	0	0	0	0	0	0	6	4	19	102	44	4	1	0	0	0	0	0	32.4	27.9	4.6
0800 - 0900	285	64	73	80	68	1	1	245	2	35	1	0	0	0	0	0	0	0	1	4	9	46	158	61	6	0	0	0	0	0	0	30.8	27.3	4
0900 - 1000	391	78	102	91	120	1	1	343	4	38	0	2	0	2	0	0	0	0	2	6	16	87	227	51	1	0	1	0	0	0	0	29.7	26.2	4.1
1000 - 1100	460	111	111	108	130	0	2	413	5	35	1	2	1	1	0	0	0	0	14	13	22	155	218	35	2	1	0	0	0	0	0	28.9	24.9	5
1100 - 1200	447	96	118	105	128	1	4	421	5	13	0	3	0	0	0	0	0	0	316	45	34	31	20	1	0	0	0	0	0	0	0	17.8	10	6.1
1200 - 1300	430	98	99	102	131	0	1	404	3	14	4	1	0	1	1	1	0	0	317	52	28	27	6	0	0	0	0	0	0	0	0	14.4	9.4	5.3
1300 - 1400	442	123	94	117	108	1	1	402	3	28	5	2	0	0	0	0	0	0	171	52	54	96	61	6	0	1	0	0	0	0	1	25.1	15.8	8.9
1400 - 1500	488	119	120	129	120	0	6	447	5	25	1	1	0	1	1	0	1	0	3	12	35	135	258	42	3	0	0	0	0	0	0	29.1	25.3	4.3
1500 - 1600	485	132	118	117	118	3	3	443	7	23	3	0	1	0	1	0	0	1	62	47	47	116	193	19	1	0	0	0	0	0	0	27.8	21.4	7.5
1600 - 1700	484	116	112	137	119	1	8	435	7	27	0	2	0	2	0	2	0	0	17	26	51	117	236	32	3	1	1	0	0	0	0	28.6	24.1	5.7
1700 - 1800	438	123	104	104	107	0	4	400	4	30	0	0	0	0	0	0	0	0	62	29	53	126	149	18	0	1	0	0	0	0	0	28.1	21.1	7.7
1800 - 1900	397	116	88	100	93	1	1	365	1	27	0	0	0	0	0	2	0	0	0	17	11	95	228	37	8	1	0	0	0	0	0	29.5	26.1	4.3
1900 - 2000	366	104	100	79	83	1	4	344	0	15	0	2	0	0	0	0	0	0	8	17	39	91	161	43	6	0	0	1	0	0	0	29.9	24.9	5.8
2000 - 2100	230	69	59	48	54	0	5	214	1	10	0	0	0	0	0	0	0	0	0	9	10	43	132	33	2	1	0	0	0	0	0	30.2	26.6	4.5
2100 - 2200	147	38	39	40	30	0	2	134	0	11	0	0	0	0	0	0	0	0	0	1	0	19	88	32	6	1	0	0	0	0	0	31.4	28.5	3.7
2200 - 2300	114	35	40	18	21	0	0	104	1	8	0	1	0	0	0	0	0	0	0	0	3	23	60	20	7	1	0	0	0	0	0	31.7	27.9	4
2300 - 0000	70	18	21	17	14	0	1	66	0	3	0	0	0	0	0	0	0	0	0	1	2	6	42	14	5	0	0	0	0	0	0	32.2	28.5	4.4
0700 - 1900	**4927**	**1208**	**1183**	**1246**	**1290**	**10**	**33**	**4472**	**46**	**319**	**15**	**13**	**2**	**7**	**3**	**5**	**1**	**1**	**965**	**309**	**364**	**1050**	**1856**	**346**	**28**	**6**	**2**	**0**	**0**	**0**	**1**	**28.5**	**21.1**	**8.6**
0600 - 2200	**5746**	**1432**	**1395**	**1430**	**1489**	**13**	**45**	**5226**	**47**	**364**	**15**	**16**	**2**	**7**	**3**	**6**	**1**	**1**	**973**	**340**	**416**	**1206**	**2271**	**480**	**47**	**9**	**2**	**1**	**0**	**0**	**1**	**29.0**	**21.9**	**8.4**
0600 - 0000	**5930**	**1485**	**1456**	**1465**	**1524**	**13**	**46**	**5396**	**48**	**375**	**15**	**17**	**2**	**7**	**3**	**6**	**1**	**1**	**973**	**341**	**421**	**1235**	**2373**	**514**	**59**	**10**	**2**	**1**	**0**	**0**	**1**	**29.1**	**22.1**	**8.4**
0000 - 0000	**6056**	**1524**	**1488**	**1497**	**1547**	**14**	**47**	**5497**	**49**	**394**	**15**	**17**	**2**	**7**	**4**	**8**	**1**	**1**	**973**	**343**	**422**	**1242**	**2415**	**559**	**78**	**18**	**2**	**3**	**0**	**0**	**1**	**29.3**	**22.3**	**8.4**

Annex 1

Site 7 - Northbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	63	24	14	16	9	0	1	55	0	7	0	0	0	0	0	0	0	0	0	0	0	4	31	19	8	1	0	0	0	0	0	35	30.2	4.2
0100 - 0200	19	5	3	5	6	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	1	1	4	9	4	0	0	0	0	0	0	36	30.4	5
0200 - 0300	23	8	7	5	3	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5	9	4	1	2	0	0	0	0	39.4	33.3	6.4
0300 - 0400	18	6	3	4	5	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	7	4	0	2	1	0	0	0	45.7	34.3	7.4
0400 - 0500	12	3	3	4	2	1	0	8	0	2	0	0	0	0	1	0	0	0	0	1	1	2	2	1	1	3	1	0	0	0	0	43.4	31.4	11
0500 - 0600	20	6	5	2	7	0	1	18	0	1	0	0	0	0	0	0	0	0	0	1	1	2	2	10	4	0	0	0	0	0	0	37.3	30.4	6.3
0600 - 0700	76	6	8	24	38	0	0	67	1	7	0	0	0	1	0	0	0	0	0	3	4	7	30	22	8	2	0	0	0	0	0	34.5	29	6.2
0700 - 0800	144	38	33	45	28	1	1	128	1	11	0	2	0	0	0	0	0	0	1	5	4	12	78	33	11	0	0	0	0	0	0	32.6	28.3	5.3
0800 - 0900	248	40	48	76	84	3	3	212	1	28	0	0	1	0	0	0	0	0	1	6	7	31	135	60	8	0	0	0	0	0	0	32	27.8	4.5
0900 - 1000	325	80	77	82	86	1	5	294	4	19	0	1	0	0	1	0	0	0	0	6	28	55	189	42	5	0	0	0	0	0	0	29.9	26.3	4.3
1000 - 1100	420	87	90	127	116	0	6	390	1	22	0	0	0	0	0	1	0	0	0	8	15	84	263	46	3	1	0	0	0	0	0	29.6	26.4	3.8
1100 - 1200	475	106	121	123	125	0	5	434	3	29	1	1	0	0	0	2	0	0	28	19	41	134	232	21	0	0	0	0	0	0	0	28.5	23.7	5.8
1200 - 1300	459	116	123	106	114	1	6	407	14	28	0	2	1	0	0	0	0	0	3	11	25	149	227	44	0	0	0	0	0	0	0	29.3	25.3	4.2
1300 - 1400	463	108	105	120	130	0	11	406	12	27	1	4	1	1	0	0	0	0	2	8	35	158	223	31	4	2	0	0	0	0	0	28.5	25.2	4.1
1400 - 1500	454	91	120	120	123	0	2	410	7	28	2	3	0	1	0	0	0	1	0	8	24	132	254	34	2	0	0	0	0	0	0	28.7	25.6	3.7
1500 - 1600	478	121	113	120	124	2	6	441	8	19	0	1	0	0	0	1	0	0	0	21	18	199	209	30	0	1	0	0	0	0	0	28.4	24.8	4
1600 - 1700	451	118	112	119	102	0	7	409	7	25	2	1	0	0	0	0	0	0	1	13	33	170	193	37	3	1	0	0	0	0	0	28.9	25	4.1
1700 - 1800	351	82	103	96	70	1	4	321	4	19	0	1	0	1	0	0	0	0	0	21	29	75	199	25	2	0	0	0	0	0	0	28.9	25.1	4.7
1800 - 1900	312	58	89	78	87	1	6	284	2	16	0	1	0	0	1	1	0	0	1	19	11	67	177	35	2	0	0	0	0	0	0	29.5	25.7	4.8
1900 - 2000	259	69	55	79	56	0	2	238	3	16	0	0	0	0	0	0	0	0	0	15	7	53	146	32	5	1	0	0	0	0	0	29.9	26.3	4.8
2000 - 2100	152	40	43	41	28	0	6	135	2	9	0	0	0	0	0	0	0	0	0	4	4	21	93	24	5	1	0	0	0	0	0	30.6	27.3	4.3
2100 - 2200	140	38	38	33	31	0	3	129	1	7	0	0	0	0	0	0	0	0	1	2	3	23	68	36	5	2	0	0	0	0	0	32.2	28	4.7
2200 - 2300	112	30	21	45	16	0	0	105	1	6	0	0	0	0	0	0	0	0	0	0	0	23	68	16	5	0	0	0	0	0	0	30.6	27.6	3.5
2300 - 0000	46	13	14	10	9	0	0	38	1	6	0	0	0	0	1	0	0	0	0	1	0	3	25	11	1	4	1	0	0	0	0	34.2	29.9	6.2
0700 - 1900	**4580**	**1045**	**1134**	**1212**	**1189**	**10**	**62**	**4136**	**64**	**271**	**6**	**17**	**3**	**3**	**2**	**5**	**0**	**1**	**37**	**145**	**270**	**1266**	**2379**	**438**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**29.3**	**25.5**	**4.5**
0600 - 2200	**5207**	**1198**	**1278**	**1389**	**1342**	**10**	**73**	**4705**	**71**	**310**	**6**	**17**	**3**	**3**	**3**	**5**	**0**	**1**	**38**	**169**	**288**	**1370**	**2716**	**552**	**63**	**11**	**0**	**0**	**0**	**0**	**0**	**29.5**	**25.7**	**4.6**
0600 - 0000	**5365**	**1241**	**1313**	**1444**	**1367**	**10**	**73**	**4848**	**73**	**322**	**6**	**17**	**3**	**3**	**3**	**6**	**0**	**1**	**38**	**170**	**288**	**1396**	**2809**	**579**	**69**	**15**	**1**	**0**	**0**	**0**	**0**	**29.5**	**25.8**	**4.6**
0000 - 0000	**5520**	**1293**	**1348**	**1480**	**1399**	**11**	**75**	**4984**	**73**	**337**	**6**	**17**	**3**	**3**	**3**	**7**	**0**	**1**	**38**	**172**	**291**	**1408**	**2856**	**634**	**94**	**20**	**6**	**1**	**0**	**0**	**0**	**29.8**	**25.9**	**4.8**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	25	9	9	4	3	0	0	21	0	4	0	0	0	0	0	0	0	0	0	0	0	3	9	10	2	1	0	0	0	0	0	33.5	30.3	4.8
0100 - 0200	13	3	3	2	5	0	0	10	0	2	0	0	0	0	1	0	0	0	0	0	0	2	5	3	2	0	0	1	0	0	0	35.7	31.5	7.7
0200 - 0300	8	1	3	1	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	-	33.4	3.9
0300 - 0400	5	1	1	1	2	0	0	2	0	2	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	-	34.6	8.4
0400 - 0500	21	4	4	8	5	0	3	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	7	6	1	0	1	0	0	0	38.1	33.5	5.7
0500 - 0600	56	7	7	23	19	0	2	43	0	10	1	0	0	0	0	0	0	0	0	0	1	1	16	27	9	2	0	0	0	0	0	35.5	32	4.2
0600 - 0700	163	24	23	48	68	2	4	132	2	20	2	1	0	0	0	0	0	0	1	3	4	14	74	51	15	1	0	0	0	0	0	34	29	5.1
0700 - 0800	423	74	98	121	130	1	6	336	3	66	4	2	0	2	1	2	0	0	3	11	19	79	242	67	2	0	0	0	0	0	0	30.1	26.4	4.3
0800 - 0900	471	133	103	127	108	2	1	405	3	49	5	3	1	1	0	1	0	0	74	60	62	154	108	13	0	0	0	0	0	0	0	26.4	19.5	7.1
0900 - 1000	458	120	119	114	105	0	1	378	7	66	3	0	1	1	1	0	0	0	50	79	54	140	121	13	1	0	0	0	0	0	0	27.2	20.2	7
1000 - 1100	479	110	142	105	122	1	2	413	2	53	4	1	0	1	1	1	0	0	130	38	58	149	91	11	0	0	0	0	0	0	1	26.1	18.4	10.2
1100 - 1200	425	104	100	111	110	2	2	380	3	33	2	2	0	0	1	0	0	0	364	29	10	7	15	0	0	0	0	0	0	0	0	10	8.2	4.9
1200 - 1300	470	118	120	115	117	1	1	398	9	54	4	1	0	1	0	1	0	0	167	69	62	120	44	7	0	0	0	0	0	0	1	24	15.7	8.8
1300 - 1400	472	105	113	134	120	0	4	407	7	46	2	3	0	1	2	0	0	0	0	13	24	171	229	32	3	0	0	0	0	0	0	28.7	25.1	4
1400 - 1500	480	120	128	110	122	0	5	421	4	44	2	4	0	0	0	0	0	0	176	30	18	115	128	11	2	0	0	0	0	0	0	26.5	17.3	9.1
1500 - 1600	398	118	74	98	108	0	3	368	2	15	6	2	0	1	0	0	1	0	336	40	8	5	5	4	0	0	0	0	0	0	0	10.5	7.9	4.5
1600 - 1700	463	121	100	123	119	2	5	423	3	21	3	3	0	1	1	1	0	0	56	18	58	173	149	9	0	0	0	0	0	0	0	26.7	21.5	6.6
1700 - 1800	392	86	104	86	116	2	4	356	3	19	5	2	0	1	0	0	0	0	269	40	24	27	27	5	0	0	0	0	0	0	0	20.8	10.5	7.3
1800 - 1900	433	103	124	101	105	3	5	381	5	31	3	1	0	1	0	2	0	1	4	36	52	186	140	14	0	0	0	0	0	0	0	27.2	23.4	8.7
1900 - 2000	304	86	79	81	58	2	3	278	4	15	1	0	0	1	0	0	0	0	8	31	22	100	122	19	2	0	0	0	0	0	0	28.4	23.5	5.7
2000 - 2100	236	77	67	58	34	0	4	207	2	18	3	2	0	0	0	0	0	0	8	9	21	68	101	27	1	1	0	0	0	0	0	29.4	24.4	5.7
2100 - 2200	137	32	31	38	36	0	3	122	0	12	0	0	0	0	0	0	0	0	2	2	10	46	59	15	2	0	0	1	0	0	0	29.8	25.5	5.2
2200 - 2300	110	38	22	30	20	0	3	95	0	10	0	1	0	0	1	0	0	0	1	0	6	30	50	17	4	2	0	0	0	0	0	30.9	27.1	4.9
2300 - 0000	41	14	13	7	7	0	2	33	2	4	0	0	0	0	0	0	0	0	0	1	2	8	18	9	3	0	0	0	0	0	0	32.9	27.5	5.1
0700 - 1900	**5364**	**1312**	**1325**	**1345**	**1382**	**14**	**39**	**4666**	**51**	**497**	**43**	**24**	**2**	**11**	**7**	**8**	**1**	**1**	**1629**	**463**	**449**	**1326**	**1299**	**186**	**8**	**0**	**0**	**0**	**0**	**0**	**2**	**27.0**	**18.0**	**9.3**
0600 - 2200	**6204**	**1531**	**1525**	**1570**	**1578**	**18**	**53**	**5405**	**59**	**562**	**49**	**27**	**2**	**12**	**7**	**8**	**1**	**1**	**1648**	**508**	**506**	**1554**	**1655**	**298**	**28**	**2**	**0**	**1**	**0**	**0**	**2**	**27.5**	**19.0**	**9.2**
0600 - 0000	**6355**	**1583**	**1560**	**1607**	**1605**	**18**	**58**	**5533**	**61**	**576**	**49**	**28**	**2**	**12**	**8**	**8**	**1**	**1**	**1649**	**509**	**514**	**1592**	**1723**	**324**	**35**	**4**	**0**	**1**	**0**	**0**	**2**	**27.7**	**19.2**	**9.2**
0000 - 0000	**6483**	**1608**	**1587**	**1646**	**1642**	**18**	**63**	**5632**	**61**	**597**	**50**	**28**	**2**	**12**	**9**	**9**	**1**	**1**	**1649**	**509**	**515**	**1598**	**1762**	**375**	**59**	**8**	**1**	**3**	**0**	**0**	**2**	**28.0**	**19.4**	**9.3**

Annex 1

Site 7 - Northbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	30	13	7	6	4	0	1	26	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13	10	4	1	0	0	0	0	0	35.2	30.5	4.8
0100 - 0200	14	5	3	3	3	0	0	11	0	3	0	0	0	0	0	0	0	0	0	1	0	1	3	5	3	0	0	0	0	0	0	36.6	31.6	7.3
0200 - 0300	10	3	3	3	2	0	0	8	0	1	0	0	0	0	1	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	37.2	31.6	5.5
0300 - 0400	8	3	2	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	0	1	0	0	0	0	-	33.2	7
0400 - 0500	18	2	4	5	7	0	1	13	0	2	0	0	0	0	0	0	0	0	0	1	0	1	5	6	3	1	0	0	0	0	0	38.1	31.8	6.6
0500 - 0600	46	4	9	20	13	0	0	34	0	8	1	0	0	0	0	1	0	0	0	1	1	2	15	19	7	1	0	0	0	0	0	35.6	31	4.9
0600 - 0700	137	20	23	45	49	1	2	110	1	20	1	1	0	0	0	1	0	0	1	5	3	11	61	45	10	1	0	0	0	0	0	33.3	28.7	5.3
0700 - 0800	339	58	74	99	108	1	2	275	2	50	4	2	0	1	0	1	0	0	2	13	12	67	184	56	5	1	0	0	0	0	0	30.3	26.4	4.8
0800 - 0900	397	93	97	110	97	1	2	330	4	51	4	1	0	1	0	1	0	0	58	29	39	107	131	30	2	0	0	0	1	0	0	28.5	21.5	8.2
0900 - 1000	404	95	105	98	106	1	2	337	5	53	1	1	0	1	1	1	0	0	12	23	38	118	181	30	1	0	0	0	0	0	0	28.7	24	5.6
1000 - 1100	435	106	109	108	112	1	3	377	4	41	4	2	0	2	1	1	0	0	65	21	33	121	170	23	2	0	0	0	0	0	0	28.3	21.9	8
1100 - 1200	449	104	110	117	117	1	2	397	3	39	1	2	0	1	1	1	0	0	134	33	33	105	129	14	1	0	0	0	0	0	0	27.3	18.4	8.9
1200 - 1300	456	114	117	108	117	1	3	401	7	36	3	2	0	1	1	1	0	0	162	47	39	103	93	12	0	0	0	0	0	0	0	26.4	16.7	8.8
1300 - 1400	451	113	106	116	116	0	4	395	7	39	3	2	0	1	1	0	0	0	41	27	38	142	179	23	2	1	0	0	0	0	0	28.1	22.6	6.7
1400 - 1500	464	112	117	120	115	1	4	412	6	34	3	3	0	1	0	0	0	0	99	26	38	123	156	20	2	0	0	0	0	0	0	27.7	20.2	8.3
1500 - 1600	426	112	99	103	111	1	3	386	4	23	4	1	1	0	1	1	0	0	166	32	29	87	98	13	0	0	0	0	0	0	0	26.7	16.6	9.2
1600 - 1700	464	114	108	124	118	1	6	418	5	27	2	2	0	1	0	1	0	0	91	32	47	127	146	20	1	0	0	0	0	0	0	27.5	20.2	8.1
1700 - 1800	433	107	111	108	106	1	4	394	4	25	3	1	0	1	0	0	0	0	106	35	34	99	138	19	2	0	0	0	0	0	0	27.8	19.4	8.9
1800 - 1900	421	103	109	109	101	1	3	380	4	29	1	1	0	0	0	1	0	0	21	25	31	120	195	27	2	0	0	0	0	0	0	28.5	23.9	6.9
1900 - 2000	332	101	83	78	70	1	3	306	3	18	0	0	0	0	0	0	0	0	3	13	20	89	165	36	4	0	0	0	0	0	0	29.5	25.6	6.3
2000 - 2100	238	68	62	58	50	0	5	215	1	14	1	0	0	0	0	0	0	0	2	10	10	50	129	33	3	1	0	0	0	0	0	30.1	26	4.9
2100 - 2200	163	43	45	39	36	0	3	147	1	11	0	0	0	0	0	0	0	0	0	1	3	33	91	29	4	1	0	0	0	0	0	30.8	27.4	4
2200 - 2300	117	36	31	27	22	0	1	106	1	9	0	0	0	0	0	0	0	0	0	0	1	23	66	20	4	1	0	0	0	0	0	31.1	27.8	4.2
2300 - 0000	54	19	14	11	10	0	1	48	0	4	0	0	0	0	0	0	0	0	0	1	1	6	30	11	4	1	0	0	0	0	0	32.7	28.8	4.6
0700 - 1900	**5139**	**1231**	**1262**	**1320**	**1325**	**11**	**40**	**4503**	**56**	**447**	**32**	**20**	**3**	**11**	**6**	**9**	**1**	**1**	**958**	**342**	**410**	**1318**	**1800**	**286**	**19**	**3**	**1**	**0**	**1**	**0**	**1**	**28.2**	**20.8**	**8.4**
0600 - 2200	**6008**	**1462**	**1476**	**1540**	**1530**	**14**	**52**	**5281**	**63**	**510**	**34**	**21**	**3**	**11**	**7**	**10**	**1**	**1**	**963**	**371**	**448**	**1501**	**2246**	**429**	**41**	**5**	**1**	**0**	**1**	**0**	**1**	**28.6**	**21.7**	**8.3**
0600 - 0000	**6179**	**1518**	**1521**	**1578**	**1562**	**14**	**54**	**5435**	**64**	**523**	**34**	**22**	**3**	**11**	**7**	**10**	**1**	**1**	**964**	**372**	**450**	**1530**	**2343**	**460**	**49**	**7**	**1**	**1**	**1**	**0**	**1**	**28.7**	**21.8**	**8.3**
0000 - 0000	**6305**	**1547**	**1548**	**1616**	**1594**	**14**	**57**	**5534**	**64**	**542**	**36**	**22**	**3**	**11**	**8**	**12**	**1**	**1**	**964**	**374**	**451**	**1539**	**2384**	**506**	**68**	**12**	**3**	**1**	**1**	**0**	**1**	**28.9**	**22.0**	**8.3**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	6483	1608	1587	1646	1642	18	63	5632	61	597	50	28	2	12	9	9	1	1	1649	509	515	1598	1762	375	59	8	1	3	0	0	2	28	19.4	9.3
Tue	6498	1580	1633	1656	1629	14	53	5628	50	636	43	27	4	13	12	15	1	2	820	404	515	1671	2477	540	55	11	1	2	1	0	0	28.7	22.4	7.9
Wed	6335	1581	1587	1608	1559	15	47	5479	66	621	44	16	5	16	10	16	0	0	486	338	459	1791	2694	499	61	5	0	0	0	0	2	28.9	23.4	7
Thu	6314	1499	1509	1707	1599	11	43	5466	66	617	33	28	3	19	10	15	1	2	929	369	397	1613	2419	508	63	12	4	0	0	0	0	28.9	22.1	8
Fri	6928	1745	1686	1715	1782	15	68	6053	84	591	60	19	3	10	11	14	0	0	1850	484	561	1449	2065	428	68	11	4	1	4	0	2	28.3	19.5	9.5
Sat	6056	1524	1488	1497	1547	14	47	5497	49	394	15	17	2	7	4	8	1	1	973	343	422	1242	2415	559	78	18	2	3	0	0	1	29.3	22.3	8.4
Sun	5520	1293	1348	1480	1399	11	75	4984	73	337	6	17	3	3	3	7	0	1	38	172	291	1408	2856	634	94	20	6	1	0	0	0	29.8	25.9	4.8

Devon ATCs

Report Id 231/22
Site Name Site 7 of 11
Description A361 Exeter Road, 20m south of Arlington Terrace
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	18	5	4	5	4	0	0	14	0	3	0	0	1	0	0	0	0	0	0	0	0	0	7	5	2	2	2	0	0	0	0	43.9	34.5	6.8
0100 - 0200	9	3	3	0	3	0	0	5	0	3	0	0	0	0	0	1	0	0	0	0	0	1	2	4	1	1	0	0	0	0	0	-	32.7	5.6
0200 - 0300	12	3	6	2	1	0	1	7	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5	4	3	0	0	0	0	0	42.1	36.1	4.5
0300 - 0400	6	1	0	2	3	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	-	34.6	4
0400 - 0500	14	2	4	5	3	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	4	5	2	1	0	0	0	0	44	36.5	5.9
0500 - 0600	102	12	19	34	37	0	4	74	0	23	0	0	0	0	1	0	0	0	0	0	0	1	20	46	23	9	3	0	0	0	0	38.4	33.9	4.7
0600 - 0700	202	37	33	64	68	0	2	162	2	31	3	0	0	1	1	0	0	0	0	1	3	6	51	102	35	4	0	0	0	0	0	35.9	31.6	4.4
0700 - 0800	556	86	121	171	178	4	5	480	2	60	1	2	0	0	1	1	0	0	2	13	10	39	252	206	26	8	0	0	0	0	0	33	29.1	4.7
0800 - 0900	676	189	181	168	138	3	8	589	1	72	2	0	1	0	0	0	0	0	6	6	27	83	400	142	11	1	0	0	0	0	0	31	27.4	4.5
0900 - 1000	629	163	144	155	167	0	3	553	3	64	2	2	0	0	0	2	0	0	2	6	35	101	365	110	9	1	0	0	0	0	0	30.6	27	4.2
1000 - 1100	610	154	156	142	158	1	4	530	4	57	4	5	2	1	1	0	0	1	4	14	13	90	339	140	9	1	0	0	0	0	0	31	27.4	4.5
1100 - 1200	614	166	150	163	135	3	4	544	1	50	4	2	0	3	2	1	0	0	6	7	21	82	353	134	10	0	0	1	0	0	0	31.1	27.4	4.5
1200 - 1300	543	137	130	136	140	4	3	477	2	51	3	0	0	2	1	0	0	0	27	12	17	107	297	78	5	0	0	0	0	0	0	30	25.5	6
1300 - 1400	623	150	162	153	158	2	2	527	3	67	13	4	1	1	0	3	0	0	1	4	28	108	342	129	9	0	0	0	0	1	1	30.9	27.5	5.2
1400 - 1500	616	129	161	179	147	1	6	539	4	55	2	3	1	0	2	2	1	0	8	14	41	102	312	128	11	0	0	0	0	0	0	31	26.6	5.2
1500 - 1600	594	137	151	154	152	3	3	532	2	48	1	1	0	0	4	0	0	0	17	8	21	147	326	66	9	0	0	0	0	0	0	29.8	25.7	5.1
1600 - 1700	707	166	188	183	170	2	7	621	5	64	2	4	0	0	0	2	0	0	2	23	20	84	341	217	18	1	1	0	0	0	0	31.7	27.9	4.9
1700 - 1800	630	181	171	142	136	1	9	555	0	63	2	0	0	0	0	0	0	0	0	3	13	57	301	232	22	2	0	0	0	0	0	32.5	28.9	3.8
1800 - 1900	506	141	118	119	128	0	4	455	1	39	5	1	0	0	1	0	0	0	0	0	9	53	244	174	24	2	0	0	0	0	0	32.4	29	3.8
1900 - 2000	379	114	104	78	83	0	4	328	0	36	4	3	0	3	0	1	0	0	0	2	7	39	143	152	32	4	0	0	0	0	0	33.7	29.7	4.4
2000 - 2100	255	91	59	46	59	2	4	234	1	14	0	0	0	0	0	0	0	0	0	1	5	18	90	120	19	2	0	0	0	0	0	33.6	30.1	4
2100 - 2200	208	68	52	44	44	0	3	194	1	10	0	0	0	0	0	0	0	0	0	0	0	11	79	87	28	3	0	0	0	0	0	35	30.7	3.8
2200 - 2300	128	39	38	26	25	0	1	116	0	9	0	1	1	0	0	0	0	0	0	0	0	3	44	55	19	4	0	2	1	0	0	35.6	32.3	5.1
2300 - 0000	49	11	9	10	19	0	1	43	0	3	0	0	0	0	1	1	0	0	0	0	0	1	11	21	10	4	0	2	0	0	0	39.9	34.1	5.9
0700 - 1900	**7304**	**1799**	**1833**	**1865**	**1807**	**24**	**58**	**6402**	**28**	**690**	**41**	**24**	**5**	**7**	**12**	**11**	**1**	**1**	**75**	**110**	**255**	**1053**	**3872**	**1756**	**163**	**16**	**1**	**1**	**0**	**1**	**1**	**31.3**	**27.4**	**4.8**
0600 - 2200	**8348**	**2109**	**2081**	**2097**	**2061**	**26**	**71**	**7320**	**32**	**781**	**48**	**27**	**5**	**11**	**13**	**12**	**1**	**1**	**75**	**114**	**270**	**1127**	**4235**	**2217**	**277**	**29**	**1**	**1**	**0**	**1**	**1**	**31.8**	**27.8**	**4.9**
0600 - 0000	**8525**	**2159**	**2128**	**2133**	**2105**	**26**	**73**	**7479**	**32**	**793**	**48**	**28**	**6**	**11**	**14**	**13**	**1**	**1**	**75**	**114**	**270**	**1131**	**4290**	**2293**	**306**	**37**	**1**	**5**	**1**	**1**	**1**	**31.9**	**27.9**	**4.9**
0000 - 0000	**8686**	**2185**	**2164**	**2181**	**2156**	**26**	**79**	**7593**	**32**	**830**	**49**	**28**	**7**	**11**	**15**	**14**	**1**	**1**	**75**	**114**	**270**	**1133**	**4322**	**2358**	**345**	**54**	**7**	**5**	**1**	**1**	**1**	**32.1**	**28.0**	**5.0**

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	35	13	6	10	6	0	0	29	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6	18	6	4	1	0	0	0	0	40.6	33.9	4.9
0100 - 0200	10	2	5	0	3	0	0	7	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	2	4	1	0	0	0	0	0	-	34.6	5.9
0200 - 0300	8	1	1	4	2	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	1	0	0	0	-	38.8	7.7
0300 - 0400	10	1	3	4	2	0	1	7	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	4	1	3	0	0	0	0	0	-	34.7	6.3
0400 - 0500	10	0	2	6	2	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	4	2	1	2	0	0	0	0	-	36.6	9.2
0500 - 0600	103	12	20	35	36	0	3	79	0	20	0	0	0	1	0	0	0	0	0	0	0	1	20	49	27	4	2	0	0	0	0	37.1	33.3	4.2
0600 - 0700	217	36	48	58	75	0	4	180	0	26	2	2	0	0	2	1	0	0	0	0	2	7	62	102	37	6	1	0	0	0	0	36	31.9	4.2
0700 - 0800	585	92	119	189	185	1	4	496	3	75	1	2	0	2	0	1	0	0	1	2	8	40	270	236	24	4	0	0	0	0	0	32.8	29.5	3.8
0800 - 0900	654	177	178	166	133	3	4	586	3	53	4	1	0	0	0	0	0	0	8	4	25	94	369	141	13	0	0	0	0	0	0	31.3	27.4	4.6
0900 - 1000	608	142	141	158	167	1	1	517	3	71	7	2	0	3	0	3	0	0	2	3	4	80	360	148	10	1	0	0	0	0	0	31.4	28	3.6
1000 - 1100	655	160	159	171	165	0	4	576	7	58	8	1	0	1	0	0	0	0	6	13	12	83	413	119	6	3	0	0	0	0	0	30.6	27.3	4.3
1100 - 1200	624	157	151	155	161	1	3	543	3	57	10	1	0	1	1	3	1	0	2	11	30	87	338	142	12	2	0	0	0	0	0	31.3	27.4	4.5
1200 - 1300	578	141	161	123	153	3	3	504	2	58	1	4	0	2	1	0	0	0	7	2	21	93	329	117	7	0	0	0	1	0	0	30.8	27.5	6.9
1300 - 1400	557	155	148	120	134	0	4	471	4	67	4	2	0	0	3	2	0	0	0	1	10	69	327	131	16	3	0	0	0	0	0	31.1	28.3	3.6
1400 - 1500	547	140	145	137	125	1	5	481	2	51	4	1	0	1	0	1	0	0	1	4	13	80	303	135	11	0	0	0	0	0	0	31.5	27.9	3.9
1500 - 1600	647	170	150	157	170	3	7	550	1	75	8	1	0	0	0	2	0	0	6	11	21	138	324	138	8	1	0	0	0	0	0	30.8	27	4.6
1600 - 1700	630	131	142	183	174	3	7	562	1	56	0	0	0	1	0	0	0	0	8	6	10	66	331	192	16	1	0	0	0	0	0	31.9	28.1	4.6
1700 - 1800	631	169	172	178	112	2	8	569	2	45	4	1	0	0	0	0	0	0	2	5	25	57	266	236	39	1	0	0	0	0	0	33.3	29	4.6
1800 - 1900	482	137	124	91	130	1	10	422	4	41	3	0	0	0	1	0	0	0	1	2	2	38	201	192	43	3	0	0	0	0	0	33.7	29.9	4.1
1900 - 2000	353	114	74	84	81	0	6	323	1	19	3	0	0	0	1	0	0	0	0	0	1	10	123	173	36	7	0	2	0	0	1	34.7	31.5	6.3
2000 - 2100	270	94	58	61	57	1	3	241	1	22	0	1	1	0	0	0	0	0	0	1	3	12	97	120	31	4	2	0	0	0	0	34.8	30.9	4.1
2100 - 2200	172	58	40	42	32	1	4	157	0	9	0	0	0	0	0	1	0	0	0	0	2	3	68	72	22	4	1	0	0	0	0	35.1	31.1	4.1
2200 - 2300	125	32	43	35	15	0	4	111	0	9	0	0	0	0	1	0	0	0	0	0	0	2	48	61	9	4	1	0	0	0	0	34.6	31.4	4.1
2300 - 0000	62	18	10	22	12	0	0	59	0	3	0	0	0	0	0	0	0	0	0	0	0	1	7	23	18	10	1	0	1	0	1	42.3	36	7.1
0700 - 1900	**7198**	**1771**	**1790**	**1828**	**1809**	**19**	**60**	**6277**	**35**	**707**	**54**	**16**	**0**	**11**	**6**	**12**	**1**	**0**	**44**	**64**	**181**	**925**	**3831**	**1927**	**205**	**19**	**0**	**0**	**1**	**0**	**0**	**31.9**	**28.1**	**4.6**
0600 - 2200	**8210**	**2073**	**2010**	**2073**	**2054**	**21**	**77**	**7178**	**37**	**783**	**59**	**19**	**1**	**11**	**9**	**14**	**1**	**0**	**44**	**65**	**189**	**957**	**4181**	**2394**	**331**	**40**	**4**	**2**	**1**	**0**	**1**	**32.3**	**28.5**	**4.8**
0600 - 0000	**8397**	**2123**	**2063**	**2130**	**2081**	**21**	**81**	**7348**	**37**	**795**	**59**	**19**	**1**	**11**	**10**	**14**	**1**	**0**	**44**	**65**	**189**	**960**	**4236**	**2478**	**358**	**54**	**6**	**2**	**2**	**0**	**2**	**32.4**	**28.6**	**4.8**
0000 - 0000	**8573**	**2152**	**2100**	**2189**	**2132**	**21**	**85**	**7484**	**37**	**826**	**61**	**19**	**1**	**12**	**10**	**16**	**1**	**0**	**44**	**65**	**190**	**962**	**4267**	**2556**	**401**	**69**	**11**	**3**	**2**	**0**	**2**	**32.5**	**28.7**	**4.9**

Site 7 - Southbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	17	8	5	3	1	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	7	3	3	1	0	0	0	0	42.2	35.1	5.4
0100 - 0200	15	4	6	2	3	0	1	12	0	1	0	0	0	0	0	1	0	0	0	0	1	0	2	10	2	0	0	0	0	0	0	36.2	31.8	5
0200 - 0300	11	2	3	5	1	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	3	0	0	0	0	0	42.4	36.3	4.9
0300 - 0400	6	0	1	2	3	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	1	0	0	0	0	-	35	7
0400 - 0500	15	1	5	6	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	2	2	0	0	0	0	45.7	36.4	6.3
0500 - 0600	91	13	20	30	28	0	3	66	0	21	0	0	0	1	0	0	0	0	0	0	0	0	16	38	25	9	1	1	1	0	0	39.5	34.7	5.2
0600 - 0700	224	29	48	61	86	0	2	180	1	32	3	2	0	1	2	1	0	0	0	2	0	4	66	96	46	8	2	0	0	0	0	37.1	32.4	4.7
0700 - 0800	579	96	132	173	178	3	3	501	2	63	2	4	0	1	0	0	0	0	0	2	12	37	250	245	30	3	0	0	0	0	0	33.4	29.7	3.8
0800 - 0900	646	166	162	168	150	2	2	572	2	55	6	1	1	2	0	2	1	0	5	10	29	116	316	146	23	1	0	0	0	0	0	31.1	27.2	4.7
0900 - 1000	643	176	164	147	156	2	1	573	4	56	2	2	0	3	0	0	0	0	0	2	14	56	356	196	18	1	0	0	0	0	0	31.7	28.5	3.6
1000 - 1100	662	163	185	156	158	0	1	563	6	81	5	1	0	3	0	2	0	0	1	1	6	82	397	166	9	0	0	0	0	0	0	31.1	28.2	3.3
1100 - 1200	591	152	132	146	161	1	6	500	3	64	10	2	0	0	3	1	1	0	1	9	13	87	324	135	22	0	0	0	0	0	0	31.3	27.9	4.1
1200 - 1300	513	142	129	107	135	3	2	451	2	48	1	5	0	0	1	0	0	0	11	9	17	109	274	88	4	1	0	0	0	0	0	30.5	26.3	5.1
1300 - 1400	600	149	164	131	156	2	2	521	0	71	1	0	0	1	0	2	0	0	5	2	19	95	321	146	10	2	0	0	0	0	0	31.1	27.7	4.3
1400 - 1500	608	147	187	158	116	3	3	536	1	56	6	0	0	1	0	0	1	1	8	7	13	82	364	120	13	1	0	0	0	0	0	31.1	27.3	4.7
1500 - 1600	553	130	133	131	159	8	5	489	4	40	2	3	0	1	1	0	0	0	22	9	43	104	306	65	4	0	0	0	0	0	0	29.8	25.3	6
1600 - 1700	615	149	168	168	130	1	4	544	3	52	3	3	2	1	0	2	0	0	6	7	33	115	334	110	9	1	0	0	0	0	0	30.8	26.7	4.6
1700 - 1800	633	159	181	151	142	1	5	552	5	59	5	1	0	0	3	2	0	0	0	7	14	98	308	184	20	1	1	0	0	0	0	32.2	28.1	4.2
1800 - 1900	478	139	138	93	108	0	6	425	3	37	6	0	0	1	0	0	0	0	1	2	8	41	221	177	27	1	0	0	0	0	0	33.1	29.3	3.9
1900 - 2000	321	111	73	71	66	0	3	285	2	26	2	0	1	0	1	1	0	0	0	0	1	18	135	139	26	2	0	0	0	0	0	34	30.4	3.6
2000 - 2100	237	67	51	61	58	0	2	213	1	20	1	0	0	0	0	0	0	0	0	0	1	10	76	105	37	6	0	1	1	0	0	35.6	31.5	4.4
2100 - 2200	179	55	39	49	36	1	2	169	1	6	0	0	0	0	0	0	0	0	0	0	1	10	64	72	24	8	0	0	0	0	0	35.8	31.1	4.2
2200 - 2300	128	34	36	35	23	0	1	122	1	4	0	0	0	0	0	0	0	0	0	0	0	3	47	57	18	3	0	0	0	0	0	35.5	31.4	3.9
2300 - 0000	52	18	12	13	9	0	0	47	0	2	1	0	1	0	0	1	0	0	0	0	0	2	7	26	11	3	2	1	0	0	0	39.3	33.8	6.1
0700 - 1900	**7121**	**1768**	**1875**	**1729**	**1749**	**26**	**40**	**6227**	**35**	**682**	**49**	**22**	**3**	**14**	**8**	**11**	**3**	**1**	**60**	**67**	**221**	**1022**	**3771**	**1778**	**189**	**12**	**1**	**0**	**0**	**0**	**0**	**31.5**	**27.7**	**4.5**
0600 - 2200	**8082**	**2030**	**2086**	**1971**	**1995**	**27**	**49**	**7074**	**40**	**766**	**55**	**24**	**4**	**15**	**11**	**13**	**3**	**1**	**60**	**69**	**224**	**1064**	**4112**	**2190**	**322**	**36**	**3**	**1**	**1**	**0**	**0**	**32.1**	**28.1**	**4.6**
0600 - 0000	**8262**	**2082**	**2134**	**2019**	**2027**	**27**	**50**	**7243**	**41**	**772**	**56**	**24**	**5**	**15**	**11**	**14**	**3**	**1**	**60**	**69**	**224**	**1069**	**4166**	**2273**	**351**	**42**	**5**	**2**	**1**	**0**	**0**	**32.2**	**28.2**	**4.7**
0000 - 0000	**8417**	**2110**	**2174**	**2067**	**2066**	**27**	**55**	**7362**	**41**	**801**	**56**	**24**	**5**	**16**	**11**	**15**	**3**	**1**	**60**	**69**	**225**	**1069**	**4193**	**2338**	**388**	**60**	**10**	**3**	**2**	**0**	**0**	**32.3**	**28.3**	**4.8**

Annex 1

Site 7 - Southbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	22	5	7	7	3	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	12	3	4	0	0	0	0	0	40.5	34.2	4.8
0100 - 0200	21	3	4	5	9	0	0	16	0	4	1	0	0	0	0	0	0	0	0	0	0	0	3	9	4	3	0	2	0	0	0	42.5	36	7.5
0200 - 0300	13	5	0	5	3	0	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	1	1	0	0	0	0	41	34.8	6.5
0300 - 0400	10	1	2	4	3	0	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	1	1	0	0	0	0	-	35.8	5.2
0400 - 0500	12	0	2	4	6	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	3	1	0	0	0	0	44.4	37.9	5.7
0500 - 0600	97	11	11	44	31	0	3	75	0	19	0	0	0	0	0	0	0	0	0	0	0	0	18	46	24	7	2	0	0	0	0	38.3	33.9	4.3
0600 - 0700	223	39	43	66	75	0	3	185	0	29	3	2	0	1	0	0	0	0	0	0	0	4	41	117	47	14	0	0	0	0	0	36.6	32.9	3.8
0700 - 0800	565	95	124	173	173	2	5	478	1	68	4	4	0	1	0	1	0	1	0	2	13	35	212	246	49	7	1	0	0	0	0	33.7	30.2	4.1
0800 - 0900	704	178	178	160	188	2	1	635	3	51	5	1	1	1	2	2	0	0	4	6	39	146	298	182	24	4	0	0	0	0	1	31.8	27.4	5.7
0900 - 1000	688	170	170	181	167	2	4	596	2	65	12	2	0	2	0	3	0	0	1	5	21	112	380	156	12	1	0	0	0	0	0	31.3	27.6	4
1000 - 1100	601	178	136	139	148	8	4	533	5	40	7	2	1	1	0	0	0	0	22	21	42	145	302	65	4	0	0	0	0	0	0	29.4	24.8	5.9
1100 - 1200	619	146	164	146	163	4	7	536	2	54	9	1	1	3	0	2	0	0	10	21	44	130	317	92	5	0	0	0	0	0	0	30.1	25.7	5.3
1200 - 1300	597	170	149	137	141	2	4	521	2	57	4	1	1	0	1	3	0	1	3	2	12	80	344	140	14	2	0	0	0	0	0	31.4	27.9	4
1300 - 1400	561	123	164	133	141	4	5	488	6	53	4	0	0	0	1	0	0	0	7	8	21	74	308	130	11	1	1	0	0	0	0	31.2	27.3	4.8
1400 - 1500	577	163	155	121	138	6	9	508	1	46	2	1	0	1	1	2	0	0	13	9	26	119	296	101	12	1	0	0	0	0	0	30.8	26.4	5.4
1500 - 1600	652	156	144	152	200	6	8	577	2	55	3	1	0	0	0	0	0	0	27	20	39	150	303	101	9	2	0	1	0	0	0	30.3	25.4	6.3
1600 - 1700	602	174	139	150	139	1	8	540	4	44	4	0	0	0	0	1	0	0	18	3	32	96	336	107	9	1	0	0	0	0	0	30.5	26.8	5.2
1700 - 1800	474	126	114	132	102	12	6	433	3	20	0	0	0	0	0	0	0	0	26	9	20	105	222	85	4	2	1	0	0	0	0	30.5	25.7	6.6
1800 - 1900	500	152	162	87	99	2	5	462	0	27	2	0	0	2	0	0	0	0	4	6	14	57	233	161	23	2	0	0	0	0	0	32.4	28.4	4.8
1900 - 2000	388	115	105	84	84	2	6	352	1	23	2	0	1	0	0	1	0	0	1	1	5	32	173	139	31	5	1	0	0	0	0	33.7	29.7	4.3
2000 - 2100	354	117	95	72	70	1	2	325	1	22	1	1	0	0	0	1	0	0	0	2	10	32	162	120	24	4	0	0	0	0	0	33.4	29.3	4.3
2100 - 2200	208	44	60	56	48	0	3	190	0	14	1	0	0	0	0	0	0	0	0	0	0	8	81	91	21	5	1	1	0	0	0	34.7	31.1	4.2
2200 - 2300	175	46	53	48	28	0	4	162	0	8	0	0	0	0	1	0	0	0	0	0	2	6	66	87	13	1	0	0	0	0	0	34.2	30.7	3.4
2300 - 0000	89	16	22	30	21	0	0	78	0	10	1	0	0	0	0	0	0	0	0	0	0	3	17	40	21	2	5	1	0	0	0	38.5	33.5	5.6
0700 - 1900	**7140**	**1831**	**1799**	**1711**	**1799**	**51**	**66**	**6307**	**31**	**580**	**56**	**13**	**4**	**11**	**5**	**14**	**0**	**2**	**135**	**112**	**323**	**1249**	**3551**	**1566**	**176**	**23**	**3**	**1**	**0**	**0**	**1**	**31.3**	**27.0**	**5.4**
0600 - 2200	**8313**	**2146**	**2102**	**1989**	**2076**	**54**	**80**	**7359**	**33**	**668**	**63**	**16**	**5**	**12**	**5**	**16**	**0**	**2**	**136**	**115**	**338**	**1325**	**4008**	**2033**	**299**	**51**	**5**	**2**	**0**	**0**	**1**	**31.8**	**27.5**	**5.4**
0600 - 0000	**8577**	**2208**	**2177**	**2067**	**2125**	**54**	**84**	**7599**	**33**	**686**	**64**	**16**	**5**	**12**	**6**	**16**	**0**	**2**	**136**	**115**	**340**	**1334**	**4091**	**2160**	**333**	**54**	**10**	**3**	**0**	**0**	**1**	**32.0**	**27.6**	**5.5**
0000 - 0000	**8752**	**2233**	**2203**	**2136**	**2180**	**54**	**88**	**7739**	**33**	**716**	**65**	**16**	**5**	**12**	**6**	**16**	**0**	**2**	**136**	**115**	**340**	**1334**	**4121**	**2237**	**375**	**73**	**15**	**5**	**0**	**0**	**1**	**32.1**	**27.7**	**5.5**

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	37	14	7	10	6	0	1	32	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5	17	11	2	1	0	0	0	0	38.1	34	4.3
0100 - 0200	36	11	12	9	4	1	0	33	0	1	0	0	0	0	1	0	0	0	0	1	0	0	7	15	11	1	1	0	0	0	0	38.3	33.5	6.1
0200 - 0300	14	3	3	5	3	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	3	1	0	0	0	0	44.1	38.2	5.5
0300 - 0400	12	3	2	4	3	0	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	4	1	0	1	0	0	46.4	38.7	8
0400 - 0500	16	2	1	7	6	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	8	0	1	0	0	0	0	39.2	34.8	4.6
0500 - 0600	49	6	18	11	14	0	1	34	1	11	1	0	0	0	1	0	0	0	0	0	0	1	11	18	14	3	2	0	0	0	0	39	33.7	5.3
0600 - 0700	106	13	23	39	31	1	2	81	3	17	0	0	0	1	1	0	0	0	0	0	2	2	19	56	18	8	1	0	0	0	0	37.6	33.1	4.9
0700 - 0800	257	41	47	63	106	0	1	227	5	20	0	0	0	2	1	1	0	0	0	0	1	13	95	111	30	7	0	0	0	0	0	34.9	30.9	4
0800 - 0900	463	97	124	125	117	2	3	404	2	49	1	1	0	1	0	0	0	0	0	2	0	3	44	208	172	31	3	0	0	0	0	33.4	29.6	3.9
0900 - 1000	648	146	152	161	189	3	2	580	11	45	2	2	1	2	0	0	0	0	0	2	3	29	73	313	205	22	1	0	0	0	0	32	28.3	4.2
1000 - 1100	694	162	182	185	165	2	8	624	11	44	5	0	0	0	0	0	0	0	0	3	9	31	73	417	151	9	1	0	0	0	0	31	27.5	4.2
1100 - 1200	552	152	151	128	121	3	1	516	1	30	1	0	0	0	0	0	0	0	0	20	15	56	107	290	63	0	1	0	0	0	0	29.5	24.9	5.7
1200 - 1300	538	151	129	132	126	6	5	499	0	27	0	0	0	0	1	0	0	0	0	21	17	50	119	253	73	5	0	0	0	0	0	29.9	24.9	6.1
1300 - 1400	585	158	134	142	151	2	7	538	5	31	1	0	0	0	0	1	0	0	0	12	4	4	81	332	143	8	1	0	0	0	0	30.9	27.5	4.6
1400 - 1500	534	151	133	122	128	0	5	496	2	25	0	4	1	1	0	0	0	0	0	5	12	37	71	237	146	25	0	1	0	0	0	32.2	27.4	5.5
1500 - 1600	603	155	165	137	146	2	4	556	2	38	0	1	0	0	0	0	0	0	0	5	3	15	69	315	169	23	4	0	0	0	0	32.2	28.4	4.6
1600 - 1700	608	154	180	134	140	0	5	567	1	33	1	0	0	0	0	1	0	0	0	7	8	14	60	306	185	25	3	0	0	0	0	31.8	28.3	4.8
1700 - 1800	492	158	106	133	95	1	4	461	1	22	1	0	0	0	1	1	0	0	0	9	3	8	46	243	156	22	4	1	0	0	0	32.4	28.6	5.1
1800 - 1900	510	150	133	101	126	1	3	475	3	28	0	0	0	0	0	0	0	0	0	0	5	6	52	216	199	28	4	0	0	0	0	33.2	29.3	4.2
1900 - 2000	390	118	95	100	77	0	4	362	3	18	1	1	1	0	0	0	0	0	0	1	6	12	33	158	146	29	4	1	0	0	0	33.8	29.4	5
2000 - 2100	303	120	80	55	48	0	4	282	2	13	0	1	0	0	0	1	0	0	0	0	0	2	20	107	135	31	7	1	0	0	0	34.3	30.8	4
2100 - 2200	220	46	67	65	42	0	4	195	0	20	1	0	0	0	0	0	0	0	0	0	0	0	13	78	97	22	6	2	0	2	0	0	34.8	31.4	4.7
2200 - 2300	194	64	55	38	37	0	1	188	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	70	96	15	4	2	2	0	0	0	34.3	31.2	4.2
2300 - 0000	110	36	27	29	18	0	0	105	0	4	0	0	0	0	0	1	0	0	0	0	0	0	4	33	44	17	8	2	1	0	0	1	37.7	33.2	6.2
0700 - 1900	**6484**	**1675**	**1636**	**1563**	**1610**	**22**	**48**	**5943**	**44**	**392**	**12**	**8**	**2**	**6**	**3**	**3**	**1**	**0**	**86**	**79**	**254**	**808**	**3225**	**1773**	**228**	**29**	**2**	**0**	**0**	**0**	**0**	**31.9**	**27.8**	**5.0**
0600 - 2200	**7503**	**1972**	**1901**	**1822**	**1808**	**23**	**62**	**6863**	**52**	**460**	**14**	**10**	**3**	**7**	**4**	**4**	**1**	**0**	**87**	**85**	**270**	**876**	**3587**	**2207**	**328**	**54**	**7**	**0**	**2**	**0**	**0**	**32.3**	**28.2**	**5.1**
0600 - 0000	**7807**	**2072**	**1983**	**1889**	**1863**	**23**	**63**	**7156**	**52**	**469**	**14**	**10**	**3**	**7**	**4**	**5**	**1**	**0**	**87**	**85**	**270**	**885**	**3690**	**2347**	**360**	**66**	**11**	**3**	**2**	**0**	**1**	**32.5**	**28.3**	**5.1**
0000 - 0000	**7971**	**2111**	**2026**	**1935**	**1899**	**24**	**66**	**7290**	**53**	**490**	**16**	**10**	**3**	**7**	**6**	**5**	**1**	**0**	**87**	**86**	**270**	**887**	**3719**	**2407**	**411**	**79**	**18**	**3**	**3**	**0**	**1**	**32.8**	**28.5**	**5.2**

Annex 1

Site 7 - Southbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	69	17	18	25	9	0	1	62	0	6	0	0	0	0	0	0	0	0	0	0	0	2	15	24	20	3	4	0	0	1	0	39.9	34.1	6.8
0100 - 0200	34	8	8	7	11	0	0	30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5	19	6	3	1	0	0	0	0	38.9	34.4	4.5
0200 - 0300	46	5	19	17	5	0	0	44	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	19	13	5	2	1	0	0	0	41.1	35.4	5.8
0300 - 0400	15	4	2	5	4	0	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	3	0	1	1	0	0	47.3	38.5	7.3
0400 - 0500	19	6	7	4	2	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3	6	2	0	0	0	0	43.6	37.3	5.9
0500 - 0600	26	5	4	4	13	1	1	19	0	3	1	0	0	1	0	0	0	0	0	1	1	2	4	10	4	2	2	0	0	0	0	40.4	32.2	7.6
0600 - 0700	61	9	15	18	19	1	0	50	1	6	2	0	0	0	1	0	0	0	0	1	1	1	16	22	13	7	0	0	0	0	0	39	32.8	5.5
0700 - 0800	149	22	30	43	54	5	1	132	1	7	1	0	0	1	0	1	0	0	0	1	2	5	36	77	23	4	1	0	0	0	0	36	31.8	4.8
0800 - 0900	248	53	65	69	61	1	1	214	9	21	0	2	0	0	0	0	0	0	0	1	2	6	85	111	39	4	0	0	0	0	0	35.2	31.2	3.9
0900 - 1000	505	99	112	121	173	2	5	453	8	30	2	0	1	1	3	0	0	0	0	1	5	38	253	186	21	1	0	0	0	0	0	32.7	29.3	3.5
1000 - 1100	704	167	177	169	191	4	7	625	6	56	4	1	1	0	0	0	0	0	4	13	32	99	349	189	18	0	0	0	0	0	0	31.8	27.6	4.7
1100 - 1200	707	183	174	169	181	3	9	641	8	41	2	2	0	0	0	0	1	0	5	10	32	134	408	104	12	2	0	0	0	0	0	30.4	26.7	4.5
1200 - 1300	729	185	188	188	168	1	9	671	6	37	2	2	1	0	0	0	0	0	0	1	22	129	417	154	5	1	0	0	0	0	0	31	27.5	3.5
1300 - 1400	681	171	183	159	168	3	6	623	3	39	1	3	0	0	1	2	0	0	5	14	30	111	367	139	14	1	0	0	0	0	0	30.9	26.9	4.6
1400 - 1500	619	181	143	145	150	0	14	549	0	50	4	1	0	1	0	0	0	0	1	4	17	84	331	165	14	2	1	0	0	0	0	31.5	28.1	4
1500 - 1600	679	192	160	152	175	1	6	611	4	53	1	2	0	1	0	0	0	0	1	10	13	81	349	207	12	5	0	1	0	0	0	31.9	28.4	4.2
1600 - 1700	653	147	183	163	160	2	5	590	4	50	1	0	0	0	1	0	0	0	1	12	13	95	319	186	23	3	1	0	0	0	0	32.1	28.2	4.5
1700 - 1800	607	168	156	141	142	1	4	557	2	37	1	2	0	1	2	0	0	0	4	5	31	92	306	158	10	1	0	0	0	0	0	31.5	27.4	4.4
1800 - 1900	559	139	130	155	135	3	9	499	3	43	0	2	0	0	0	0	0	0	1	0	22	61	272	190	12	1	0	0	0	0	0	32.2	28.5	4
1900 - 2000	389	120	85	90	94	0	6	356	1	23	1	0	0	0	0	1	0	1	1	1	3	35	131	184	31	3	0	0	0	0	0	33.9	30.1	4
2000 - 2100	251	82	53	61	55	0	4	230	0	16	0	0	0	0	0	1	0	0	0	1	0	4	88	112	42	3	0	1	0	0	0	35.8	31.6	4.3
2100 - 2200	162	49	47	28	38	1	3	149	1	7	1	0	0	0	0	0	0	0	0	1	4	6	36	87	15	8	4	1	0	0	0	36	31.9	5.6
2200 - 2300	101	28	22	23	28	1	4	91	0	5	0	0	0	0	0	0	0	0	0	1	0	1	28	42	20	4	5	0	0	0	0	38.4	33	5.7
2300 - 0000	48	12	13	13	10	1	0	44	0	3	0	0	0	0	0	0	0	0	0	1	0	0	8	22	15	1	0	1	0	0	0	36.5	33	5.4
0700 - 1900	**6840**	**1707**	**1701**	**1674**	**1758**	**26**	**76**	**6165**	**54**	**464**	**19**	**17**	**3**	**5**	**6**	**4**	**1**	**0**	**22**	**72**	**221**	**935**	**3492**	**1866**	**203**	**25**	**3**	**1**	**0**	**0**	**0**	**31.9**	**28.0**	**4.4**
0600 - 2200	**7703**	**1967**	**1901**	**1871**	**1964**	**28**	**89**	**6950**	**57**	**516**	**23**	**17**	**3**	**5**	**7**	**6**	**1**	**1**	**23**	**76**	**229**	**981**	**3763**	**2271**	**304**	**46**	**7**	**3**	**0**	**0**	**0**	**32.3**	**28.4**	**4.5**
0600 - 0000	**7852**	**2007**	**1936**	**1907**	**2002**	**30**	**93**	**7085**	**57**	**524**	**23**	**17**	**3**	**5**	**7**	**6**	**1**	**1**	**23**	**78**	**229**	**982**	**3799**	**2335**	**339**	**51**	**12**	**4**	**0**	**0**	**0**	**32.4**	**28.4**	**4.6**
0000 - 0000	**8061**	**2052**	**1994**	**1969**	**2046**	**31**	**96**	**7270**	**57**	**542**	**24**	**17**	**3**	**6**	**7**	**6**	**1**	**1**	**23**	**79**	**230**	**986**	**3833**	**2415**	**391**	**73**	**23**	**6**	**1**	**1**	**0**	**32.5**	**28.6**	**4.7**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	24	10	8	4	2	0	0	21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	12	6	0	2	0	0	0	0	38	33.8	4.8
0100 - 0200	8	3	0	2	3	0	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	1	2	1	2	0	0	0	0	-	37.2	8.4
0200 - 0300	8	3	1	3	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	-	32.9	4.7
0300 - 0400	5	1	1	2	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	-	37.7	3.7
0400 - 0500	21	0	2	10	9	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	5	4	4	1	0	1	0	0	43.5	35.1	8.3
0500 - 0600	110	13	24	46	27	0	2	76	0	30	1	0	0	0	1	0	0	0	0	0	0	0	33	40	27	6	3	0	0	1	0	38.6	33.3	5.3
0600 - 0700	215	30	46	64	75	1	4	170	1	34	2	1	0	1	1	0	0	0	0	0	1	7	35	123	38	10	1	0	0	0	0	36.1	32.7	4
0700 - 0800	548	89	112	169	178	1	4	471	0	66	4	2	0	0	0	0	0	0	0	6	14	53	200	242	31	0	2	0	0	0	0	33.2	29.4	4.4
0800 - 0900	738	168	216	177	177	3	5	655	4	61	7	0	1	0	1	1	0	0	9	27	56	127	372	139	6	2	0	0	0	0	0	30.6	26.1	5.3
0900 - 1000	712	171	164	188	189	2	2	612	5	75	4	2	2	1	4	3	0	0	8	11	28	123	399	135	7	0	0	1	0	0	0	30.4	26.8	4.7
1000 - 1100	727	189	164	191	183	1	4	633	14	70	2	1	0	2	0	0	0	0	10	11	44	199	386	73	4	0	0	0	0	0	0	29.3	25.5	4.6
1100 - 1200	576	141	157	141	137	4	2	512	2	47	5	3	0	1	0	0	0	0	36	43	71	143	251	29	3	0	0	0	0	0	0	28.4	22.8	6.6
1200 - 1300	548	136	128	128	156	4	3	465	4	66	4	1	0	0	1	0	0	0	9	5	10	128	295	91	8	2	0	0	0	0	0	30.3	26.8	4.7
1300 - 1400	583	144	147	149	143	1	5	496	2	70	1	2	2	2	2	0	0	0	0	2	4	87	336	137	15	1	1	0	0	0	0	31.4	28.2	3.5
1400 - 1500	577	143	161	148	125	2	7	502	2	57	1	2	1	0	0	3	0	0	9	2	42	134	286	96	7	1	0	0	0	0	0	30.3	26.3	4.8
1500 - 1600	539	109	159	132	139	3	3	490	1	35	1	1	2	1	2	0	0	0	21	15	32	138	278	55	0	0	0	0	0	0	0	29.3	24.9	5.7
1600 - 1700	696	167	179	169	181	1	5	606	1	77	1	3	0	0	1	1	0	0	9	9	32	112	367	154	10	2	1	0	0	0	0	31	27.1	4.8
1700 - 1800	597	170	144	144	139	5	13	529	4	40	1	1	2	1	0	1	0	0	28	9	36	78	322	112	11	0	0	0	1	0	0	30.9	26	6.4
1800 - 1900	526	158	135	121	112	1	3	469	4	45	3	0	1	0	0	0	0	0	0	1	20	93	256	136	19	1	0	0	0	0	0	31.8	27.9	4.1
1900 - 2000	375	109	104	86	76	6	7	331	2	22	3	1	0	1	1	0	0	1	4	3	17	57	161	105	25	3	0	0	0	0	0	32.8	28.1	5.2
2000 - 2100	285	113	67	63	42	1	2	263	1	18	0	0	0	0	0	0	0	0	0	0	3	21	131	100	27	3	0	0	0	0	0	34.1	30	4
2100 - 2200	224	65	65	49	45	0	8	203	0	12	1	0	0	0	0	0	0	0	0	0	2	37	86	78	15	5	1	0	0	0	0	33.8	29.5	4.6
2200 - 2300	118	46	33	28	11	0	3	104	2	6	1	1	0	0	0	1	0	0	0	1	0	6	47	46	13	1	3	1	0	0	0	35.2	31.1	5.1
2300 - 0000	58	18	13	18	9	0	0	53	0	5	0	0	0	0	0	0	0	0	0	0	0	2	11	22	14	6	1	0	1	0	1	40.3	34.9	7.9
0700 - 1900	**7367**	**1785**	**1866**	**1857**	**1859**	**28**	**56**	**6440**	**43**	**709**	**34**	**18**	**11**	**8**	**11**	**9**	**0**	**0**	**139**	**141**	**389**	**1415**	**3748**	**1399**	**121**	**9**	**4**	**1**	**1**	**0**	**0**	**30.8**	**26.5**	**5.3**
0600 - 2200	**8466**	**2102**	**2148**	**2119**	**2097**	**36**	**77**	**7407**	**47**	**795**	**40**	**20**	**11**	**10**	**13**	**9**	**0**	**1**	**143**	**144**	**412**	**1537**	**4161**	**1805**	**226**	**30**	**6**	**1**	**1**	**0**	**0**	**31.3**	**26.9**	**5.3**
0600 - 0000	**8642**	**2166**	**2194**	**2165**	**2117**	**36**	**80**	**7564**	**49**	**806**	**41**	**21**	**11**	**10**	**13**	**10**	**0**	**1**	**143**	**145**	**412**	**1545**	**4219**	**1873**	**253**	**37**	**10**	**2**	**2**	**0**	**1**	**31.4**	**27.0**	**5.4**
0000 - 0000	**8818**	**2196**	**2230**	**2232**	**2160**	**36**	**82**	**7695**	**49**	**846**	**42**	**21**	**11**	**10**	**14**	**11**	**0**	**1**	**143**	**145**	**412**	**1547**	**4264**	**1935**	**298**	**49**	**18**	**2**	**3**	**1**	**1**	**31.5**	**27.1**	**5.5**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	32	10	8	9	4	0	0	28	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	14	7	3	2	0	0	0	0	39.8	34.1	5.6
0100 - 0200	19	5	5	4	5	0	0	16	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	9	4	1	1	0	0	0	0	39.6	34.2	6
0200 - 0300	16	3	5	6	2	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	6	5	2	1	0	0	0	0	41.8	35.9	5.8
0300 - 0400	9	2	2	3	3	0	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	2	0	0	0	0	0	-	36.8	6.5
0400 - 0500	15	2	3	6	4	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	4	3	1	0	0	0	0	43.6	36.3	6.6
0500 - 0600	83	10	17	29	27	0	2	60	0	18	0	0	0	0	0	0	0	0	0	0	0	1	17	35	21	6	2	0	0	0	0	38.4	33.7	5
0600 - 0700	178	28	37	53	61	0	2	144	1	25	2	1	0	1	1	0	0	0	0	1	1	4	41	88	33	8	1	0	0	0	0	36.5	32.4	4.4
0700 - 0800	463	74	98	140	150	2	3	398	2	51	2	2	0	1	0	1	0	0	0	4	9	32	188	195	30	5	1	0	0	0	0	33.6	29.8	4.2
0800 - 0900	590	147	158	148	138	2	3	522	3	52	4	1	1	1	0	1	0	0	5	8	26	88	293	148	21	2	0	0	0	0	0	31.8	27.6	5
0900 - 1000	633	152	150	159	173	2	3	555	5	58	4	2	1	2	1	2	0	0	2	4	19	83	347	162	14	1	0	0	0	0	0	31.4	27.9	4.1
1000 - 1100	665	168	166	165	167	2	5	583	8	58	5	2	1	1	0	0	0	0	7	12	26	110	372	129	8	1	0	0	0	0	0	30.8	26.9	4.7
1100 - 1200	612	157	154	150	151	3	5	542	3	49	6	2	0	1	1	1	0	0	11	17	38	110	326	100	9	1	0	0	0	0	0	30.4	26.2	5.3
1200 - 1300	578	152	145	136	146	3	4	513	3	49	2	2	0	1	1	0	0	0	11	7	21	109	316	106	7	1	0	0	0	0	0	30.6	26.7	5.4
1300 - 1400	599	150	157	141	150	2	4	523	3	57	4	2	0	1	1	1	0	0	4	5	17	89	333	136	12	1	0	0	0	0	0	31.1	27.6	4.4
1400 - 1500	583	151	155	144	133	2	7	516	2	49	3	2	0	1	0	1	0	0	6	7	27	96	304	127	13	1	0	0	0	0	0	31.2	27.1	4.8
1500 - 1600	610	150	152	145	163	4	5	544	2	49	2	1	0	0	1	0	0	0	14	11	26	118	314	114	9	2	0	0	0	0	0	30.8	26.5	5.4
1600 - 1700	644	155	168	164	156	1	6	576	3	54	2	1	0	0	0	1	0	0	7	10	22	90	333	164	16	2	0	0	0	0	0	31.5	27.6	4.8
1700 - 1800	581	162	149	146	124	3	7	522	2	41	2	1	0	0	1	1	0	0	10	6	21	76	281	166	18	2	0	0	0	0	0	32.1	27.7	5.2
1800 - 1900	509	145	134	110	120	1	6	458	3	37	3	0	0	0	0	0	0	0	1	2	12	56	235	176	25	2	0	0	0	0	0	32.7	28.9	4.2
1900 - 2000	371	114	91	85	80	1	5	334	1	24	2	1	0	1	0	1	0	0	1	2	7	32	146	148	30	4	0	0	0	0	0	33.9	29.8	4.8
2000 - 2100	279	98	66	60	56	1	3	255	1	18	0	0	0	0	0	0	0	0	0	1	3	17	107	116	30	4	0	0	0	0	0	34.4	30.5	4.2
2100 - 2200	196	55	53	48	41	0	4	180	0	11	1	0	0	0	0	0	0	0	0	0	1	13	70	83	21	6	1	0	0	0	0	34.9	30.9	4.5
2200 - 2300	138	41	40	33	24	0	3	128	0	7	0	0	0	0	0	0	0	0	0	0	0	4	50	63	15	3	2	1	0	0	0	35	31.5	4.5
2300 - 0000	67	18	15	19	14	0	0	61	0	4	0	0	0	0	0	0	0	0	0	0	0	2	13	28	15	5	2	1	0	0	0	39	34	6.4
0700 - 1900	**7065**	**1762**	**1786**	**1747**	**1770**	**28**	**58**	**6252**	**39**	**603**	**38**	**17**	**4**	**9**	**7**	**9**	**1**	**1**	**80**	**92**	**263**	**1058**	**3641**	**1724**	**184**	**19**	**2**	**1**	**0**	**0**	**0**	**31.5**	**27.5**	**4.9**
0600 - 2200	**8089**	**2057**	**2033**	**1992**	**2008**	**31**	**72**	**7164**	**43**	**681**	**43**	**19**	**5**	**10**	**9**	**11**	**1**	**1**	**81**	**95**	**276**	**1124**	**4007**	**2160**	**298**	**41**	**5**	**1**	**1**	**0**	**0**	**32.0**	**27.9**	**5.0**
0600 - 0000	**8295**	**2117**	**2088**	**2044**	**2046**	**31**	**75**	**7353**	**43**	**692**	**44**	**19**	**5**	**10**	**9**	**11**	**1**	**1**	**81**	**96**	**276**	**1129**	**4070**	**2251**	**329**	**49**	**8**	**3**	**1**	**0**	**1**	**32.1**	**28.0**	**5.0**
0000 - 0000	**8468**	**2148**	**2127**	**2101**	**2091**	**31**	**79**	**7490**	**43**	**722**	**45**	**19**	**5**	**11**	**10**	**12**	**1**	**1**	**81**	**96**	**277**	**1131**	**4103**	**2321**	**373**	**65**	**15**	**4**	**2**	**0**	**1**	**32.3**	**28.1**	**5.1**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	8818	2196	2230	2232	2160	36	82	7695	49	846	42	21	11	10	14	11	0	1	143	145	412	1547	4264	1935	298	49	18	2	3	1	1	31.5	27.1	5.5
Tue	8686	2185	2164	2181	2156	26	79	7593	32	830	49	28	7	11	15	14	1	1	75	114	270	1133	4322	2358	345	54	7	5	1	1	1	32.1	28	5
Wed	8573	2152	2100	2189	2132	21	85	7484	37	826	61	19	1	12	10	16	1	0	44	65	190	962	4267	2556	401	69	11	3	2	0	2	32.5	28.7	4.9
Thu	8417	2110	2174	2067	2066	27	55	7362	41	801	56	24	5	16	11	15	3	1	60	69	225	1069	4193	2338	388	60	10	3	2	0	0	32.3	28.3	4.8
Fri	8752	2233	2203	2136	2180	54	88	7739	33	716	65	16	5	12	6	16	0	2	136	115	340	1334	4121	2237	375	73	15	5	0	0	1	32.1	27.7	5.5
Sat	7971	2111	2026	1935	1899	24	66	7290	53	490	16	10	3	7	6	5	1	0	87	86	270	887	3719	2407	411	79	18	3	3	0	1	32.8	28.5	5.2
Sun	8061	2052	1994	1969	2046	31	96	7270	57	542	24	17	3	6	7	6	1	1	23	79	230	986	3833	2415	391	73	23	6	1	1	0	32.5	28.6	4.7

Devon ATCs

Report Id 231/22
Site Name Site 8 of 11
Description Unnamed Road, 90m north of B3233 West Yelland
Direction Northbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	8	2	0	1	5	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	-	21	4.5
0600 - 0700	14	2	3	4	5	0	0	13	0	0	0	1	0	0	0	0	0	0	0	1	1	9	2	1	0	0	0	0	0	0	0	26.5	22.3	4.2
0700 - 0800	31	2	10	9	10	2	1	15	1	10	0	0	0	0	0	2	0	0	0	3	11	11	5	1	0	0	0	0	0	0	0	26	20.4	5
0800 - 0900	19	10	1	5	3	0	0	9	0	4	3	1	0	1	0	1	0	0	0	2	6	9	2	0	0	0	0	0	0	0	0	23.5	20	3.7
0900 - 1000	19	3	7	5	4	0	0	15	0	2	0	0	0	1	1	0	0	0	0	1	9	6	3	0	0	0	0	0	0	0	0	25.1	20.7	3.4
1000 - 1100	35	6	9	9	11	0	0	26	0	6	2	0	0	1	0	0	0	0	0	8	14	11	1	1	0	0	0	0	0	0	0	22.9	18.8	4.1
1100 - 1200	24	4	7	4	9	1	0	11	1	6	2	3	0	0	0	0	0	0	1	5	10	8	0	0	0	0	0	0	0	0	0	22.4	17.6	4.2
1200 - 1300	13	4	2	5	2	0	0	8	0	4	1	0	0	0	0	0	0	0	0	1	4	5	3	0	0	0	0	0	0	0	0	25.3	20.1	4.6
1300 - 1400	27	9	8	5	5	1	0	15	2	5	1	3	0	0	0	0	0	0	0	4	12	10	1	0	0	0	0	0	0	0	0	23.3	19.5	4.1
1400 - 1500	21	5	6	6	4	0	0	13	1	5	0	2	0	0	0	0	0	0	0	0	11	10	0	0	0	0	0	0	0	0	0	22.5	20.3	2
1500 - 1600	21	8	1	7	5	0	0	9	0	9	2	0	0	1	0	0	0	0	0	1	5	11	4	0	0	0	0	0	0	0	0	25.9	21.3	3.6
1600 - 1700	14	4	2	3	5	0	1	8	0	3	0	1	0	0	0	1	0	0	1	0	4	6	3	0	0	0	0	0	0	0	0	25.1	20.4	4.3
1700 - 1800	7	2	3	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	-	18.8	6.1
1800 - 1900	10	3	0	4	3	0	0	9	0	1	0	0	0	0	0	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	-	18.9	4.5
1900 - 2000	7	3	1	1	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	-	18.2	3.4
2000 - 2100	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	14.7	7.8
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.6	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**241**	**60**	**56**	**63**	**62**	**4**	**2**	**145**	**5**	**55**	**11**	**10**	**0**	**4**	**1**	**4**	**0**	**0**	**3**	**27**	**93**	**93**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.7**	**4.1**
0600 - 2200	**264**	**65**	**60**	**69**	**70**	**5**	**2**	**166**	**5**	**55**	**11**	**11**	**0**	**4**	**1**	**4**	**0**	**0**	**4**	**29**	**97**	**106**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.8**	**4.2**
0600 - 0000	**265**	**65**	**60**	**69**	**71**	**5**	**2**	**166**	**5**	**56**	**11**	**11**	**0**	**4**	**1**	**4**	**0**	**0**	**4**	**29**	**98**	**106**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.8**	**4.2**
0000 - 0000	**273**	**67**	**60**	**70**	**76**	**6**	**2**	**172**	**5**	**57**	**11**	**11**	**0**	**4**	**1**	**4**	**0**	**0**	**4**	**29**	**102**	**108**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.8**	**4.2**

Annex 1

Site 8 - Northbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.2	-
0500 - 0600	7	0	1	2	4	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	-	24.5	5
0600 - 0700	16	3	7	2	4	0	0	15	0	0	0	1	0	0	0	0	0	0	0	1	2	8	4	1	0	0	0	0	0	0	0	29.3	23.1	4.6
0700 - 0800	24	5	7	6	6	1	1	17	1	3	0	0	0	0	0	1	0	0	0	3	6	11	4	0	0	0	0	0	0	0	0	25.3	20.8	4.4
0800 - 0900	20	3	6	2	9	0	0	13	0	5	0	1	0	1	0	0	0	0	1	1	9	9	0	0	0	0	0	0	0	0	0	23.9	19.3	4.8
0900 - 1000	30	7	8	4	11	0	0	20	1	4	1	4	0	0	0	0	0	0	1	1	17	10	1	0	0	0	0	0	0	0	0	23.3	19.3	3.3
1000 - 1100	31	11	8	6	6	0	0	23	0	6	2	0	0	0	0	0	0	0	2	6	9	12	2	0	0	0	0	0	0	0	0	22.7	18.1	4.9
1100 - 1200	30	9	6	3	12	2	0	11	1	12	1	2	1	0	0	0	0	0	3	5	10	9	3	0	0	0	0	0	0	0	0	23.8	18.3	5.4
1200 - 1300	29	10	5	5	9	0	0	18	1	6	1	2	0	0	0	1	0	0	0	8	15	6	0	0	0	0	0	0	0	0	0	21.9	17.4	3.6
1300 - 1400	23	5	5	5	8	0	0	15	1	5	1	1	0	0	0	0	0	0	0	2	14	7	0	0	0	0	0	0	0	0	0	22.7	19.1	2.9
1400 - 1500	21	3	7	9	2	0	1	11	0	6	1	2	0	0	0	0	0	0	1	4	9	7	0	0	0	0	0	0	0	0	0	21.6	18	3.9
1500 - 1600	21	7	5	2	7	0	0	9	0	8	1	2	0	0	0	1	0	0	0	2	8	9	2	0	0	0	0	0	0	0	0	24.2	20.4	3.9
1600 - 1700	7	2	0	3	2	1	0	2	1	3	0	0	0	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	-	17.1	5
1700 - 1800	14	4	5	2	3	1	0	8	0	2	0	0	0	0	0	3	0	0	2	3	6	2	1	0	0	0	0	0	0	0	0	22.5	17.5	5.6
1800 - 1900	14	0	6	2	6	1	2	9	0	0	0	0	0	0	0	2	0	0	0	2	6	4	1	1	0	0	0	0	0	0	0	27.6	20.7	5.6
1900 - 2000	11	5	2	1	3	1	0	9	0	0	0	0	0	0	0	1	0	0	0	1	7	2	1	0	0	0	0	0	0	0	0	23.6	19.4	3.8
2000 - 2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.6	-
2100 - 2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	-
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20	-
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	22	-
0700 - 1900	**264**	**66**	**68**	**49**	**81**	**6**	**4**	**156**	**6**	**60**	**8**	**14**	**1**	**1**	**0**	**8**	**0**	**0**	**11**	**38**	**112**	**88**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.8**	**4.5**
0600 - 2200	**293**	**75**	**77**	**52**	**89**	**7**	**4**	**180**	**6**	**60**	**8**	**15**	**1**	**1**	**0**	**11**	**0**	**0**	**11**	**41**	**122**	**98**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.1**	**4.5**
0600 - 0000	**295**	**75**	**78**	**53**	**89**	**7**	**4**	**182**	**6**	**60**	**8**	**15**	**1**	**1**	**0**	**11**	**0**	**0**	**11**	**41**	**122**	**100**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.1**	**4.5**
0000 - 0000	**303**	**75**	**79**	**56**	**93**	**7**	**5**	**189**	**6**	**60**	**8**	**15**	**1**	**1**	**0**	**11**	**0**	**0**	**11**	**41**	**123**	**104**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.2**	**4.6**

Annex 1

Site 8 - Northbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.8	-
0500 - 0600	7	0	1	2	4	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	-	25.8	4.5
0600 - 0700	15	4	4	4	3	0	0	14	0	0	0	1	0	0	0	0	0	0	2	1	2	8	2	0	0	0	0	0	0	0	0	25.6	19.9	6.1
0700 - 0800	25	3	11	6	5	1	1	10	0	9	1	1	0	1	0	1	0	0	0	3	8	9	5	0	0	0	0	0	0	0	0	25.5	20.4	4.3
0800 - 0900	22	4	7	6	5	0	0	10	1	5	1	4	0	0	1	0	0	0	0	0	11	9	2	0	0	0	0	0	0	0	0	24.2	20.4	2.8
0900 - 1000	21	2	5	7	7	0	1	11	0	6	1	1	0	0	1	0	0	0	0	2	5	13	1	0	0	0	0	0	0	0	0	23.8	20	3.9
1000 - 1100	28	12	6	4	6	0	0	18	0	7	1	0	0	0	1	1	0	0	2	1	11	10	4	0	0	0	0	0	0	0	0	25.2	19.9	4.9
1100 - 1200	34	12	8	9	5	1	0	20	0	10	2	1	0	0	0	0	0	0	0	2	17	13	2	0	0	0	0	0	0	0	0	23.8	19.9	3.8
1200 - 1300	25	6	8	6	5	0	0	16	0	6	1	2	0	0	0	0	0	0	0	2	11	11	1	0	0	0	0	0	0	0	0	23.7	20	4.2
1300 - 1400	30	5	3	6	16	0	0	18	0	6	1	3	0	1	0	1	0	0	0	6	12	10	2	0	0	0	0	0	0	0	0	22.7	18.6	4
1400 - 1500	26	4	5	9	8	0	0	15	0	6	2	2	0	0	0	1	0	0	0	6	6	12	2	0	0	0	0	0	0	0	0	23.8	19.7	4.2
1500 - 1600	10	3	4	2	1	0	0	5	0	3	1	1	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	-	18.9	3.8
1600 - 1700	12	3	6	1	2	0	0	6	0	3	1	1	1	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	23.3	19.5	3.9
1700 - 1800	12	3	4	4	1	0	0	7	0	2	2	0	0	0	0	1	0	0	0	0	8	3	1	0	0	0	0	0	0	0	0	23	20.1	2.3
1800 - 1900	5	2	2	1	0	0	1	2	0	0	0	1	0	0	0	1	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	18.1	2.7
1900 - 2000	4	1	2	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	20.9	3.2
2000 - 2100	5	1	1	0	3	0	0	3	0	2	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	-	18.1	4.5
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**250**	**59**	**69**	**61**	**61**	**2**	**3**	**138**	**1**	**63**	**14**	**17**	**1**	**2**	**3**	**6**	**0**	**0**	**2**	**27**	**99**	**102**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.8**	**3.9**
0600 - 2200	**274**	**65**	**76**	**66**	**67**	**3**	**3**	**158**	**1**	**65**	**14**	**18**	**1**	**2**	**3**	**6**	**0**	**0**	**4**	**30**	**102**	**116**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.8**	**4.1**
0600 - 0000	**274**	**65**	**76**	**66**	**67**	**3**	**3**	**158**	**1**	**65**	**14**	**18**	**1**	**2**	**3**	**6**	**0**	**0**	**4**	**30**	**102**	**116**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.8**	**4.1**
0000 - 0000	**282**	**65**	**77**	**68**	**72**	**3**	**4**	**165**	**1**	**65**	**14**	**18**	**1**	**2**	**3**	**6**	**0**	**0**	**4**	**30**	**102**	**120**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.9**	**4.2**

Annex 1

Site 8 - Northbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	-	23.9	2.4
0600 - 0700	18	4	5	5	4	0	0	17	0	0	1	0	0	0	0	0	0	0	0	1	3	10	4	0	0	0	0	0	0	0	0	27	22.4	3.9
0700 - 0800	32	5	12	8	7	1	1	17	2	6	3	0	0	0	0	2	0	0	1	2	13	12	3	1	0	0	0	0	0	0	0	24.5	20.2	4.7
0800 - 0900	22	6	4	6	6	2	0	10	0	5	2	3	0	0	0	0	0	0	0	3	8	9	2	0	0	0	0	0	0	0	0	24.2	19.9	4
0900 - 1000	30	11	5	9	5	0	1	16	0	9	2	1	0	0	0	1	0	0	0	2	16	8	4	0	0	0	0	0	0	0	0	24.7	19.7	3.8
1000 - 1100	41	8	12	6	15	0	1	28	0	8	1	1	0	1	1	0	0	0	2	5	22	11	1	0	0	0	0	0	0	0	0	21.8	17.9	3.8
1100 - 1200	43	9	8	13	13	1	0	25	0	12	2	1	0	0	0	2	0	0	0	7	15	21	0	0	0	0	0	0	0	0	0	22.1	18.6	3.6
1200 - 1300	28	9	7	6	6	3	0	19	0	4	1	1	0	0	0	0	0	0	0	6	13	6	3	0	0	0	0	0	0	0	0	24.8	19.2	4.9
1300 - 1400	24	10	6	3	5	0	0	16	0	2	1	5	0	0	0	0	0	0	1	3	9	10	1	0	0	0	0	0	0	0	0	23	19.2	4.4
1400 - 1500	27	10	3	6	8	0	0	18	0	5	2	2	0	0	0	0	0	0	0	2	15	8	2	0	0	0	0	0	0	0	0	23.7	19.4	3.5
1500 - 1600	24	3	6	8	7	1	0	9	0	10	2	2	0	0	0	0	0	0	1	2	8	9	3	1	0	0	0	0	0	0	0	25.1	19.9	4.7
1600 - 1700	14	3	4	3	4	1	0	9	1	2	1	0	0	0	0	0	0	0	0	0	7	5	1	1	0	0	0	0	0	0	0	26.5	21.1	4.2
1700 - 1800	13	3	5	2	3	1	0	7	0	4	1	0	0	0	0	0	0	0	0	1	4	6	2	0	0	0	0	0	0	0	0	25.2	20.9	4.3
1800 - 1900	5	0	2	1	2	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	-	21.4	3.6
1900 - 2000	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	14.3	2.8
2000 - 2100	5	4	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	-	14.8	6.3
2100 - 2200	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	19.2	0.9
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.5	-
0700 - 1900	**303**	**77**	**74**	**71**	**81**	**10**	**3**	**178**	**3**	**67**	**18**	**16**	**0**	**1**	**1**	**6**	**0**	**0**	**5**	**33**	**133**	**105**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.4**	**4.2**
0600 - 2200	**330**	**86**	**81**	**78**	**85**	**10**	**4**	**203**	**3**	**67**	**19**	**16**	**0**	**1**	**1**	**6**	**0**	**0**	**7**	**35**	**140**	**117**	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.5**	**4.3**
0600 - 0000	**331**	**87**	**81**	**78**	**85**	**10**	**4**	**204**	**3**	**67**	**19**	**16**	**0**	**1**	**1**	**6**	**0**	**0**	**7**	**35**	**140**	**117**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.5**	**4.3**
0000 - 0000	**337**	**87**	**83**	**80**	**87**	**10**	**4**	**210**	**3**	**67**	**19**	**16**	**0**	**1**	**1**	**6**	**0**	**0**	**7**	**35**	**141**	**120**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.6**	**4.3**

Annex 1

Site 8 - Northbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	23.6	5.1
0600 - 0700	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	20.8	3.7
0700 - 0800	11	1	3	3	4	2	0	9	0	0	0	0	0	0	0	0	0	0	0	2	1	8	0	0	0	0	0	0	0	0	0	23.8	19.9	4
0800 - 0900	6	1	1	2	2	0	1	4	0	1	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	-	20.7	4.3
0900 - 1000	14	3	3	1	7	1	0	12	0	1	0	0	0	0	0	0	0	0	0	4	5	4	1	0	0	0	0	0	0	0	0	21.6	18.5	3.5
1000 - 1100	24	7	4	8	5	0	0	21	0	3	0	0	0	0	0	0	0	0	0	1	15	8	0	0	0	0	0	0	0	0	0	21.6	19.2	2.2
1100 - 1200	22	4	6	8	4	0	0	19	0	3	0	0	0	0	0	0	0	0	0	2	9	10	1	0	0	0	0	0	0	0	0	23.3	19.9	3.7
1200 - 1300	20	8	5	3	4	2	0	15	0	2	0	1	0	0	0	0	0	0	1	4	7	6	2	0	0	0	0	0	0	0	0	24.1	17.8	5.2
1300 - 1400	21	7	5	4	5	2	1	16	0	2	0	0	0	0	0	0	0	0	2	5	8	6	0	0	0	0	0	0	0	0	0	21.5	17	4.8
1400 - 1500	15	5	4	5	1	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	6	8	1	0	0	0	0	0	0	0	0	24.7	21.4	2.9
1500 - 1600	13	2	2	5	4	2	0	9	0	2	0	0	0	0	0	0	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	22.7	19.9	3.3
1600 - 1700	6	2	1	1	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	18.8	3.3
1700 - 1800	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	12.1	-
1800 - 1900	4	1	1	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	15.9	3.9
1900 - 2000	5	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	-	18.3	4.2
2000 - 2100	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.3	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**157**	**41**	**36**	**41**	**39**	**12**	**2**	**128**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**23**	**63**	**62**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**19.0**	**4.0**
0600 - 2200	**168**	**43**	**38**	**47**	**40**	**12**	**2**	**138**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**66**	**67**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**19.0**	**4.0**
0600 - 0000	**168**	**43**	**38**	**47**	**40**	**12**	**2**	**138**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**66**	**67**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**19.0**	**4.0**
0000 - 0000	**171**	**43**	**38**	**48**	**42**	**12**	**2**	**141**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**67**	**68**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**19.1**	**4.0**

Annex 1

Site 8 - Northbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.3	-
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.4	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.8	1.7
0600 - 0700	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18	1.8
0700 - 0800	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.1	2
0800 - 0900	5	0	2	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	-	18.5	6.8
0900 - 1000	13	3	4	2	4	0	0	13	0	0	0	0	0	0	0	0	0	0	0	1	9	3	0	0	0	0	0	0	0	0	0	20.7	18.3	2.5
1000 - 1100	19	4	5	6	4	0	0	17	0	2	0	0	0	0	0	0	0	0	0	2	7	10	0	0	0	0	0	0	0	0	0	22.9	19.9	3.4
1100 - 1200	11	2	4	2	3	1	0	10	0	0	0	0	0	0	0	0	0	0	1	2	1	5	2	0	0	0	0	0	0	0	0	26.7	19.5	6.3
1200 - 1300	8	1	2	1	4	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	-	18.1	2.7
1300 - 1400	13	4	3	4	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	1	9	2	1	0	0	0	0	0	0	0	0	24.5	19	3.5
1400 - 1500	18	9	4	2	3	1	0	15	0	1	0	1	0	0	0	0	0	0	1	4	5	7	1	0	0	0	0	0	0	0	0	21.7	17.8	4.5
1500 - 1600	7	1	4	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	-	19.1	4.4
1600 - 1700	6	2	1	2	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	-	17.7	5.1
1700 - 1800	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	-	21.4	2.1
1800 - 1900	8	1	2	1	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	-	17.6	3.9
1900 - 2000	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	16.4	0.4
2000 - 2100	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-	13.4	3.3
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.9	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**116**	**29**	**33**	**24**	**30**	**5**	**0**	**106**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**48**	**45**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**18.8**	**4.1**
0600 - 2200	**123**	**34**	**33**	**26**	**30**	**5**	**0**	**113**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**53**	**46**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**18.7**	**4.0**
0600 - 0000	**123**	**34**	**33**	**26**	**30**	**5**	**0**	**113**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**53**	**46**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**18.7**	**4.0**
0000 - 0000	**127**	**34**	**35**	**28**	**30**	**5**	**0**	**117**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**55**	**47**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**18.8**	**4.2**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	9	2	2	2	3	1	0	7	0	0	1	0	0	0	0	0	0	0	0	1	1	4	3	0	0	0	0	0	0	0	0	-	22.4	4
0600 - 0700	13	4	4	4	1	0	1	10	0	0	1	1	0	0	0	0	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	26.3	22.7	3.5
0700 - 0800	39	7	15	9	8	0	1	24	2	9	0	0	1	0	0	2	0	0	1	2	12	16	7	1	0	0	0	0	0	0	0	25.6	21.1	4.6
0800 - 0900	31	7	7	8	9	0	0	13	1	9	4	1	0	0	0	3	0	0	3	7	4	16	1	0	0	0	0	0	0	0	0	24.4	18.5	5.6
0900 - 1000	32	8	9	2	13	1	0	13	2	10	1	3	0	1	0	1	0	0	1	7	16	7	1	0	0	0	0	0	0	0	0	20.9	17.7	3.9
1000 - 1100	28	7	8	8	5	0	0	15	1	5	5	1	0	1	0	0	0	0	1	3	11	13	0	0	0	0	0	0	0	0	0	22.3	19	3.6
1100 - 1200	30	7	12	3	8	0	0	23	0	4	1	2	0	0	0	0	0	0	2	3	16	8	1	0	0	0	0	0	0	0	0	21.7	18.1	3.9
1200 - 1300	23	6	7	2	8	0	1	12	1	7	0	1	0	0	0	1	0	0	0	4	11	7	1	0	0	0	0	0	0	0	0	21.9	18.6	3.6
1300 - 1400	22	7	5	6	4	0	1	15	0	3	2	1	0	0	0	0	0	0	0	2	9	7	4	0	0	0	0	0	0	0	0	27.5	20.8	4.5
1400 - 1500	24	6	5	5	8	0	0	12	1	6	1	2	0	1	0	1	0	0	1	4	9	8	2	0	0	0	0	0	0	0	0	22.3	18.8	4.3
1500 - 1600	26	4	7	6	9	0	0	18	0	3	2	3	0	0	0	0	0	0	0	2	9	12	3	0	0	0	0	0	0	0	0	24.3	20.4	3.4
1600 - 1700	5	2	1	1	1	0	0	2	0	2	1	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	-	15.9	5
1700 - 1800	10	2	1	4	3	2	0	6	0	2	0	0	0	0	0	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0	-	17.8	4.6
1800 - 1900	5	1	0	2	2	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	-	18.2	3.3
1900 - 2000	9	3	4	1	1	0	0	8	0	0	1	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	-	18.2	2.5
2000 - 2100	5	0	2	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	-	19.7	2.7
2100 - 2200	3	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22.8	3.8
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.8	-
0700 - 1900	**275**	**64**	**77**	**56**	**78**	**4**	**3**	**156**	**8**	**60**	**17**	**14**	**1**	**3**	**0**	**9**	**0**	**0**	**10**	**39**	**103**	**102**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**19.1**	**4.4**
0600 - 2200	**305**	**73**	**88**	**62**	**82**	**4**	**4**	**182**	**8**	**60**	**19**	**15**	**1**	**3**	**0**	**9**	**0**	**0**	**10**	**40**	**115**	**114**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.3**	**4.3**
0600 - 0000	**306**	**73**	**88**	**63**	**82**	**4**	**4**	**183**	**8**	**60**	**19**	**15**	**1**	**3**	**0**	**9**	**0**	**0**	**10**	**40**	**115**	**115**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.3**	**4.3**
0000 - 0000	**315**	**75**	**90**	**65**	**85**	**5**	**4**	**190**	**8**	**60**	**20**	**15**	**1**	**3**	**0**	**9**	**0**	**0**	**10**	**41**	**116**	**119**	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.4**	**4.3**

Annex 1

Site 8 - Northbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.3	-
0100 - 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	-	18.4	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	-
0500 - 0600	6	1	1	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	-	23.2	4.3
0600 - 0700	12	3	3	3	3	0	0	11	0	0	0	1	0	0	0	0	0	0	0	1	2	6	2	0	0	0	0	0	0	0	0	26.1	21.9	4.5
0700 - 0800	23	3	8	6	6	1	1	13	1	5	1	0	0	0	0	1	0	0	0	2	7	10	3	0	0	0	0	0	0	0	0	25.3	20.5	4.5
0800 - 0900	18	4	4	4	5	0	0	9	0	4	1	1	0	0	0	1	0	0	1	2	6	8	1	0	0	0	0	0	0	0	0	24	19.5	4.5
0900 - 1000	23	5	6	4	7	0	0	14	0	5	1	1	0	0	0	0	0	0	0	3	11	7	2	0	0	0	0	0	0	0	0	23.3	19.2	3.7
1000 - 1100	29	8	7	7	7	0	0	21	0	5	2	0	0	0	0	0	0	0	1	4	13	11	1	0	0	0	0	0	0	0	0	22.6	18.8	4
1100 - 1200	28	7	7	6	8	1	0	17	0	7	1	1	0	0	0	0	0	0	1	4	11	11	1	0	0	0	0	0	0	0	0	22.7	18.8	4.3
1200 - 1300	21	6	5	4	5	1	0	14	0	4	1	1	0	0	0	0	0	0	0	4	9	6	1	0	0	0	0	0	0	0	0	23.6	18.7	4.3
1300 - 1400	23	7	5	5	6	0	0	15	0	3	1	2	0	0	0	0	0	0	0	3	10	7	1	0	0	0	0	0	0	0	0	22.8	19	4.2
1400 - 1500	22	6	5	6	5	0	0	14	0	4	1	2	0	0	0	0	0	0	0	3	9	9	1	0	0	0	0	0	0	0	0	22.7	19.3	3.8
1500 - 1600	17	4	4	4	5	0	0	9	0	5	1	1	0	0	0	0	0	0	0	2	6	8	2	0	0	0	0	0	0	0	0	24	20.2	3.8
1600 - 1700	9	3	2	2	2	1	0	5	0	2	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	-	19.3	4.4
1700 - 1800	9	2	3	2	2	1	0	6	0	1	0	0	0	0	0	1	0	0	1	1	4	3	1	0	0	0	0	0	0	0	0	-	19.2	4.6
1800 - 1900	7	1	2	2	3	1	0	5	0	0	0	0	0	0	0	1	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	-	19	4.5
1900 - 2000	6	2	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	18.5	3.4
2000 - 2100	3	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	16.7	4.8
2100 - 2200	1	0	0	0	0	0	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	-	20.3	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	-
0700 - 1900	**229**	**57**	**59**	**52**	**62**	**6**	**2**	**144**	**3**	**46**	**10**	**10**	**0**	**2**	**1**	**5**	**0**	**0**	**5**	**29**	**93**	**85**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**19.3**	**4.2**
0600 - 2200	**251**	**63**	**65**	**57**	**66**	**7**	**3**	**163**	**3**	**47**	**10**	**11**	**0**	**2**	**1**	**5**	**0**	**0**	**6**	**31**	**99**	**95**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.4**	**4.2**
0600 - 0000	**252**	**63**	**65**	**57**	**66**	**7**	**3**	**163**	**3**	**47**	**10**	**11**	**0**	**2**	**1**	**5**	**0**	**0**	**6**	**31**	**99**	**95**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.4**	**4.2**
0000 - 0000	**258**	**64**	**66**	**59**	**69**	**7**	**3**	**169**	**3**	**47**	**10**	**11**	**0**	**2**	**1**	**5**	**0**	**0**	**6**	**31**	**101**	**98**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.5**	**4.3**

Annex 1

Site 8 - Northbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	315	75	90	65	85	5	4	190	8	60	20	15	1	3	0	9	0	0	10	41	116	119	28	1	0	0	0	0	0	0	0	23.8	19.4	4.3
Tue	273	67	60	70	76	6	2	172	5	57	11	11	0	4	1	4	0	0	4	29	102	108	27	3	0	0	0	0	0	0	0	23.8	19.8	4.2
Wed	303	75	79	56	93	7	5	189	6	60	8	15	1	1	0	11	0	0	11	41	123	104	20	4	0	0	0	0	0	0	0	23.8	19.2	4.6
Thu	282	65	77	68	72	3	4	165	1	65	14	18	1	2	3	6	0	0	4	30	102	120	25	1	0	0	0	0	0	0	0	24	19.9	4.2
Fri	337	87	83	80	87	10	4	210	3	67	19	16	0	1	1	6	0	0	7	35	141	120	31	3	0	0	0	0	0	0	0	24	19.6	4.3
Sat	171	43	38	48	42	12	2	141	0	15	0	1	0	0	0	0	0	0	3	25	67	68	8	0	0	0	0	0	0	0	0	22.5	19.1	4
Sun	127	34	35	28	30	5	0	117	0	4	0	1	0	0	0	0	0	0	3	16	55	47	5	1	0	0	0	0	0	0	0	22.6	18.8	4.2

Devon ATCs

Report Id 231/22
Site Name Site 8 of 11
Description Unnamed Road, 90m north of B3233 West Yelland
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.7	-
0600 - 0700	2	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	21.3	3.4
0700 - 0800	20	3	6	4	7	1	0	6	0	10	2	1	0	0	0	0	0	0	1	1	9	7	2	0	0	0	0	0	0	0	0	23.6	19.1	4.4
0800 - 0900	19	8	3	7	1	0	0	4	1	11	0	1	0	2	0	0	0	0	0	2	7	7	2	1	0	0	0	0	0	0	0	25.1	20	4.6
0900 - 1000	14	2	4	5	3	0	1	7	0	3	1	0	0	1	0	1	0	0	0	2	8	3	1	0	0	0	0	0	0	0	0	23.5	18.9	3.8
1000 - 1100	23	3	7	5	8	0	0	14	0	6	0	2	0	1	0	0	0	0	0	4	14	5	0	0	0	0	0	0	0	0	0	22.5	17.8	3.4
1100 - 1200	29	7	7	3	12	0	0	17	2	8	2	0	0	0	0	0	0	0	1	5	11	9	3	0	0	0	0	0	0	0	0	23.7	18.8	5
1200 - 1300	21	8	4	4	5	0	0	9	0	7	1	4	0	0	0	0	0	0	0	2	12	6	1	0	0	0	0	0	0	0	0	24.1	19.7	3.3
1300 - 1400	21	6	4	9	2	1	0	15	2	1	0	1	0	1	0	0	0	0	0	4	12	3	1	1	0	0	0	0	0	0	0	22.3	18.1	4.6
1400 - 1500	28	7	8	9	4	0	0	21	0	5	0	2	0	0	0	0	0	0	0	2	7	11	7	1	0	0	0	0	0	0	0	26.4	21.5	4.5
1500 - 1600	23	5	5	6	7	1	0	11	0	8	0	0	0	3	0	0	0	0	0	1	4	12	5	0	1	0	0	0	0	0	0	26.9	22.7	5.4
1600 - 1700	24	8	6	5	5	1	1	15	0	6	1	0	0	0	0	0	0	0	0	3	4	10	5	2	0	0	0	0	0	0	0	28.6	22.2	5.4
1700 - 1800	20	9	7	2	2	2	1	16	0	1	0	0	0	0	0	0	0	0	2	1	4	9	3	1	0	0	0	0	0	0	0	25.1	20.4	5.6
1800 - 1900	11	2	1	5	3	0	0	10	0	1	0	0	0	0	0	0	0	0	0	1	3	3	4	0	0	0	0	0	0	0	0	27.4	21.9	5.4
1900 - 2000	7	1	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	-	19.8	4.9
2000 - 2100	6	0	3	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	-	18.4	4.7
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	12.7	5.5
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**253**	**68**	**62**	**64**	**59**	**6**	**3**	**145**	**5**	**67**	**7**	**11**	**0**	**8**	**0**	**1**	**0**	**0**	**4**	**28**	**95**	**85**	**34**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.1**	**4.8**
0600 - 2200	**268**	**69**	**67**	**70**	**62**	**6**	**3**	**158**	**5**	**69**	**7**	**11**	**0**	**8**	**0**	**1**	**0**	**0**	**4**	**31**	**100**	**91**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.0**	**4.8**
0600 - 0000	**270**	**69**	**67**	**71**	**63**	**6**	**3**	**159**	**5**	**70**	**7**	**11**	**0**	**8**	**0**	**1**	**0**	**0**	**5**	**31**	**101**	**91**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.0**	**4.8**
0000 - 0000	**271**	**70**	**67**	**71**	**63**	**6**	**3**	**160**	**5**	**70**	**7**	**11**	**0**	**8**	**0**	**1**	**0**	**0**	**5**	**31**	**102**	**91**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**20.0**	**4.8**

Annex 1

Site 8 - Southbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.5	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	5	0	1	3	1	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	21.5	4
0700 - 0800	14	2	6	3	3	0	0	3	2	5	2	2	0	0	0	0	0	0	0	0	6	6	2	0	0	0	0	0	0	0	0	24.8	20.7	3.4
0800 - 0900	11	3	3	1	4	0	0	3	0	6	1	1	0	0	0	0	0	0	0	2	3	5	1	0	0	0	0	0	0	0	0	24.2	20.1	4
0900 - 1000	26	11	3	6	6	0	0	19	0	5	1	1	0	0	0	0	0	0	1	4	8	11	2	0	0	0	0	0	0	0	0	22.7	19.2	4.4
1000 - 1100	19	5	5	5	4	0	0	11	1	5	0	2	0	0	0	0	0	0	1	3	9	6	0	0	0	0	0	0	0	0	0	22.8	17.3	4.3
1100 - 1200	33	10	9	2	12	0	1	17	0	11	1	0	0	2	1	0	0	0	2	4	11	13	2	1	0	0	0	0	0	0	0	24.1	19.3	5.3
1200 - 1300	29	9	6	7	7	1	1	14	1	9	0	2	0	1	0	0	0	0	1	8	8	10	2	0	0	0	0	0	0	0	0	22.5	18.1	4.7
1300 - 1400	34	13	7	5	9	0	0	23	0	7	1	1	0	0	1	1	0	0	1	5	12	12	3	1	0	0	0	0	0	0	0	24.8	19.4	5
1400 - 1500	27	12	7	2	6	1	0	15	1	7	1	2	0	0	0	0	0	0	0	3	10	14	0	0	0	0	0	0	0	0	0	23.1	19.7	3.3
1500 - 1600	22	8	5	4	5	1	2	13	0	5	0	1	0	0	0	0	0	0	1	2	5	7	7	0	0	0	0	0	0	0	0	26.5	20.9	5.2
1600 - 1700	34	7	11	13	3	0	0	26	1	6	0	1	0	0	0	0	0	0	0	2	5	12	13	2	0	0	0	0	0	0	0	27.9	23.7	4.4
1700 - 1800	13	1	6	3	3	0	1	9	1	2	0	0	0	0	0	0	0	0	1	2	2	4	4	0	0	0	0	0	0	0	0	26.3	20.1	5.9
1800 - 1900	10	0	5	4	1	1	0	8	0	0	0	0	0	0	1	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	-	20.1	4.1
1900 - 2000	13	1	1	7	4	2	0	7	0	2	0	0	0	0	2	0	0	0	0	3	6	4	0	0	0	0	0	0	0	0	0	20.5	17.8	4
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	6	2	0	1	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	-	17.3	1.7
2200 - 2300	7	6	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	-	23.4	5.9
2300 - 0000	2	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.7	2.5
0700 - 1900	**272**	**81**	**73**	**55**	**63**	**4**	**5**	**161**	**7**	**68**	**7**	**13**	**0**	**3**	**2**	**2**	**0**	**0**	**8**	**36**	**82**	**105**	**37**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**19.9**	**4.8**
0600 - 2200	**296**	**84**	**75**	**66**	**71**	**6**	**5**	**175**	**7**	**73**	**7**	**14**	**0**	**3**	**4**	**2**	**0**	**0**	**8**	**40**	**94**	**112**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**19.8**	**4.8**
0600 - 0000	**305**	**90**	**77**	**67**	**71**	**6**	**5**	**183**	**7**	**73**	**7**	**14**	**0**	**4**	**4**	**2**	**0**	**0**	**8**	**40**	**99**	**113**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.0**	**19.9**	**4.8**
0000 - 0000	**306**	**90**	**77**	**68**	**71**	**6**	**5**	**184**	**7**	**73**	**7**	**14**	**0**	**4**	**4**	**2**	**0**	**0**	**8**	**40**	**99**	**114**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**19.9**	**4.8**

Annex 1

Site 8 - Southbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.2	-
0600 - 0700	9	1	2	2	4	0	0	4	0	5	0	0	0	0	0	0	0	0	0	2	1	2	4	0	0	0	0	0	0	0	0	-	17.4	6.6
0700 - 0800	16	4	3	3	6	2	0	1	0	7	2	3	0	0	0	1	0	0	0	1	1	7	5	2	0	0	0	0	0	0	0	24.7	19.5	5
0800 - 0900	22	6	4	10	2	1	1	5	3	9	2	1	0	0	0	0	0	0	0	0	8	6	7	0	1	0	0	0	0	0	0	24.6	17.5	5.5
0900 - 1000	18	3	6	4	5	0	0	8	0	6	0	2	0	0	0	2	0	0	0	0	2	2	12	2	0	0	0	0	0	0	0	24.6	21.1	4.5
1000 - 1100	22	4	5	10	3	0	0	12	0	6	2	1	0	0	0	1	0	0	0	0	2	9	8	3	0	0	0	0	0	0	0	24.5	20.1	3.5
1100 - 1200	27	7	3	7	10	0	0	11	0	11	1	2	0	1	0	1	0	0	0	1	4	10	9	3	0	0	0	0	0	0	0	24.2	19.3	4.7
1200 - 1300	25	8	6	5	6	0	0	17	0	7	0	0	0	0	1	0	0	0	0	0	0	10	9	6	0	0	0	0	0	0	0	26.8	21.6	3.7
1300 - 1400	25	12	3	4	6	0	0	16	0	5	1	3	0	0	0	0	0	0	0	1	6	9	7	1	1	0	0	0	0	0	0	24.7	18.6	5.4
1400 - 1500	33	10	10	5	8	0	2	19	0	9	0	3	0	0	0	0	0	0	0	0	6	14	7	6	0	0	0	0	0	0	0	27.2	19.7	4.9
1500 - 1600	28	7	3	7	11	0	0	22	0	3	2	1	0	0	0	0	0	0	0	2	0	13	11	2	0	0	0	0	0	0	0	23.2	19	4.6
1600 - 1700	24	6	4	11	3	1	0	16	0	6	0	1	0	0	0	0	0	0	0	0	1	5	12	5	1	0	0	0	0	0	0	26	22.7	4.1
1700 - 1800	16	3	4	4	5	1	0	12	1	2	0	0	0	0	0	0	0	0	0	0	1	4	9	2	0	0	0	0	0	0	0	25.1	20.9	3.9
1800 - 1900	7	2	1	1	3	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	-	21.2	2.8
1900 - 2000	4	2	0	1	1	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	-	23.6	1.8
2000 - 2100	6	1	1	0	4	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	-	20.2	1.4
2100 - 2200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	19.1	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**263**	**72**	**52**	**71**	**68**	**5**	**4**	**144**	**4**	**72**	**10**	**17**	**0**	**1**	**1**	**5**	**0**	**0**	**5**	**31**	**91**	**100**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**20.0**	**4.7**
0600 - 2200	**283**	**76**	**55**	**74**	**78**	**5**	**4**	**156**	**4**	**79**	**10**	**17**	**0**	**1**	**2**	**5**	**0**	**0**	**7**	**32**	**96**	**111**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.0**	**4.7**
0600 - 0000	**283**	**76**	**55**	**74**	**78**	**5**	**4**	**156**	**4**	**79**	**10**	**17**	**0**	**1**	**2**	**5**	**0**	**0**	**7**	**32**	**96**	**111**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.0**	**4.7**
0000 - 0000	**284**	**76**	**55**	**74**	**79**	**5**	**4**	**156**	**4**	**80**	**10**	**17**	**0**	**1**	**2**	**5**	**0**	**0**	**7**	**32**	**97**	**111**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.9**	**4.7**

Annex 1

Site 8 - Southbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	5	1	0	2	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	22.1	0.9
0700 - 0800	17	5	6	2	4	0	0	5	2	6	3	0	0	0	1	0	0	0	0	2	7	4	4	0	0	0	0	0	0	0	0	27.1	20.4	5.1
0800 - 0900	24	8	5	6	5	0	1	5	1	10	3	3	0	1	0	0	0	0	0	4	11	4	3	2	0	0	0	0	0	0	0	26.1	20.3	5.6
0900 - 1000	25	5	6	7	7	1	0	13	0	5	1	3	0	0	0	2	0	0	3	3	10	9	0	0	0	0	0	0	0	0	0	23.5	17.5	5.4
1000 - 1100	38	6	8	10	14	0	0	27	0	6	3	0	0	1	0	1	0	0	4	2	17	14	1	0	0	0	0	0	0	0	0	23.1	18.3	4.9
1100 - 1200	36	9	7	10	10	0	0	18	1	12	3	2	0	0	0	0	0	0	3	5	13	14	1	0	0	0	0	0	0	0	0	22.9	18.4	4.5
1200 - 1300	27	8	7	9	3	0	0	19	0	5	2	1	0	0	0	0	0	0	0	4	14	6	3	0	0	0	0	0	0	0	0	23.5	18.8	4.4
1300 - 1400	33	8	9	7	9	1	0	23	1	5	0	3	0	0	0	0	0	0	2	6	10	12	3	0	0	0	0	0	0	0	0	24.3	18.7	5.3
1400 - 1500	31	5	9	8	9	1	0	24	1	5	0	0	0	0	0	0	0	0	1	5	10	13	1	1	0	0	0	0	0	0	0	22.7	19.2	5.1
1500 - 1600	25	4	8	7	6	1	0	18	0	5	0	1	0	0	0	0	0	0	1	1	4	12	7	0	0	0	0	0	0	0	0	25.7	22.1	4.8
1600 - 1700	25	6	4	9	6	2	0	16	1	4	1	1	0	0	0	0	0	0	2	2	5	4	12	0	0	0	0	0	0	0	0	28.8	22.3	6.5
1700 - 1800	18	7	8	2	1	0	1	11	0	6	0	0	0	0	0	0	0	0	0	2	4	8	3	1	0	0	0	0	0	0	0	27.6	22.5	4.8
1800 - 1900	9	2	0	7	0	1	0	7	0	0	0	0	0	0	1	0	0	0	0	1	0	5	3	0	0	0	0	0	0	0	0	-	22.7	4.7
1900 - 2000	6	3	1	2	0	0	0	5	0	0	0	0	0	1	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	-	17.7	5.5
2000 - 2100	7	3	2	2	0	1	0	6	0	0	0	0	0	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	-	15.2	6.1
2100 - 2200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21.3	-
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.5	-
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.6	-
0700 - 1900	**308**	**73**	**77**	**84**	**74**	**7**	**2**	**186**	**7**	**69**	**16**	**14**	**0**	**2**	**2**	**3**	**0**	**0**	**16**	**37**	**105**	**105**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.0**	**19.7**	**5.3**
0600 - 2200	**327**	**80**	**80**	**90**	**77**	**8**	**2**	**202**	**7**	**70**	**16**	**14**	**0**	**3**	**2**	**3**	**0**	**0**	**19**	**38**	**112**	**113**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.6**	**5.3**
0600 - 0000	**329**	**81**	**81**	**90**	**77**	**8**	**2**	**204**	**7**	**70**	**16**	**14**	**0**	**3**	**2**	**3**	**0**	**0**	**19**	**38**	**112**	**114**	**42**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.6**	**5.3**
0000 - 0000	**329**	**81**	**81**	**90**	**77**	**8**	**2**	**204**	**7**	**70**	**16**	**14**	**0**	**3**	**2**	**3**	**0**	**0**	**19**	**38**	**112**	**114**	**42**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**19.6**	**5.3**

Annex 1

Site 8 - Southbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	18.7	2.5
0700 - 0800	6	4	1	1	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0	0	0	0	-	17	6.1
0800 - 0900	8	3	1	1	3	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	-	20.8	3
0900 - 1000	9	5	2	0	2	2	0	5	0	2	0	0	0	0	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	-	16.9	3
1000 - 1100	21	3	5	2	11	0	0	17	0	3	0	1	0	0	0	0	0	0	0	1	2	6	10	2	0	0	0	0	0	0	0	23.8	19.6	5
1100 - 1200	15	3	6	1	5	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	4	5	5	1	0	0	0	0	0	0	0	24.2	18.2	4.5
1200 - 1300	23	4	4	9	6	0	0	18	1	3	0	1	0	0	0	0	0	0	0	1	3	11	7	1	0	0	0	0	0	0	0	23.9	18.7	4.4
1300 - 1400	19	2	7	6	4	0	0	17	0	2	0	0	0	0	0	0	0	0	0	3	7	6	3	0	0	0	0	0	0	0	0	22	15.8	4.9
1400 - 1500	22	11	5	2	4	0	0	21	0	0	0	1	0	0	0	0	0	0	0	1	4	10	6	1	0	0	0	0	0	0	0	23.7	17.8	5.1
1500 - 1600	9	2	2	3	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	2	4	1	1	0	0	0	0	0	0	-	21.8	6.3
1600 - 1700	14	5	4	3	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	3	0	0	0	0	0	0	0	27.6	22.1	4
1700 - 1800	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	-	21.8	3.4
1800 - 1900	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	16.4	2.7
1900 - 2000	4	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	20.3	2.9
2000 - 2100	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	-	17.6	8.8
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**153**	**42**	**40**	**31**	**40**	**2**	**0**	**131**	**1**	**16**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**23**	**56**	**54**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.7**	**4.9**
0600 - 2200	**162**	**43**	**43**	**34**	**42**	**2**	**0**	**138**	**1**	**18**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**23**	**60**	**57**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.8**	**4.9**
0600 - 0000	**162**	**43**	**43**	**34**	**42**	**2**	**0**	**138**	**1**	**18**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**23**	**60**	**57**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.8**	**4.9**
0000 - 0000	**162**	**43**	**43**	**34**	**42**	**2**	**0**	**138**	**1**	**18**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**23**	**60**	**57**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.8**	**4.9**

Annex 1

Site 8 - Southbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	21.7	6.7
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.7	-
0600 - 0700	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	16.2	-
0700 - 0800	3	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.3	5.2
0800 - 0900	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	-	16.9	7.8
0900 - 1000	4	1	1	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	21.8	2.7
1000 - 1100	12	2	3	3	4	0	0	9	0	3	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	23.9	19.5	3.4
1100 - 1200	14	5	3	1	5	1	0	12	0	1	0	0	0	0	0	0	0	0	1	1	7	3	2	0	0	0	0	0	0	0	0	25.1	18.3	5.3
1200 - 1300	15	6	4	1	4	1	0	14	0	0	0	0	0	0	0	0	0	0	2	0	9	3	1	0	0	0	0	0	0	0	0	21.7	17.7	4.6
1300 - 1400	15	2	5	2	6	2	0	11	0	1	0	1	0	0	0	0	0	0	1	2	7	4	0	1	0	0	0	0	0	0	0	23.7	18.4	5.2
1400 - 1500	16	4	3	6	3	1	0	14	0	1	0	0	0	0	0	0	0	0	0	2	8	5	1	0	0	0	0	0	0	0	0	23.4	18.7	4.2
1500 - 1600	13	4	3	3	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	2	7	3	1	0	0	0	0	0	0	0	0	24.3	19	3.9
1600 - 1700	5	2	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	-	19.6	2.2
1700 - 1800	9	2	4	1	2	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	4	4	0	0	0	0	0	0	0	0	0	-	18.2	5.3
1800 - 1900	4	1	0	1	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	-	15.4	7.3
1900 - 2000	5	2	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	-	16.7	4.8
2000 - 2100	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	19.7	3.3
2100 - 2200	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.4	2.9
2200 - 2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.5	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**113**	**29**	**28**	**21**	**35**	**7**	**0**	**99**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**54**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.5**	**4.6**
0600 - 2200	**125**	**35**	**31**	**23**	**36**	**7**	**0**	**111**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**14**	**59**	**39**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.4**	**4.5**
0600 - 0000	**126**	**35**	**31**	**24**	**36**	**7**	**0**	**112**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**14**	**60**	**39**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**18.4**	**4.5**
0000 - 0000	**129**	**35**	**34**	**24**	**36**	**7**	**0**	**115**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**14**	**62**	**39**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.5**	**4.5**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.8	-
0600 - 0700	6	0	3	1	2	0	0	1	0	3	1	1	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	-	22	4.1
0700 - 0800	21	3	7	6	5	0	0	6	1	9	2	1	0	2	0	0	0	0	0	5	7	5	3	1	0	0	0	0	0	0	0	27.1	20	5.8
0800 - 0900	26	8	8	2	8	1	1	5	2	15	0	1	0	1	0	0	0	0	1	7	8	10	0	0	0	0	0	0	0	0	0	22.8	17.5	4.7
0900 - 1000	37	8	13	8	8	1	2	14	4	9	4	2	0	0	1	0	0	0	2	10	19	6	0	0	0	0	0	0	0	0	0	20.3	16.4	4.1
1000 - 1100	19	7	1	5	6	0	0	13	1	1	2	1	0	1	0	0	0	0	1	2	5	10	1	0	0	0	0	0	0	0	0	22.1	18.9	4.1
1100 - 1200	35	7	12	7	9	0	0	19	0	11	3	2	0	0	0	0	0	0	3	8	11	9	4	0	0	0	0	0	0	0	0	24.1	18	5.6
1200 - 1300	20	5	2	8	5	0	0	12	1	5	1	0	0	1	0	0	0	0	1	1	10	6	2	0	0	0	0	0	0	0	0	24.2	19.4	4.1
1300 - 1400	35	10	6	7	12	0	1	22	1	9	1	1	0	0	0	0	0	0	0	7	7	13	7	1	0	0	0	0	0	0	0	27.5	20.7	5.9
1400 - 1500	26	6	7	4	9	0	1	13	2	5	1	3	0	1	0	0	0	0	0	3	12	8	3	0	0	0	0	0	0	0	0	24.3	20.2	4.3
1500 - 1600	29	9	6	8	6	0	0	22	0	6	0	1	0	0	0	0	0	0	0	1	10	14	3	1	0	0	0	0	0	0	0	24.7	21.1	4.2
1600 - 1700	27	5	6	7	9	0	1	20	0	5	1	0	0	0	0	0	0	0	1	3	4	12	5	1	1	0	0	0	0	0	0	28.3	21.7	6.4
1700 - 1800	7	4	1	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	2	0	1	1	3	0	0	0	0	0	0	0	0	-	20	8.9
1800 - 1900	8	4	1	2	1	1	0	6	0	1	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	-	19.5	4
1900 - 2000	9	2	1	3	3	0	0	7	0	1	0	0	0	1	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	-	19.5	3
2000 - 2100	5	1	1	3	0	0	0	4	0	0	1	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	-	16.4	4.6
2100 - 2200	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	20.4	4.9
2200 - 2300	3	1	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	-	17.8	8.6
2300 - 0000	4	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	-	19.6	2.2
0700 - 1900	**290**	**76**	**70**	**64**	**80**	**3**	**6**	**159**	**12**	**76**	**15**	**12**	**0**	**6**	**1**	**0**	**0**	**0**	**11**	**48**	**97**	**98**	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.3**	**19.3**	**5.3**
0600 - 2200	**312**	**81**	**75**	**71**	**85**	**3**	**6**	**173**	**12**	**80**	**17**	**13**	**0**	**6**	**2**	**0**	**0**	**0**	**12**	**51**	**104**	**108**	**32**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**19.3**	**5.2**
0600 - 0000	**319**	**82**	**76**	**72**	**89**	**3**	**7**	**179**	**12**	**80**	**17**	**13**	**0**	**6**	**2**	**0**	**0**	**0**	**13**	**51**	**106**	**112**	**32**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.3**	**5.2**
0000 - 0000	**320**	**83**	**76**	**72**	**89**	**3**	**7**	**179**	**12**	**80**	**18**	**13**	**0**	**6**	**2**	**0**	**0**	**0**	**13**	**51**	**107**	**112**	**32**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.3**	**5.2**

Annex 1

Site 8 - Southbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	21.7	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.5	-
0500 - 0600	1	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	-	17.9	-
0600 - 0700	4	0	1	1	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	20.1	4.8
0700 - 0800	14	3	4	3	4	1	0	4	1	5	2	1	0	0	0	0	0	0	1	1	5	5	2	0	0	0	0	0	0	0	0	24.6	19.6	4.9
0800 - 0900	16	5	3	4	4	0	0	4	1	8	1	1	0	1	0	0	0	0	0	3	5	6	1	1	0	0	0	0	0	0	0	24	19	5
0900 - 1000	19	5	5	4	5	1	0	10	1	4	1	1	0	0	0	1	0	0	1	3	8	6	1	0	0	0	0	0	0	0	0	23.1	18.2	4.6
1000 - 1100	22	4	5	6	7	0	0	15	0	4	1	1	0	0	0	0	0	0	1	2	9	8	1	0	0	0	0	0	0	0	0	23.3	18.7	4.3
1100 - 1200	27	7	7	4	9	0	0	15	0	8	1	1	0	0	0	0	0	0	2	4	10	9	2	0	0	0	0	0	0	0	0	23.6	18.7	5
1200 - 1300	23	7	5	6	5	0	0	15	0	5	1	1	0	0	0	0	0	0	1	3	11	7	2	0	0	0	0	0	0	0	0	23.8	19.2	4.3
1300 - 1400	26	8	6	6	7	1	0	18	1	4	0	1	0	0	0	0	0	0	1	5	9	8	2	1	0	0	0	0	0	0	0	24.3	18.8	5.3
1400 - 1500	26	8	7	5	6	0	0	18	1	5	0	2	0	0	0	0	0	0	0	4	10	9	3	0	0	0	0	0	0	0	0	24.2	19.6	4.6
1500 - 1600	21	6	5	5	6	0	0	15	0	4	0	1	0	0	0	0	0	0	1	1	6	9	4	0	0	0	0	0	0	0	0	25.4	20.9	4.9
1600 - 1700	22	6	5	7	4	1	0	16	0	4	0	0	0	0	0	0	0	0	0	2	4	8	6	1	0	0	0	0	0	0	0	27.9	22.4	5.2
1700 - 1800	12	4	5	2	2	0	0	10	0	2	0	0	0	0	0	0	0	0	1	1	3	5	2	0	0	0	0	0	0	0	0	25.6	20.7	5.4
1800 - 1900	7	2	1	3	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	-	20.4	4.8
1900 - 2000	7	2	1	3	1	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	-	19	4.2
2000 - 2100	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	-	17.7	5
2100 - 2200	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.2	2.6
2200 - 2300	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.9	6.8
2300 - 0000	1	0	0	0	1	0	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	-	20.2	-
0700 - 1900	**236**	**63**	**57**	**56**	**60**	**5**	**3**	**146**	**5**	**53**	**8**	**10**	**0**	**3**	**1**	**2**	**0**	**0**	**8**	**31**	**83**	**83**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**19.6**	**5.0**
0600 - 2200	**253**	**67**	**61**	**61**	**64**	**5**	**3**	**159**	**5**	**56**	**8**	**10**	**0**	**3**	**1**	**2**	**0**	**0**	**9**	**33**	**89**	**90**	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**19.6**	**5.0**
0600 - 0000	**256**	**68**	**61**	**62**	**65**	**5**	**3**	**162**	**5**	**57**	**8**	**10**	**0**	**3**	**1**	**2**	**0**	**0**	**10**	**33**	**91**	**91**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**19.6**	**5.0**
0000 - 0000	**257**	**68**	**62**	**62**	**65**	**5**	**3**	**162**	**5**	**57**	**8**	**10**	**0**	**3**	**1**	**2**	**0**	**0**	**10**	**33**	**91**	**91**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**19.6**	**5.0**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
Mon	320	83	76	72	89	3	7	179	12	80	18	13	0	6	2	0	0	0
Tue	271	70	67	71	63	6	3	160	5	70	7	11	0	8	0	1	0	0
Wed	306	90	77	68	71	6	5	184	7	73	7	14	0	4	4	2	0	0
Thu	284	76	55	74	79	5	4	156	4	80	10	17	0	1	2	5	0	0
Fri	329	81	81	90	77	8	2	204	7	70	16	14	0	3	2	3	0	0
Sat	162	43	43	34	42	2	0	138	1	18	0	3	0	0	0	0	0	0
Sun	129	35	34	24	36	7	0	115	0	6	0	1	0	0	0	0	0	0

Time	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	13	51	107	112	32	4	1	0	0	0	0	0	0	24	19.3	5.2
Tue	5	31	102	91	35	6	1	0	0	0	0	0	0	25.1	20	4.8
Wed	8	40	99	114	40	5	0	0	0	0	0	0	0	24.9	19.9	4.8
Thu	7	32	97	111	34	3	0	0	0	0	0	0	0	24.8	19.9	4.7
Fri	19	38	112	114	42	4	0	0	0	0	0	0	0	24.8	19.6	5.3
Sat	10	23	60	57	11	1	0	0	0	0	0	0	0	23.5	18.8	4.9
Sun	6	14	62	39	7	1	0	0	0	0	0	0	0	23.2	18.5	4.5

Devon ATCs

Report Id 231/22
Site Name Site 9 of 11
Description B3233 Anstey Way, 50m south of Down Road
Direction Northbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	0	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	-	30.9	5.9
0100 - 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	-	-	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.4	-
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.1	-
0400 - 0500	2	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	37.6	8
0500 - 0600	18	4	3	5	6	1	1	14	0	2	0	0	0	0	0	0	0	0	0	1	0	1	4	1	6	2	3	0	0	0	0	45.3	34.9	8.8
0600 - 0700	53	5	8	15	25	1	1	43	0	7	0	1	0	0	0	0	0	0	0	0	1	0	3	19	20	10	0	0	0	0	0	41	35.7	5.1
0700 - 0800	146	24	41	36	45	4	3	110	2	24	1	0	0	0	0	2	0	0	0	1	4	2	29	63	36	8	3	0	0	0	0	38.6	32.9	5.5
0800 - 0900	191	33	48	57	53	0	3	160	0	25	0	1	1	0	0	1	0	0	0	0	0	1	43	92	39	12	4	0	0	0	0	37.9	33.3	4.4
0900 - 1000	150	53	36	25	36	1	1	124	0	20	2	0	0	1	0	0	0	1	0	0	0	1	7	36	71	31	3	1	0	0	0	35.9	32.2	4.1
1000 - 1100	177	53	47	38	39	0	2	151	2	22	0	0	0	0	0	0	0	0	0	0	1	6	60	74	29	6	1	0	0	0	0	36.3	31.6	4.3
1100 - 1200	175	43	37	42	53	0	1	152	1	20	0	0	0	0	0	1	0	0	0	0	0	6	45	81	39	4	0	0	0	0	0	36.5	32	3.9
1200 - 1300	169	49	37	42	41	0	0	151	1	16	0	0	0	1	0	0	0	0	0	0	0	5	35	82	40	6	1	0	0	0	0	36.5	32.7	4.2
1300 - 1400	195	45	43	44	63	1	1	166	0	24	1	2	0	0	0	0	0	0	0	0	1	12	46	91	34	11	0	0	0	0	0	36.9	32	4.5
1400 - 1500	220	49	62	58	51	1	4	188	3	21	0	1	0	2	0	0	0	0	0	1	2	10	67	93	38	9	0	0	0	0	0	35.9	31.6	4.5
1500 - 1600	233	61	61	67	44	0	2	204	2	22	2	1	0	0	0	0	0	0	0	0	1	2	56	124	46	4	0	0	0	0	0	35.8	32.1	3.4
1600 - 1700	220	50	51	66	53	1	2	194	0	21	1	0	0	1	0	0	0	0	0	0	1	2	3	58	93	52	8	2	1	0	0	36.8	32.6	4.8
1700 - 1800	237	58	53	63	63	2	4	213	0	18	0	0	0	0	0	0	0	0	0	0	2	4	42	106	61	18	3	1	0	0	0	38.8	33.7	4.8
1800 - 1900	173	54	42	43	34	1	1	162	0	8	0	0	1	0	0	0	0	0	0	1	1	6	52	72	32	7	2	0	0	0	0	37	32	5
1900 - 2000	108	40	27	15	26	1	2	96	0	8	0	1	0	0	0	0	0	0	0	0	3	5	24	46	24	5	1	0	0	0	0	36.9	32	5.2
2000 - 2100	92	21	23	31	17	0	3	84	0	5	0	0	0	0	0	0	0	0	0	0	0	1	21	39	24	5	1	1	0	0	0	38.1	33.6	4.8
2100 - 2200	63	19	15	14	15	0	4	54	1	3	0	1	0	0	0	0	0	0	0	0	1	2	13	22	16	8	1	0	0	0	0	39.4	33.6	5.5
2200 - 2300	34	9	8	15	2	0	1	29	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10	12	6	5	1	0	0	0	0	40.3	33.8	5.6
2300 - 0000	18	6	4	6	2	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	6	1	1	0	0	0	44.2	38.7	7.3
0700 - 1900	**2286**	**572**	**558**	**581**	**575**	**11**	**24**	**1975**	**11**	**241**	**7**	**5**	**2**	**5**	**0**	**4**	**0**	**1**	**0**	**4**	**15**	**64**	**569**	**1042**	**477**	**96**	**17**	**2**	**0**	**0**	**0**	**36.8**	**32.4**	**4.5**
0600 - 2200	**2602**	**657**	**631**	**656**	**658**	**13**	**34**	**2252**	**12**	**264**	**7**	**8**	**2**	**5**	**0**	**4**	**0**	**1**	**0**	**4**	**20**	**72**	**630**	**1168**	**561**	**124**	**20**	**3**	**0**	**0**	**0**	**37.0**	**32.5**	**4.6**
0600 - 0000	**2654**	**672**	**643**	**677**	**662**	**13**	**35**	**2298**	**12**	**269**	**7**	**8**	**2**	**5**	**0**	**4**	**0**	**1**	**0**	**4**	**20**	**72**	**643**	**1183**	**571**	**135**	**22**	**4**	**0**	**0**	**0**	**37.1**	**32.6**	**4.7**
0000 - 0000	**2679**	**678**	**647**	**685**	**669**	**14**	**37**	**2317**	**12**	**272**	**7**	**8**	**2**	**5**	**0**	**4**	**0**	**1**	**0**	**5**	**20**	**74**	**649**	**1186**	**578**	**138**	**25**	**4**	**0**	**0**	**0**	**37.2**	**32.6**	**4.7**

Annex 1

Site 9 - Northbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	2	2	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	-	35.7	4.7
0100 - 0200	5	1	0	1	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	-	36.7	2.7
0200 - 0300	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	28.2	2.3
0300 - 0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	35	5.5
0400 - 0500	5	1	3	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	-	35.4	6.1
0500 - 0600	12	0	3	5	4	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	2	1	0	0	0	0	44.5	37	6.1
0600 - 0700	57	8	9	20	20	1	1	47	1	6	0	1	0	0	0	0	0	0	0	0	0	3	10	14	18	11	1	0	0	0	0	41.3	34.7	5.5
0700 - 0800	121	22	30	44	25	0	0	97	1	20	2	0	0	0	0	1	0	0	0	0	0	2	29	47	30	13	0	0	0	0	0	38.9	33.5	4.7
0800 - 0900	194	35	37	58	64	1	1	165	0	25	0	0	0	1	0	1	0	0	0	0	1	1	27	98	55	10	2	0	0	0	0	37.4	33.6	4
0900 - 1000	156	38	42	37	39	1	0	132	1	20	0	2	0	0	0	0	0	0	0	0	1	5	49	74	23	3	1	0	0	0	0	35.6	31.7	4.3
1000 - 1100	155	39	33	37	46	1	1	127	1	24	0	0	0	0	0	1	0	0	0	0	1	7	27	88	23	9	0	0	0	0	0	36.4	32.4	4.2
1100 - 1200	156	33	46	35	42	0	0	135	1	18	0	1	0	1	0	0	0	0	0	0	0	5	43	70	28	9	1	0	0	0	0	37.1	32.2	4.4
1200 - 1300	184	39	41	46	58	1	2	160	0	20	1	0	0	0	0	0	0	0	0	1	1	9	54	81	34	3	1	0	0	0	0	36.5	31.7	4.6
1300 - 1400	169	35	41	38	55	0	0	154	0	15	0	0	0	0	0	0	0	0	0	0	1	4	29	82	46	6	1	0	0	0	0	37.5	33.1	4.2
1400 - 1500	185	48	46	47	44	0	5	163	0	15	1	1	0	0	0	0	0	0	0	0	0	4	28	108	34	10	1	0	0	0	0	36.6	33	4
1500 - 1600	225	60	60	47	58	0	4	194	3	22	1	0	0	0	0	1	0	0	0	0	0	6	44	107	60	6	0	1	1	0	0	36.8	32.9	4.4
1600 - 1700	231	50	47	69	65	0	1	198	2	27	1	0	0	1	0	1	0	0	0	0	0	3	47	127	45	7	2	0	0	0	0	36.2	32.8	3.8
1700 - 1800	234	74	65	50	45	2	1	207	3	19	0	0	0	0	0	2	0	0	0	0	2	3	43	99	68	14	5	0	0	0	0	38.3	33.7	4.7
1800 - 1900	161	45	42	38	36	2	4	140	1	12	0	1	1	0	0	0	0	0	0	1	1	5	21	80	42	10	1	0	0	0	0	38.2	33.4	4.6
1900 - 2000	109	27	29	30	23	1	1	97	0	9	0	0	0	0	0	1	0	0	0	0	0	4	27	41	25	8	4	0	0	0	0	39	33.2	5.4
2000 - 2100	79	20	14	24	21	0	3	70	0	6	0	0	0	0	0	0	0	0	0	0	0	3	12	43	18	2	1	0	0	0	0	37.1	33.1	4.3
2100 - 2200	68	15	18	18	17	0	1	61	0	6	0	0	0	0	0	0	0	0	0	0	0	1	15	28	17	7	0	0	0	0	0	38.4	33.3	4.8
2200 - 2300	37	9	13	11	4	0	0	34	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	21	8	3	1	0	0	0	0	39	34.3	4.4
2300 - 0000	15	6	5	3	1	0	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	8	3	1	1	0	0	0	0	40.6	34.9	5.1
0700 - 1900	**2171**	**518**	**530**	**546**	**577**	**8**	**19**	**1872**	**13**	**237**	**6**	**5**	**1**	**3**	**0**	**7**	**0**	**0**	**0**	**2**	**8**	**54**	**441**	**1061**	**488**	**100**	**15**	**1**	**1**	**0**	**0**	**37.1**	**32.9**	**4.4**
0600 - 2200	**2484**	**588**	**600**	**638**	**658**	**10**	**25**	**2147**	**14**	**264**	**6**	**6**	**1**	**3**	**0**	**8**	**0**	**0**	**0**	**2**	**8**	**65**	**505**	**1187**	**566**	**128**	**21**	**1**	**1**	**0**	**0**	**37.4**	**32.9**	**4.5**
0600 - 0000	**2536**	**603**	**618**	**652**	**663**	**10**	**26**	**2193**	**14**	**269**	**6**	**6**	**1**	**3**	**0**	**8**	**0**	**0**	**0**	**2**	**8**	**65**	**511**	**1216**	**577**	**132**	**23**	**1**	**1**	**0**	**0**	**37.4**	**33.0**	**4.5**
0000 - 0000	**2566**	**608**	**626**	**661**	**671**	**10**	**29**	**2217**	**14**	**272**	**6**	**6**	**1**	**3**	**0**	**8**	**0**	**0**	**0**	**2**	**8**	**66**	**516**	**1223**	**591**	**134**	**24**	**1**	**1**	**0**	**0**	**37.5**	**33.0**	**4.5**

Annex 1

Site 9 - Northbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	8	3	4	0	1	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	4	1	0	0	0	0	0	-	34.7	5.5
0100 - 0200	4	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	-	37	9.9
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	27.1	-
0300 - 0400	4	3	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	-	32.6	2.5
0400 - 0500	3	1	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	-	34	8.9
0500 - 0600	15	2	3	5	5	1	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	5	1	2	1	2	0	0	49.2	35.8	9.4
0600 - 0700	55	7	12	14	22	2	0	46	0	6	0	1	0	0	0	0	0	0	0	0	1	1	3	26	20	4	0	0	0	0	0	39.4	34.5	4.8
0700 - 0800	151	28	46	38	39	2	3	115	0	28	0	2	0	0	0	1	0	0	0	1	1	6	36	54	40	12	1	0	0	0	0	38.3	33	5.3
0800 - 0900	201	38	49	57	57	0	1	169	2	26	0	2	0	0	1	0	0	0	0	0	0	3	39	110	40	9	0	0	0	0	0	36.7	32.9	3.9
0900 - 1000	129	40	26	28	35	0	1	107	0	18	2	1	0	0	0	0	0	0	0	0	0	1	29	58	30	8	3	0	0	0	0	38.3	33.6	4.7
1000 - 1100	175	36	36	51	52	2	2	147	0	22	0	0	0	0	1	1	0	0	0	1	0	7	40	91	30	5	1	0	0	0	0	36	32.1	4.3
1100 - 1200	186	41	47	48	50	1	1	157	2	23	1	0	0	1	0	0	0	0	0	0	1	9	45	93	26	10	2	0	0	0	0	36.5	32	4.7
1200 - 1300	183	42	44	48	49	0	1	162	1	17	0	0	0	0	1	1	0	0	0	0	0	4	41	86	45	7	0	0	0	0	0	37.5	33	4
1300 - 1400	167	46	43	35	43	0	1	140	1	23	0	1	0	0	0	1	0	0	0	0	0	4	39	83	29	11	1	0	0	0	0	36.9	32.6	4.2
1400 - 1500	201	57	45	41	58	0	1	172	1	22	3	1	0	0	0	1	0	0	0	0	1	7	64	90	35	4	0	0	0	0	0	35.8	31.6	4
1500 - 1600	213	54	67	46	46	0	1	191	0	21	0	0	0	0	0	0	0	0	0	0	1	7	50	105	45	5	0	0	0	0	0	35.8	32.2	3.8
1600 - 1700	201	51	52	46	52	0	2	176	0	21	1	0	0	1	0	0	0	0	0	0	0	4	42	81	56	17	1	0	0	0	0	38.4	33.5	4.5
1700 - 1800	205	55	55	52	43	1	2	178	2	19	1	0	0	1	0	1	0	0	0	1	2	7	32	103	48	9	2	1	0	0	0	37.1	32.8	4.9
1800 - 1900	139	34	34	38	33	1	3	119	2	14	0	0	0	0	0	0	0	0	0	0	1	0	17	70	38	10	1	2	0	0	0	38.8	34.2	4.8
1900 - 2000	103	35	25	27	16	1	0	91	0	10	0	1	0	0	0	0	0	0	0	1	1	1	19	33	40	6	2	0	0	0	0	38.6	34	5.2
2000 - 2100	78	26	10	27	15	0	4	68	0	6	0	0	0	0	0	0	0	0	0	0	0	2	21	34	13	6	2	0	0	0	0	37.1	33.1	5
2100 - 2200	71	18	20	18	15	0	1	67	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	32	21	6	0	1	0	0	0	38.8	34.3	4.4
2200 - 2300	37	8	9	10	10	0	3	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	9	13	9	2	0	0	0	0	41.4	36.8	4.8
2300 - 0000	11	6	0	3	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	2	1	0	0	0	0	45.7	35.1	7.8
0700 - 1900	**2151**	**522**	**544**	**528**	**557**	**7**	**19**	**1833**	**11**	**254**	**8**	**7**	**0**	**3**	**3**	**6**	**0**	**0**	**0**	**3**	**7**	**59**	**474**	**1024**	**462**	**107**	**12**	**3**	**0**	**0**	**0**	**37.1**	**32.7**	**4.5**
0600 - 2200	**2458**	**608**	**611**	**614**	**625**	**10**	**24**	**2105**	**11**	**279**	**8**	**9**	**0**	**3**	**3**	**6**	**0**	**0**	**0**	**4**	**9**	**63**	**528**	**1149**	**556**	**129**	**16**	**4**	**0**	**0**	**0**	**37.5**	**32.9**	**4.5**
0600 - 0000	**2506**	**622**	**620**	**627**	**637**	**10**	**27**	**2146**	**11**	**283**	**8**	**9**	**0**	**3**	**3**	**6**	**0**	**0**	**0**	**4**	**9**	**63**	**536**	**1160**	**571**	**140**	**19**	**4**	**0**	**0**	**0**	**37.6**	**32.9**	**4.6**
0000 - 0000	**2541**	**631**	**633**	**634**	**643**	**11**	**29**	**2174**	**11**	**287**	**8**	**9**	**0**	**3**	**3**	**6**	**0**	**0**	**0**	**4**	**10**	**65**	**542**	**1170**	**579**	**144**	**20**	**7**	**0**	**0**	**0**	**37.6**	**33.0**	**4.6**

Annex 1

Site 9 - Northbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	1	3	1	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	-	33.3	6.3
0100 - 0200	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	-	40.4	7
0200 - 0300	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	29.1	1.4
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	4	2	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	-	27.3	12.2
0500 - 0600	14	2	2	6	4	0	3	9	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	3	2	0	0	0	0	44.5	35.9	6.9
0600 - 0700	58	8	16	14	20	1	1	47	0	8	0	0	0	0	1	0	0	0	0	0	0	1	6	25	17	7	1	1	0	0	0	40.2	35.3	5.3
0700 - 0800	128	25	46	31	26	1	2	95	1	24	2	1	0	0	0	2	0	0	0	0	3	3	28	58	24	12	0	0	0	0	0	38.1	32.5	5.1
0800 - 0900	173	24	38	60	51	0	6	140	0	21	1	3	0	0	1	1	0	0	0	1	3	2	35	72	50	9	1	0	0	0	0	37.8	33	4.9
0900 - 1000	167	49	33	40	45	0	0	139	0	24	1	0	0	1	0	2	0	0	0	0	0	2	32	99	33	1	0	0	0	0	0	36.2	32.4	3.2
1000 - 1100	173	34	57	47	35	0	1	153	0	17	0	1	0	1	0	0	0	0	0	0	0	6	57	80	24	5	1	0	0	0	0	35.9	31.8	4.1
1100 - 1200	189	41	52	46	50	0	3	156	2	27	0	0	0	0	1	0	0	0	0	0	0	4	37	105	36	7	0	0	0	0	0	36.2	32.6	3.7
1200 - 1300	206	51	53	52	50	1	2	181	0	19	0	1	1	0	1	0	0	0	0	1	1	1	49	100	42	10	2	0	0	0	0	37.2	32.9	4.4
1300 - 1400	192	40	56	55	41	2	5	171	0	13	1	0	0	0	0	0	0	0	0	2	1	5	40	93	39	10	2	0	0	0	0	37.2	32.6	4.9
1400 - 1500	214	54	53	51	56	0	5	184	2	21	0	1	0	1	0	0	0	0	0	0	0	3	48	96	58	8	1	0	0	0	0	37.8	33.1	4.2
1500 - 1600	251	68	76	50	57	1	2	228	1	19	0	0	0	0	0	0	0	0	0	1	7	13	27	132	58	12	1	0	0	0	0	36.9	32.6	5
1600 - 1700	223	56	58	64	45	2	3	191	1	25	1	0	0	0	0	0	0	0	0	1	1	7	46	104	52	12	0	0	0	0	0	37.1	32.7	4.4
1700 - 1800	211	58	60	50	43	1	4	187	0	18	0	0	0	0	0	1	0	0	0	0	1	6	24	105	62	12	1	0	0	0	0	37.9	33.7	4.2
1800 - 1900	151	50	37	32	32	0	1	140	1	9	0	0	0	0	0	0	0	0	0	0	0	1	19	65	53	11	2	0	0	0	0	39.1	34.6	4.2
1900 - 2000	137	40	28	35	34	0	1	127	0	9	0	0	0	0	0	0	0	0	0	0	1	0	22	60	41	9	4	0	0	0	0	38.4	34.2	4.7
2000 - 2100	91	29	21	21	20	0	2	79	1	9	0	0	0	0	0	0	0	0	0	0	0	1	25	37	20	5	3	0	0	0	0	38.4	33.3	4.6
2100 - 2200	58	18	15	18	7	0	1	55	0	2	0	0	0	0	0	0	0	0	0	0	0	1	10	25	15	7	0	0	0	0	0	39.4	33.9	4.5
2200 - 2300	37	11	9	9	8	0	1	33	1	2	0	0	0	0	0	0	0	0	0	0	0	1	10	16	8	2	0	0	0	0	0	38.6	32.9	4.6
2300 - 0000	15	0	5	5	5	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	6	4	1	1	0	0	0	0	41.6	34.7	6.1
0700 - 1900	**2278**	**550**	**619**	**578**	**531**	**8**	**34**	**1965**	**8**	**237**	**6**	**7**	**1**	**3**	**2**	**7**	**0**	**0**	**0**	**6**	**17**	**53**	**442**	**1109**	**531**	**109**	**11**	**0**	**0**	**0**	**0**	**37.3**	**32.9**	**4.4**
0600 - 2200	**2622**	**645**	**699**	**666**	**612**	**9**	**39**	**2273**	**9**	**265**	**6**	**7**	**1**	**3**	**2**	**8**	**0**	**0**	**0**	**6**	**18**	**56**	**505**	**1256**	**624**	**137**	**19**	**1**	**0**	**0**	**0**	**37.6**	**33.0**	**4.5**
0600 - 0000	**2674**	**656**	**713**	**680**	**625**	**9**	**40**	**2320**	**10**	**268**	**6**	**7**	**1**	**3**	**2**	**8**	**0**	**0**	**0**	**6**	**18**	**57**	**518**	**1278**	**636**	**140**	**20**	**1**	**0**	**0**	**0**	**37.6**	**33.0**	**4.5**
0000 - 0000	**2701**	**663**	**719**	**689**	**630**	**10**	**44**	**2338**	**10**	**272**	**6**	**7**	**1**	**3**	**2**	**8**	**0**	**0**	**0**	**7**	**18**	**59**	**523**	**1283**	**643**	**144**	**23**	**1**	**0**	**0**	**0**	**37.6**	**33.0**	**4.5**

Annex 1

Site 9 - Northbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	1	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	-	33.3	5.6
0100 - 0200	3	0	2	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	-	43.2	1.7
0200 - 0300	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	-	38.5	10.8
0300 - 0400	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	-	35.6	9.3
0400 - 0500	3	1	0	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	-	29.2	13.2
0500 - 0600	8	0	3	2	3	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	1	0	0	0	0	-	37.4	5.6
0600 - 0700	30	3	8	6	13	1	0	27	0	2	0	0	0	0	0	0	0	0	0	1	0	0	4	6	12	7	0	0	0	0	0	41.2	35.4	6.2
0700 - 0800	46	6	12	14	14	0	0	40	0	6	0	0	0	0	0	0	0	0	0	0	0	1	7	16	17	4	1	0	0	0	0	38.6	34.5	4.5
0800 - 0900	88	15	16	30	27	2	2	71	1	12	0	0	0	0	0	0	0	0	0	0	0	3	1	20	32	24	5	3	0	0	0	38.5	33.3	5.6
0900 - 1000	161	26	29	41	65	2	1	139	1	16	0	2	0	0	0	0	0	0	0	0	4	4	43	64	35	11	0	0	0	0	0	37	32.4	5
1000 - 1100	156	51	34	33	38	1	1	147	1	6	0	0	0	0	0	0	0	0	0	0	0	9	23	65	44	15	0	0	0	0	0	38.6	33.5	5.1
1100 - 1200	165	46	40	42	37	1	1	144	1	14	0	2	0	0	0	1	1	0	0	3	6	5	31	66	46	8	0	0	0	0	0	37.8	32.4	5.9
1200 - 1300	202	46	58	50	48	5	1	181	3	12	0	0	0	0	0	0	0	0	0	1	8	10	34	91	53	5	0	0	0	0	0	36.4	32	5.2
1300 - 1400	195	49	45	51	50	2	1	179	1	12	0	0	0	0	0	0	0	0	0	2	3	5	35	103	39	8	0	0	0	0	0	36.8	32.2	4.7
1400 - 1500	179	51	40	38	50	0	7	158	1	13	0	0	0	0	0	0	0	0	0	0	1	6	29	78	55	10	0	0	0	0	0	37.6	33.2	4.5
1500 - 1600	185	47	40	47	51	2	6	164	0	11	0	1	0	1	0	0	0	0	0	0	4	4	30	85	54	6	2	0	0	0	0	37.6	33.2	4.6
1600 - 1700	193	43	47	52	51	0	5	171	2	14	0	1	0	0	0	0	0	0	0	1	0	1	43	111	32	5	0	0	0	0	0	35.7	32.2	3.5
1700 - 1800	179	44	49	44	42	1	4	166	1	7	0	0	0	0	0	0	0	0	0	0	1	3	33	84	48	9	1	0	0	0	0	37.9	33.3	4.5
1800 - 1900	144	46	43	28	27	0	3	133	1	7	0	0	0	0	0	0	0	0	0	0	0	2	22	77	31	8	3	1	0	0	0	37.2	33.6	4.5
1900 - 2000	122	28	29	29	36	0	0	116	0	6	0	0	0	0	0	0	0	0	0	0	1	1	30	46	36	8	0	0	0	0	0	37.9	33.1	4.5
2000 - 2100	79	25	26	11	17	0	1	75	0	3	0	0	0	0	0	0	0	0	0	0	0	1	9	39	22	6	2	0	0	0	0	38	34.2	4.4
2100 - 2200	61	19	11	16	15	0	2	51	2	6	0	0	0	0	0	0	0	0	0	0	0	1	11	21	19	8	1	0	0	0	0	39.8	34.3	5
2200 - 2300	47	12	12	15	8	0	4	42	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	20	20	4	0	0	0	0	0	39.1	35.2	3.6
2300 - 0000	35	14	8	5	8	0	0	32	0	3	0	0	0	0	0	0	0	0	0	0	0	1	8	12	10	4	0	0	0	0	0	39.2	34.1	4.7
0700 - 1900	**1893**	**470**	**453**	**470**	**500**	**16**	**32**	**1693**	**13**	**130**	**0**	**6**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**7**	**30**	**51**	**350**	**872**	**478**	**94**	**10**	**1**	**0**	**0**	**0**	**37.5**	**32.8**	**4.8**
0600 - 2200	**2185**	**545**	**527**	**532**	**581**	**17**	**35**	**1962**	**15**	**147**	**0**	**6**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**8**	**31**	**54**	**404**	**984**	**567**	**123**	**13**	**1**	**0**	**0**	**0**	**37.6**	**33.0**	**4.8**
0600 - 0000	**2267**	**571**	**547**	**552**	**597**	**17**	**39**	**2036**	**15**	**150**	**0**	**6**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**8**	**31**	**55**	**415**	**1016**	**597**	**131**	**13**	**1**	**0**	**0**	**0**	**37.7**	**33.0**	**4.8**
0000 - 0000	**2292**	**576**	**553**	**561**	**602**	**18**	**39**	**2057**	**15**	**153**	**0**	**6**	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**9**	**31**	**55**	**418**	**1024**	**603**	**135**	**15**	**2**	**0**	**0**	**0**	**37.7**	**33.1**	**4.9**

Annex 1

Site 9 - Northbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	4	3	3	0	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	1	0	0	0	0	0	-	32.7	4.7
0100 - 0200	6	2	1	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	-	36.2	5
0200 - 0300	6	3	1	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	-	35.7	5.5
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	48.1	-
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	46.2	-
0500 - 0600	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	33.8	2.7
0600 - 0700	24	6	5	9	4	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	7	5	5	3	0	1	0	0	45.8	37.4	7.6
0700 - 0800	25	7	5	6	7	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	6	10	2	0	0	0	0	0	38.6	32.5	6.9
0800 - 0900	54	10	13	10	21	1	0	50	0	3	0	0	0	0	0	0	0	0	0	0	2	3	12	20	12	4	1	0	0	0	0	38.8	32.6	5.8
0900 - 1000	105	28	17	23	37	1	0	96	1	5	1	1	0	0	0	0	0	0	0	0	7	5	27	35	25	6	0	0	0	0	0	37.5	31.8	5.8
1000 - 1100	165	43	42	37	43	4	2	151	0	8	0	0	0	0	0	0	0	0	0	2	3	4	32	77	37	9	1	0	0	0	0	37.7	32.4	5.3
1100 - 1200	153	34	52	41	26	2	3	141	0	7	0	0	0	0	0	0	0	0	0	1	2	3	35	74	30	7	1	0	0	0	0	37.6	32.5	4.9
1200 - 1300	104	33	22	30	19	1	5	89	1	8	0	0	0	0	0	0	0	0	0	0	1	5	22	46	23	7	0	0	0	0	0	37.6	32.8	4.4
1300 - 1400	180	50	48	41	41	0	8	162	1	8	0	1	0	0	0	0	0	0	0	1	2	8	35	81	44	8	0	1	0	0	0	37.6	32.6	5
1400 - 1500	233	58	48	58	69	2	2	222	0	7	0	0	0	0	0	0	0	0	0	0	3	8	62	117	38	5	0	0	0	0	0	35.7	31.8	4.1
1500 - 1600	233	45	59	58	71	4	5	214	1	9	0	0	0	0	0	0	0	0	2	2	1	11	63	101	38	10	2	3	0	0	0	36.5	31.8	5.6
1600 - 1700	206	61	49	52	44	0	0	199	0	7	0	0	0	0	0	0	0	0	0	0	0	4	40	118	40	4	0	0	0	0	0	36	32.3	3.6
1700 - 1800	152	47	30	41	34	1	3	135	2	11	0	0	0	0	0	0	0	0	0	0	1	5	29	55	47	15	0	0	0	0	0	38.8	33.7	5
1800 - 1900	136	36	39	35	26	1	0	127	1	7	0	0	0	0	0	0	0	0	0	0	1	0	19	66	36	10	4	0	0	0	0	38	33.9	4.7
1900 - 2000	110	22	28	29	31	0	4	96	1	9	0	0	0	0	0	0	0	0	0	1	0	1	18	52	26	11	0	1	0	0	0	38.9	33.8	4.9
2000 - 2100	61	20	17	11	13	0	4	54	0	3	0	0	0	0	0	0	0	0	0	0	0	2	11	23	16	6	3	0	0	0	0	40	34.3	5.5
2100 - 2200	48	15	10	12	11	0	4	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	23	9	4	7	0	0	0	0	44.9	36.2	6.4
2200 - 2300	21	7	7	4	3	0	2	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	7	2	4	2	2	0	0	0	49	37.5	8.4
2300 - 0000	9	3	1	3	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	2	0	0	0	0	0	-	35.8	5.6
0700 - 1900	**1746**	**452**	**424**	**432**	**438**	**18**	**28**	**1610**	**7**	**80**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**25**	**58**	**379**	**796**	**380**	**87**	**9**	**4**	**0**	**0**	**0**	**37.2**	**32.5**	**4.9**
0600 - 2200	**1989**	**515**	**484**	**493**	**497**	**18**	**40**	**1825**	**8**	**95**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**25**	**62**	**415**	**901**	**436**	**113**	**22**	**5**	**1**	**0**	**0**	**37.6**	**32.8**	**5.1**
0600 - 0000	**2019**	**525**	**492**	**500**	**502**	**18**	**42**	**1850**	**8**	**98**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**25**	**62**	**421**	**909**	**442**	**119**	**24**	**7**	**1**	**0**	**0**	**37.7**	**32.8**	**5.2**
0000 - 0000	**2046**	**535**	**498**	**505**	**508**	**18**	**42**	**1876**	**8**	**99**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**25**	**62**	**425**	**920**	**448**	**123**	**26**	**7**	**1**	**0**	**0**	**37.7**	**32.9**	**5.2**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	3	1	1	3	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	0	0	-	36.5	3.1
0100 - 0200	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	36.9	4.9
0200 - 0300	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	-	35.1	10.8
0300 - 0400	3	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	-	26.9	12.1
0400 - 0500	3	1	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	-	33.2	7.5
0500 - 0600	19	4	3	5	7	1	1	15	0	2	0	0	0	0	0	0	0	0	0	1	0	0	2	3	11	0	1	1	0	0	0	39.8	35.7	8.1
0600 - 0700	49	6	11	17	15	3	3	35	0	6	1	1	0	0	0	0	0	0	0	0	3	0	7	18	17	4	0	0	0	0	0	38.5	33.5	5.6
0700 - 0800	124	28	34	27	35	2	5	94	2	19	0	1	0	1	0	0	0	0	0	1	1	2	21	49	32	16	2	0	0	0	0	39.6	34	5.6
0800 - 0900	198	42	45	48	63	1	4	158	1	24	1	1	0	3	0	5	0	0	0	2	2	3	41	110	36	4	0	0	0	0	0	36.4	32	4.1
0900 - 1000	156	37	42	35	42	1	1	123	0	28	1	0	0	1	0	1	0	0	0	1	0	8	32	83	29	3	0	0	0	0	0	35.8	32	4
1000 - 1100	176	36	44	41	55	0	2	148	0	25	1	0	0	0	0	0	0	0	0	0	1	1	8	44	80	34	9	0	0	0	0	36.5	32.1	4.3
1100 - 1200	176	39	59	42	36	0	6	154	0	15	0	1	0	0	0	0	0	0	0	0	1	4	39	96	34	2	0	0	0	0	0	36.1	32.1	3.7
1200 - 1300	157	42	33	47	35	0	4	138	0	14	1	0	0	0	0	0	0	0	0	0	1	5	61	69	20	1	0	0	0	0	0	34.6	30.9	3.5
1300 - 1400	176	42	42	43	49	0	2	145	1	26	0	2	0	0	0	0	0	0	0	0	0	6	55	83	29	3	0	0	0	0	0	35.4	31.6	3.6
1400 - 1500	188	41	53	44	50	0	2	163	1	18	0	0	0	2	0	2	0	0	0	1	1	10	60	88	26	2	0	0	0	0	0	35	31.2	3.9
1500 - 1600	225	66	58	49	52	1	3	198	2	18	0	1	0	0	0	2	0	0	0	1	1	2	9	77	101	30	3	1	0	0	0	35.1	31	4.5
1600 - 1700	251	67	62	63	59	1	2	220	1	27	0	0	0	0	0	0	0	0	0	0	2	11	53	135	45	5	0	0	0	0	0	35.9	32	3.9
1700 - 1800	235	57	64	53	61	0	5	214	1	15	0	0	0	0	0	0	0	0	0	0	2	4	25	124	68	11	1	0	0	0	0	37.8	33.7	4
1800 - 1900	134	33	33	32	36	1	0	123	1	9	0	0	0	0	0	0	0	0	0	1	1	0	20	48	43	15	6	0	0	0	0	40.2	34.6	5.7
1900 - 2000	131	33	34	36	28	2	0	114	2	12	0	0	0	0	0	1	0	0	0	0	2	2	23	55	38	10	1	0	0	0	0	38.2	33.6	4.5
2000 - 2100	99	33	21	22	23	2	4	87	0	6	0	0	0	0	0	0	0	0	0	0	1	2	23	37	31	5	0	0	0	0	0	37.2	33	4.6
2100 - 2200	56	19	14	17	6	0	3	52	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15	20	13	7	0	0	0	0	0	39.3	33.1	5
2200 - 2300	26	5	5	9	7	0	2	18	1	5	0	0	0	0	0	0	0	0	0	0	0	1	10	8	5	2	0	0	0	0	0	39.2	32.1	5.2
2300 - 0000	12	6	2	3	1	0	2	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	2	0	0	0	0	0	42.8	33.8	4.9
0700 - 1900	**2196**	**530**	**569**	**524**	**573**	**7**	**36**	**1878**	**10**	**238**	**4**	**6**	**0**	**7**	**0**	**10**	**0**	**0**	**1**	**7**	**14**	**70**	**528**	**1066**	**426**	**74**	**10**	**0**	**0**	**0**	**0**	**36.4**	**32.2**	**4.3**
0600 - 2200	**2531**	**621**	**649**	**616**	**645**	**14**	**46**	**2166**	**12**	**263**	**5**	**7**	**0**	**7**	**0**	**11**	**0**	**0**	**1**	**7**	**20**	**75**	**596**	**1196**	**525**	**100**	**11**	**0**	**0**	**0**	**0**	**36.7**	**32.4**	**4.4**
0600 - 0000	**2569**	**632**	**656**	**628**	**653**	**14**	**50**	**2192**	**13**	**270**	**5**	**7**	**0**	**7**	**0**	**11**	**0**	**0**	**1**	**7**	**20**	**76**	**608**	**1211**	**531**	**104**	**11**	**0**	**0**	**0**	**0**	**36.8**	**32.4**	**4.4**
0000 - 0000	**2606**	**642**	**662**	**637**	**665**	**16**	**52**	**2221**	**13**	**274**	**5**	**7**	**0**	**7**	**0**	**11**	**0**	**0**	**1**	**9**	**20**	**77**	**611**	**1217**	**551**	**107**	**12**	**1**	**0**	**0**	**0**	**36.8**	**32.4**	**4.5**

Annex 1

Site 9 - Northbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	2	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	-	34.1	4.9
0100 - 0200	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	37.9	5.6
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	33.2	7.3
0300 - 0400	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.6	8.2
0400 - 0500	3	1	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	-	33.2	9.2
0500 - 0600	13	2	2	4	4	0	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	1	1	0	0	0	0	44.5	35.8	7.6
0600 - 0700	47	6	10	14	17	1	1	38	0	5	0	1	0	0	0	0	0	0	0	0	1	1	5	16	16	7	1	0	0	0	0	40.4	35	5.6
0700 - 0800	106	20	31	28	27	1	2	82	1	17	1	1	0	0	0	1	0	0	0	0	2	3	22	42	27	10	1	0	0	0	0	38.6	33.2	5.3
0800 - 0900	157	28	35	46	48	1	2	130	1	19	0	1	0	1	0	1	0	0	0	0	2	2	31	76	37	8	2	0	0	0	0	37.5	33	4.5
0900 - 1000	146	39	32	33	43	1	1	123	0	19	1	1	0	0	0	0	0	0	0	0	2	5	35	69	29	5	1	0	0	0	0	36.4	32.3	4.4
1000 - 1100	168	42	42	41	44	1	2	146	1	18	0	0	0	0	0	0	0	0	0	0	1	7	40	79	32	8	1	0	0	0	0	36.8	32.2	4.5
1100 - 1200	171	40	48	42	42	1	2	148	1	18	0	1	0	0	0	0	0	0	0	1	1	5	39	84	34	7	1	0	0	0	0	36.7	32.2	4.5
1200 - 1300	172	43	41	45	43	1	2	152	1	15	0	0	0	0	0	0	0	0	0	0	2	6	42	79	37	6	1	0	0	0	0	36.6	32.3	4.4
1300 - 1400	182	44	45	44	49	1	3	160	1	17	0	1	0	0	0	0	0	0	0	1	1	6	40	88	37	8	1	0	0	0	0	36.8	32.4	4.5
1400 - 1500	203	51	50	48	54	0	4	179	1	17	1	1	0	1	0	0	0	0	0	0	1	7	51	96	41	7	0	0	0	0	0	36.6	32.2	4.3
1500 - 1600	224	57	60	52	54	1	3	199	1	17	0	0	0	0	0	0	0	0	0	1	2	7	50	108	47	7	1	1	0	0	0	36.4	32.3	4.6
1600 - 1700	218	54	52	59	53	1	2	193	1	20	1	0	0	0	0	0	0	0	0	0	1	5	47	110	46	8	1	0	0	0	0	36.6	32.6	4.1
1700 - 1800	208	56	54	50	47	1	3	186	1	15	0	0	0	0	0	1	0	0	0	0	2	5	33	97	57	13	2	0	0	0	0	37.9	33.5	4.6
1800 - 1900	148	43	39	35	32	1	2	135	1	9	0	0	0	0	0	0	0	0	0	0	1	2	24	68	39	10	3	0	0	0	0	38.4	33.7	4.9
1900 - 2000	117	32	29	29	28	1	1	105	0	9	0	0	0	0	0	0	0	0	0	0	1	2	23	48	33	8	2	0	0	0	0	38.3	33.4	4.9
2000 - 2100	83	25	19	21	18	0	3	74	0	5	0	0	0	0	0	0	0	0	0	0	0	2	17	36	21	5	2	0	0	0	0	38	33.5	4.7
2100 - 2200	61	18	15	16	12	0	2	55	0	3	0	0	0	0	0	0	0	0	0	0	0	1	11	24	16	7	1	0	0	0	0	39.4	34	5.1
2200 - 2300	34	9	9	10	6	0	2	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	13	9	4	1	0	0	0	0	40	34.6	5.3
2300 - 0000	16	6	4	4	3	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	6	4	3	1	0	0	0	0	41.7	35.2	5.9
0700 - 1900	**2103**	**516**	**528**	**523**	**536**	**11**	**27**	**1832**	**10**	**202**	**5**	**5**	**1**	**3**	**1**	**5**	**0**	**0**	**0**	**5**	**17**	**58**	**455**	**996**	**463**	**95**	**12**	**2**	**0**	**0**	**0**	**37.0**	**32.6**	**4.5**
0600 - 2200	**2410**	**597**	**600**	**602**	**611**	**13**	**35**	**2104**	**12**	**225**	**5**	**6**	**1**	**3**	**1**	**5**	**0**	**0**	**0**	**5**	**19**	**64**	**512**	**1120**	**548**	**122**	**17**	**2**	**0**	**0**	**0**	**37.2**	**32.8**	**4.6**
0600 - 0000	**2461**	**612**	**613**	**617**	**620**	**13**	**37**	**2148**	**12**	**230**	**5**	**6**	**1**	**3**	**1**	**6**	**0**	**0**	**0**	**5**	**19**	**64**	**522**	**1139**	**561**	**129**	**19**	**3**	**0**	**0**	**0**	**37.4**	**32.8**	**4.7**
0000 - 0000	**2490**	**619**	**620**	**625**	**627**	**14**	**39**	**2171**	**12**	**233**	**5**	**6**	**1**	**3**	**1**	**6**	**0**	**0**	**0**	**6**	**19**	**65**	**526**	**1146**	**570**	**132**	**21**	**3**	**0**	**0**	**0**	**37.5**	**32.8**	**4.7**

Annex 1

Site 9 - Northbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2606	642	662	637	665	16	52	2221	13	274	5	7	0	7	0	11	0	0	1	9	20	77	611	1217	551	107	12	1	0	0	0	36.8	32.4	4.5
Tue	2679	678	647	685	669	14	37	2317	12	272	7	8	2	5	0	4	0	1	0	5	20	74	649	1186	578	138	25	4	0	0	0	37.2	32.6	4.7
Wed	2566	608	626	661	671	10	29	2217	14	272	6	6	1	3	0	8	0	0	0	2	8	66	516	1223	591	134	24	1	1	0	0	37.5	33	4.5
Thu	2541	631	633	634	643	11	29	2174	11	287	8	9	0	3	3	6	0	0	0	4	10	65	542	1170	579	144	20	7	0	0	0	37.6	33	4.6
Fri	2701	663	719	689	630	10	44	2338	10	272	6	7	1	3	2	8	0	0	0	7	18	59	523	1283	643	144	23	1	0	0	0	37.6	33	4.5
Sat	2292	576	553	561	602	18	39	2057	15	153	0	6	0	1	0	2	1	0	0	9	31	55	418	1024	603	135	15	2	0	0	0	37.7	33.1	4.9
Sun	2046	535	498	505	508	18	42	1876	8	99	1	2	0	0	0	0	0	0	2	7	25	62	425	920	448	123	26	7	1	0	0	37.7	32.9	5.2

Devon ATCs

Report Id 231/22
Site Name Site 9 of 11
Description B3233 Anstey Way, 50m south of Down Road
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	3	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	-	36.6	8.8
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	37.6	-
0400 - 0500	5	1	1	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	-	35	2.6
0500 - 0600	21	3	6	6	6	0	3	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	6	3	2	3	0	0	0	45.1	35	6.8
0600 - 0700	56	9	10	17	20	1	1	47	0	7	0	0	0	0	0	0	0	0	0	0	1	1	7	23	14	7	2	1	0	0	40.4	34.6	5.8
0700 - 0800	212	35	41	63	73	0	4	168	1	36	1	1	0	1	0	0	0	0	0	0	1	2	56	102	36	12	3	0	0	0	36.9	32.7	4.3
0800 - 0900	271	75	76	50	70	2	1	233	3	31	0	0	0	1	0	0	0	0	0	0	4	6	55	127	69	7	3	0	0	0	37.2	32.8	4.4
0900 - 1000	221	71	49	49	52	2	1	193	2	21	0	0	0	2	0	0	0	0	0	1	3	6	49	129	29	4	0	0	0	0	35	31.6	3.9
1000 - 1100	177	36	47	44	50	0	0	159	1	17	0	0	0	0	0	0	0	0	0	0	3	6	66	78	20	4	0	0	0	0	34.6	30.8	3.9
1100 - 1200	223	59	44	61	59	1	0	191	3	24	1	0	1	0	1	1	0	0	0	0	2	13	82	107	15	3	1	0	0	0	34.1	30.5	3.9
1200 - 1300	209	59	52	49	49	0	5	174	2	22	1	3	0	2	0	0	0	0	0	0	2	7	65	106	23	5	1	0	0	0	34.7	31.3	3.9
1300 - 1400	210	42	50	57	61	1	2	178	0	27	1	1	0	0	0	0	0	0	0	0	2	7	80	102	19	0	0	0	0	0	34.3	30.4	3.3
1400 - 1500	195	47	54	46	48	0	3	173	0	18	0	1	0	0	0	0	0	0	0	0	0	6	66	91	27	4	1	0	0	0	35.3	31.4	3.8
1500 - 1600	244	43	47	77	77	0	1	203	1	36	0	0	0	3	0	0	0	0	0	2	2	11	84	119	21	5	0	0	0	0	34.3	30.7	4.2
1600 - 1700	287	85	76	60	66	2	5	247	1	32	0	0	0	0	0	0	0	0	0	1	2	7	81	157	36	3	0	0	0	0	34.8	31.5	3.6
1700 - 1800	241	66	57	58	60	1	2	217	1	20	0	0	0	0	0	0	0	0	0	1	1	3	68	120	46	2	0	0	0	0	35.8	31.7	3.7
1800 - 1900	184	49	46	51	38	0	3	170	0	10	0	0	1	0	0	0	0	0	0	1	4	4	70	77	21	7	0	0	0	0	35.1	31.1	4.6
1900 - 2000	97	31	29	22	15	1	2	86	1	7	0	0	0	0	0	0	0	0	0	0	1	3	32	44	17	0	0	0	0	0	35.6	31.4	3.8
2000 - 2100	89	16	21	22	30	0	0	87	0	2	0	0	0	0	0	0	0	0	0	0	0	2	28	38	18	3	0	0	0	0	37.2	32	4
2100 - 2200	76	30	17	18	11	0	0	72	0	4	0	0	0	0	0	0	0	0	0	0	0	3	17	35	14	5	2	0	0	0	37	32.5	4.9
2200 - 2300	43	20	16	5	2	0	1	36	0	6	0	0	0	0	0	0	0	0	0	0	0	1	9	22	9	1	1	0	0	0	36	32.4	4.3
2300 - 0000	8	1	3	2	2	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	1	0	0	0	0	-	33.5	6.4
0700 - 1900	**2674**	**667**	**639**	**665**	**703**	**9**	**27**	**2306**	**15**	**294**	**4**	**6**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**6**	**26**	**78**	**822**	**1315**	**362**	**56**	**9**	**0**	**0**	**0**	**0**	**35.2**	**31.4**	**4.0**
0600 - 2200	**2992**	**753**	**716**	**744**	**779**	**11**	**30**	**2598**	**16**	**314**	**4**	**6**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**6**	**28**	**87**	**906**	**1455**	**425**	**71**	**13**	**1**	**0**	**0**	**0**	**35.3**	**31.5**	**4.1**
0600 - 0000	**3043**	**774**	**735**	**751**	**783**	**11**	**31**	**2640**	**16**	**322**	**4**	**6**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**6**	**28**	**88**	**918**	**1478**	**437**	**73**	**14**	**1**	**0**	**0**	**0**	**35.3**	**31.5**	**4.1**
0000 - 0000	**3075**	**782**	**744**	**758**	**791**	**11**	**34**	**2666**	**16**	**325**	**4**	**6**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**6**	**28**	**88**	**926**	**1488**	**444**	**76**	**18**	**1**	**0**	**0**	**0**	**35.5**	**31.6**	**4.2**

Annex 1

Site 9 - Southbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	1	1	4	1	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2	1	0	0	0	0	0	-	31.1	10.9
0100 - 0200	5	0	1	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	-	37.4	6.7
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.1	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	3	0	1	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	30.5	2.3
0500 - 0600	21	2	8	6	5	0	3	14	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	9	4	1	2	1	0	0	0	45.2	35.5	6.3
0600 - 0700	54	8	9	16	21	0	0	46	0	8	0	0	0	0	0	0	0	0	0	0	0	2	11	20	12	8	0	1	0	0	0	40.1	33.9	5.6
0700 - 0800	196	35	42	57	62	1	2	153	1	38	0	1	0	0	0	0	0	0	0	0	1	4	56	89	32	14	0	0	0	0	0	37.3	32.5	4.5
0800 - 0900	243	65	53	51	74	1	0	214	1	26	0	1	0	0	0	0	0	0	0	0	1	2	68	107	56	9	0	0	0	0	0	36.9	32.5	4
0900 - 1000	177	56	39	37	45	1	0	156	3	15	0	0	0	2	0	0	0	0	0	0	1	3	59	82	26	6	0	0	0	0	0	35.7	31.7	4.1
1000 - 1100	200	59	49	55	37	1	2	174	0	22	0	1	0	0	0	0	0	0	1	0	1	6	67	92	32	1	0	0	0	0	0	35.2	31.2	4
1100 - 1200	207	52	47	53	55	1	2	183	3	16	1	0	0	1	0	0	0	0	0	0	3	15	68	93	23	5	0	0	0	0	0	34.7	30.5	4.4
1200 - 1300	231	58	54	47	72	0	1	203	1	22	0	1	0	2	0	1	0	0	0	0	2	15	62	102	45	5	0	0	0	0	0	35.8	31.4	4.1
1300 - 1400	194	48	53	44	49	1	0	174	0	17	1	1	0	0	0	0	0	0	0	0	1	7	53	98	30	5	0	0	0	0	0	35.9	31.6	4
1400 - 1500	208	57	51	43	57	0	1	187	0	20	0	0	0	0	0	0	0	0	0	0	0	11	77	91	27	2	0	0	0	0	0	34.8	30.9	3.7
1500 - 1600	253	44	51	76	82	0	2	227	4	19	0	0	0	1	0	0	0	0	0	0	0	6	79	119	45	4	0	0	0	0	0	35.6	31.7	3.5
1600 - 1700	287	67	84	64	72	1	2	252	1	27	2	1	0	1	0	0	0	0	0	0	1	8	93	140	41	4	0	0	0	0	0	35.2	31.4	3.7
1700 - 1800	233	67	56	44	66	3	3	201	4	20	2	0	0	0	0	0	0	0	0	2	1	6	64	108	44	8	0	0	0	0	0	36.5	32	4.4
1800 - 1900	162	42	49	38	33	0	0	148	0	14	0	0	0	0	0	0	0	0	0	0	0	2	30	81	42	6	1	0	0	0	0	37.4	33.2	3.7
1900 - 2000	130	36	36	26	32	1	2	115	1	10	0	1	0	0	0	0	0	0	0	1	1	8	34	50	31	4	0	1	0	0	0	36.9	31.9	5.2
2000 - 2100	94	20	25	29	20	1	0	90	0	3	0	0	0	0	0	0	0	0	0	0	0	1	27	43	20	3	0	0	0	0	0	36.4	32.4	3.9
2100 - 2200	46	13	12	8	13	0	0	42	0	4	0	0	0	0	0	0	0	0	0	0	0	2	14	19	8	3	0	0	0	0	0	38.4	32.5	4.8
2200 - 2300	39	14	6	10	9	0	1	33	1	4	0	0	0	0	0	0	0	0	0	0	0	1	9	15	9	4	0	1	0	0	0	39.7	33.8	5.6
2300 - 0000	15	8	3	2	2	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	6	4	1	0	0	0	0	0	36.5	32.6	4.2
0700 - 1900	**2591**	**650**	**628**	**609**	**704**	**10**	**15**	**2272**	**18**	**256**	**6**	**6**	**0**	**7**	**0**	**1**	**0**	**0**	**1**	**2**	**12**	**85**	**776**	**1202**	**443**	**69**	**1**	**0**	**0**	**0**	**0**	**35.9**	**31.7**	**4.1**
0600 - 2200	**2915**	**727**	**710**	**688**	**790**	**12**	**17**	**2565**	**19**	**281**	**6**	**7**	**0**	**7**	**0**	**1**	**0**	**0**	**1**	**3**	**13**	**98**	**862**	**1334**	**514**	**87**	**1**	**2**	**0**	**0**	**0**	**36.0**	**31.8**	**4.2**
0600 - 0000	**2969**	**749**	**719**	**700**	**801**	**12**	**18**	**2610**	**20**	**288**	**6**	**7**	**0**	**7**	**0**	**1**	**0**	**0**	**1**	**3**	**13**	**99**	**875**	**1355**	**527**	**92**	**1**	**3**	**0**	**0**	**0**	**36.0**	**31.8**	**4.2**
0000 - 0000	**3006**	**752**	**730**	**716**	**808**	**12**	**21**	**2639**	**21**	**292**	**6**	**7**	**0**	**7**	**0**	**1**	**0**	**0**	**2**	**3**	**13**	**99**	**881**	**1371**	**534**	**95**	**4**	**4**	**0**	**0**	**0**	**36.0**	**31.8**	**4.2**

Annex 1

Site 9 - Southbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	0	1	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	1	0	0	0	0	-	33.4	7.1
0100 - 0200	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	-	30.1	3.8
0200 - 0300	3	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	33.1	4.3
0300 - 0400	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	-	39.6	8.2
0400 - 0500	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	-	37.6	7.9
0500 - 0600	23	3	8	6	6	1	1	17	0	4	0	0	0	0	0	0	0	0	0	1	0	0	7	7	1	4	3	0	0	0	0	44.8	34.3	7.9
0600 - 0700	65	11	14	20	20	3	0	52	0	7	2	0	0	0	1	0	0	0	0	1	2	1	16	26	14	4	0	1	0	0	0	37.4	32.2	5.9
0700 - 0800	190	27	32	66	65	1	3	149	0	35	1	1	0	0	0	0	0	0	0	0	8	5	47	85	39	6	0	0	0	0	0	36.6	31.7	5.1
0800 - 0900	258	67	69	53	69	2	0	226	4	19	0	3	0	4	0	0	0	0	0	2	0	1	64	145	44	2	0	0	0	0	0	35.4	32	3.6
0900 - 1000	184	52	35	44	53	0	1	150	1	29	0	1	0	2	0	0	0	0	0	0	0	3	61	81	31	8	0	0	0	0	0	36.7	32	4
1000 - 1100	179	50	40	43	46	1	0	157	0	20	1	0	0	0	0	0	0	0	0	1	2	10	61	85	18	1	1	0	0	0	0	34.1	30.5	4.2
1100 - 1200	185	34	36	56	59	1	2	159	1	21	0	0	0	0	1	0	0	0	0	1	0	9	61	91	19	4	0	0	0	0	0	34.7	31	4
1200 - 1300	230	53	66	58	53	1	3	201	0	24	0	1	0	0	0	0	0	0	0	1	1	5	81	118	23	0	1	0	0	0	0	34.4	30.9	3.5
1300 - 1400	216	59	49	56	52	0	2	189	0	21	1	1	0	0	2	0	0	0	0	0	1	6	75	107	24	3	0	0	0	0	0	34.3	30.9	3.4
1400 - 1500	227	54	53	65	55	0	2	208	1	16	0	0	0	0	0	0	0	0	0	0	0	5	89	109	24	0	0	0	0	0	0	34.2	30.9	3
1500 - 1600	239	38	50	63	88	0	0	207	1	28	3	0	0	0	0	0	0	0	0	0	0	14	59	124	37	4	1	0	0	0	0	35.2	31.7	4
1600 - 1700	229	60	61	54	54	1	4	197	1	24	0	1	1	0	0	0	0	0	0	0	0	6	81	102	38	2	0	0	0	0	0	35.4	31.4	3.6
1700 - 1800	242	54	63	64	61	0	2	214	1	23	0	1	0	1	0	0	0	0	0	0	0	9	72	120	32	9	0	0	0	0	0	35.5	31.9	3.8
1800 - 1900	172	54	47	37	34	1	0	159	0	11	0	0	0	0	1	0	0	0	1	0	1	0	48	78	32	11	1	0	0	0	0	36	32.4	4.6
1900 - 2000	102	21	23	28	30	0	4	94	0	4	0	0	0	0	0	0	0	0	0	0	0	1	19	50	26	6	0	0	0	0	0	38	33.4	4
2000 - 2100	80	23	28	14	15	0	9	64	0	7	0	0	0	0	0	0	0	0	0	0	0	3	21	31	20	5	0	0	0	0	0	37.2	32.5	4.5
2100 - 2200	54	10	20	15	9	0	0	51	0	3	0	0	0	0	0	0	0	0	0	0	0	1	13	29	9	1	1	0	0	0	0	37.4	32.9	4.4
2200 - 2300	40	12	12	8	8	0	1	36	0	3	0	0	0	0	0	0	0	0	0	0	0	2	10	16	8	3	1	0	0	0	0	37.5	32.7	5.3
2300 - 0000	7	2	3	1	1	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	1	0	0	0	0	-	33.7	7.6
0700 - 1900	**2551**	**602**	**601**	**659**	**689**	**8**	**19**	**2216**	**10**	**271**	**6**	**9**	**1**	**7**	**3**	**1**	**0**	**0**	**1**	**5**	**13**	**73**	**799**	**1245**	**361**	**50**	**4**	**0**	**0**	**0**	**0**	**35.2**	**31.4**	**3.9**
0600 - 2200	**2852**	**667**	**686**	**736**	**763**	**11**	**32**	**2477**	**10**	**292**	**8**	**9**	**1**	**7**	**4**	**1**	**0**	**0**	**1**	**6**	**15**	**79**	**868**	**1381**	**430**	**66**	**5**	**1**	**0**	**0**	**0**	**35.5**	**31.6**	**4.0**
0600 - 0000	**2899**	**681**	**701**	**745**	**772**	**11**	**33**	**2518**	**10**	**297**	**8**	**9**	**1**	**7**	**4**	**1**	**0**	**0**	**1**	**6**	**15**	**81**	**882**	**1398**	**438**	**70**	**7**	**1**	**0**	**0**	**0**	**35.5**	**31.6**	**4.1**
0000 - 0000	**2939**	**690**	**710**	**756**	**783**	**12**	**34**	**2552**	**10**	**301**	**8**	**9**	**1**	**7**	**4**	**1**	**0**	**0**	**1**	**7**	**15**	**81**	**895**	**1410**	**442**	**75**	**12**	**1**	**0**	**0**	**0**	**35.6**	**31.6**	**4.1**

Annex 1

Site 9 - Southbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	3	1	1	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	1	0	0	0	-	39.8	6.9
0100 - 0200	2	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	39.4	7.8
0200 - 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	-	-	-
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31	-
0400 - 0500	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	42.1	0.5
0500 - 0600	20	2	5	4	9	0	1	16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	4	5	3	3	0	0	0	0	45	36	6.4
0600 - 0700	54	11	10	19	14	0	2	46	0	6	0	0	0	0	0	0	0	0	0	0	0	1	11	19	15	6	1	1	0	0	0	39.7	34.2	5.5
0700 - 0800	181	27	36	52	66	2	6	142	1	29	0	0	0	0	0	1	0	0	0	1	1	4	36	83	44	11	1	0	0	0	0	37.8	33	4.8
0800 - 0900	271	50	75	69	77	0	0	229	2	35	0	2	0	1	1	1	0	0	0	0	0	1	51	135	78	5	1	0	0	0	0	36.9	33	3.6
0900 - 1000	216	64	57	43	52	0	1	190	1	22	0	0	0	0	0	2	0	0	0	0	1	4	59	108	37	6	1	0	0	0	0	35.9	32	4.1
1000 - 1100	197	56	51	47	43	1	0	170	4	19	0	1	0	0	1	1	0	0	0	1	0	11	62	96	22	4	1	0	0	0	0	34.7	31.2	4.2
1100 - 1200	226	60	65	50	51	1	2	193	2	26	1	0	0	0	1	0	0	0	0	0	2	7	78	107	30	2	0	0	0	0	0	34.9	31.1	3.6
1200 - 1300	247	56	69	64	58	2	1	214	0	30	0	0	0	0	0	0	0	0	0	0	7	7	108	99	22	4	0	0	0	0	0	33.6	30.2	4
1300 - 1400	202	55	53	50	44	1	7	176	1	16	0	1	0	0	0	0	0	0	1	0	1	2	76	98	22	2	0	0	0	0	0	34.1	31	3.4
1400 - 1500	229	48	63	72	46	2	5	193	1	25	0	0	0	1	1	0	0	1	0	1	1	5	63	121	32	6	0	0	0	0	0	35.2	31.6	4
1500 - 1600	262	45	63	87	67	0	4	224	3	30	0	1	0	0	0	0	0	0	0	0	1	10	90	119	37	5	0	0	0	0	0	35.3	31.2	3.6
1600 - 1700	283	70	51	76	86	0	8	250	3	21	1	0	0	0	0	0	0	0	0	0	0	4	87	142	44	4	2	0	0	0	0	35.3	31.9	3.7
1700 - 1800	251	70	66	58	57	3	4	230	2	12	0	0	0	0	0	0	0	0	0	2	2	5	63	119	57	3	0	0	0	0	0	36.4	32	4.4
1800 - 1900	190	54	41	43	52	0	5	178	0	7	0	0	0	0	0	0	0	0	1	1	1	5	54	90	26	11	0	0	1	0	0	35.6	31.8	4.8
1900 - 2000	101	30	18	27	26	0	3	88	0	10	0	0	0	0	0	0	0	0	0	0	0	1	24	51	19	5	1	0	0	0	0	37.8	32.9	4.4
2000 - 2100	80	22	25	19	14	1	4	70	1	4	0	0	0	0	0	0	0	0	0	0	1	2	17	35	16	6	3	0	0	0	0	38.9	33.2	5.3
2100 - 2200	63	17	14	17	15	0	0	59	0	4	0	0	0	0	0	0	0	0	0	0	0	2	17	25	14	3	2	0	0	0	0	37.4	32.7	4.7
2200 - 2300	38	13	12	5	8	0	0	36	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	17	9	5	1	0	0	0	0	40.4	34.5	4.8
2300 - 0000	25	11	9	1	4	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	1	6	6	9	1	1	1	0	0	0	39.3	34.3	6.3
0700 - 1900	**2755**	**655**	**690**	**711**	**699**	**12**	**43**	**2389**	**20**	**272**	**2**	**5**	**0**	**2**	**4**	**5**	**0**	**1**	**2**	**6**	**17**	**65**	**827**	**1317**	**451**	**63**	**6**	**0**	**1**	**0**	**0**	**35.7**	**31.7**	**4.1**
0600 - 2200	**3053**	**735**	**757**	**793**	**768**	**13**	**52**	**2652**	**21**	**296**	**2**	**5**	**0**	**2**	**4**	**5**	**0**	**1**	**2**	**6**	**18**	**71**	**896**	**1447**	**515**	**83**	**13**	**1**	**1**	**0**	**0**	**35.9**	**31.8**	**4.2**
0600 - 0000	**3116**	**759**	**778**	**799**	**780**	**13**	**52**	**2711**	**21**	**300**	**2**	**5**	**0**	**2**	**4**	**5**	**0**	**1**	**2**	**6**	**18**	**72**	**908**	**1470**	**533**	**89**	**15**	**2**	**1**	**0**	**0**	**36.0**	**31.9**	**4.2**
0000 - 0000	**3148**	**765**	**785**	**805**	**793**	**13**	**54**	**2738**	**21**	**303**	**2**	**5**	**0**	**2**	**4**	**5**	**0**	**1**	**2**	**6**	**18**	**72**	**913**	**1478**	**541**	**96**	**18**	**3**	**1**	**0**	**0**	**36.1**	**31.9**	**4.3**

Annex 1

Site 9 - Southbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	3	4	2	2	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	0	1	1	0	0	0	49.9	37.5	6.7
0100 - 0200	7	3	1	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	0	1	0	-	40.9	11.6
0200 - 0300	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	29.9	2.9
0300 - 0400	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	-	37.2	10.5
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	15	0	6	2	7	0	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	4	1	1	0	0	0	45.2	38.9	5.9
0600 - 0700	25	5	1	8	11	0	3	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8	10	5	1	1	0	0	0	0	36.6	32.7	4.8
0700 - 0800	58	10	11	18	19	2	1	45	2	7	0	1	0	0	0	0	0	0	0	0	3	2	12	19	13	6	2	1	0	0	0	40.3	33	7
0800 - 0900	130	14	31	47	38	3	1	110	3	10	0	1	0	2	0	0	0	0	0	1	8	1	38	52	24	4	2	0	0	0	0	36.1	31.4	5.7
0900 - 1000	173	41	42	55	35	3	1	154	2	12	0	1	0	0	0	0	0	0	0	0	6	4	27	79	47	8	2	0	0	0	0	37.1	32.7	5.2
1000 - 1100	216	54	46	51	65	2	1	194	2	16	0	1	0	0	0	0	0	0	0	1	0	11	70	100	30	4	0	0	0	0	0	35.1	31.1	4.1
1100 - 1200	207	47	50	61	49	1	1	194	0	11	0	0	0	0	0	0	0	0	0	0	2	2	64	97	38	4	0	0	0	0	0	35.9	31.9	4
1200 - 1300	254	65	69	61	59	0	2	234	2	16	0	0	0	0	0	0	0	0	0	0	0	11	74	129	34	5	1	0	0	0	0	35.1	31.5	3.8
1300 - 1400	278	60	73	73	72	2	5	242	3	24	0	2	0	0	0	0	0	0	0	1	7	12	96	137	21	3	1	0	0	0	0	34.1	30.5	4.2
1400 - 1500	214	55	65	53	41	3	6	195	1	9	0	0	0	0	0	0	0	0	0	1	2	10	65	100	32	4	0	0	0	0	0	35.5	30.9	4.4
1500 - 1600	205	46	47	59	53	1	1	188	2	13	0	0	0	0	0	0	0	0	1	0	0	5	73	103	19	4	0	0	0	0	0	34.6	31.1	3.7
1600 - 1700	202	58	40	50	54	4	1	182	1	14	0	0	0	0	0	0	0	0	0	3	4	1	67	96	28	3	0	0	0	0	0	35.1	31	4.5
1700 - 1800	175	55	38	46	36	2	3	159	1	10	0	0	0	0	0	0	0	0	0	1	3	2	40	91	28	8	2	0	0	0	0	36	32.1	4.5
1800 - 1900	151	44	38	30	39	0	2	141	0	8	0	0	0	0	0	0	0	0	0	0	0	4	49	61	28	8	0	1	0	0	0	36	32.2	4.4
1900 - 2000	125	30	32	40	23	0	1	118	0	6	0	0	0	0	0	0	0	0	0	0	0	2	18	62	41	2	0	0	0	0	0	36.6	33.2	3.3
2000 - 2100	88	30	22	22	14	0	1	84	0	3	0	0	0	0	0	0	0	0	0	1	2	3	19	40	16	5	2	0	0	0	0	37	32.2	5.6
2100 - 2200	54	9	11	17	17	0	1	49	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11	29	11	2	1	0	0	0	0	36.8	33.4	3.7
2200 - 2300	44	10	9	15	10	0	0	42	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11	24	3	3	0	1	0	0	0	37	32.3	5.2
2300 - 0000	23	11	6	2	4	0	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	1	8	7	4	1	1	0	0	1	0	41.2	33.6	8.1
0700 - 1900	**2263**	**549**	**550**	**604**	**560**	**23**	**25**	**2038**	**19**	**150**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**35**	**65**	**675**	**1064**	**342**	**61**	**10**	**2**	**0**	**0**	**0**	**35.6**	**31.5**	**4.5**
0600 - 2200	**2555**	**623**	**616**	**691**	**625**	**23**	**31**	**2309**	**19**	**165**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**9**	**37**	**70**	**731**	**1205**	**415**	**71**	**14**	**2**	**0**	**0**	**0**	**35.8**	**31.6**	**4.5**
0600 - 0000	**2622**	**644**	**631**	**708**	**639**	**23**	**31**	**2372**	**19**	**169**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**9**	**37**	**73**	**750**	**1236**	**422**	**75**	**15**	**3**	**0**	**1**	**0**	**35.8**	**31.7**	**4.6**
0000 - 0000	**2661**	**653**	**643**	**715**	**650**	**23**	**32**	**2405**	**19**	**174**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**9**	**37**	**73**	**754**	**1247**	**434**	**80**	**18**	**6**	**0**	**2**	**0**	**35.9**	**31.8**	**4.7**

Annex 1

Site 9 - Southbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	4	2	2	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	5	1	0	0	0	0	0	-	34.1	6.5
0100 - 0200	9	0	4	5	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	-	35.3	2
0200 - 0300	4	2	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	-	38.4	3.5
0300 - 0400	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	-	28.2	11.5
0400 - 0500	5	1	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	-	43.5	8.3
0500 - 0600	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	-	32	8.1
0600 - 0700	22	3	3	5	11	1	1	18	0	2	0	0	0	0	0	0	0	0	0	0	1	0	4	9	5	2	1	0	0	0	0	40.9	33.7	5.8
0700 - 0800	59	12	14	15	18	2	1	53	0	3	0	0	0	0	0	0	0	0	0	0	1	3	8	32	11	2	2	0	0	0	0	38.1	33	5.6
0800 - 0900	97	19	28	22	28	4	0	87	0	6	0	0	0	0	0	0	0	0	0	0	3	2	19	38	30	4	0	0	0	1	0	37.9	33	5.9
0900 - 1000	151	13	29	50	59	2	3	140	0	6	0	0	0	0	0	0	0	0	0	0	2	3	53	69	22	1	0	1	0	0	0	35.1	31.3	4.1
1000 - 1100	272	69	60	77	66	8	1	246	1	16	0	0	0	0	0	0	0	0	0	0	3	6	7	99	125	31	1	0	0	0	0	34.4	30.5	4.3
1100 - 1200	293	65	74	78	76	2	4	275	1	11	0	0	0	0	0	0	0	0	0	1	2	8	107	145	23	7	0	0	0	0	0	34	30.9	3.7
1200 - 1300	266	71	61	70	64	5	6	243	0	12	0	0	0	0	0	0	0	0	0	1	2	8	93	145	13	4	0	0	0	0	0	33.2	30.6	3.5
1300 - 1400	223	58	41	66	58	1	4	213	0	4	1	0	0	0	0	0	0	0	0	1	12	17	64	106	21	2	0	0	0	0	0	34.1	29.7	5
1400 - 1500	231	65	53	61	52	1	2	216	0	12	0	0	0	0	0	0	0	0	0	0	3	8	83	118	18	1	0	0	0	0	0	34	30.5	3.4
1500 - 1600	219	61	55	48	55	2	9	196	1	11	0	0	0	0	0	0	0	0	0	0	3	6	78	110	19	1	1	0	1	0	0	34.2	31.1	4.1
1600 - 1700	238	58	50	50	80	0	6	222	0	10	0	0	0	0	0	0	0	0	0	0	1	5	92	107	29	3	1	0	0	0	0	34.4	30.9	3.7
1700 - 1800	175	57	45	39	34	1	6	154	2	12	0	0	0	0	0	0	0	0	0	0	2	4	47	88	28	5	1	0	0	0	0	36.1	31.8	4.3
1800 - 1900	121	38	28	27	28	2	1	109	0	9	0	0	0	0	0	0	0	0	0	0	2	2	24	64	21	6	2	0	0	0	0	36.2	32.4	4.6
1900 - 2000	105	27	25	24	29	0	3	95	0	6	0	1	0	0	0	0	0	0	0	0	0	2	29	44	23	5	2	0	0	0	0	37.7	32.9	4.6
2000 - 2100	48	16	16	7	9	2	1	42	0	3	0	0	0	0	0	0	0	0	1	1	0	0	11	16	11	1	5	2	0	0	0	44.8	33.8	8
2100 - 2200	49	14	13	9	13	0	3	42	0	4	0	0	0	0	0	0	0	0	0	0	0	2	6	19	15	6	1	0	0	0	0	40.2	34.5	5.3
2200 - 2300	26	7	5	6	8	0	1	23	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	12	9	0	1	1	0	0	0	39.6	35.2	6.1
2300 - 0000	12	4	5	1	2	1	0	10	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	6	1	1	0	0	0	0	42.4	34.8	7.4
0700 - 1900	**2345**	**586**	**538**	**603**	**618**	**30**	**43**	**2154**	**5**	**112**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**39**	**73**	**767**	**1147**	**266**	**37**	**7**	**1**	**1**	**1**	**0**	**34.7**	**31.0**	**4.3**
0600 - 2200	**2569**	**646**	**595**	**648**	**680**	**33**	**51**	**2351**	**5**	**127**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**40**	**77**	**817**	**1235**	**320**	**51**	**16**	**3**	**1**	**1**	**0**	**35.1**	**31.2**	**4.5**
0600 - 0000	**2607**	**657**	**605**	**655**	**690**	**34**	**52**	**2384**	**5**	**129**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**41**	**78**	**819**	**1250**	**335**	**52**	**18**	**4**	**1**	**1**	**0**	**35.1**	**31.3**	**4.5**
0000 - 0000	**2642**	**666**	**618**	**664**	**694**	**34**	**52**	**2418**	**5**	**130**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**41**	**82**	**821**	**1258**	**349**	**57**	**19**	**5**	**1**	**1**	**0**	**35.2**	**31.3**	**4.6**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	9	3	2	3	1	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	1	0	0	1	0	-	39.4	10.7
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	44.3	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	32.2	5.9
0300 - 0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	35	0.8
0400 - 0500	4	0	2	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	-	37.6	6.7
0500 - 0600	24	0	8	8	8	3	1	17	0	3	0	0	0	0	0	0	0	0	0	0	4	0	3	6	6	2	3	0	0	0	0	43.2	32.8	9.3
0600 - 0700	65	14	10	17	24	2	1	48	2	11	1	0	0	0	0	0	0	0	0	0	1	2	15	23	18	5	1	0	0	0	0	38.6	33.2	5.5
0700 - 0800	190	27	48	58	57	3	2	151	1	30	1	1	0	1	0	0	0	0	0	0	2	2	39	98	39	9	1	0	0	0	0	36.8	32.8	4.1
0800 - 0900	286	63	81	73	69	0	0	249	3	31	1	2	0	0	0	0	0	0	0	0	0	2	88	151	43	2	0	0	0	0	0	35.3	31.9	3.2
0900 - 1000	210	61	69	34	46	0	2	171	4	29	1	0	0	0	2	1	0	0	0	1	2	11	84	86	22	4	0	0	0	0	0	34.3	30.4	4
1000 - 1100	183	55	49	36	43	1	1	160	0	20	0	0	0	1	0	0	0	0	0	1	7	8	82	71	13	1	0	0	0	0	0	33.8	29.7	4.3
1100 - 1200	200	43	44	58	55	0	3	175	0	22	0	0	0	0	0	0	0	0	0	0	2	16	84	81	16	1	0	0	0	0	0	33.9	29.9	3.8
1200 - 1300	183	51	53	42	37	0	5	159	1	17	0	0	0	1	0	0	0	0	0	1	4	11	107	50	10	0	0	0	0	0	0	32	28.7	3.8
1300 - 1400	197	53	42	53	49	0	3	174	0	16	1	1	0	2	0	0	0	0	0	0	3	15	76	80	21	2	0	0	0	0	0	34.1	30.2	4.2
1400 - 1500	208	37	56	62	53	0	2	181	1	21	1	1	0	1	0	0	0	0	0	0	1	6	82	98	19	2	0	0	0	0	0	34.6	30.9	3.5
1500 - 1600	279	53	62	83	81	1	2	240	1	30	2	1	0	1	1	0	0	0	0	1	0	4	32	108	117	17	0	0	0	0	0	33.2	29.5	4.1
1600 - 1700	277	67	66	76	68	2	7	242	0	24	1	1	0	0	0	0	0	0	0	0	5	11	119	107	29	6	0	0	0	0	0	34.6	30.4	4.2
1700 - 1800	260	67	75	62	56	1	7	229	1	20	0	1	0	0	1	0	0	0	0	0	4	9	86	119	30	11	0	0	1	0	0	35.2	31.2	4.5
1800 - 1900	180	64	50	38	28	2	2	164	1	11	0	0	0	0	0	0	0	0	0	0	2	6	65	69	32	4	0	1	1	0	0	35.7	31.5	4.7
1900 - 2000	126	27	40	26	33	1	4	110	1	9	0	0	0	0	1	0	0	0	0	0	1	1	29	63	25	7	0	0	0	0	0	37.3	32.8	4
2000 - 2100	97	39	23	13	22	3	2	85	0	7	0	0	0	0	0	0	0	0	0	1	2	3	23	38	24	4	2	0	0	0	0	37.1	32.4	5.6
2100 - 2200	68	17	18	21	12	1	0	63	0	4	0	0	0	0	0	0	0	0	0	0	1	3	18	31	11	3	1	0	0	0	0	36.5	31.8	5.1
2200 - 2300	25	10	4	4	7	0	1	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	7	8	1	0	0	0	0	0	38.2	33.2	4.3
2300 - 0000	17	5	4	4	4	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	7	3	4	1	0	0	0	0	42.1	35.9	6.3
0700 - 1900	**2653**	**641**	**695**	**675**	**642**	**10**	**36**	**2295**	**13**	**271**	**8**	**8**	**0**	**7**	**4**	**1**	**0**	**0**	**1**	**3**	**36**	**129**	**1020**	**1127**	**291**	**42**	**1**	**1**	**2**	**0**	**0**	**34.6**	**30.6**	**4.2**
0600 - 2200	**3009**	**738**	**786**	**752**	**733**	**17**	**43**	**2601**	**16**	**302**	**9**	**8**	**0**	**7**	**5**	**1**	**0**	**0**	**1**	**4**	**41**	**138**	**1105**	**1282**	**369**	**61**	**5**	**1**	**2**	**0**	**0**	**34.9**	**30.8**	**4.3**
0600 - 0000	**3051**	**753**	**794**	**760**	**744**	**17**	**44**	**2638**	**16**	**306**	**9**	**8**	**0**	**7**	**5**	**1**	**0**	**0**	**1**	**4**	**41**	**138**	**1116**	**1296**	**380**	**66**	**6**	**1**	**2**	**0**	**0**	**35.0**	**30.9**	**4.3**
0000 - 0000	**3093**	**758**	**807**	**773**	**755**	**20**	**45**	**2671**	**16**	**311**	**9**	**8**	**0**	**7**	**5**	**1**	**0**	**0**	**1**	**4**	**45**	**138**	**1122**	**1307**	**391**	**71**	**10**	**1**	**2**	**1**	**0**	**35.1**	**30.9**	**4.5**

Annex 1

Site 9 - Southbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	3	2	2	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	1	0	0	0	0	-	36.1	8.4
0100 - 0200	4	1	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	-	37.2	7.5
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34	4.7
0300 - 0400	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	35.3	8
0400 - 0500	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	37.8	6.8
0500 - 0600	18	2	6	5	6	1	1	14	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4	5	4	2	2	0	0	0	0	43.8	35	7.4
0600 - 0700	49	9	8	15	17	1	1	40	0	6	0	0	0	0	0	0	0	0	0	0	1	1	10	19	12	5	1	1	0	0	0	38.8	33.5	5.6
0700 - 0800	155	25	32	47	51	2	3	123	1	25	0	1	0	0	0	0	0	0	0	0	2	3	36	73	31	9	1	0	0	0	0	37.4	32.6	4.8
0800 - 0900	222	50	59	52	61	2	0	193	2	23	0	1	0	1	0	0	0	0	0	0	2	2	55	108	49	5	1	0	0	0	0	36.5	32.4	4.2
0900 - 1000	190	51	46	45	49	1	1	165	2	19	0	0	0	1	0	0	0	0	0	0	2	5	56	91	31	5	0	0	0	0	0	35.6	31.6	4.2
1000 - 1100	203	54	49	50	50	2	1	180	1	19	0	0	0	0	0	0	0	0	0	1	3	8	72	92	24	2	0	0	0	0	0	34.7	30.7	4.2
1100 - 1200	220	51	51	60	58	1	2	196	1	19	0	0	0	0	0	0	0	0	0	0	2	10	78	103	23	4	0	0	0	0	0	34.6	30.8	3.9
1200 - 1300	231	59	61	56	56	1	3	204	1	20	0	1	0	1	0	0	0	0	0	0	3	9	84	107	24	3	0	0	0	0	0	34.2	30.7	3.9
1300 - 1400	217	54	52	57	55	1	3	192	1	18	1	1	0	0	0	0	0	0	0	0	4	9	74	104	23	2	0	0	0	0	0	34.3	30.6	4
1400 - 1500	216	52	56	57	50	1	3	193	1	17	0	0	0	0	0	0	0	0	0	0	1	7	75	104	26	3	0	0	0	0	0	34.7	31	3.7
1500 - 1600	243	47	54	70	72	1	3	212	2	24	1	0	0	1	0	0	0	0	0	0	1	12	82	116	28	3	0	0	0	0	0	34.7	31	4
1600 - 1700	258	66	61	61	69	1	5	227	1	22	1	0	0	0	0	0	0	0	0	1	2	6	89	122	35	4	0	0	0	0	0	35	31.2	3.9
1700 - 1800	225	62	57	53	53	2	4	201	2	17	0	0	0	0	0	0	0	0	0	1	2	5	63	109	38	7	0	0	0	0	0	36	31.8	4.2
1800 - 1900	166	49	43	38	36	1	2	153	0	10	0	0	0	0	0	0	0	0	0	0	1	3	49	74	29	8	1	0	0	0	0	36	32	4.6
1900 - 2000	112	29	29	28	27	0	3	101	0	7	0	0	0	0	0	0	0	0	0	0	0	3	26	52	26	4	0	0	0	0	0	36.9	32.7	4.3
2000 - 2100	82	24	23	18	18	1	2	75	0	4	0	0	0	0	0	0	0	0	0	0	1	2	21	34	18	4	2	0	0	0	0	37.4	32.5	5.2
2100 - 2200	59	16	15	15	13	0	1	54	0	4	0	0	0	0	0	0	0	0	0	0	0	2	14	27	12	3	1	0	0	0	0	37.6	32.8	4.8
2200 - 2300	36	12	9	8	7	0	1	33	0	3	0	0	0	0	0	0	0	0	0	0	0	1	8	16	8	2	1	0	0	0	0	38.5	33.3	5.1
2300 - 0000	15	6	5	2	3	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	1	1	0	0	0	0	40.2	34.1	6.6
0700 - 1900	**2547**	**621**	**620**	**647**	**659**	**15**	**30**	**2239**	**14**	**232**	**4**	**6**	**0**	**5**	**2**	**1**	**0**	**0**	**1**	**5**	**25**	**81**	**812**	**1202**	**359**	**54**	**5**	**1**	**1**	**0**	**0**	**35.2**	**31.3**	**4.2**
0600 - 2200	**2849**	**698**	**695**	**722**	**734**	**17**	**37**	**2508**	**15**	**254**	**4**	**6**	**0**	**5**	**2**	**1**	**0**	**0**	**1**	**6**	**27**	**89**	**884**	**1334**	**427**	**70**	**10**	**2**	**1**	**0**	**0**	**35.6**	**31.5**	**4.3**
0600 - 0000	**2901**	**717**	**709**	**731**	**744**	**17**	**37**	**2553**	**15**	**259**	**4**	**6**	**0**	**5**	**2**	**1**	**0**	**0**	**1**	**6**	**28**	**90**	**895**	**1355**	**439**	**74**	**11**	**2**	**1**	**0**	**0**	**35.6**	**31.5**	**4.3**
0000 - 0000	**2938**	**724**	**720**	**741**	**753**	**18**	**39**	**2584**	**15**	**262**	**4**	**6**	**0**	**5**	**2**	**1**	**0**	**0**	**1**	**6**	**28**	**90**	**902**	**1366**	**448**	**79**	**14**	**3**	**1**	**1**	**0**	**35.7**	**31.6**	**4.4**

Annex 1

Site 9 - Southbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	3093	758	807	773	755	20	45	2671	16	311	9	8	0	7	5	1	0	0	1	4	45	138	1122	1307	391	71	10	1	2	1	0	35.1	30.9	4.5
Tue	3075	782	744	758	791	11	34	2666	16	325	4	6	2	9	1	1	0	0	0	6	28	88	926	1488	444	76	18	1	0	0	0	35.5	31.6	4.2
Wed	3006	752	730	716	808	12	21	2639	21	292	6	7	0	7	0	1	0	0	2	3	13	99	881	1371	534	95	4	4	0	0	0	36	31.8	4.2
Thu	2939	690	710	756	783	12	34	2552	10	301	8	9	1	7	4	1	0	0	1	7	15	81	895	1410	442	75	12	1	0	0	0	35.6	31.6	4.1
Fri	3148	765	785	805	793	13	54	2738	21	303	2	5	0	2	4	5	0	1	2	6	18	72	913	1478	541	96	18	3	1	0	0	36.1	31.9	4.3
Sat	2661	653	643	715	650	23	32	2405	19	174	0	6	0	2	0	0	0	0	1	9	37	73	754	1247	434	80	18	6	0	2	0	35.9	31.8	4.7
Sun	2642	666	618	664	694	34	52	2418	5	130	1	2	0	0	0	0	0	0	1	7	41	82	821	1258	349	57	19	5	1	1	0	35.2	31.3	4.6

Site 10 - Eastbound

Devon ATCs

Report Id 231/22
Site Name Site 10 of 11
Description B3233 Yelland Road, 140m east of Pottery Lane
Direction Eastbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	1	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	-	38.2	4.4
0100 - 0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	-	47.3	11.7
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	33.1	-
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	37.5	1.1
0400 - 0500	6	1	1	2	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	-	39.3	4.2
0500 - 0600	26	4	4	9	9	0	1	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	8	2	1	1	0	0	48.3	41.2	5.8
0600 - 0700	73	4	16	19	34	1	1	56	0	15	0	0	0	0	0	0	0	0	0	2	0	0	2	11	33	21	4	0	0	0	0	42.5	37.8	6.2
0700 - 0800	231	47	54	68	62	4	3	184	1	38	1	0	0	0	0	0	0	0	0	4	3	1	11	52	117	30	11	1	1	0	0	40.7	36.4	5.7
0800 - 0900	240	47	50	65	78	2	5	199	2	30	0	1	1	0	0	0	0	0	0	1	2	1	7	53	119	49	5	2	1	0	0	41.2	37	5
0900 - 1000	210	49	57	51	53	3	1	175	0	28	1	0	0	1	0	1	0	0	2	4	2	5	20	65	91	17	4	0	0	0	0	39.2	34.3	6.3
1000 - 1100	222	60	69	46	47	4	4	183	0	27	0	1	0	3	0	0	0	0	0	3	1	1	13	88	92	22	2	0	0	0	0	39.5	34.9	4.7
1100 - 1200	246	55	68	61	62	0	0	216	1	26	1	0	0	1	1	0	0	0	0	1	2	1	11	82	112	35	2	0	0	0	0	40.1	35.8	4.6
1200 - 1300	236	72	51	57	56	0	1	203	1	28	0	1	0	1	1	0	0	0	0	0	0	3	10	100	103	16	3	1	0	0	0	38.4	35.2	3.8
1300 - 1400	233	50	50	71	62	3	1	195	1	28	0	2	0	2	0	0	0	1	1	3	5	5	32	101	67	15	3	1	0	0	0	38.3	33.3	6
1400 - 1500	320	83	74	84	79	1	4	281	3	29	0	1	0	1	0	0	0	0	1	2	7	13	63	118	101	14	1	0	0	0	0	37.9	32.7	5.4
1500 - 1600	299	70	72	78	79	1	4	253	2	36	0	1	0	1	0	1	0	0	0	1	2	0	15	83	159	34	3	2	0	0	0	39.7	36.2	4.2
1600 - 1700	315	73	82	86	74	2	6	264	2	40	1	0	0	0	0	0	0	0	0	2	0	0	13	111	132	47	9	0	1	0	0	40.4	36.1	4.4
1700 - 1800	266	69	59	69	69	3	5	238	1	17	1	1	0	0	0	0	0	0	0	2	3	2	9	56	131	51	10	2	0	0	0	41.8	37.2	5.3
1800 - 1900	201	53	47	60	41	4	3	181	0	12	0	0	1	0	0	0	0	0	0	2	1	1	8	52	95	35	7	0	0	0	0	41.3	36.5	5.1
1900 - 2000	121	38	38	18	27	2	2	110	0	6	0	1	0	0	0	0	0	0	0	0	1	3	5	25	64	20	3	0	0	0	0	40.8	36.6	4.9
2000 - 2100	136	39	33	30	34	2	7	121	0	5	0	0	0	0	0	1	0	0	0	1	2	7	7	33	58	25	2	1	0	0	0	41	35.6	6
2100 - 2200	84	28	20	18	18	0	6	72	0	6	0	0	0	0	0	0	0	0	0	0	0	3	8	17	34	10	11	1	0	0	0	44.8	37.3	6.4
2200 - 2300	46	17	11	14	4	0	1	38	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	14	14	10	5	0	0	0	0	43.6	37.6	5.1
2300 - 0000	20	7	4	6	3	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	9	1	1	1	0	1	53.2	42.8	9.2
0700 - 1900	**3019**	**728**	**733**	**796**	**762**	**27**	**37**	**2572**	**14**	**339**	**5**	**8**	**2**	**10**	**2**	**2**	**0**	**1**	**4**	**25**	**28**	**33**	**212**	**961**	**1319**	**365**	**60**	**9**	**3**	**0**	**0**	**39.9**	**35.4**	**5.3**
0600 - 2200	**3433**	**837**	**840**	**881**	**875**	**32**	**53**	**2931**	**14**	**371**	**5**	**9**	**2**	**10**	**2**	**3**	**0**	**1**	**4**	**28**	**31**	**46**	**234**	**1047**	**1508**	**441**	**80**	**11**	**3**	**0**	**0**	**40.1**	**35.6**	**5.3**
0600 - 0000	**3499**	**861**	**855**	**901**	**882**	**32**	**54**	**2988**	**14**	**379**	**5**	**9**	**2**	**10**	**2**	**3**	**0**	**1**	**4**	**28**	**31**	**46**	**237**	**1065**	**1525**	**460**	**86**	**12**	**4**	**0**	**1**	**40.3**	**35.6**	**5.4**
0000 - 0000	**3542**	**869**	**862**	**916**	**895**	**32**	**55**	**3025**	**14**	**384**	**5**	**9**	**2**	**10**	**2**	**3**	**0**	**1**	**4**	**28**	**31**	**46**	**237**	**1071**	**1546**	**471**	**88**	**13**	**6**	**0**	**1**	**40.3**	**35.7**	**5.4**

Annex 1

Site 10 - Eastbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	3	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	-	38.6	5.6
0100 - 0200	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	43.2	3.1
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	32.7	0.8
0300 - 0400	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	36.9	0.6
0400 - 0500	8	1	3	3	1	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	1	0	0	0	-	40.2	4.9
0500 - 0600	21	0	3	11	7	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	6	1	0	1	0	0	42.4	39.4	5.4
0600 - 0700	79	9	14	30	26	3	2	58	1	14	1	0	0	0	0	0	0	0	0	2	0	2	2	11	25	27	7	1	1	1	0	44.2	38.7	7.5
0700 - 0800	201	44	55	50	52	0	2	162	3	28	5	1	0	0	0	0	0	0	0	1	0	0	7	47	84	54	8	0	0	0	0	42.1	37.6	4.6
0800 - 0900	216	44	46	51	75	1	5	184	0	26	0	0	0	0	0	0	0	0	0	1	1	0	7	62	108	28	3	6	0	0	0	40.4	36.9	5
0900 - 1000	232	74	54	53	51	2	0	199	1	27	1	1	0	0	1	0	0	0	0	0	3	2	11	91	86	31	7	1	0	0	0	40.6	35.7	4.7
1000 - 1100	255	64	66	63	62	0	0	226	2	25	0	1	0	0	1	0	0	0	0	1	0	3	15	94	106	29	7	0	0	0	0	39.8	35.7	4.6
1100 - 1200	239	57	57	63	62	1	0	208	1	26	0	0	0	2	1	0	0	0	0	1	1	0	7	76	126	26	2	0	0	0	0	39.6	36.1	3.7
1200 - 1300	232	47	67	54	64	1	2	194	0	32	1	1	0	1	0	0	0	0	0	2	0	3	11	85	109	21	1	0	0	0	0	39	35.3	4.1
1300 - 1400	224	58	47	59	60	0	0	206	0	16	0	1	0	0	0	1	0	0	0	0	0	0	8	78	109	26	2	1	0	0	0	39.6	36.1	3.6
1400 - 1500	274	81	57	74	62	0	3	238	2	24	1	4	0	1	0	1	0	0	0	1	0	4	22	77	121	43	5	1	0	0	0	40.5	35.8	4.8
1500 - 1600	260	53	77	69	81	0	6	235	1	37	0	1	0	0	0	0	0	0	1	0	2	1	21	80	130	38	4	3	0	0	0	40.1	35.8	5
1600 - 1700	314	75	77	77	85	0	2	268	3	40	1	0	0	0	0	0	0	0	0	1	0	1	10	96	148	45	11	1	1	0	0	40.5	36.5	4.4
1700 - 1800	279	90	67	65	57	2	4	246	2	25	0	0	0	0	0	0	0	0	0	1	3	7	12	58	129	50	16	3	0	0	0	41.8	36.9	5.7
1800 - 1900	201	57	51	48	45	3	2	176	1	17	0	0	1	0	0	1	0	0	0	0	2	4	7	41	103	33	8	2	1	0	0	41.2	37.1	5.1
1900 - 2000	185	38	48	49	50	5	1	160	0	15	0	0	1	0	2	1	0	0	1	1	4	2	9	57	77	26	6	2	0	0	0	40.9	35.9	6.1
2000 - 2100	143	37	22	46	38	1	6	131	0	5	0	0	0	0	0	0	0	0	0	0	0	3	11	34	67	26	2	0	0	0	0	41	36.3	4.7
2100 - 2200	95	25	27	23	20	0	3	85	0	6	0	0	0	0	1	0	0	0	0	0	0	0	3	21	47	24	0	0	0	0	0	41.7	37.2	3.8
2200 - 2300	61	20	23	15	3	0	0	58	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	12	31	11	3	1	0	0	0	41.9	37.7	4.6
2300 - 0000	25	8	10	5	2	0	1	21	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	6	8	6	2	3	0	0	0	46.1	39.9	6.2
0700 - 1900	**2947**	**744**	**721**	**726**	**756**	**10**	**26**	**2542**	**16**	**323**	**9**	**10**	**1**	**4**	**3**	**3**	**0**	**0**	**1**	**9**	**12**	**25**	**138**	**885**	**1359**	**424**	**74**	**18**	**2**	**0**	**0**	**40.4**	**36.3**	**4.7**
0600 - 2200	**3449**	**853**	**832**	**874**	**890**	**19**	**38**	**2976**	**17**	**363**	**10**	**10**	**2**	**4**	**6**	**4**	**0**	**0**	**2**	**12**	**16**	**32**	**163**	**1008**	**1575**	**527**	**89**	**21**	**3**	**1**	**0**	**40.6**	**36.3**	**4.9**
0600 - 0000	**3535**	**881**	**865**	**894**	**895**	**19**	**39**	**3055**	**17**	**368**	**10**	**10**	**2**	**5**	**6**	**4**	**0**	**0**	**2**	**12**	**16**	**32**	**166**	**1026**	**1614**	**544**	**94**	**25**	**3**	**1**	**0**	**40.6**	**36.4**	**4.9**
0000 - 0000	**3576**	**885**	**876**	**912**	**903**	**19**	**41**	**3090**	**17**	**372**	**10**	**10**	**2**	**5**	**6**	**4**	**0**	**0**	**2**	**12**	**16**	**32**	**166**	**1034**	**1632**	**554**	**97**	**26**	**4**	**1**	**0**	**40.7**	**36.4**	**4.9**

Annex 1

Site 10 - Eastbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	4	3	2	1	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	2	0	1	0	0	-	40.2	7.6
0100 - 0200	6	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	-	36.4	6.5
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	38.7	1.1
0300 - 0400	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	45.1	6.2
0400 - 0500	8	3	2	1	2	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	1	0	2	0	0	-	43.8	8.6
0500 - 0600	24	1	3	12	8	0	1	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	6	2	0	2	0	0	46.7	40.3	6.5
0600 - 0700	78	7	19	18	34	4	0	61	0	13	0	0	0	0	0	0	0	0	1	0	2	1	4	14	26	19	9	1	1	0	0	45	37.9	7.5
0700 - 0800	226	49	56	68	53	4	3	172	4	36	2	3	1	0	0	1	0	0	0	6	2	2	6	41	98	65	5	1	0	0	0	41.5	36.9	6.1
0800 - 0900	249	52	48	68	81	1	4	209	0	33	1	1	0	0	0	0	0	0	0	1	0	1	4	67	128	42	5	1	0	0	0	40.7	37.1	4.2
0900 - 1000	192	52	49	39	52	0	1	168	0	19	0	2	0	0	0	2	0	0	0	0	0	0	10	54	99	25	3	1	0	0	0	40.2	36.5	3.9
1000 - 1100	231	59	49	77	46	3	2	201	0	20	1	1	0	1	1	1	0	0	0	2	4	2	10	65	118	26	3	1	0	0	0	39.8	35.7	5
1100 - 1200	263	67	65	66	65	1	2	229	1	27	0	1	0	2	0	0	0	0	0	2	2	2	36	114	86	17	3	1	0	0	0	38.4	34	4.7
1200 - 1300	244	59	73	51	61	0	2	212	0	30	0	0	0	0	0	0	0	0	0	0	2	3	15	93	109	18	4	0	0	0	0	38.5	35	4.2
1300 - 1400	211	61	53	56	41	0	2	187	1	18	0	2	0	0	1	0	0	0	0	1	0	0	14	74	100	19	2	0	0	0	1	39.4	35.6	4.5
1400 - 1500	277	64	79	64	70	2	0	231	2	38	1	3	0	0	0	0	0	0	0	0	7	1	22	118	96	28	5	0	0	0	0	39.4	34.7	4.9
1500 - 1600	263	71	54	69	69	0	1	232	0	28	1	1	0	0	0	0	0	0	0	0	0	4	17	101	107	33	1	0	0	0	0	39.5	35.3	3.9
1600 - 1700	266	76	60	68	62	0	4	226	1	34	0	0	0	0	1	0	0	0	0	2	2	1	19	81	123	33	5	0	0	0	0	39.8	35.8	4.9
1700 - 1800	239	63	73	52	51	1	4	214	0	20	0	0	0	0	0	0	0	0	0	0	1	0	8	56	137	34	1	2	0	0	0	40.3	36.8	3.9
1800 - 1900	189	43	44	47	55	1	4	168	1	15	0	0	0	0	0	0	0	0	0	2	0	2	3	39	93	45	4	1	0	0	0	41.6	37.3	4.8
1900 - 2000	151	42	37	46	26	0	1	137	0	12	0	0	0	0	1	0	0	0	0	0	0	0	2	38	69	29	9	2	2	0	0	42.8	38.2	5.2
2000 - 2100	110	29	24	37	20	0	5	96	0	9	0	0	0	0	0	0	0	0	0	0	0	0	4	27	57	16	5	1	0	0	0	41.4	37.3	4.2
2100 - 2200	92	20	26	29	17	0	0	87	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	21	50	12	4	0	0	0	0	40.6	37.2	4.2
2200 - 2300	58	14	19	12	13	1	5	46	1	5	0	0	0	0	0	0	0	0	0	0	0	0	4	12	19	11	6	2	3	0	1	46.9	39.6	8.5
2300 - 0000	21	11	4	3	3	0	0	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	7	4	4	4	1	0	0	0	47	38.4	6.7
0700 - 1900	**2850**	**716**	**703**	**725**	**706**	**13**	**29**	**2449**	**10**	**318**	**6**	**14**	**1**	**3**	**3**	**4**	**0**	**0**	**0**	**16**	**20**	**18**	**164**	**903**	**1294**	**385**	**41**	**8**	**0**	**0**	**1**	**40.0**	**35.8**	**4.7**
0600 - 2200	**3281**	**814**	**809**	**855**	**803**	**17**	**35**	**2830**	**10**	**357**	**6**	**14**	**1**	**3**	**4**	**4**	**0**	**0**	**1**	**16**	**22**	**19**	**179**	**1003**	**1496**	**461**	**68**	**12**	**3**	**0**	**1**	**40.3**	**36.1**	**4.8**
0600 - 0000	**3360**	**839**	**832**	**870**	**819**	**18**	**40**	**2894**	**11**	**365**	**6**	**14**	**1**	**3**	**4**	**4**	**0**	**0**	**1**	**16**	**22**	**19**	**184**	**1022**	**1519**	**476**	**78**	**15**	**6**	**0**	**2**	**40.4**	**36.1**	**5.0**
0000 - 0000	**3412**	**848**	**847**	**886**	**831**	**18**	**41**	**2939**	**11**	**371**	**6**	**14**	**1**	**3**	**4**	**4**	**0**	**0**	**1**	**16**	**22**	**19**	**185**	**1031**	**1541**	**485**	**84**	**15**	**11**	**0**	**2**	**40.5**	**36.2**	**5.0**

Annex 1

Site 10 - Eastbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	1	1	5	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	-	39.3	7
0100 - 0200	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	42.2	3.7
0200 - 0300	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	-	36	12.5
0300 - 0400	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	46.1	-
0400 - 0500	5	1	2	2	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	1	0	0	0	-	36.3	15.5
0500 - 0600	15	2	1	9	3	0	2	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	3	4	0	0	0	0	47.3	40.2	5.5
0600 - 0700	67	7	21	14	25	2	2	53	1	9	0	0	0	0	0	0	0	0	1	0	0	1	2	16	18	22	5	2	0	0	0	44.6	38.2	6.8
0700 - 0800	211	54	55	56	46	5	2	163	1	34	2	3	0	0	1	0	0	0	1	1	2	3	12	45	93	46	6	2	0	0	0	41.9	37	6
0800 - 0900	234	43	50	72	69	0	10	191	0	29	3	1	0	0	0	0	0	0	0	2	1	6	21	48	110	39	7	0	0	0	0	40.9	36.1	5.3
0900 - 1000	251	68	53	58	72	1	1	212	0	31	1	4	0	0	1	0	0	0	1	1	1	0	15	72	118	40	1	2	0	0	0	40.3	36	4.7
1000 - 1100	233	59	61	60	53	0	2	204	0	23	0	1	1	1	0	1	0	0	0	0	0	1	18	78	112	23	1	0	0	0	0	39.6	35.7	4
1100 - 1200	252	59	64	68	61	0	5	207	2	33	2	3	0	0	0	0	0	0	0	1	0	1	11	107	93	34	5	0	0	0	0	40	35.8	4.4
1200 - 1300	271	86	44	85	56	1	5	222	0	38	2	2	1	0	0	0	0	0	0	2	2	4	14	87	123	36	2	1	0	0	0	39.9	35.5	4.9
1300 - 1400	275	62	78	67	68	4	8	234	2	24	0	3	0	0	0	0	0	0	0	1	4	5	21	103	106	32	2	1	0	0	0	39.7	35	4.9
1400 - 1500	300	74	82	69	75	1	6	258	0	33	1	1	0	0	0	0	0	0	0	1	1	1	14	89	143	42	7	1	1	0	0	40.4	36.4	4.7
1500 - 1600	343	88	97	77	81	2	0	311	3	25	0	1	0	0	1	0	0	0	0	0	1	9	41	108	138	41	3	1	1	0	0	39.8	35.1	5.1
1600 - 1700	309	67	79	96	67	2	3	264	1	37	0	2	0	0	0	0	0	0	0	1	3	2	25	98	129	40	9	1	1	0	0	40.2	35.8	5.2
1700 - 1800	262	75	68	68	51	2	3	232	1	24	0	0	0	0	0	0	0	0	0	1	1	6	21	86	107	39	1	0	0	0	0	40.2	35.4	4.9
1800 - 1900	220	60	62	60	38	3	3	196	3	14	0	0	0	0	1	0	0	0	0	2	3	0	15	56	94	40	8	2	0	0	0	41.7	36.5	5.5
1900 - 2000	174	55	50	46	23	1	2	157	0	13	0	0	0	1	0	0	0	0	0	0	0	2	5	27	97	31	8	3	1	0	0	41.8	38.1	4.7
2000 - 2100	140	43	38	26	33	1	6	125	0	8	0	0	0	0	0	0	0	0	0	1	0	0	8	28	71	20	5	3	4	0	0	42.2	37.9	6.2
2100 - 2200	107	31	28	30	18	0	3	97	0	7	0	0	0	0	0	0	0	0	0	0	0	0	5	26	53	20	3	0	0	0	0	41.4	37.3	4
2200 - 2300	56	16	18	14	8	0	1	50	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	9	25	12	6	1	0	0	0	44	38.6	5.3
2300 - 0000	28	8	7	6	7	0	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	6	11	4	2	0	0	0	0	41.6	36.2	5.1
0700 - 1900	**3161**	**795**	**793**	**836**	**737**	**21**	**48**	**2694**	**13**	**345**	**11**	**21**	**2**	**1**	**4**	**1**	**0**	**0**	**2**	**13**	**19**	**38**	**228**	**977**	**1366**	**452**	**52**	**11**	**3**	**0**	**0**	**40.3**	**35.8**	**5.0**
0600 - 2200	**3649**	**931**	**930**	**952**	**836**	**25**	**61**	**3126**	**14**	**382**	**11**	**21**	**2**	**2**	**4**	**1**	**0**	**0**	**3**	**14**	**19**	**41**	**248**	**1074**	**1605**	**545**	**73**	**19**	**8**	**0**	**0**	**40.5**	**36.1**	**5.1**
0600 - 0000	**3733**	**955**	**955**	**972**	**851**	**25**	**62**	**3202**	**14**	**389**	**11**	**21**	**2**	**2**	**4**	**1**	**0**	**0**	**3**	**14**	**19**	**41**	**256**	**1089**	**1641**	**561**	**81**	**20**	**8**	**0**	**0**	**40.5**	**36.1**	**5.1**
0000 - 0000	**3766**	**961**	**961**	**989**	**855**	**26**	**65**	**3226**	**14**	**394**	**11**	**21**	**2**	**2**	**4**	**1**	**0**	**0**	**3**	**15**	**19**	**41**	**258**	**1092**	**1653**	**568**	**87**	**22**	**8**	**0**	**0**	**40.6**	**36.2**	**5.1**

Annex 1

Site 10 - Eastbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	6	2	1	1	2	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	-	34.8	4.1
0100 - 0200	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	44.5	0.6
0200 - 0300	5	1	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	-	41	6.9
0300 - 0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	33.4	0.4
0400 - 0500	9	3	0	5	1	1	0	7	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	1	1	0	0	0	0	-	35.9	9.5
0500 - 0600	10	0	2	6	2	1	0	8	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	5	0	0	1	0	0	0	-	36.1	9.8
0600 - 0700	30	2	10	9	9	0	0	25	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	4	11	11	3	0	0	0	0	44.3	39.2	5.1
0700 - 0800	88	19	20	24	25	0	1	76	0	10	1	0	0	0	0	0	0	0	0	0	1	0	5	15	38	23	4	2	0	0	0	42.9	38	5.1
0800 - 0900	143	27	29	39	48	3	1	125	0	13	0	1	0	0	0	0	0	0	0	2	6	4	2	29	62	29	7	1	1	0	0	42.1	36.7	7.1
0900 - 1000	214	43	47	57	67	4	2	190	1	16	0	1	0	0	0	0	0	0	1	0	4	1	0	52	112	33	10	1	0	0	0	40.4	36.8	5
1000 - 1100	242	74	54	55	59	2	1	225	1	13	0	0	0	0	0	0	0	0	0	2	1	6	13	83	98	32	6	1	0	0	0	40.2	35.6	5.3
1100 - 1200	223	59	59	49	56	2	1	195	1	21	0	3	0	0	0	0	0	0	0	0	4	1	10	72	108	23	4	1	0	0	0	39.7	35.7	4.6
1200 - 1300	239	56	62	56	65	4	2	216	0	17	0	0	0	0	0	0	0	0	0	0	2	3	13	67	120	27	4	3	0	0	0	39.8	36	4.8
1300 - 1400	266	61	66	77	62	0	4	235	1	25	0	1	0	0	0	0	0	0	2	0	1	1	7	85	132	31	6	1	0	0	0	39.8	36.3	4.6
1400 - 1500	252	62	68	54	68	4	11	219	2	16	0	0	0	0	0	0	0	0	0	1	3	2	20	93	98	30	5	0	0	0	0	39.8	35.2	4.9
1500 - 1600	255	71	69	55	60	1	5	232	0	17	0	0	0	0	0	0	0	0	1	0	0	2	14	83	114	38	2	1	0	0	0	40.2	35.9	4.4
1600 - 1700	276	60	73	74	69	2	8	250	0	16	0	0	0	0	0	0	0	0	1	1	2	3	25	90	116	33	5	0	0	0	0	39.6	35.3	5
1700 - 1800	247	53	66	64	64	0	4	228	2	12	0	0	0	0	0	1	0	0	0	0	0	0	11	52	135	43	5	0	1	0	0	40.6	37.2	4
1800 - 1900	217	67	59	50	41	1	4	194	1	17	0	0	0	0	0	0	0	0	1	1	0	1	10	52	112	33	7	0	0	0	0	40.7	36.7	4.6
1900 - 2000	180	46	47	40	47	0	0	170	1	9	0	0	0	0	0	0	0	0	0	1	0	2	4	48	92	19	12	1	1	0	0	40.6	36.9	5
2000 - 2100	132	39	38	33	22	0	2	123	0	7	0	0	0	0	0	0	0	0	0	1	1	0	3	42	60	21	4	0	0	0	0	40.7	36.6	4.8
2100 - 2200	94	25	20	24	25	0	2	84	1	7	0	0	0	0	0	0	0	0	0	0	1	0	7	24	37	16	5	4	0	0	0	42	37.3	6
2200 - 2300	62	12	15	22	13	0	8	52	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	17	27	10	2	1	1	0	0	41.1	37.1	5.6
2300 - 0000	46	18	11	7	10	0	2	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	10	20	11	3	1	0	0	0	42.2	38.4	4.6
0700 - 1900	**2662**	**652**	**672**	**654**	**684**	**23**	**44**	**2385**	**9**	**193**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**7**	**24**	**24**	**130**	**773**	**1245**	**375**	**65**	**11**	**2**	**0**	**0**	**40.4**	**36.1**	**4.9**
0600 - 2200	**3098**	**764**	**787**	**760**	**787**	**23**	**48**	**2787**	**11**	**221**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**9**	**26**	**26**	**145**	**891**	**1445**	**442**	**89**	**16**	**3**	**0**	**0**	**40.4**	**36.3**	**5.0**
0600 - 0000	**3206**	**794**	**813**	**789**	**810**	**23**	**58**	**2880**	**11**	**226**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**9**	**26**	**27**	**149**	**918**	**1492**	**463**	**94**	**18**	**4**	**0**	**0**	**40.5**	**36.3**	**5.0**
0000 - 0000	**3240**	**801**	**818**	**802**	**819**	**25**	**58**	**2908**	**11**	**230**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**11**	**26**	**27**	**149**	**928**	**1506**	**468**	**95**	**20**	**4**	**0**	**0**	**40.5**	**36.3**	**5.0**

Annex 1

Site 10 - Eastbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	13	5	3	2	3	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	3	2	1	0	0	0	47.2	39.2	6.2
0100 - 0200	8	3	1	1	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	1	0	-	39.5	10.9
0200 - 0300	6	2	3	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0	0	0	0	-	39.2	6.3
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	52.5	-
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	54.9	-
0500 - 0600	5	0	0	2	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	0	0	0	0	-	31.8	10.7
0600 - 0700	30	3	8	8	11	1	0	26	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	5	7	5	9	1	0	1	0	47.7	40.6	9.2
0700 - 0800	49	8	13	12	16	3	1	42	1	1	0	1	0	0	0	0	0	0	1	1	2	0	2	8	23	11	0	1	0	0	0	41.1	35.6	7.8
0800 - 0900	81	21	15	29	16	2	0	74	0	5	0	0	0	0	0	0	0	0	0	1	2	3	3	16	32	21	2	1	0	0	0	41.6	36.5	6.4
0900 - 1000	155	42	23	40	50	2	1	145	1	5	0	1	0	0	0	0	0	0	0	4	5	1	6	45	64	26	3	0	1	0	0	40.6	35.4	6.6
1000 - 1100	235	53	74	59	49	7	5	202	1	20	0	0	0	0	0	0	0	0	0	3	3	6	11	60	116	32	3	1	0	0	0	40.2	35.8	5.6
1100 - 1200	220	48	64	56	52	4	1	200	0	14	0	1	0	0	0	0	0	0	0	2	6	3	11	70	97	23	5	2	1	0	0	39.7	35.4	5.9
1200 - 1300	179	43	51	46	39	3	8	158	0	10	0	0	0	0	0	0	0	0	0	2	3	4	12	61	71	22	3	1	0	0	0	39.8	35.3	5.5
1300 - 1400	222	47	62	51	62	3	9	199	1	8	0	1	0	0	0	1	0	0	0	4	4	3	18	63	87	39	2	2	0	0	0	40.8	35.4	6
1400 - 1500	281	57	67	72	85	2	5	262	0	11	1	0	0	0	0	0	0	0	0	0	3	9	14	113	117	20	3	2	0	0	0	38.8	34.8	4.5
1500 - 1600	271	69	63	61	78	3	4	247	0	17	0	0	0	0	0	0	0	0	0	2	4	1	10	97	127	23	6	1	0	0	0	39.6	35.5	5
1600 - 1700	344	79	83	83	99	2	6	325	2	9	0	0	0	0	0	0	0	0	1	0	2	8	23	117	158	35	0	0	0	0	0	38.8	35	4.3
1700 - 1800	300	95	71	67	67	3	5	275	4	13	0	0	0	0	0	0	0	0	1	2	2	2	13	94	138	43	3	1	1	0	0	40	36.1	5.1
1800 - 1900	213	73	53	42	45	1	2	196	1	13	0	0	0	0	0	0	0	0	0	1	0	0	13	61	97	31	8	2	0	0	0	41.2	36.5	4.7
1900 - 2000	163	44	39	46	34	0	2	154	0	6	0	1	0	0	0	0	0	0	0	2	1	1	3	43	82	21	8	1	0	1	0	40.9	36.8	5.7
2000 - 2100	100	31	28	23	18	1	9	84	0	6	0	0	0	0	0	0	0	0	0	2	0	0	4	17	50	19	7	1	0	0	0	42.3	37.6	5.7
2100 - 2200	72	25	16	13	18	0	5	65	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	14	34	16	4	2	1	0	0	42	38.8	5.2
2200 - 2300	32	13	9	7	3	0	3	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	13	7	2	2	0	0	1	45.9	39.7	7.4
2300 - 0000	13	4	3	3	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	2	1	0	0	0	0	43.9	37	5.9
0700 - 1900	**2550**	**635**	**639**	**618**	**658**	**35**	**47**	**2325**	**11**	**126**	**1**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**22**	**36**	**40**	**136**	**805**	**1127**	**326**	**38**	**14**	**3**	**0**	**0**	**40.0**	**35.5**	**5.4**
0600 - 2200	**2915**	**738**	**730**	**708**	**739**	**37**	**63**	**2654**	**11**	**143**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**26**	**38**	**42**	**144**	**884**	**1300**	**387**	**66**	**19**	**4**	**2**	**0**	**40.3**	**35.8**	**5.5**
0600 - 0000	**2960**	**755**	**742**	**718**	**745**	**37**	**66**	**2692**	**11**	**147**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**26**	**38**	**42**	**147**	**892**	**1319**	**396**	**69**	**21**	**4**	**2**	**1**	**40.3**	**35.9**	**5.5**
0000 - 0000	**2994**	**765**	**751**	**723**	**755**	**38**	**66**	**2723**	**11**	**149**	**1**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**27**	**38**	**42**	**148**	**903**	**1326**	**402**	**73**	**24**	**4**	**3**	**1**	**40.4**	**35.9**	**5.6**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	12	2	4	2	4	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	1	2	1	1	0	0	50.7	40.9	8.2
0100 - 0200	6	1	2	2	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	0	0	-	33.7	7.9
0200 - 0300	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	-	47.9	0.2
0300 - 0400	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	36.3	6.5
0400 - 0500	4	2	0	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	-	41.3	4.7
0500 - 0600	29	3	3	13	10	0	1	26	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	13	9	3	0	0	0	0	43.6	39.5	4
0600 - 0700	83	9	18	24	32	3	1	68	0	9	1	1	0	0	0	0	0	0	1	0	4	0	1	14	25	27	7	3	1	0	0	45	38.5	7.9
0700 - 0800	190	50	47	51	42	4	6	148	3	27	2	0	0	0	0	0	0	0	2	1	2	1	4	41	74	51	13	1	0	0	0	42.6	37.4	6.2
0800 - 0900	226	57	32	73	64	2	7	179	2	32	0	1	0	3	0	0	0	0	0	1	1	0	16	63	108	33	3	1	0	0	0	40.5	36.2	4.7
0900 - 1000	219	51	53	55	60	2	1	184	3	23	1	3	0	1	0	1	0	0	1	2	0	2	12	76	96	22	6	2	0	0	0	39.6	35.6	5.3
1000 - 1100	232	64	57	62	49	2	3	190	1	31	3	2	0	0	0	0	0	0	0	6	3	17	40	88	61	11	5	0	1	0	0	38.6	32.5	6.5
1100 - 1200	259	62	70	74	53	1	7	226	1	17	4	3	0	0	0	0	0	0	1	1	2	11	34	90	105	12	2	1	0	0	0	38.3	33.9	5.3
1200 - 1300	226	52	51	70	53	1	4	184	3	27	2	3	1	1	0	0	0	0	0	1	0	3	16	86	98	18	4	0	0	0	0	39	35.1	4.4
1300 - 1400	238	63	67	48	60	1	4	187	2	39	1	2	0	2	0	0	0	0	0	2	1	0	21	88	92	31	3	0	0	0	0	39.9	35.3	4.6
1400 - 1500	246	58	64	68	56	0	5	210	1	24	1	4	0	1	0	0	0	0	0	0	0	1	9	65	135	32	4	0	0	0	0	39.9	36.5	3.7
1500 - 1600	292	66	72	78	76	2	6	254	1	25	1	2	0	1	0	0	0	0	0	0	1	1	22	101	122	42	1	2	0	0	0	40	35.7	4.3
1600 - 1700	306	79	70	92	65	4	1	262	3	34	0	2	0	0	0	0	0	0	0	4	1	0	24	105	139	26	6	0	1	0	0	39.4	35.4	5
1700 - 1800	261	63	82	59	57	0	5	233	0	23	0	0	0	0	0	0	0	0	1	0	3	2	6	60	126	57	6	0	0	0	0	41.3	36.9	4.9
1800 - 1900	188	51	47	41	49	4	0	170	0	13	0	0	0	1	0	0	0	0	0	3	2	2	8	33	87	39	12	1	1	0	0	42.4	37.3	6.3
1900 - 2000	193	45	43	56	49	2	2	169	2	17	0	0	0	1	0	0	0	0	1	1	1	1	6	51	91	39	2	0	0	0	0	41	36.6	4.9
2000 - 2100	134	34	38	23	39	3	5	121	0	4	0	1	0	0	0	0	0	0	0	1	3	2	5	27	66	27	2	0	1	0	0	40.7	36.5	5.5
2100 - 2200	85	31	16	28	10	0	3	78	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	27	41	9	4	1	0	0	0	40.5	36.5	4.4
2200 - 2300	42	10	9	16	7	0	3	32	2	5	0	0	0	0	0	0	0	0	0	1	0	1	4	8	15	11	2	0	0	0	0	42.1	36.2	6.9
2300 - 0000	19	8	1	3	7	0	2	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	10	2	1	1	0	0	0	41.5	37.8	5.8
0700 - 1900	**2883**	**716**	**712**	**771**	**684**	**23**	**49**	**2427**	**20**	**315**	**15**	**22**	**1**	**10**	**0**	**1**	**0**	**0**	**5**	**21**	**16**	**40**	**212**	**896**	**1243**	**374**	**65**	**8**	**3**	**0**	**0**	**40.2**	**35.6**	**5.3**
0600 - 2200	**3378**	**835**	**827**	**902**	**814**	**31**	**60**	**2863**	**22**	**349**	**16**	**24**	**1**	**10**	**1**	**1**	**0**	**0**	**7**	**23**	**24**	**43**	**227**	**1015**	**1466**	**476**	**80**	**12**	**5**	**0**	**0**	**40.4**	**35.8**	**5.3**
0600 - 0000	**3439**	**853**	**837**	**921**	**828**	**31**	**65**	**2910**	**24**	**356**	**16**	**24**	**1**	**10**	**1**	**1**	**0**	**0**	**7**	**24**	**24**	**44**	**233**	**1026**	**1491**	**489**	**83**	**13**	**5**	**0**	**0**	**40.4**	**35.8**	**5.4**
0000 - 0000	**3494**	**862**	**846**	**942**	**844**	**31**	**66**	**2959**	**24**	**360**	**17**	**24**	**1**	**10**	**1**	**1**	**0**	**0**	**7**	**24**	**24**	**44**	**235**	**1038**	**1508**	**502**	**92**	**14**	**6**	**0**	**0**	**40.5**	**35.8**	**5.4**

Annex 1

Site 10 - Eastbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	3	2	2	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	-	39.1	6.5
0100 - 0200	4	1	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	-	39.2	8.4
0200 - 0300	3	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	-	39.2	6.7
0300 - 0400	2	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39.8	6.5
0400 - 0500	6	2	1	2	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	-	39.8	8.8
0500 - 0600	19	1	2	9	6	0	1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	5	2	0	1	0	0	44.6	39.5	6.3
0600 - 0700	63	6	15	17	24	2	1	50	0	10	0	0	0	0	0	0	0	0	0	1	1	1	2	11	21	19	6	1	0	0	0	44.7	38.4	7.3
0700 - 0800	171	39	43	47	42	3	3	135	2	25	2	1	0	0	0	0	0	0	1	2	2	1	7	36	75	40	7	1	0	0	0	41.8	37	5.8
0800 - 0900	198	42	39	57	62	2	5	166	1	24	1	1	0	0	0	0	0	0	0	1	2	2	9	48	95	34	5	2	0	0	0	40.9	36.7	5.2
0900 - 1000	210	54	48	50	58	2	1	182	1	21	1	2	0	0	0	1	0	0	1	2	2	2	11	65	95	28	5	1	0	0	0	40.2	35.8	5.3
1000 - 1100	236	62	61	60	52	3	2	204	1	23	1	1	0	1	0	0	0	0	0	2	2	5	17	79	100	25	4	0	0	0	0	39.6	35.1	5.3
1100 - 1200	243	58	64	62	59	1	2	212	1	23	1	2	0	1	0	0	0	0	0	1	2	3	17	87	104	24	3	1	0	0	0	39.4	35.2	4.8
1200 - 1300	232	59	57	60	56	1	3	198	1	26	1	1	0	0	0	0	0	0	0	1	1	3	13	83	105	23	3	1	0	0	0	39.3	35.3	4.5
1300 - 1400	238	57	60	61	59	2	4	206	1	23	0	2	0	1	0	0	0	0	0	2	2	2	17	85	99	28	3	1	0	0	0	39.6	35.3	5
1400 - 1500	279	68	70	69	71	1	5	243	1	25	1	2	0	0	0	0	0	0	0	1	3	4	23	96	116	30	4	1	0	0	0	39.5	35.1	4.9
1500 - 1600	286	70	72	70	75	1	4	252	1	26	0	1	0	0	0	0	0	0	0	0	1	3	20	93	128	36	3	1	0	0	0	39.8	35.6	4.6
1600 - 1700	304	73	75	82	74	2	4	266	2	30	0	1	0	0	0	0	0	0	0	2	1	2	20	100	135	37	6	0	1	0	0	39.9	35.7	4.8
1700 - 1800	265	73	69	63	59	2	4	238	1	19	0	0	0	0	0	0	0	0	0	1	2	3	11	66	129	45	6	1	0	0	0	40.7	36.6	4.9
1800 - 1900	204	58	52	50	45	2	3	183	1	14	0	0	0	0	0	0	0	0	0	2	1	1	9	48	97	37	8	1	0	0	0	41.4	36.8	5.2
1900 - 2000	167	44	43	43	37	1	1	151	0	11	0	0	0	0	1	0	0	0	0	1	1	2	5	41	82	26	7	1	1	0	0	41.2	37	5.3
2000 - 2100	128	36	32	31	29	1	6	114	0	6	0	0	0	0	0	0	0	0	0	1	1	2	6	30	61	22	4	1	1	0	0	41.2	36.8	5.4
2100 - 2200	90	26	22	24	18	0	3	81	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	21	42	15	4	1	0	0	0	41.7	37.3	4.9
2200 - 2300	51	15	15	14	7	0	3	43	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	11	21	10	4	1	1	0	0	42.6	38	6.3
2300 - 0000	25	9	6	5	5	0	1	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	9	5	2	1	0	0	0	44.2	38.6	6.3
0700 - 1900	**2867**	**712**	**710**	**732**	**712**	**22**	**40**	**2465**	**13**	**280**	**7**	**12**	**1**	**4**	**2**	**2**	**0**	**0**	**3**	**16**	**22**	**31**	**174**	**886**	**1279**	**386**	**56**	**11**	**2**	**0**	**0**	**40.2**	**35.8**	**5.0**
0600 - 2200	**3315**	**825**	**822**	**847**	**821**	**26**	**51**	**2881**	**14**	**312**	**7**	**13**	**1**	**4**	**2**	**2**	**0**	**0**	**4**	**18**	**25**	**36**	**191**	**989**	**1485**	**468**	**78**	**16**	**4**	**0**	**0**	**40.4**	**36.0**	**5.1**
0600 - 0000	**3390**	**848**	**843**	**866**	**833**	**26**	**55**	**2946**	**15**	**319**	**7**	**13**	**1**	**4**	**2**	**2**	**0**	**0**	**4**	**18**	**25**	**36**	**196**	**1005**	**1514**	**484**	**84**	**18**	**5**	**0**	**1**	**40.5**	**36.0**	**5.2**
0000 - 0000	**3432**	**856**	**852**	**881**	**843**	**27**	**56**	**2981**	**15**	**323**	**7**	**13**	**1**	**4**	**2**	**2**	**0**	**0**	**4**	**19**	**25**	**36**	**197**	**1014**	**1530**	**493**	**88**	**19**	**6**	**1**	**1**	**40.5**	**36.1**	**5.2**

Annex 1

Site 10 - Eastbound

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	3494	862	846	942	844	31	66	2959	24	360	17	24	1	10	1	1	0	0	7	24	24	44	235	1038	1508	502	92	14	6	0	0	40.5	35.8	5.4
Tue	3542	869	862	916	895	32	55	3025	14	384	5	9	2	10	2	3	0	1	4	28	31	46	237	1071	1546	471	88	13	6	0	1	40.3	35.7	5.4
Wed	3576	885	876	912	903	19	41	3090	17	372	10	10	2	5	6	4	0	0	2	12	16	32	166	1034	1632	554	97	26	4	1	0	40.7	36.4	4.9
Thu	3412	848	847	886	831	18	41	2939	11	371	6	14	1	3	4	4	0	0	1	16	22	19	185	1031	1541	485	84	15	11	0	2	40.5	36.2	5
Fri	3766	961	961	989	855	26	65	3226	14	394	11	21	2	2	4	1	0	0	3	15	19	41	258	1092	1653	568	87	22	8	0	0	40.6	36.2	5.1
Sat	3240	801	818	802	819	25	58	2908	11	230	1	6	0	0	0	1	0	0	6	11	26	27	149	928	1506	468	95	20	4	0	0	40.5	36.3	5
Sun	2994	765	751	723	755	38	66	2723	11	149	1	5	0	0	0	1	0	0	3	27	38	42	148	903	1326	402	73	24	4	3	1	40.4	35.9	5.6

Devon ATCs

Report Id 231/22
Site Name Site 10 of 11
Description B3233 Yelland Road, 140m east of Pottery Lane
Direction Westbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	2	1	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	-	45.9	7.2
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	30.3	-
0200 - 0300	3	0	0	1	2	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	-	32.7	6.6
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.3	-
0400 - 0500	7	1	3	3	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	-	38.7	4.7
0500 - 0600	28	2	6	9	11	0	2	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	10	7	4	1	0	0	46.1	39.1	6.3
0600 - 0700	67	12	15	20	20	0	1	53	0	12	1	0	0	0	0	0	0	0	0	0	0	0	2	17	33	13	1	1	0	0	41.5	37.4	4.1
0700 - 0800	247	40	52	87	68	2	4	198	2	40	0	0	0	1	0	0	0	0	0	0	1	4	8	80	103	40	7	3	1	0	41.2	36.5	5
0800 - 0900	271	71	64	69	67	2	0	233	1	32	2	0	0	0	0	1	0	0	0	0	1	1	8	90	139	27	5	0	0	0	39.4	36.1	3.7
0900 - 1000	258	75	65	53	65	2	1	227	3	25	0	0	0	0	0	0	0	0	0	3	4	3	12	41	124	51	17	3	0	0	37.5	32.4	6.2
1000 - 1100	219	42	50	68	59	1	0	190	4	20	1	1	0	2	0	0	0	0	0	0	0	1	3	16	121	65	11	1	1	0	37	34	3.8
1100 - 1200	247	51	61	68	67	1	2	215	0	26	0	2	0	1	0	0	0	0	0	0	0	1	19	124	83	18	2	0	0	0	38.5	34.6	3.7
1200 - 1300	245	61	59	63	62	0	5	210	1	25	1	1	0	2	0	0	0	0	0	0	0	1	20	130	81	10	2	0	1	0	37.7	34.4	3.6
1300 - 1400	265	73	63	60	69	2	3	219	4	35	1	1	0	0	0	0	0	0	0	2	3	2	33	137	77	11	0	0	0	0	37.1	33.3	4.2
1400 - 1500	254	60	60	60	74	0	2	224	0	28	0	0	0	0	0	0	0	0	0	0	1	7	41	125	66	14	0	0	0	0	37.3	33.1	4.3
1500 - 1600	294	60	68	86	80	2	2	254	2	32	1	0	0	1	0	0	0	0	0	0	1	5	9	23	139	103	14	0	0	0	37.8	33.8	4.5
1600 - 1700	339	104	80	81	74	2	6	300	0	30	0	1	0	0	0	0	0	0	0	0	0	1	5	24	117	159	30	2	1	0	39.3	35.4	4.3
1700 - 1800	322	88	77	75	82	2	5	289	0	24	0	2	0	0	0	0	0	0	0	0	4	3	22	139	129	21	3	0	1	0	38.6	34.7	4.4
1800 - 1900	231	65	59	58	49	2	3	213	2	11	0	0	0	0	0	0	0	0	0	1	0	3	7	76	117	21	6	0	0	0	39.3	36	4.2
1900 - 2000	138	40	40	30	28	3	5	121	1	8	0	0	0	0	0	0	0	0	0	1	2	2	14	47	51	17	2	2	0	0	40.2	34.9	5.9
2000 - 2100	112	21	24	24	43	0	1	109	0	2	0	0	0	0	0	0	0	0	0	0	0	1	11	35	43	19	3	0	0	0	41.4	35.7	4.6
2100 - 2200	86	21	20	29	16	1	3	78	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	27	34	17	4	2	0	0	42.3	37.3	5.4
2200 - 2300	60	23	22	8	7	0	1	53	0	6	0	0	0	0	0	0	0	0	0	0	0	1	4	18	22	5	10	0	0	0	45.8	37	5.8
2300 - 0000	10	0	4	3	3	0	1	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	2	0	1	1	0	-	37.1	11
0700 - 1900	**3192**	**790**	**758**	**828**	**816**	**18**	**33**	**2772**	**19**	**328**	**6**	**8**	**0**	**7**	**0**	**1**	**0**	**0**	**3**	**8**	**20**	**51**	**262**	**1402**	**1173**	**234**	**31**	**5**	**3**	**0**	**0**	**38.6**	**34.5**	**4.5**
0600 - 2200	**3595**	**884**	**857**	**931**	**923**	**22**	**43**	**3133**	**20**	**354**	**7**	**8**	**0**	**7**	**0**	**1**	**0**	**0**	**3**	**10**	**22**	**54**	**290**	**1528**	**1334**	**300**	**41**	**10**	**3**	**0**	**0**	**38.8**	**34.7**	**4.6**
0600 - 0000	**3665**	**907**	**883**	**942**	**933**	**22**	**45**	**3192**	**21**	**362**	**7**	**8**	**0**	**7**	**0**	**1**	**0**	**0**	**3**	**10**	**22**	**55**	**297**	**1548**	**1357**	**307**	**51**	**11**	**4**	**0**	**0**	**38.8**	**34.7**	**4.7**
0000 - 0000	**3710**	**913**	**893**	**958**	**946**	**22**	**48**	**3229**	**21**	**367**	**7**	**8**	**0**	**7**	**0**	**1**	**0**	**0**	**3**	**10**	**22**	**55**	**303**	**1553**	**1372**	**318**	**57**	**12**	**5**	**0**	**0**	**38.9**	**34.8**	**4.8**

Annex 1

Site 10 - Westbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	8	1	2	3	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	-	36.2	4.8
0100 - 0200	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	33.9	3.4
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	34.4	3.5
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	4	1	1	2	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	-	37.1	5.1
0500 - 0600	22	4	3	6	9	0	3	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	6	4	0	1	1	0	48.4	41.4	7.7
0600 - 0700	71	12	16	19	24	0	0	56	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	15	34	19	2	0	0	0	0	42.4	37.8	3.8
0700 - 0800	220	38	54	68	60	2	2	178	4	33	0	1	0	0	0	0	0	0	0	2	0	2	8	62	113	24	9	0	0	0	0	40	36.4	4.7
0800 - 0900	249	62	57	59	71	2	0	218	0	27	0	1	0	0	1	0	0	0	2	2	7	2	25	86	95	24	3	2	1	0	0	39.3	34.5	6.2
0900 - 1000	247	65	53	50	79	3	0	212	4	25	0	2	0	1	0	0	0	0	1	2	1	1	19	105	94	18	6	0	0	0	0	38.9	34.8	5.1
1000 - 1100	218	48	64	66	40	0	1	194	0	21	1	0	1	0	0	0	0	0	0	0	0	2	24	95	81	14	2	0	0	0	0	38.5	34.5	4
1100 - 1200	260	74	48	72	66	1	1	227	2	25	2	1	0	1	0	0	0	0	0	0	3	1	32	126	79	13	6	0	0	0	0	37.6	34	4.4
1200 - 1300	265	66	69	57	73	1	2	232	3	22	1	1	0	1	0	2	0	0	0	0	1	4	32	114	97	16	1	0	0	0	0	38.1	34.1	4
1300 - 1400	236	65	63	57	51	0	1	215	2	15	1	1	1	0	0	0	0	0	0	1	0	3	19	118	86	7	2	0	0	0	0	37.9	34.1	3.9
1400 - 1500	257	66	70	59	62	0	1	229	1	23	0	3	0	0	0	0	0	0	0	0	1	3	33	112	95	13	0	0	0	0	0	37.9	34.1	3.9
1500 - 1600	302	72	71	84	75	0	1	267	1	31	0	2	0	0	0	0	0	0	1	0	0	0	18	132	121	21	7	2	0	0	0	39.1	35.4	4.4
1600 - 1700	331	87	93	67	84	3	2	298	4	21	3	0	0	0	0	0	0	0	1	1	3	7	33	136	131	16	3	0	0	0	0	38.1	34.1	4.7
1700 - 1800	345	86	87	69	103	4	4	309	0	25	2	0	0	0	0	1	0	0	1	6	3	2	23	154	120	30	6	0	0	0	0	38.8	34.5	5.2
1800 - 1900	255	68	77	57	53	1	5	230	0	15	0	1	1	0	0	2	0	0	0	1	4	0	3	83	126	35	2	1	0	0	0	40	36.2	4.4
1900 - 2000	195	53	50	51	41	3	3	177	2	10	0	0	0	0	0	0	0	0	0	0	2	3	16	68	82	21	2	1	0	0	0	39.7	35.2	4.9
2000 - 2100	130	40	38	27	25	0	0	126	0	3	0	0	0	0	0	1	0	0	0	0	0	1	6	51	59	12	0	1	0	0	0	38.4	35.3	3.8
2100 - 2200	63	20	17	10	16	0	2	57	0	3	0	0	0	0	0	1	0	0	0	0	0	1	12	15	26	5	1	1	0	0	0	39.2	34.9	5.5
2200 - 2300	47	11	11	14	11	0	1	41	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	11	21	9	2	1	0	0	0	41.9	37.5	4.7
2300 - 0000	17	8	7	1	1	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	5	2	3	0	0	0	0	45.2	37.3	5.6
0700 - 1900	**3185**	**797**	**806**	**765**	**817**	**17**	**20**	**2809**	**21**	**283**	**10**	**13**	**3**	**3**	**1**	**5**	**0**	**0**	**6**	**15**	**23**	**27**	**269**	**1323**	**1238**	**231**	**47**	**5**	**1**	**0**	**0**	**38.7**	**34.7**	**4.7**
0600 - 2200	**3644**	**922**	**927**	**872**	**923**	**20**	**25**	**3225**	**23**	**314**	**10**	**13**	**3**	**3**	**1**	**7**	**0**	**0**	**6**	**15**	**25**	**32**	**304**	**1472**	**1441**	**288**	**52**	**8**	**1**	**0**	**0**	**38.8**	**34.8**	**4.7**
0600 - 0000	**3708**	**941**	**945**	**887**	**935**	**20**	**26**	**3281**	**23**	**321**	**10**	**13**	**3**	**3**	**1**	**7**	**0**	**0**	**6**	**15**	**25**	**32**	**309**	**1488**	**1467**	**299**	**57**	**9**	**1**	**0**	**0**	**38.8**	**34.9**	**4.7**
0000 - 0000	**3746**	**948**	**954**	**898**	**946**	**20**	**29**	**3311**	**24**	**324**	**11**	**13**	**3**	**3**	**1**	**7**	**0**	**0**	**6**	**15**	**25**	**32**	**311**	**1496**	**1481**	**307**	**61**	**9**	**2**	**1**	**0**	**38.9**	**34.9**	**4.8**

Annex 1

Site 10 - Westbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	7	1	2	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	1	0	0	0	0	0	-	34.9	7.4
0100 - 0200	5	1	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	-	36.4	2.4
0200 - 0300	6	2	2	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	0	0	0	0	0	-	34.7	5.4
0300 - 0400	3	0	2	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	34.3	1
0400 - 0500	5	1	0	2	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	-	40.2	5
0500 - 0600	25	2	4	9	10	0	1	20	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5	5	8	3	3	1	0	0	0	46.7	37.4	6.8
0600 - 0700	69	13	22	18	16	3	0	54	0	12	0	0	0	0	0	0	0	0	0	0	2	1	5	13	26	16	4	2	0	0	0	43.6	37.3	6.4
0700 - 0800	218	33	50	63	72	1	5	172	0	39	0	0	0	1	0	0	0	0	0	0	2	1	19	60	102	27	7	0	0	0	0	40.2	36	4.6
0800 - 0900	260	58	76	55	71	4	0	219	2	30	1	4	0	0	0	0	0	0	0	5	1	1	16	95	114	26	1	1	0	0	0	39.6	35.1	5.2
0900 - 1000	227	70	49	51	57	1	1	191	2	30	1	1	0	0	0	0	0	0	0	1	0	2	22	90	97	14	1	0	0	0	0	38	34.7	4
1000 - 1100	225	66	52	48	59	1	0	197	1	23	1	0	0	1	1	0	0	0	0	2	0	5	32	107	68	10	1	0	0	0	0	37.1	33.5	4.2
1100 - 1200	228	52	48	66	62	3	3	195	0	25	0	1	0	1	0	0	0	0	0	3	5	4	24	110	66	12	4	0	0	0	0	38.4	33.6	5.3
1200 - 1300	259	60	68	68	63	0	4	232	0	21	0	2	0	0	0	0	0	0	0	0	0	4	47	128	69	11	0	0	0	0	0	36.7	33.2	3.7
1300 - 1400	251	66	61	62	62	4	1	222	0	19	1	2	0	1	1	0	0	0	2	3	10	1	35	107	82	9	2	0	0	0	0	37	32.8	5.8
1400 - 1500	260	52	63	84	61	1	1	226	4	26	0	2	0	0	0	0	0	0	0	1	1	2	42	101	99	10	4	0	0	0	0	37.8	33.9	4.3
1500 - 1600	271	52	76	77	66	0	0	242	1	25	1	1	1	0	0	0	0	0	0	0	1	0	33	111	104	22	0	0	0	0	0	38.3	34.4	3.9
1600 - 1700	298	64	75	73	86	3	4	264	1	25	0	1	0	0	0	0	0	0	1	1	0	3	23	115	127	26	2	0	0	0	0	38.4	34.9	4.4
1700 - 1800	319	76	85	92	66	0	5	295	0	18	1	0	0	0	0	0	0	0	0	0	1	0	10	159	121	27	1	0	0	0	0	38.9	35.2	3.3
1800 - 1900	228	69	68	38	53	0	2	215	0	10	0	0	0	0	0	1	0	0	0	1	0	1	23	91	93	18	1	0	0	0	0	38.8	34.8	4.3
1900 - 2000	145	30	39	39	37	1	9	129	0	6	0	0	0	0	0	0	0	0	1	0	0	0	4	47	58	27	7	1	0	0	0	41.8	37.2	5
2000 - 2100	114	30	36	22	26	0	5	99	0	8	0	2	0	0	0	0	0	0	0	0	0	0	7	27	63	16	1	0	0	0	0	40	36.4	3.7
2100 - 2200	62	16	21	13	12	0	1	58	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	16	31	6	3	1	0	0	1	41.1	37.2	6.6
2200 - 2300	47	16	13	8	10	0	1	43	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	17	15	9	2	0	0	0	0	41.2	36.4	4.6
2300 - 0000	14	2	5	4	3	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	3	2	0	0	0	49.9	40.6	7.2
0700 - 1900	**3044**	**718**	**771**	**777**	**778**	**18**	**26**	**2670**	**11**	**291**	**6**	**14**	**1**	**4**	**2**	**1**	**0**	**0**	**3**	**17**	**21**	**24**	**326**	**1274**	**1142**	**212**	**24**	**1**	**0**	**0**	**0**	**38.4**	**34.4**	**4.5**
0600 - 2200	**3434**	**807**	**889**	**869**	**869**	**22**	**41**	**3010**	**11**	**320**	**6**	**16**	**1**	**4**	**2**	**1**	**0**	**0**	**4**	**17**	**23**	**25**	**346**	**1377**	**1320**	**277**	**39**	**5**	**0**	**0**	**1**	**38.7**	**34.7**	**4.7**
0600 - 0000	**3495**	**825**	**907**	**881**	**882**	**22**	**42**	**3065**	**11**	**325**	**6**	**16**	**1**	**4**	**2**	**1**	**0**	**0**	**4**	**17**	**23**	**25**	**350**	**1398**	**1338**	**288**	**44**	**7**	**0**	**0**	**1**	**38.8**	**34.7**	**4.7**
0000 - 0000	**3546**	**832**	**918**	**896**	**900**	**22**	**43**	**3110**	**11**	**329**	**7**	**16**	**1**	**4**	**2**	**1**	**0**	**0**	**4**	**17**	**24**	**26**	**355**	**1410**	**1357**	**296**	**48**	**8**	**0**	**0**	**1**	**38.8**	**34.7**	**4.7**

Annex 1

Site 10 - Westbound

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	5	2	1	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	3	1	0	0	0	-	41.6	7.1
0100 - 0200	4	1	0	2	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	-	47.5	7.9
0200 - 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	-	-	-
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	37.8	-
0400 - 0500	3	1	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	-	40.3	5
0500 - 0600	22	1	1	11	9	0	0	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	4	3	1	0	0	0	45.7	38.7	5.8
0600 - 0700	60	11	19	15	15	0	2	49	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	12	27	12	8	0	0	0	0	43.8	38.5	4.4
0700 - 0800	207	32	53	50	72	2	5	164	1	30	1	2	0	0	0	1	0	1	0	0	3	6	31	56	71	31	7	1	1	0	0	40.7	35.2	6
0800 - 0900	263	63	68	59	73	2	0	224	0	34	2	0	0	0	1	0	0	0	0	3	9	6	20	83	113	24	4	1	0	0	0	39	34.5	6.1
0900 - 1000	271	84	60	64	63	0	3	233	1	29	1	3	0	1	0	0	0	0	1	0	7	6	27	111	93	21	3	2	0	0	0	38.8	34.2	5.6
1000 - 1100	231	54	67	52	58	0	1	198	3	25	1	1	0	1	0	1	0	0	0	0	9	8	35	95	70	13	1	0	0	0	0	38	33	5.4
1100 - 1200	282	79	72	66	65	2	3	244	1	27	2	3	0	0	0	0	0	0	0	0	2	3	22	152	87	13	3	0	0	0	0	37.9	34.2	3.9
1200 - 1300	277	65	69	78	65	1	3	247	0	24	1	1	0	0	0	0	0	0	0	0	2	1	37	123	93	19	2	0	0	0	0	38.1	34	4.3
1300 - 1400	258	73	81	39	65	2	6	230	1	15	0	4	0	0	0	0	0	0	0	1	4	8	41	114	74	11	4	1	0	0	0	37.8	33.4	5
1400 - 1500	288	70	71	82	65	2	7	249	0	25	2	2	0	0	1	0	0	0	1	2	1	4	36	128	95	17	3	1	0	0	0	38.6	34	5
1500 - 1600	318	70	79	96	73	1	4	279	1	30	1	2	0	0	0	0	0	0	1	0	0	0	30	170	96	19	2	0	0	0	0	38	34.2	3.8
1600 - 1700	366	88	75	105	98	1	9	328	2	24	1	1	0	0	0	0	0	0	0	3	5	2	31	163	137	22	2	1	0	0	0	38.5	34.3	4.7
1700 - 1800	329	91	81	74	83	3	3	299	2	21	0	0	0	0	0	1	0	0	1	1	1	2	37	124	134	27	2	0	0	0	0	38.7	34.6	4.4
1800 - 1900	256	72	58	63	63	0	7	235	3	10	0	0	0	0	0	1	0	0	0	0	2	2	13	78	120	33	7	1	0	0	0	40.4	36.2	4.5
1900 - 2000	159	40	49	40	30	1	3	146	0	9	0	0	0	0	0	0	0	0	0	1	0	2	7	46	68	25	8	1	1	0	0	41.4	36.7	5.2
2000 - 2100	118	35	32	24	27	1	3	109	1	4	0	0	0	0	0	0	0	0	0	1	0	0	5	38	48	23	2	1	0	0	0	41.2	36.3	4.9
2100 - 2200	86	22	23	19	22	0	1	80	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	32	32	14	4	1	0	0	0	42.5	36.8	4.7
2200 - 2300	56	19	11	10	16	0	1	52	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	16	28	9	0	1	0	0	0	40.9	36.6	4
2300 - 0000	35	13	11	2	9	0	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	16	5	1	1	0	0	0	40.8	37.2	4.7
0700 - 1900	**3346**	**841**	**834**	**828**	**843**	**16**	**51**	**2930**	**15**	**294**	**12**	**19**	**0**	**2**	**2**	**4**	**0**	**1**	**4**	**10**	**45**	**48**	**360**	**1397**	**1183**	**250**	**40**	**8**	**1**	**0**	**0**	**38.7**	**34.3**	**4.9**
0600 - 2200	**3769**	**949**	**957**	**926**	**937**	**18**	**60**	**3314**	**16**	**321**	**12**	**19**	**0**	**2**	**2**	**4**	**0**	**1**	**4**	**12**	**45**	**50**	**376**	**1525**	**1358**	**324**	**62**	**11**	**2**	**0**	**0**	**38.9**	**34.6**	**5.0**
0600 - 0000	**3860**	**981**	**979**	**938**	**962**	**18**	**61**	**3400**	**16**	**325**	**12**	**19**	**0**	**2**	**2**	**4**	**0**	**1**	**4**	**12**	**45**	**50**	**379**	**1552**	**1402**	**338**	**63**	**13**	**2**	**0**	**0**	**39.0**	**34.6**	**5.0**
0000 - 0000	**3900**	**990**	**982**	**952**	**976**	**18**	**62**	**3436**	**16**	**328**	**12**	**19**	**0**	**2**	**2**	**4**	**0**	**1**	**4**	**12**	**45**	**50**	**380**	**1562**	**1411**	**348**	**70**	**15**	**3**	**0**	**0**	**39.1**	**34.7**	**5.1**

Annex 1

Site 10 - Westbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	15	4	6	3	2	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	2	2	1	0	0	52.8	42.7	7.4
0100 - 0200	6	3	0	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	1	0	0	-	43.4	9.4
0200 - 0300	5	3	0	1	1	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	-	36.2	1.7
0300 - 0400	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	-	43.8	13.7
0400 - 0500	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	-	37.8	14
0500 - 0600	19	4	3	5	7	1	0	14	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	4	3	7	3	1	0	0	0	49.5	39.5	8.8
0600 - 0700	33	5	7	9	12	0	3	23	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	9	15	6	2	0	0	0	0	41.9	37.1	4.6
0700 - 0800	79	10	19	21	29	3	1	65	0	10	0	0	0	0	0	0	0	0	1	1	1	0	1	19	34	16	4	2	0	0	0	43.1	37.1	6.8
0800 - 0900	141	20	28	51	42	5	1	124	2	7	0	1	0	1	0	0	0	0	0	0	6	1	5	36	64	23	5	1	0	0	0	41.6	36.1	6
0900 - 1000	176	36	48	45	47	2	2	158	3	10	0	0	0	0	0	0	0	1	0	0	3	5	14	50	80	21	2	1	0	0	0	39.6	35.3	5.2
1000 - 1100	259	64	76	58	61	3	3	234	1	18	0	0	0	0	0	0	0	0	0	1	4	4	30	98	98	18	4	2	0	0	0	38.8	34.5	5.1
1100 - 1200	302	79	71	82	70	1	1	284	0	16	0	0	0	0	0	0	0	0	0	1	4	4	22	150	97	21	3	0	0	0	0	38.3	34.2	4.4
1200 - 1300	324	88	86	74	76	1	3	299	3	18	0	0	0	0	0	0	0	0	0	1	3	7	33	152	112	15	1	0	0	0	0	37.6	33.7	4.3
1300 - 1400	323	74	81	90	78	5	8	290	0	18	0	1	0	0	0	1	0	0	1	4	4	3	60	145	94	11	1	0	0	0	0	37.1	32.9	5
1400 - 1500	287	79	66	74	68	4	8	267	0	8	0	0	0	0	0	0	0	0	0	3	1	10	55	140	69	8	1	0	0	0	0	36.9	32.4	4.6
1500 - 1600	273	62	58	86	67	2	6	250	0	15	0	0	0	0	0	0	0	0	2	2	2	2	31	126	93	12	3	0	0	0	0	37.5	33.7	4.8
1600 - 1700	279	80	55	65	79	2	2	255	1	19	0	0	0	0	0	0	0	0	1	0	3	2	41	114	97	16	5	0	0	0	0	38.5	34	4.8
1700 - 1800	225	51	57	59	58	0	2	213	0	8	1	0	0	0	1	0	0	0	0	0	1	1	18	89	100	12	4	0	0	0	0	38.5	35	4
1800 - 1900	208	64	51	43	50	1	3	195	0	9	0	0	0	0	0	0	0	0	0	1	0	2	16	77	80	29	3	0	0	0	0	40.1	35.3	4.6
1900 - 2000	201	51	56	51	43	1	2	191	0	7	0	0	0	0	0	0	0	0	0	1	0	1	15	63	86	30	4	1	0	0	0	40.7	36.1	4.7
2000 - 2100	97	28	22	27	20	0	0	92	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	34	45	9	8	0	0	0	0	40.5	37	4.4
2100 - 2200	64	14	15	19	16	0	7	55	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	26	23	11	0	2	0	0	0	41.3	36.9	4.8
2200 - 2300	53	13	17	12	11	0	1	50	0	2	0	0	0	0	0	0	0	0	1	1	0	0	3	12	27	7	2	0	0	0	0	41	35.6	6.5
2300 - 0000	31	13	9	4	5	0	2	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	14	4	5	1	0	0	0	48	38.9	6
0700 - 1900	**2876**	**707**	**696**	**748**	**725**	**29**	**40**	**2634**	**10**	**156**	**1**	**2**	**0**	**1**	**0**	**2**	**0**	**1**	**5**	**14**	**32**	**41**	**326**	**1196**	**1018**	**202**	**36**	**6**	**0**	**0**	**0**	**38.5**	**34.2**	**4.9**
0600 - 2200	**3271**	**805**	**796**	**854**	**816**	**30**	**52**	**2995**	**10**	**177**	**1**	**2**	**0**	**1**	**0**	**2**	**0**	**1**	**5**	**15**	**32**	**42**	**345**	**1328**	**1187**	**258**	**50**	**9**	**0**	**0**	**0**	**38.8**	**34.5**	**5.0**
0600 - 0000	**3355**	**831**	**822**	**870**	**832**	**30**	**55**	**3072**	**10**	**181**	**1**	**2**	**0**	**1**	**0**	**2**	**0**	**1**	**6**	**16**	**32**	**42**	**350**	**1345**	**1228**	**269**	**57**	**10**	**0**	**0**	**0**	**38.9**	**34.5**	**5.0**
0000 - 0000	**3407**	**846**	**833**	**884**	**844**	**31**	**57**	**3115**	**10**	**187**	**1**	**2**	**0**	**1**	**0**	**2**	**0**	**1**	**6**	**17**	**32**	**42**	**352**	**1354**	**1243**	**280**	**64**	**14**	**2**	**1**	**0**	**39.0**	**34.6**	**5.1**

Annex 1

Site 10 - Westbound

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	14	4	2	3	5	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	2	3	0	0	0	0	45.5	39.6	4.4
0100 - 0200	8	2	1	5	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	1	0	0	0	-	42.1	5.6
0200 - 0300	6	2	2	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	-	39.6	6.6
0300 - 0400	3	1	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	-	41.1	5.3
0400 - 0500	6	0	4	0	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	1	-	50.6	9
0500 - 0600	9	1	0	5	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	1	0	0	0	-	38.2	6.7
0600 - 0700	27	4	3	4	16	1	1	23	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	4	12	6	3	1	0	0	0	45.1	38.5	6
0700 - 0800	74	18	15	15	26	1	1	69	0	3	0	0	0	0	0	0	0	0	0	0	1	1	2	18	30	17	3	2	0	0	0	42.6	37.6	5.5
0800 - 0900	116	19	36	29	32	5	0	105	0	6	0	0	0	0	0	0	0	0	0	4	1	2	11	42	37	16	0	1	0	2	0	40.3	35	7.3
0900 - 1000	185	26	42	58	59	3	4	173	0	5	0	0	0	0	0	0	0	0	0	3	4	3	13	81	60	19	1	0	1	0	0	39.2	34.3	5.7
1000 - 1100	265	58	47	82	78	4	2	250	0	8	0	0	0	0	0	0	1	0	0	2	3	0	17	135	90	16	2	0	0	0	0	37.5	34.1	4.3
1100 - 1200	334	92	79	76	87	2	4	314	1	13	0	0	0	0	0	0	0	0	0	1	3	0	35	166	113	13	3	0	0	0	0	37	34	3.8
1200 - 1300	321	75	80	84	82	5	7	299	1	8	0	1	0	0	0	0	0	0	0	2	3	2	48	141	101	20	3	1	0	0	0	37.8	33.9	4.7
1300 - 1400	333	76	83	88	86	1	6	316	0	10	0	0	0	0	0	0	0	0	0	0	2	1	57	158	99	15	1	0	0	0	0	37.5	33.5	3.9
1400 - 1500	317	79	79	87	72	4	7	293	1	11	0	1	0	0	0	0	0	0	0	4	2	4	31	171	88	14	2	1	0	0	0	37.6	33.4	4.5
1500 - 1600	282	84	69	69	60	4	9	255	1	13	0	0	0	0	0	0	0	0	0	3	1	2	23	128	114	10	1	0	0	0	0	37.9	34.1	4.3
1600 - 1700	260	66	66	58	70	2	6	239	0	12	0	1	0	0	0	0	0	0	0	2	1	0	18	118	98	19	4	0	0	0	0	38.9	35	4.3
1700 - 1800	206	45	62	39	60	0	7	186	3	10	0	0	0	0	0	0	0	0	0	1	0	4	9	70	90	29	2	1	0	0	0	40	35.9	4.6
1800 - 1900	157	40	36	43	38	2	5	145	0	4	0	0	1	0	0	0	0	0	0	0	1	1	3	50	80	20	1	1	0	0	0	39.8	36.3	4
1900 - 2000	142	34	35	39	34	0	5	129	1	6	0	1	0	0	0	0	0	0	0	3	0	2	9	42	64	18	4	0	0	0	0	40.1	35.4	5.4
2000 - 2100	71	18	20	16	17	1	3	61	0	6	0	0	0	0	0	0	0	0	0	1	0	0	2	9	31	20	7	1	0	0	0	43.6	38.7	5.3
2100 - 2200	55	17	14	17	7	0	3	49	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	16	22	8	4	1	0	0	0	43.5	37.2	5.8
2200 - 2300	32	7	9	9	7	0	2	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	17	8	1	0	1	0	0	41.1	38.5	4.8
2300 - 0000	12	5	3	1	3	1	0	10	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	1	1	0	1	0	0	46.8	37.8	10.1
0700 - 1900	**2850**	**678**	**694**	**728**	**750**	**33**	**58**	**2644**	**7**	**103**	**0**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**22**	**20**	**267**	**1278**	**1000**	**208**	**23**	**7**	**1**	**2**	**0**	**38.4**	**34.4**	**4.7**
0600 - 2200	**3145**	**751**	**766**	**804**	**824**	**35**	**70**	**2906**	**9**	**119**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**26**	**23**	**22**	**282**	**1349**	**1129**	**260**	**41**	**10**	**1**	**2**	**0**	**38.7**	**34.6**	**4.8**
0600 - 0000	**3189**	**763**	**778**	**814**	**834**	**36**	**72**	**2944**	**9**	**122**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**27**	**23**	**22**	**282**	**1355**	**1153**	**269**	**43**	**10**	**3**	**2**	**0**	**38.8**	**34.7**	**4.9**
0000 - 0000	**3235**	**773**	**787**	**828**	**847**	**36**	**72**	**2988**	**9**	**124**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**27**	**23**	**22**	**283**	**1360**	**1168**	**282**	**50**	**14**	**3**	**2**	**1**	**38.9**	**34.8**	**5.0**

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	3	2	4	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	-	39.2	3.4
0100 - 0200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	-	42.5	7.1
0200 - 0300	5	1	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	-	35.2	7.4
0300 - 0400	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	45.5	-
0400 - 0500	6	1	2	0	3	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	-	42.8	5.1
0500 - 0600	23	1	4	8	10	1	0	20	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	4	10	2	4	1	0	0	0	46.1	37.4	7.1
0600 - 0700	67	15	14	16	22	1	3	47	1	14	1	0	0	0	0	0	0	0	1	0	0	1	2	10	22	25	4	2	0	0	0	43.6	38.8	6.7
0700 - 0800	220	46	53	59	62	5	3	181	3	26	0	0	0	0	2	0	0	0	0	1	4	2	6	56	95	42	11	3	0	0	0	42	36.9	5.7
0800 - 0900	285	70	68	68	79	0	0	251	2	29	2	0	1	0	0	0	0	0	0	1	0	0	21	95	121	42	4	1	0	0	0	40.4	36	4.4
0900 - 1000	249	75	54	53	67	1	2	209	4	27	2	4	0	0	0	0	0	0	0	2	0	1	20	98	111	15	1	1	0	0	0	38.8	34.9	4.4
1000 - 1100	230	49	71	54	56	1	2	196	1	27	2	0	0	1	0	0	0	0	0	1	1	1	5	36	108	65	9	3	2	0	0	37.8	33.5	4.9
1100 - 1200	250	55	53	75	67	3	6	213	2	20	3	3	0	0	0	0	0	0	1	3	2	0	33	117	83	9	2	0	0	0	0	37.9	33.6	4.9
1200 - 1300	247	56	79	49	63	3	5	208	0	26	0	2	0	2	0	1	0	0	1	1	1	2	49	113	66	13	1	0	0	0	0	37.4	33.3	4.5
1300 - 1400	230	60	60	56	54	2	4	194	0	25	3	0	1	0	0	1	0	0	1	1	1	6	34	104	68	13	1	1	0	0	0	37.9	33.4	5
1400 - 1500	245	46	67	67	65	0	2	217	2	20	0	4	0	0	0	0	0	0	0	0	0	0	35	122	77	10	1	0	0	0	0	37.3	33.9	3.6
1500 - 1600	335	75	78	96	86	2	5	293	1	27	2	5	0	0	0	0	0	0	0	2	3	3	37	166	104	19	1	0	0	0	0	37.4	33.6	4.2
1600 - 1700	341	80	83	80	98	2	9	303	0	23	1	1	0	2	0	0	0	0	0	0	1	6	31	175	112	15	1	0	0	0	0	37.7	34	3.8
1700 - 1800	352	70	83	107	92	6	9	314	0	23	0	0	0	0	0	0	0	0	0	3	2	5	37	177	106	19	3	0	0	0	0	38.1	34	4.6
1800 - 1900	229	90	57	44	38	3	5	208	0	12	0	0	0	0	1	0	0	0	0	1	2	5	10	102	77	25	4	1	1	1	0	39.6	35.3	5.4
1900 - 2000	172	49	42	28	53	2	6	152	2	10	0	0	0	0	0	0	0	0	0	0	1	1	5	49	85	27	3	1	0	0	0	40.8	36.5	4.4
2000 - 2100	111	31	39	17	24	1	2	103	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	42	47	17	2	0	0	0	0	40.3	36.2	4
2100 - 2200	85	27	20	21	17	0	0	82	0	2	0	0	0	1	0	0	0	0	0	0	0	0	4	27	37	10	5	0	1	1	0	41.5	37.2	5.6
2200 - 2300	39	12	3	12	12	0	1	33	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	9	18	10	1	0	0	0	0	42.5	38.1	3.8
2300 - 0000	17	4	4	3	6	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	4	5	6	1	0	0	0	0	42.6	37.4	6.4
0700 - 1900	**3213**	**772**	**806**	**808**	**827**	**28**	**52**	**2787**	**15**	**285**	**15**	**19**	**2**	**5**	**0**	**5**	**0**	**0**	**3**	**16**	**17**	**35**	**349**	**1433**	**1085**	**231**	**33**	**9**	**1**	**1**	**0**	**38.5**	**34.3**	**4.7**
0600 - 2200	**3648**	**894**	**921**	**890**	**943**	**32**	**63**	**3171**	**18**	**316**	**16**	**19**	**2**	**6**	**0**	**5**	**0**	**0**	**4**	**16**	**18**	**39**	**361**	**1561**	**1276**	**310**	**47**	**12**	**2**	**2**	**0**	**38.8**	**34.6**	**4.8**
0600 - 0000	**3704**	**910**	**928**	**905**	**961**	**32**	**64**	**3219**	**18**	**323**	**16**	**19**	**2**	**6**	**0**	**5**	**0**	**0**	**4**	**16**	**19**	**39**	**362**	**1574**	**1299**	**326**	**49**	**12**	**2**	**2**	**0**	**38.9**	**34.7**	**4.8**
0000 - 0000	**3751**	**916**	**939**	**919**	**977**	**33**	**64**	**3259**	**18**	**327**	**18**	**19**	**2**	**6**	**0**	**5**	**0**	**0**	**4**	**16**	**20**	**39**	**365**	**1579**	**1319**	**332**	**60**	**13**	**2**	**2**	**0**	**38.9**	**34.7**	**4.9**

Annex 1

Site 10 - Westbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	3	2	3	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	-	40.1	6.5
0100 - 0200	4	1	1	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	-	41.1	7.4
0200 - 0300	4	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	-	35.9	5.6
0300 - 0400	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39.3	9.1
0400 - 0500	5	1	1	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	-	41.6	7.7
0500 - 0600	21	2	3	8	8	0	1	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7	5	3	1	0	0	0	46.4	38.8	7
0600 - 0700	56	10	14	14	18	1	1	44	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	11	24	14	3	1	0	0	0	42.8	37.9	5.2
0700 - 0800	181	31	42	52	56	2	3	147	1	26	0	0	0	0	0	0	0	0	0	1	2	2	11	50	78	28	7	2	0	0	0	41.2	36.4	5.4
0800 - 0900	226	52	57	56	62	3	0	196	1	24	1	1	0	0	0	0	0	0	0	0	2	4	2	15	75	98	26	3	1	0	0	39.7	35.3	5.5
0900 - 1000	230	62	53	53	62	2	2	200	2	22	1	1	0	0	0	0	0	0	0	1	2	3	4	22	94	84	18	2	1	0	0	38.7	34.3	5.3
1000 - 1100	235	54	61	61	59	1	1	208	1	20	1	0	0	1	0	0	0	0	0	0	1	3	4	27	108	77	13	2	1	0	0	37.8	33.9	4.6
1100 - 1200	272	69	62	72	69	2	3	242	1	22	1	1	0	0	0	0	0	0	0	0	1	3	2	27	135	87	14	3	0	0	0	37.9	34	4.3
1200 - 1300	277	67	73	68	69	2	4	247	1	21	0	1	0	1	0	0	0	0	0	0	1	1	3	38	129	88	15	1	0	0	0	37.7	33.8	4.2
1300 - 1400	271	70	70	65	66	2	4	241	1	20	1	1	0	0	0	0	0	0	0	1	2	3	3	40	126	83	11	2	0	0	0	37.4	33.3	4.7
1400 - 1500	273	65	68	73	67	2	4	244	1	20	0	2	0	0	0	0	0	0	0	0	1	1	4	39	128	84	12	2	0	0	0	37.5	33.5	4.4
1500 - 1600	296	68	71	85	72	2	4	263	1	25	1	1	0	0	0	0	0	0	0	1	1	2	2	28	139	105	17	2	0	0	0	38	34.2	4.3
1600 - 1700	316	81	75	76	84	2	5	284	1	22	1	1	0	0	0	0	0	0	0	0	1	2	4	29	134	123	21	3	0	0	0	38.4	34.5	4.5
1700 - 1800	300	72	76	74	78	2	5	272	1	18	1	0	0	0	0	0	0	0	0	0	2	2	2	22	130	114	24	3	0	0	0	38.7	34.8	4.4
1800 - 1900	223	67	58	49	49	1	4	206	1	10	0	0	0	0	0	1	0	0	0	0	1	1	2	11	80	99	26	3	1	0	0	39.7	35.7	4.6
1900 - 2000	165	42	44	40	38	2	5	149	1	8	0	0	0	0	0	0	0	0	0	0	1	1	2	10	52	71	24	4	1	0	0	40.6	36	5.1
2000 - 2100	108	29	30	22	26	0	2	100	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5	34	48	17	3	0	0	0	40.7	36.4	4.4
2100 - 2200	72	20	19	18	15	0	2	66	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23	30	10	3	1	0	0	41.5	36.8	5.5
2200 - 2300	48	14	12	10	11	0	1	43	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	21	8	3	0	0	0	41.6	37	5.1
2300 - 0000	19	6	6	3	4	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	3	2	1	0	0	45.2	38	6.7
0700 - 1900	**3101**	**758**	**766**	**783**	**794**	**23**	**40**	**2749**	**14**	**249**	**7**	**11**	**1**	**3**	**1**	**3**	**0**	**0**	**3**	**15**	**26**	**35**	**308**	**1329**	**1120**	**224**	**33**	**6**	**1**	**0**	**0**	**38.5**	**34.4**	**4.7**
0600 - 2200	**3501**	**859**	**873**	**878**	**891**	**26**	**51**	**3108**	**15**	**274**	**7**	**12**	**1**	**3**	**1**	**3**	**0**	**0**	**4**	**16**	**27**	**38**	**329**	**1449**	**1292**	**288**	**47**	**9**	**1**	**1**	**0**	**38.8**	**34.6**	**4.8**
0600 - 0000	**3568**	**880**	**892**	**891**	**906**	**26**	**52**	**3168**	**15**	**280**	**7**	**12**	**1**	**3**	**1**	**3**	**0**	**0**	**4**	**16**	**27**	**38**	**333**	**1466**	**1321**	**299**	**52**	**10**	**2**	**1**	**0**	**38.9**	**34.7**	**4.8**
0000 - 0000	**3614**	**888**	**901**	**905**	**919**	**26**	**54**	**3207**	**16**	**284**	**8**	**12**	**1**	**3**	**1**	**3**	**0**	**0**	**4**	**16**	**27**	**38**	**336**	**1473**	**1336**	**309**	**59**	**12**	**2**	**1**	**0**	**38.9**	**34.7**	**4.9**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
Mon	3751	916	939	919	977	33	64	3259	18	327	18	19	2	6	0	5	0	0
Tue	3710	913	893	958	946	22	48	3229	21	367	7	8	0	7	0	1	0	0
Wed	3746	948	954	898	946	20	29	3311	24	324	11	13	3	3	1	7	0	0
Thu	3546	832	918	896	900	22	43	3110	11	329	7	16	1	4	2	1	0	0
Fri	3900	990	982	952	976	18	62	3436	16	328	12	19	0	2	2	4	0	1
Sat	3407	846	833	884	844	31	57	3115	10	187	1	2	0	1	0	2	0	1
Sun	3235	773	787	828	847	36	72	2988	9	124	0	4	1	0	0	0	1	0

Time	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	4	16	20	39	365	1579	1319	332	60	13	2	2	0	38.9	34.7	4.9
Tue	3	10	22	55	303	1553	1372	318	57	12	5	0	0	38.9	34.8	4.8
Wed	6	15	25	32	311	1496	1481	307	61	9	2	1	0	38.9	34.9	4.8
Thu	4	17	24	26	355	1410	1357	296	48	8	0	0	1	38.8	34.7	4.7
Fri	4	12	45	50	380	1562	1411	348	70	15	3	0	0	39.1	34.7	5.1
Sat	6	17	32	42	352	1354	1243	280	64	14	2	1	0	39	34.6	5.1
Sun	0	27	23	22	283	1360	1168	282	50	14	3	2	1	38.9	34.8	5

Devon ATCs

Report Id 231/22
Site Name Site 11 of 11
Description A3125, 60m south of Brynsworthy Park
Direction Northbound

Monday 27 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	24	8	6	4	6	0	0	20	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	9	3	1	0	0	1	47.9	41.3	9.5
0100 - 0200	8	4	1	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	2	0	0	1	0	0	-	38.6	10.1
0200 - 0300	3	0	2	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	-	42.5	8.6
0300 - 0400	7	0	3	1	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	1	0	-	41.6	10.5
0400 - 0500	18	3	6	7	2	0	0	12	0	2	4	0	0	0	0	0	0	0	0	0	0	0	1	4	4	5	2	1	1	0	0	47.9	40.3	7
0500 - 0600	53	10	12	11	20	0	0	50	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4	9	15	18	3	1	0	2	0	44.7	39.5	7
0600 - 0700	117	12	30	34	41	0	0	90	0	26	1	0	0	0	0	0	0	0	0	0	0	2	5	28	26	36	12	7	0	1	0	45.4	39.3	6.9
0700 - 0800	488	87	102	138	161	0	6	381	5	90	3	0	0	1	0	2	0	0	1	0	0	4	35	120	199	99	27	2	0	1	0	42.1	37.1	5.3
0800 - 0900	539	145	121	142	131	0	1	461	4	65	0	2	1	4	0	1	0	0	0	0	10	28	82	164	162	78	12	3	0	0	0	40.4	34.3	6
0900 - 1000	590	140	137	168	145	1	3	496	7	68	2	3	1	2	2	5	0	0	0	0	4	21	96	202	167	80	12	5	1	1	1	40.5	34.7	6.1
1000 - 1100	586	132	144	162	148	0	2	514	7	59	0	2	1	0	0	1	0	0	0	1	4	11	82	211	186	69	16	6	0	0	0	40.2	35	5.4
1100 - 1200	633	135	172	161	165	0	1	550	9	65	1	3	0	2	0	2	0	0	0	0	2	26	89	255	185	63	10	3	0	0	0	39.1	34.1	5.2
1200 - 1300	686	174	182	178	152	0	3	615	10	52	3	1	0	1	1	0	0	0	1	0	7	34	147	233	188	60	12	2	1	0	1	39	33.4	5.9
1300 - 1400	710	168	157	201	184	1	6	623	13	59	2	1	1	2	2	0	0	0	0	1	15	47	99	232	228	69	15	1	2	1	0	39.5	33.8	6.2
1400 - 1500	635	156	146	152	181	0	2	566	10	52	1	1	0	3	0	0	0	0	0	0	5	30	81	217	197	84	16	4	1	0	0	40.3	34.7	5.8
1500 - 1600	700	168	170	165	197	1	4	633	10	47	4	1	0	0	0	0	0	0	0	0	5	17	71	257	231	89	22	7	1	0	0	40.6	35.2	5.5
1600 - 1700	695	152	173	183	187	1	5	610	8	66	1	2	0	1	0	1	0	0	0	3	10	22	65	212	247	96	33	5	0	1	1	40.9	35.5	6.4
1700 - 1800	727	204	162	178	183	1	7	653	8	54	1	0	0	1	0	2	0	0	0	0	6	20	75	221	248	119	28	8	2	0	0	41.3	35.8	5.9
1800 - 1900	513	141	126	128	118	1	2	466	6	36	1	0	1	0	0	0	0	0	0	0	1	7	35	118	182	120	39	7	1	2	1	43.6	37.8	6
1900 - 2000	395	117	97	87	94	0	8	361	1	24	1	0	0	0	0	0	0	0	0	0	1	9	23	92	123	90	44	11	1	1	0	44.9	38.1	6.4
2000 - 2100	238	69	61	58	50	0	2	223	1	11	0	0	0	0	1	0	0	0	0	0	1	5	17	46	90	44	23	8	3	0	1	44.7	38.2	6.8
2100 - 2200	167	51	36	36	44	0	2	151	0	14	0	0	0	0	0	0	0	0	0	0	1	4	4	34	43	44	22	9	3	2	1	47.3	40.2	9.2
2200 - 2300	97	28	25	29	15	0	1	89	0	7	0	0	0	0	0	0	0	0	0	0	0	1	11	22	31	15	8	4	2	0	3	46.5	38.9	9.5
2300 - 0000	37	14	10	6	7	0	1	31	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	9	14	5	4	2	0	0	1	47.1	39.5	7.9
0700 - 1900	**7502**	**1802**	**1792**	**1956**	**1952**	**6**	**42**	**6568**	**97**	**713**	**19**	**16**	**5**	**17**	**5**	**14**	**0**	**0**	**2**	**5**	**69**	**267**	**957**	**2442**	**2420**	**1026**	**242**	**53**	**9**	**6**	**4**	**40.7**	**35.0**	**5.9**
0600 - 2200	**8419**	**2051**	**2016**	**2171**	**2181**	**6**	**54**	**7393**	**99**	**788**	**21**	**16**	**5**	**17**	**6**	**14**	**0**	**0**	**2**	**5**	**72**	**287**	**1006**	**2642**	**2702**	**1240**	**343**	**88**	**16**	**10**	**6**	**41.2**	**35.4**	**6.2**
0600 - 0000	**8553**	**2093**	**2051**	**2206**	**2203**	**6**	**56**	**7513**	**99**	**800**	**21**	**16**	**5**	**17**	**6**	**14**	**0**	**0**	**2**	**5**	**72**	**288**	**1019**	**2673**	**2747**	**1260**	**355**	**94**	**18**	**10**	**10**	**41.3**	**35.5**	**6.3**
0000 - 0000	**8666**	**2118**	**2081**	**2232**	**2235**	**6**	**56**	**7611**	**99**	**811**	**25**	**16**	**5**	**17**	**6**	**14**	**0**	**0**	**2**	**5**	**72**	**290**	**1027**	**2691**	**2778**	**1295**	**364**	**98**	**20**	**13**	**11**	**41.3**	**35.5**	**6.3**

Annex 1

Site 11 - Northbound

Tuesday 28 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	24	8	4	6	6	0	1	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	7	5	1	0	1	53.5	46.3	8.2
0100 - 0200	13	5	3	3	2	0	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	2	0	2	1	2	0	1	56.1	42.6	13.7
0200 - 0300	7	0	2	1	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	0	0	0	-	39.7	5.8
0300 - 0400	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	38.7	1.5
0400 - 0500	17	3	3	5	6	0	0	13	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	4	4	2	0	1	0	0	45.5	39.5	6.9
0500 - 0600	50	5	9	19	17	0	0	45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	7	21	9	7	4	1	0	0	47	40.2	6
0600 - 0700	136	15	26	38	57	0	0	104	1	29	1	1	0	0	0	0	0	0	0	0	0	1	9	22	33	41	19	6	4	1	0	46.1	40.2	7.2
0700 - 0800	495	83	119	144	149	2	2	407	4	71	1	1	2	1	1	3	0	0	2	1	3	25	76	131	140	88	18	7	3	1	0	42.3	35.4	7
0800 - 0900	517	138	86	148	145	0	1	439	2	66	5	1	0	2	0	1	0	0	23	5	5	21	56	155	159	71	19	2	1	0	0	40.8	33.7	8.6
0900 - 1000	591	154	162	125	150	2	2	524	4	51	4	1	0	2	0	1	0	0	0	0	3	15	102	186	195	71	18	0	1	0	0	40	34.7	5.4
1000 - 1100	590	129	144	145	172	0	2	521	2	60	1	2	1	0	1	0	0	0	0	0	3	4	86	250	176	62	3	5	0	0	1	39.4	34.7	5.2
1100 - 1200	635	153	149	171	162	1	1	565	7	58	0	3	0	0	0	0	0	0	0	0	9	29	121	262	159	44	10	1	0	0	0	38.1	33	5.3
1200 - 1300	668	174	180	158	156	0	3	596	7	58	3	0	0	0	0	0	0	1	0	0	2	22	128	240	199	59	10	5	2	0	1	39.2	34	5.6
1300 - 1400	678	191	166	182	139	0	2	609	6	57	1	1	0	2	0	0	0	0	0	0	3	32	115	254	191	58	19	4	1	0	1	39.3	34	6
1400 - 1500	655	147	148	172	188	0	3	583	9	54	2	1	0	1	1	1	0	0	1	5	10	19	63	240	238	63	14	2	0	0	0	39.5	34.5	5.7
1500 - 1600	637	172	150	161	154	1	1	571	5	52	2	3	0	2	0	0	0	0	0	1	0	18	98	224	224	58	11	3	0	0	0	39.4	34.5	5.1
1600 - 1700	769	189	179	192	209	1	7	687	10	61	0	1	0	1	1	0	0	0	0	3	7	22	87	315	221	95	16	0	2	1	0	39.9	34.5	5.5
1700 - 1800	792	214	208	164	206	0	4	726	11	46	3	0	0	2	0	0	0	0	0	0	4	27	106	308	243	79	20	3	1	1	0	39.5	34.3	5.4
1800 - 1900	558	157	141	131	129	0	6	521	6	22	2	0	0	0	0	1	0	0	0	0	0	9	50	186	194	78	29	8	3	1	0	41.6	36.3	5.7
1900 - 2000	380	110	107	100	63	0	0	352	1	26	0	0	0	0	0	1	0	0	0	0	1	7	44	89	119	81	26	9	2	2	0	43.3	37.2	6.5
2000 - 2100	261	72	63	69	57	0	2	240	1	17	1	0	0	0	0	0	0	0	0	0	2	7	23	66	85	51	17	4	2	3	1	43.7	37.1	7.2
2100 - 2200	152	44	44	40	24	0	3	132	0	17	0	0	0	0	0	0	0	0	0	0	0	2	14	29	45	39	15	6	2	0	0	45.2	38.5	6.8
2200 - 2300	133	45	43	32	13	0	0	124	1	8	0	0	0	0	0	0	0	0	0	0	0	1	16	27	45	25	14	4	1	0	0	44.7	37.6	6.5
2300 - 0000	44	15	16	8	5	0	0	40	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	10	16	4	9	2	1	0	0	47.2	39.4	7.3
0700 - 1900	**7585**	**1901**	**1832**	**1893**	**1959**	**7**	**34**	**6749**	**73**	**656**	**24**	**14**	**3**	**13**	**4**	**7**	**0**	**1**	**26**	**15**	**49**	**243**	**1088**	**2751**	**2339**	**826**	**187**	**40**	**14**	**4**	**3**	**39.8**	**34.4**	**5.9**
0600 - 2200	**8514**	**2142**	**2072**	**2140**	**2160**	**7**	**39**	**7577**	**76**	**745**	**26**	**15**	**3**	**13**	**4**	**8**	**0**	**1**	**26**	**15**	**52**	**260**	**1178**	**2957**	**2621**	**1038**	**264**	**65**	**24**	**10**	**4**	**40.4**	**34.8**	**6.1**
0600 - 0000	**8691**	**2202**	**2131**	**2180**	**2178**	**7**	**39**	**7741**	**77**	**757**	**26**	**15**	**3**	**13**	**4**	**8**	**0**	**1**	**26**	**15**	**52**	**262**	**1195**	**2994**	**2682**	**1067**	**287**	**71**	**26**	**10**	**4**	**40.5**	**34.9**	**6.1**
0000 - 0000	**8804**	**2225**	**2152**	**2214**	**2213**	**7**	**41**	**7840**	**77**	**767**	**28**	**15**	**3**	**13**	**4**	**8**	**0**	**1**	**26**	**15**	**52**	**263**	**1197**	**3012**	**2718**	**1086**	**307**	**81**	**31**	**10**	**6**	**40.6**	**35.0**	**6.2**

Wednesday 29 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	26	14	6	0	6	0	0	21	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	7	3	4	4	2	1	0	0	49.2	38.6	8.5
0100 - 0200	11	1	7	0	3	0	1	9	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	2	2	0	3	1	0	0	54.8	41.2	12.6
0200 - 0300	13	7	3	1	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4	1	1	0	0	1	51.4	41.8	9.3
0300 - 0400	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	35.7	3.5
0400 - 0500	23	5	6	6	6	0	0	13	0	5	4	1	0	0	0	0	0	0	0	0	0	0	1	5	9	8	0	0	0	0	0	42.6	37.9	4.4
0500 - 0600	47	6	8	17	16	0	0	46	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	16	17	5	1	0	0	0	44.8	39.8	5
0600 - 0700	120	13	24	36	47	1	0	90	0	27	1	0	0	1	0	0	0	0	0	0	0	0	9	18	41	29	18	3	0	2	0	45.4	39.4	6.6
0700 - 0800	488	80	108	137	163	1	3	400	0	78	5	1	0	0	0	0	0	0	0	0	2	14	26	138	139	123	36	9	1	0	0	43.5	37.4	6.1
0800 - 0900	562	133	137	141	151	0	1	467	3	84	2	2	1	0	0	2	0	0	5	6	8	21	63	148	194	91	24	2	0	0	0	41.4	34.9	6.9
0900 - 1000	569	132	134	150	153	1	2	484	6	67	4	0	1	2	0	2	0	0	0	1	0	16	86	187	188	69	19	3	0	0	0	40.1	34.9	5.6
1000 - 1100	607	143	166	149	149	2	0	553	3	43	1	0	0	3	0	2	0	0	2	4	9	27	108	232	161	53	10	0	0	0	1	39	33.2	5.9
1100 - 1200	622	150	163	154	155	0	1	567	6	43	2	0	1	0	1	1	0	0	0	3	7	28	105	240	174	51	10	4	0	0	0	38.8	33.5	5.5
1200 - 1300	660	171	154	150	185	0	2	589	5	62	1	0	0	1	0	0	0	0	0	1	3	17	135	259	159	66	18	1	1	0	0	39.2	33.8	5.3
1300 - 1400	667	170	169	166	162	1	4	601	4	52	2	1	1	0	0	1	0	0	0	0	3	6	85	240	225	90	13	4	0	0	1	40.3	35.2	5.2
1400 - 1500	685	179	150	163	193	2	10	609	8	53	0	1	0	2	0	0	0	0	0	3	10	36	135	228	191	73	6	2	0	1	0	39.3	33.4	5.8
1500 - 1600	666	158	149	187	172	0	3	607	4	48	2	1	0	0	1	0	0	0	0	0	4	14	87	251	206	85	16	3	0	0	0	40.2	34.9	5.2
1600 - 1700	755	167	169	213	206	1	3	658	6	83	3	0	0	1	0	0	0	0	0	0	3	23	86	255	247	115	20	5	0	0	1	41.2	35.3	5.8
1700 - 1800	733	205	178	182	168	0	3	663	5	53	3	3	0	0	0	2	0	1	0	5	9	26	82	237	252	87	31	2	1	1	0	40.4	34.9	6.2
1800 - 1900	543	151	147	134	111	0	2	501	7	30	0	1	0	2	0	0	0	0	0	0	2	14	52	130	161	119	44	14	5	0	2	44.1	37.5	6.9
1900 - 2000	407	114	117	85	91	0	4	381	1	18	1	2	0	0	0	0	0	0	0	2	6	13	43	105	125	74	28	7	3	0	1	43.6	36.3	7.1
2000 - 2100	218	65	49	57	47	0	1	198	1	18	0	0	0	0	0	0	0	0	0	0	0	7	16	41	76	50	21	4	2	1	0	44.5	38.2	6.7
2100 - 2200	147	44	33	35	35	0	2	132	1	12	0	0	0	0	0	0	0	0	0	0	2	5	6	26	57	33	11	4	2	1	0	44.1	38.1	7
2200 - 2300	115	36	25	31	23	0	2	106	0	5	1	0	1	0	0	0	0	0	0	0	0	4	7	28	43	14	14	3	2	0	0	45.3	37.7	7.1
2300 - 0000	52	21	15	11	5	0	0	44	0	8	0	0	0	0	0	0	0	0	0	0	0	1	5	7	15	11	10	0	2	0	1	47.5	39.8	8.5
0700 - 1900	**7557**	**1839**	**1824**	**1926**	**1968**	**8**	**34**	**6699**	**57**	**696**	**25**	**10**	**4**	**11**	**2**	**10**	**0**	**1**	**7**	**23**	**60**	**242**	**1050**	**2545**	**2297**	**1022**	**247**	**49**	**8**	**2**	**5**	**40.6**	**34.8**	**6.0**
0600 - 2200	**8449**	**2075**	**2047**	**2139**	**2188**	**9**	**41**	**7500**	**60**	**771**	**27**	**12**	**4**	**12**	**2**	**10**	**0**	**1**	**7**	**25**	**68**	**267**	**1124**	**2735**	**2596**	**1208**	**325**	**67**	**15**	**6**	**6**	**41.0**	**35.1**	**6.2**
0600 - 0000	**8616**	**2132**	**2087**	**2181**	**2216**	**9**	**43**	**7650**	**60**	**784**	**28**	**12**	**5**	**12**	**2**	**10**	**0**	**1**	**7**	**25**	**68**	**272**	**1136**	**2770**	**2654**	**1233**	**349**	**70**	**19**	**6**	**7**	**41.1**	**35.2**	**6.2**
0000 - 0000	**8739**	**2166**	**2119**	**2205**	**2249**	**9**	**44**	**7753**	**60**	**796**	**32**	**14**	**5**	**12**	**2**	**11**	**0**	**1**	**7**	**25**	**69**	**272**	**1144**	**2795**	**2688**	**1268**	**359**	**77**	**21**	**6**	**8**	**41.2**	**35.2**	**6.2**

Thursday 30 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	19	7	5	6	1	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	6	4	0	0	0	51.3	44.9	6.1
0100 - 0200	8	4	1	3	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	2	0	0	0	-	44.3	7.2
0200 - 0300	11	3	3	1	4	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0	1	1	0	0	52.1	40.5	7.8
0300 - 0400	3	0	1	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	-	40.3	0.9
0400 - 0500	23	4	5	7	7	0	0	19	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	9	5	2	3	1	2	0	0	48.5	38.8	8.5
0500 - 0600	55	7	14	14	20	0	0	48	0	4	2	0	0	1	0	0	0	0	0	0	0	0	4	9	16	13	7	1	3	2	0	47.3	40.6	8.2
0600 - 0700	140	12	36	39	53	0	1	109	0	27	2	0	0	1	0	0	0	0	0	0	0	1	11	20	35	42	22	6	3	0	0	46.1	40	6.6
0700 - 0800	466	60	120	144	142	0	4	386	1	69	4	0	0	2	0	0	0	0	0	0	0	6	24	129	157	101	35	9	2	2	1	43.6	37.7	6.3
0800 - 0900	549	133	111	165	140	0	2	476	7	58	0	0	1	4	0	1	0	0	0	0	9	7	47	160	190	93	34	7	2	0	0	41.9	36.3	6
0900 - 1000	560	141	139	135	145	0	1	485	2	68	2	0	1	0	0	1	0	0	0	1	0	8	44	188	224	71	17	6	0	1	0	40.7	36	5.2
1000 - 1100	579	142	136	142	159	1	2	520	3	49	2	0	0	1	0	1	0	0	0	1	12	16	86	227	170	49	15	1	0	1	1	39.3	34	5.8
1100 - 1200	682	192	163	169	158	0	4	608	11	47	6	2	1	2	1	0	0	0	0	6	24	26	128	247	190	56	5	0	0	0	0	38.1	32.7	5.8
1200 - 1300	686	164	169	182	171	0	3	603	5	68	2	2	0	2	0	0	0	1	0	1	8	29	94	264	212	68	9	1	0	0	0	39.3	34	5.4
1300 - 1400	647	169	160	162	156	1	3	567	9	59	1	1	1	5	0	0	0	0	1	0	9	24	107	235	179	73	18	1	0	0	0	39.7	34	5.6
1400 - 1500	619	165	137	167	150	1	3	558	0	51	2	2	0	2	0	0	0	0	0	0	10	17	83	212	197	77	18	5	0	0	0	40.5	34.8	5.7
1500 - 1600	689	187	178	167	157	1	4	622	2	55	1	3	0	1	0	0	0	0	0	0	4	20	89	247	217	84	23	5	0	0	0	40.3	35	5.5
1600 - 1700	765	180	191	189	205	1	5	674	6	75	1	2	0	1	0	0	0	0	0	0	8	23	105	247	239	109	28	6	0	0	0	40.8	35	5.8
1700 - 1800	771	223	212	190	146	0	4	695	6	62	0	1	0	2	0	0	0	1	0	0	4	37	79	231	254	132	28	2	4	0	0	41.3	35.5	6
1800 - 1900	619	175	173	125	146	0	2	581	7	27	1	0	0	0	1	0	0	0	0	0	5	11	41	177	200	134	38	8	4	0	1	42.8	37.1	6
1900 - 2000	413	115	95	113	90	0	5	374	3	30	0	0	0	1	0	0	0	0	0	0	1	3	20	77	141	120	38	9	3	1	0	44.3	38.7	5.9
2000 - 2100	290	91	80	56	63	1	4	271	2	10	0	1	0	0	1	0	0	0	0	0	2	15	17	61	74	80	30	7	1	3	0	44.6	38.1	7.3
2100 - 2200	212	59	69	36	48	0	0	194	1	16	1	0	0	0	0	0	0	0	0	0	4	4	10	40	55	59	24	9	5	0	2	46	39.3	8
2200 - 2300	134	37	34	34	29	0	3	119	0	11	1	0	0	0	0	0	0	0	0	0	0	2	8	36	43	26	16	3	0	0	0	44.7	37.6	6
2300 - 0000	58	24	20	9	5	0	1	49	2	5	0	0	1	0	0	0	0	0	0	0	0	0	6	10	14	15	6	6	1	0	0	49.2	39.9	7.2
0700 - 1900	**7632**	**1931**	**1889**	**1937**	**1875**	**5**	**37**	**6775**	**59**	**688**	**22**	**13**	**4**	**22**	**2**	**3**	**0**	**2**	**1**	**9**	**93**	**224**	**927**	**2564**	**2429**	**1047**	**268**	**51**	**12**	**4**	**3**	**40.8**	**35.1**	**5.9**
0600 - 2200	**8687**	**2208**	**2169**	**2181**	**2129**	**6**	**47**	**7723**	**65**	**771**	**25**	**14**	**4**	**24**	**3**	**3**	**0**	**2**	**1**	**9**	**100**	**247**	**985**	**2762**	**2734**	**1348**	**382**	**82**	**24**	**8**	**5**	**41.4**	**35.5**	**6.1**
0600 - 0000	**8879**	**2269**	**2223**	**2224**	**2163**	**6**	**51**	**7891**	**67**	**787**	**26**	**14**	**5**	**24**	**3**	**3**	**0**	**2**	**1**	**9**	**100**	**249**	**999**	**2808**	**2791**	**1389**	**404**	**91**	**25**	**8**	**5**	**41.5**	**35.6**	**6.2**
0000 - 0000	**8998**	**2294**	**2252**	**2255**	**2197**	**6**	**51**	**7994**	**67**	**798**	**30**	**14**	**5**	**25**	**3**	**3**	**0**	**2**	**1**	**9**	**100**	**249**	**1004**	**2831**	**2819**	**1418**	**421**	**100**	**31**	**10**	**5**	**41.6**	**35.7**	**6.2**

Friday 01 July 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	31	13	6	7	5	0	2	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	2	9	5	5	3	2	0	0	50.4	40.7	8.8
0100 - 0200	16	4	3	5	4	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	4	1	1	0	0	50.6	43.1	6.8
0200 - 0300	18	7	3	6	2	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	3	4	0	0	0	0	46	38.1	6.7
0300 - 0400	8	3	4	0	1	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	1	2	0	0	-	45.5	10.1
0400 - 0500	21	4	6	6	5	0	0	12	0	6	2	0	0	0	0	1	0	0	0	0	0	0	1	6	4	6	2	0	2	0	0	47.4	40.1	7.7
0500 - 0600	46	5	17	14	10	0	1	37	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	5	10	15	10	2	2	0	0	47.6	41.7	6.4
0600 - 0700	118	19	24	32	43	0	1	90	0	24	1	0	0	0	0	2	0	0	0	0	1	1	5	19	28	35	17	9	3	0	0	47.8	40.4	7.5
0700 - 0800	449	68	104	130	147	1	4	355	2	84	2	0	0	1	0	0	0	0	0	0	1	6	28	117	138	110	36	8	3	2	0	43.8	37.9	6.1
0800 - 0900	565	135	122	142	166	0	1	474	1	84	1	2	1	1	0	0	0	0	0	0	1	15	45	181	199	100	19	4	1	0	0	41.7	36.1	5.4
0900 - 1000	584	123	157	137	167	0	4	507	5	64	2	0	0	1	1	0	0	0	0	0	1	13	81	189	186	91	17	5	1	0	0	41.6	35.4	5.7
1000 - 1100	596	132	142	165	157	0	1	503	6	74	7	3	0	2	0	0	0	0	0	0	1	22	77	203	200	76	10	5	2	0	0	40.2	34.9	5.5
1100 - 1200	660	167	160	174	159	1	2	595	5	51	2	1	2	1	0	0	0	0	0	0	5	16	100	256	209	58	14	2	0	0	0	39.2	34.3	5
1200 - 1300	723	206	187	156	174	0	2	656	5	52	2	3	0	1	0	2	0	0	0	0	7	23	137	247	202	90	14	2	1	0	0	40	34	5.5
1300 - 1400	694	208	140	169	177	2	7	615	2	63	0	1	0	3	0	1	0	0	0	0	5	19	66	256	253	74	18	2	0	1	0	39.7	35.1	5.3
1400 - 1500	728	181	160	183	204	2	2	655	6	54	3	2	1	1	1	1	0	0	0	0	3	10	86	286	235	82	20	4	1	1	0	39.9	35	5.2
1500 - 1600	763	200	204	161	198	0	3	691	5	58	0	2	1	3	0	0	0	0	0	1	11	28	76	265	254	98	25	4	0	0	1	40.6	35	6
1600 - 1700	782	200	179	203	200	0	5	701	2	69	1	2	0	0	1	1	0	0	0	3	8	14	69	274	284	104	24	1	0	0	1	40.3	35.4	5.6
1700 - 1800	763	213	187	179	184	1	8	693	4	52	1	2	0	2	0	0	0	0	0	1	1	23	93	203	238	161	34	6	2	0	1	42.1	36.1	6
1800 - 1900	647	186	183	128	150	0	1	598	4	42	1	1	0	0	0	0	0	0	0	0	3	8	54	152	224	147	39	13	3	2	2	42.9	37.5	6.3
1900 - 2000	443	120	111	104	108	0	3	412	4	23	0	0	0	1	0	0	0	0	0	0	3	8	27	111	157	97	28	7	3	1	1	43.6	37.5	6.3
2000 - 2100	281	77	82	66	56	0	3	259	1	18	0	0	0	0	0	0	0	0	0	0	5	15	15	51	87	73	22	8	4	1	0	43.9	37.8	7.4
2100 - 2200	212	60	45	49	58	0	1	195	0	16	0	0	0	0	0	0	0	0	0	0	0	4	15	40	77	53	11	9	2	0	1	43.8	38.2	6.7
2200 - 2300	154	42	38	33	41	0	2	144	0	8	0	0	0	0	0	0	0	0	0	0	0	3	16	35	45	37	14	2	2	0	0	44.8	37.7	6.6
2300 - 0000	69	25	17	14	13	0	0	62	0	6	1	0	0	0	0	0	0	0	0	0	0	1	4	19	14	17	9	3	1	1	0	47.1	39.3	7.7
0700 - 1900	**7954**	**2019**	**1925**	**1927**	**2083**	**7**	**40**	**7043**	**47**	**747**	**22**	**19**	**5**	**16**	**3**	**5**	**0**	**0**	**0**	**5**	**47**	**197**	**912**	**2629**	**2622**	**1191**	**270**	**56**	**14**	**6**	**5**	**41.0**	**35.5**	**5.7**
0600 - 2200	**9008**	**2295**	**2187**	**2178**	**2348**	**7**	**48**	**7999**	**52**	**828**	**23**	**19**	**5**	**17**	**3**	**7**	**0**	**0**	**0**	**5**	**56**	**225**	**974**	**2850**	**2971**	**1449**	**348**	**89**	**26**	**8**	**7**	**41.4**	**35.8**	**5.9**
0600 - 0000	**9231**	**2362**	**2242**	**2225**	**2402**	**7**	**50**	**8205**	**52**	**842**	**24**	**19**	**5**	**17**	**3**	**7**	**0**	**0**	**0**	**5**	**56**	**229**	**994**	**2904**	**3030**	**1503**	**371**	**94**	**29**	**9**	**7**	**41.6**	**35.8**	**6.0**
0000 - 0000	**9371**	**2398**	**2281**	**2263**	**2429**	**7**	**53**	**8315**	**52**	**865**	**27**	**19**	**5**	**17**	**3**	**8**	**0**	**0**	**0**	**5**	**56**	**229**	**1002**	**2929**	**3058**	**1541**	**396**	**101**	**38**	**9**	**7**	**41.7**	**35.9**	**6.0**

Annex 1

Site 11 - Northbound

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Saturday 02 July 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	41	22	8	4	7	0	0	37	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	11	6	6	3	1	0	54	43.7	8.2
0100 - 0200	42	12	15	11	4	0	0	38	1	3	0	0	0	0	0	0	0	0	0	0	0	1	4	4	14	11	4	3	1	0	0	47.7	39.6	7.4
0200 - 0300	14	5	3	5	1	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	1	3	0	0	1	52.6	45.6	7.5
0300 - 0400	9	2	1	3	3	0	0	5	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	2	1	0	0	0	-	41.4	7.5
0400 - 0500	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	1	1	0	0	0	-	39.4	7.6
0500 - 0600	27	3	9	10	5	0	1	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	5	6	5	1	1	0	52.9	44.5	7.2
0600 - 0700	76	6	17	27	26	0	1	64	0	10	0	0	0	0	1	0	0	0	0	0	0	1	2	15	17	17	15	4	4	0	1	49	41.6	8
0700 - 0800	187	27	37	62	61	0	2	157	0	24	3	0	1	0	0	0	0	0	0	0	0	1	10	37	44	61	26	5	2	1	0	46.2	39.7	6.4
0800 - 0900	353	61	75	83	134	1	1	311	2	34	2	1	0	1	0	0	0	0	0	1	0	7	40	93	106	76	23	5	1	0	1	43	36.8	6.4
0900 - 1000	549	130	135	135	149	1	2	493	3	46	2	0	0	1	0	1	0	0	0	0	0	8	10	58	191	184	69	19	8	2	0	0	40.7	35.5	6
1000 - 1100	625	155	149	159	162	0	1	582	4	35	2	1	0	0	0	0	0	0	0	0	2	11	14	89	215	175	88	28	3	0	0	0	40.9	34.8	6
1100 - 1200	690	172	172	168	178	1	3	630	4	51	0	1	0	0	0	0	0	0	0	0	0	2	16	76	283	210	84	17	2	0	0	0	39.9	34.8	5
1200 - 1300	696	158	193	177	168	1	5	644	5	37	0	1	0	2	1	0	0	0	0	0	0	6	19	77	276	203	86	21	7	1	0	0	40.4	34.9	5.6
1300 - 1400	696	177	172	171	176	1	1	647	8	37	0	0	1	0	0	1	0	0	0	0	0	4	32	79	289	206	68	15	2	1	0	0	39.4	34.3	5.2
1400 - 1500	661	160	171	173	157	0	7	607	10	34	0	1	0	1	1	0	0	0	0	1	1	11	67	226	214	113	26	1	1	0	0	0	41.4	35.7	5.3
1500 - 1600	629	157	157	153	162	1	3	589	3	31	0	2	0	0	0	0	0	0	0	0	5	17	57	205	239	84	15	7	0	0	0	0	40.5	35.5	5.4
1600 - 1700	575	153	140	154	128	0	1	532	6	33	1	0	1	1	0	0	0	0	0	0	5	31	55	176	177	94	30	4	2	1	0	0	41.9	35.6	6.4
1700 - 1800	555	171	114	137	133	0	3	516	3	33	0	0	0	0	0	0	0	0	0	0	3	18	50	162	194	102	21	3	1	1	0	0	42.3	36.1	5.9
1800 - 1900	480	112	125	122	121	0	1	443	4	30	0	2	0	0	0	0	0	0	0	0	1	8	25	114	160	114	40	13	4	1	0	0	44.4	38.1	6.1
1900 - 2000	377	112	95	90	80	0	1	350	2	23	0	1	0	0	0	0	0	0	0	0	3	9	17	84	125	85	37	11	6	0	0	0	44.9	38.3	6.7
2000 - 2100	185	57	55	37	36	0	0	172	0	12	1	0	0	0	0	0	0	0	0	0	0	4	8	49	49	44	17	11	1	2	0	0	45.7	38.8	7.2
2100 - 2200	190	54	48	48	40	0	4	171	1	12	0	0	0	1	0	1	0	0	0	0	1	1	5	51	57	44	24	5	2	0	0	0	45.4	38.7	6.1
2200 - 2300	136	39	32	33	32	0	3	124	0	9	0	0	0	0	0	0	0	0	0	0	2	3	9	32	49	18	15	6	2	0	0	0	46.1	37.7	7.3
2300 - 0000	77	20	23	19	15	0	0	70	0	5	2	0	0	0	0	0	0	0	0	0	0	1	9	11	22	26	3	2	3	0	0	0	44.7	38.7	7.1
0700 - 1900	**6696**	**1633**	**1640**	**1694**	**1729**	**6**	**30**	**6151**	**52**	**425**	**10**	**9**	**3**	**6**	**2**	**2**	**0**	**0**	**0**	**4**	**46**	**184**	**683**	**2267**	**2112**	**1039**	**281**	**60**	**15**	**4**	**1**	**41.4**	**35.6**	**5.8**
0600 - 2200	**7524**	**1862**	**1855**	**1896**	**1911**	**6**	**36**	**6908**	**55**	**482**	**11**	**10**	**3**	**7**	**2**	**4**	**0**	**0**	**0**	**4**	**50**	**199**	**715**	**2466**	**2360**	**1229**	**374**	**91**	**28**	**6**	**2**	**41.9**	**36.0**	**6.1**
0600 - 0000	**7737**	**1921**	**1910**	**1948**	**1958**	**6**	**39**	**7102**	**55**	**496**	**13**	**10**	**3**	**7**	**2**	**4**	**0**	**0**	**0**	**4**	**52**	**203**	**733**	**2509**	**2431**	**1273**	**392**	**99**	**33**	**6**	**2**	**42.0**	**36.0**	**6.1**
0000 - 0000	**7878**	**1967**	**1949**	**1983**	**1979**	**6**	**40**	**7226**	**56**	**509**	**15**	**10**	**3**	**7**	**2**	**4**	**0**	**0**	**0**	**4**	**52**	**204**	**739**	**2524**	**2464**	**1312**	**412**	**118**	**38**	**8**	**3**	**42.2**	**36.2**	**6.2**

39

Sunday 03 July 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	53	18	9	13	13	0	0	51	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	9	18	9	8	2	2	0	1	48.1	40.3	8.4
0100 - 0200	43	11	11	12	9	0	0	38	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6	9	12	9	3	1	1	1	49.9	42.9	8
0200 - 0300	25	7	6	8	4	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	2	6	4	3	5	0	0	1	52.9	41.9	10.7
0300 - 0400	14	4	3	3	4	0	0	12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	2	3	0	3	2	0	0	0	51.5	37.9	9.8
0400 - 0500	12	2	4	5	1	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	4	0	1	0	0	49.7	42.9	8.1
0500 - 0600	12	4	0	4	4	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	3	1	0	0	0	46.5	39	8.3
0600 - 0700	42	2	10	17	13	0	0	39	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	14	6	9	4	2	2	0	51.2	42.6	8.1
0700 - 0800	72	16	12	21	23	0	0	63	0	9	0	0	0	0	0	0	0	0	0	0	0	3	2	10	18	20	12	3	3	0	1	48.1	40.9	8.2
0800 - 0900	141	28	27	31	55	1	0	124	1	14	0	0	0	0	0	1	0	0	0	0	0	1	0	17	22	42	35	18	4	2	0	0	45.3	38.6	6.8
0900 - 1000	236	45	46	63	82	0	2	219	2	11	1	1	0	0	0	0	0	0	0	0	0	1	13	48	68	70	27	6	1	1	1	45	39.1	6.3
1000 - 1100	498	113	114	131	140	1	3	459	4	29	2	0	0	0	0	0	0	0	0	0	3	7	49	140	181	90	20	7	1	0	0	41.7	36.3	5.6
1100 - 1200	615	152	149	158	156	0	8	571	2	31	0	1	1	1	0	0	0	0	1	4	8	13	37	231	203	86	29	3	0	0	0	40.9	35.3	5.9
1200 - 1300	699	173	169	175	182	1	2	646	6	42	1	1	0	0	0	0	0	0	0	1	4	16	65	233	264	87	23	5	0	1	0	40.3	35.5	5.4
1300 - 1400	650	178	142	151	179	0	5	598	4	41	0	1	0	1	0	0	0	0	0	0	6	13	55	178	275	96	20	3	3	1	0	40.9	36.1	5.5
1400 - 1500	614	157	162	144	151	1	2	574	4	32	1	0	0	0	0	0	0	0	0	0	4	13	59	184	216	108	24	3	3	0	0	41.4	36.1	5.6
1500 - 1600	556	150	154	118	134	0	6	521	2	26	0	0	0	1	0	0	0	0	0	0	2	12	35	161	196	104	40	5	1	0	0	42.2	36.8	5.7
1600 - 1700	437	146	112	89	90	0	4	408	3	22	0	0	0	0	0	0	0	0	0	0	1	2	17	91	166	103	42	11	3	1	0	44.5	38.7	5.9
1700 - 1800	356	89	85	91	91	0	3	319	1	31	0	0	0	2	0	0	0	0	0	0	1	7	10	65	114	100	37	16	6	0	0	45.7	39.4	6.5
1800 - 1900	339	75	91	84	89	0	3	310	1	25	0	0	0	0	0	0	0	0	0	0	3	5	28	58	83	92	51	13	5	0	1	45.9	39.3	7.1
1900 - 2000	214	60	62	41	51	0	3	199	1	11	0	0	0	0	0	0	0	0	0	0	0	10	9	34	65	46	35	11	2	1	1	46.6	39.6	8
2000 - 2100	200	53	53	51	43	0	6	172	1	21	0	0	0	0	0	0	0	0	0	0	0	4	11	33	59	53	27	6	3	3	1	46.2	39.8	7.3
2100 - 2200	121	35	35	28	23	0	3	110	0	8	0	0	0	0	0	0	0	0	0	0	1	1	6	24	38	30	11	5	5	0	0	47.9	39.5	7.4
2200 - 2300	81	25	23	19	14	0	0	75	0	6	0	0	0	0	0	0	0	0	0	0	0	2	13	18	28	7	5	8	0	0	0	46.7	37	7.5
2300 - 0000	42	19	10	6	7	0	0	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	15	12	4	2	0	0	3	49	42.4	9.2
0700 - 1900	**5213**	**1322**	**1263**	**1256**	**1372**	**4**	**38**	**4812**	**30**	**313**	**5**	**4**	**1**	**4**	**1**	**1**	**0**	**0**	**1**	**5**	**33**	**92**	**387**	**1421**	**1826**	**991**	**343**	**79**	**28**	**4**	**3**	**42.8**	**36.9**	**6.1**
0600 - 2200	**5790**	**1472**	**1423**	**1393**	**1502**	**4**	**50**	**5332**	**32**	**356**	**5**	**4**	**1**	**4**	**1**	**1**	**0**	**0**	**1**	**5**	**34**	**108**	**413**	**1516**	**2002**	**1126**	**425**	**105**	**40**	**10**	**5**	**43.2**	**37.2**	**6.3**
0600 - 0000	**5913**	**1516**	**1456**	**1418**	**1523**	**4**	**50**	**5447**	**32**	**364**	**5**	**4**	**1**	**4**	**1**	**1**	**0**	**0**	**1**	**5**	**34**	**110**	**427**	**1539**	**2045**	**1145**	**434**	**115**	**40**	**10**	**8**	**43.3**	**37.3**	**6.4**
0000 - 0000	**6072**	**1562**	**1489**	**1463**	**1558**	**4**	**50**	**5593**	**32**	**376**	**5**	**5**	**1**	**4**	**1**	**1**	**0**	**0**	**1**	**5**	**34**	**113**	**439**	**1564**	**2083**	**1175**	**464**	**128**	**44**	**11**	**11**	**43.5**	**37.4**	**6.5**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	31	13	6	6	6	0	0	28	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	4	7	7	6	3	1	0	0	50.6	42	8.6
0100 - 0200	20	6	6	5	3	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	5	3	2	1	0	0	50.7	41.6	8.8
0200 - 0300	13	4	3	3	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	3	2	2	0	0	0	50.3	41.4	8.6
0300 - 0400	7	2	2	1	2	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	-	40.5	8.8
0400 - 0500	17	3	5	5	4	0	0	13	0	3	2	0	0	0	0	0	0	0	0	0	0	0	1	5	4	4	2	0	1	0	0	46.1	39.6	7.1
0500 - 0600	41	6	10	13	13	0	0	37	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	6	13	11	6	2	1	1	0	46.9	40.7	6.9
0600 - 0700	107	11	24	32	40	0	0	84	0	21	1	0	0	0	0	0	0	0	0	0	0	1	6	18	28	29	16	6	2	1	0	47.1	40.2	7.2
0700 - 0800	378	60	86	111	121	1	3	307	2	61	3	0	0	1	0	1	0	0	0	0	1	8	29	97	119	86	27	6	2	1	0	43.4	37.4	6.4
0800 - 0900	461	110	97	122	132	0	1	393	3	58	1	1	1	2	0	1	0	0	4	2	5	14	50	132	150	78	21	4	1	0	0	41.7	35.4	6.8
0900 - 1000	526	124	130	130	142	1	2	458	4	54	2	1	0	1	0	1	0	0	0	0	2	12	69	170	173	74	18	5	1	0	0	41	35.4	5.8
1000 - 1100	583	135	142	150	155	1	2	522	4	50	2	1	0	1	0	1	0	0	0	1	6	14	82	211	178	70	15	4	0	0	0	40	34.6	5.7
1100 - 1200	648	160	161	165	162	0	3	584	6	49	2	2	1	1	0	0	0	0	0	2	8	22	94	253	190	63	14	2	0	0	0	39.2	34	5.4
1200 - 1300	688	174	176	168	170	0	3	621	6	53	2	1	0	1	0	0	0	0	0	0	5	23	112	250	204	74	15	3	1	0	0	39.7	34.2	5.6
1300 - 1400	677	180	158	172	168	1	4	609	7	53	1	1	1	2	0	0	0	0	0	0	6	25	87	241	222	75	17	2	1	0	0	39.8	34.6	5.6
1400 - 1500	657	164	153	165	175	1	4	593	7	47	1	1	0	1	0	0	0	0	0	1	6	19	82	228	213	86	18	3	1	0	0	40.3	34.9	5.6
1500 - 1600	663	170	166	159	168	1	3	605	4	45	1	2	0	1	0	0	0	0	0	0	4	18	73	230	224	86	22	5	0	0	0	40.5	35.2	5.5
1600 - 1700	683	170	163	175	175	1	4	610	6	58	1	1	0	1	0	0	0	0	0	1	6	20	69	224	226	102	28	5	1	1	0	41.2	35.5	6
1700 - 1800	671	188	164	160	159	0	5	609	5	47	1	1	0	1	0	1	0	0	0	1	4	23	71	204	220	111	28	6	2	0	0	41.4	35.7	6
1800 - 1900	528	142	141	122	123	0	2	489	5	30	1	1	0	0	0	0	0	0	0	0	2	9	41	134	172	115	40	11	4	1	1	43.6	37.5	6.3
1900 - 2000	376	107	98	89	82	0	3	347	2	22	0	0	0	0	0	0	0	0	0	0	2	8	26	85	122	85	34	9	3	1	0	44.3	37.8	6.7
2000 - 2100	239	69	63	56	50	0	3	219	1	15	0	0	0	0	0	0	0	0	0	0	1	8	15	50	74	56	22	7	2	2	0	44.6	38.2	7.2
2100 - 2200	172	50	44	39	39	0	2	155	0	14	0	0	0	0	0	0	0	0	0	0	1	3	9	35	53	43	17	7	3	0	1	45.3	38.9	7.4
2200 - 2300	121	36	31	30	24	0	2	112	0	8	0	0	0	0	0	0	0	0	0	0	0	2	11	28	41	20	12	4	1	0	0	45.1	37.7	7.1
2300 - 0000	54	20	16	10	8	0	0	48	0	5	0	0	0	0	0	0	0	0	0	0	0	1	4	10	16	13	6	2	1	0	1	46.9	39.7	7.8
0700 - 1900	**7163**	**1778**	**1738**	**1798**	**1848**	**6**	**36**	**6400**	**59**	**605**	**18**	**12**	**4**	**13**	**3**	**6**	**0**	**1**	**5**	**9**	**57**	**207**	**858**	**2374**	**2292**	**1020**	**263**	**55**	**14**	**4**	**3**	**40.9**	**35.3**	**5.9**
0600 - 2200	**8056**	**2015**	**1967**	**2014**	**2060**	**6**	**45**	**7205**	**63**	**677**	**20**	**13**	**4**	**13**	**3**	**7**	**0**	**1**	**5**	**10**	**62**	**228**	**914**	**2561**	**2569**	**1234**	**352**	**84**	**25**	**8**	**5**	**41.4**	**35.6**	**6.2**
0600 - 0000	**8231**	**2071**	**2014**	**2055**	**2092**	**6**	**47**	**7364**	**63**	**690**	**20**	**13**	**4**	**13**	**3**	**7**	**0**	**1**	**5**	**10**	**62**	**230**	**929**	**2600**	**2626**	**1267**	**370**	**91**	**27**	**8**	**6**	**41.6**	**35.7**	**6.2**
0000 - 0000	**8361**	**2104**	**2046**	**2088**	**2123**	**6**	**48**	**7476**	**63**	**703**	**23**	**13**	**4**	**14**	**3**	**7**	**0**	**1**	**5**	**10**	**62**	**231**	**936**	**2621**	**2658**	**1299**	**389**	**100**	**32**	**10**	**7**	**41.7**	**35.8**	**6.3**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00
	8794				
Mon	8666	2118	2081	2232	2235
Tue	8804	2225	2152	2214	2213
Wed	8739	2166	2119	2205	2249
Thu	8998	2294	2252	2255	2197
Fri	9371	2398	2281	2263	2429
Sat	7878	1967	1949	1983	1979
Sun	6072	1562	1489	1463	1558

Time	Number Vehicle Classes ARX Scheme: Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train
						61	61	AAWT	74				
Mon	6	56	7611	99	811	25	16	5	17	6	14	0	0
Tue	7	41	7840	77	767	28	15	3	13	4	8	0	1
Wed	9	44	7753	60	796	32	14	5	12	2	11	0	1
Thu	6	51	7994	67	798	30	14	5	25	3	3	0	2
Fri	7	53	8315	52	865	27	19	5	17	3	8	0	0
Sat	6	40	7226	56	509	15	10	3	7	2	4	0	0
Sun	4	50	5593	32	376	5	5	1	4	1	1	0	0

Time	Vehicle Speed: MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2	5	72	290	1027	2691	2778	1295	364	98	20	13	11	41.3	35.5	6.3
Tue	26	15	52	263	1197	3012	2718	1086	307	81	31	10	6	40.6	35	6.2
Wed	7	25	69	272	1144	2795	2688	1268	359	77	21	6	8	41.2	35.2	6.2
Thu	1	9	100	249	1004	2831	2819	1418	421	100	31	10	5	41.6	35.7	6.2
Fri	0	5	56	229	1002	2929	3058	1541	396	101	38	9	7	41.7	35.9	6
Sat	0	4	52	204	739	2524	2464	1312	412	118	38	8	3	42.2	36.2	6.2
Sun	1	5	34	113	439	1564	2083	1175	464	128	44	11	11	43.5	37.4	6.5

Site 11 - Southbound

Devon ATCs

Report Id 231/22
Site Name Site 11 of 11
Description A3125, 60m south of Brynsworthy Park
Direction Southbound

Tuesday 07 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	17	5	8	0	4	0	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	2	9	1	1	0	0	0	0	40.3	35.1	5.5
0100 - 0200	5	2	1	1	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	-	36.6	5.4
0200 - 0300	6	3	1	1	1	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	-	36.7	5.6
0300 - 0400	8	1	0	1	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	-	36.3	4.7
0400 - 0500	24	3	2	9	10	0	1	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	9	10	2	0	0	0	0	39.5	34.4	5.4
0500 - 0600	76	9	12	17	38	1	1	71	0	2	0	0	0	1	0	0	0	0	0	0	0	1	8	21	33	9	4	0	0	0	0	40.9	35.8	5.2
0600 - 0700	173	19	34	45	75	1	4	149	0	18	0	0	0	1	0	0	0	0	0	0	0	3	1	18	48	79	22	2	0	0	0	39.8	35.4	4.9
0700 - 0800	418	67	110	124	117	2	4	375	2	28	3	3	0	0	0	1	0	0	9	3	7	19	45	158	140	30	6	1	0	0	0	38.5	33.1	6.8
0800 - 0900	463	109	91	108	155	0	2	407	1	40	7	4	0	1	0	1	0	0	19	0	1	17	97	194	108	25	1	1	0	0	0	37.2	31.8	7
0900 - 1000	602	162	143	159	138	0	1	564	7	27	1	2	0	0	0	0	0	0	0	0	1	20	186	238	133	22	2	0	0	0	0	37.1	32.1	4.4
1000 - 1100	568	133	144	124	167	0	1	524	4	30	1	6	0	0	1	1	0	0	0	0	7	21	113	236	165	25	1	0	0	0	0	37.4	32.9	4.6
1100 - 1200	617	160	181	129	147	0	2	580	1	28	2	3	0	0	0	0	0	1	0	0	1	12	114	293	170	25	2	0	0	0	0	37.1	33.1	4
1200 - 1300	649	158	153	170	168	0	4	590	3	38	5	6	0	3	0	0	0	0	0	0	6	27	131	289	165	28	2	0	0	1	0	37.4	32.7	4.7
1300 - 1400	674	162	169	171	172	1	4	619	1	43	2	4	0	0	0	0	0	0	0	0	0	30	167	272	173	32	0	0	0	0	0	37.1	32.6	4.4
1400 - 1500	600	144	154	152	150	1	1	556	3	28	3	6	0	0	0	1	0	1	0	0	0	16	103	263	178	38	1	1	0	0	0	38.2	33.6	4.3
1500 - 1600	763	188	178	197	200	1	4	714	4	33	3	2	1	1	0	0	0	0	0	0	2	13	149	366	196	35	2	0	0	0	0	36.8	33.1	4
1600 - 1700	736	158	202	191	185	4	2	681	7	33	1	3	2	1	0	2	0	0	0	0	11	51	106	281	236	46	3	2	0	0	0	38.5	33.3	5.3
1700 - 1800	684	190	178	163	153	0	6	648	3	23	1	2	0	0	0	1	0	0	0	0	0	9	112	268	242	43	9	1	0	0	0	38.3	34.1	4.4
1800 - 1900	515	147	134	126	108	2	3	493	0	17	0	0	0	0	0	0	0	0	0	0	0	6	38	195	216	54	5	0	1	0	0	39.2	35.3	4.1
1900 - 2000	361	99	95	95	72	0	2	343	1	13	0	0	0	1	1	0	0	0	0	0	1	6	45	140	126	36	6	1	0	0	0	39.3	34.7	4.7
2000 - 2100	223	69	61	46	47	0	2	218	0	3	0	0	0	0	0	0	0	0	0	0	1	4	19	66	80	46	4	1	1	0	1	41.4	36.2	5.7
2100 - 2200	178	52	34	49	43	0	2	170	1	5	0	0	0	0	0	0	0	0	0	0	0	3	21	51	75	17	8	3	0	0	0	40.2	35.6	5.4
2200 - 2300	126	38	39	24	25	0	2	120	0	4	0	0	0	0	0	0	0	0	0	0	0	0	22	45	40	14	2	0	2	1	0	40	35.3	6.1
2300 - 0000	33	12	11	7	3	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	9	10	6	2	0	0	1	0	42.2	36.9	7.4
0700 - 1900	**7289**	**1778**	**1837**	**1814**	**1860**	**11**	**34**	**6751**	**36**	**368**	**29**	**41**	**3**	**6**	**1**	**7**	**0**	**2**	**28**	**3**	**36**	**241**	**1361**	**3053**	**2122**	**403**	**34**	**6**	**1**	**1**	**0**	**37.7**	**33.1**	**4.9**
0600 - 2200	**8224**	**2017**	**2061**	**2049**	**2097**	**12**	**44**	**7631**	**38**	**407**	**29**	**41**	**3**	**8**	**2**	**7**	**0**	**2**	**28**	**3**	**41**	**255**	**1464**	**3358**	**2482**	**524**	**54**	**11**	**2**	**1**	**1**	**38.1**	**33.4**	**5.0**
0600 - 0000	**8383**	**2067**	**2111**	**2080**	**2125**	**12**	**46**	**7783**	**38**	**412**	**29**	**41**	**3**	**8**	**2**	**7**	**0**	**2**	**28**	**3**	**41**	**255**	**1491**	**3412**	**2532**	**544**	**58**	**11**	**4**	**3**	**1**	**38.1**	**33.4**	**5.0**
0000 - 0000	**8519**	**2090**	**2135**	**2109**	**2185**	**13**	**48**	**7905**	**38**	**422**	**29**	**41**	**3**	**9**	**2**	**7**	**0**	**2**	**28**	**3**	**41**	**258**	**1506**	**3451**	**2588**	**561**	**64**	**11**	**4**	**3**	**1**	**38.2**	**33.5**	**5.0**

Annex 1

Site 11 - Southbound

Wednesday 08 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	26	11	5	3	7	0	2	23	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	8	4	3	2	3	0	0	2	51.9	39	11.7
0100 - 0200	7	3	3	0	1	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	-	35.8	4.5
0200 - 0300	7	1	2	0	4	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	0	0	0	-	39.5	8.2
0300 - 0400	17	3	1	2	11	0	1	14	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	6	4	3	0	0	0	0	46	38.3	6.5
0400 - 0500	15	4	2	3	6	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	6	1	0	1	0	0	0	42	36.3	6.5
0500 - 0600	74	10	13	24	27	1	2	67	0	3	0	0	0	0	1	0	0	0	0	0	0	3	4	17	30	13	7	0	0	0	0	42.6	36.9	5.5
0600 - 0700	176	23	47	45	61	1	3	157	1	14	0	0	0	0	0	0	0	0	0	0	1	2	20	47	69	28	5	4	0	0	0	40.8	36.2	5.5
0700 - 0800	444	85	111	131	117	1	4	397	2	36	3	1	0	0	0	0	0	0	0	0	2	9	76	183	131	33	7	2	0	1	0	38.8	34	5.1
0800 - 0900	480	112	64	129	175	1	3	439	2	32	1	1	0	1	0	0	0	0	37	1	10	24	75	181	125	23	4	0	0	0	0	37.5	30.7	8.8
0900 - 1000	577	148	154	133	142	0	3	524	3	44	0	1	0	2	0	0	0	0	0	0	0	18	149	236	146	24	4	0	0	0	0	37.4	32.7	4.4
1000 - 1100	652	152	152	183	165	0	3	615	3	28	1	1	0	0	1	0	0	0	0	0	2	20	165	288	155	17	2	1	1	0	1	36.5	32.5	4.8
1100 - 1200	646	171	163	145	167	0	2	603	3	33	0	2	1	1	0	1	0	0	0	0	2	25	133	316	154	15	1	0	0	0	0	36.5	32.5	4.1
1200 - 1300	632	170	147	142	173	0	5	582	7	32	1	3	0	1	1	0	0	0	0	0	3	14	143	304	141	18	5	1	2	0	1	36.6	32.7	4.8
1300 - 1400	707	166	185	174	182	0	4	654	7	38	3	0	0	1	0	0	0	0	0	0	3	11	170	318	180	21	3	1	0	0	0	36.7	32.8	4.2
1400 - 1500	708	178	188	168	174	0	0	664	5	35	0	2	0	1	0	1	0	0	0	0	2	18	150	341	183	13	1	0	0	0	0	36.6	32.6	4
1500 - 1600	711	163	175	178	195	0	2	657	6	40	0	1	1	1	0	3	0	0	0	0	1	23	157	316	196	14	0	1	0	0	3	37	32.9	5.9
1600 - 1700	730	198	178	183	171	0	1	699	1	26	1	0	1	0	0	1	0	0	0	0	10	22	147	345	177	26	1	1	0	1	0	37	32.6	4.6
1700 - 1800	613	178	154	134	147	0	1	585	3	18	2	1	0	1	1	1	0	0	0	0	7	8	101	207	239	43	8	0	0	0	0	38.6	34.3	4.8
1800 - 1900	585	174	148	136	127	0	5	565	0	13	0	0	0	0	1	0	0	1	0	0	1	18	80	233	204	41	7	1	0	0	0	38.4	34.2	4.6
1900 - 2000	376	104	102	91	79	0	1	357	1	15	0	2	0	0	0	0	0	0	0	0	7	1	57	140	138	29	4	0	0	0	0	38.8	34.2	4.9
2000 - 2100	247	86	67	55	39	0	8	229	0	10	0	0	0	0	0	0	0	0	0	0	0	7	40	70	98	30	1	0	1	0	0	39.8	34.8	5.1
2100 - 2200	178	40	51	49	38	0	0	170	0	8	0	0	0	0	0	0	0	0	0	0	0	3	38	62	53	17	4	0	1	0	0	38.9	34.1	5.2
2200 - 2300	123	32	37	33	21	0	0	117	0	6	0	0	0	0	0	0	0	0	0	0	0	2	21	42	36	15	6	0	1	0	0	40.5	34.9	5.6
2300 - 0000	46	18	15	5	8	0	1	43	0	2	0	0	0	0	0	0	0	0	0	0	0	1	10	16	14	4	1	0	0	0	0	39.6	34.1	5.1
0700 - 1900	**7485**	**1895**	**1819**	**1836**	**1935**	**2**	**33**	**6984**	**42**	**375**	**12**	**13**	**3**	**9**	**4**	**7**	**0**	**1**	**37**	**1**	**43**	**210**	**1546**	**3268**	**2031**	**288**	**43**	**8**	**3**	**2**	**5**	**37.2**	**32.9**	**5.1**
0600 - 2200	**8462**	**2148**	**2086**	**2076**	**2152**	**3**	**45**	**7897**	**44**	**422**	**12**	**15**	**3**	**9**	**4**	**7**	**0**	**1**	**37**	**1**	**51**	**223**	**1701**	**3587**	**2389**	**392**	**57**	**12**	**5**	**2**	**5**	**37.6**	**33.1**	**5.1**
0600 - 0000	**8631**	**2198**	**2138**	**2114**	**2181**	**3**	**46**	**8057**	**44**	**430**	**12**	**15**	**3**	**9**	**4**	**7**	**0**	**1**	**37**	**1**	**51**	**226**	**1732**	**3645**	**2439**	**411**	**64**	**12**	**6**	**2**	**5**	**37.6**	**33.1**	**5.2**
0000 - 0000	**8777**	**2230**	**2164**	**2146**	**2237**	**4**	**52**	**8184**	**44**	**440**	**12**	**16**	**3**	**9**	**5**	**7**	**0**	**1**	**37**	**1**	**51**	**231**	**1743**	**3679**	**2492**	**435**	**76**	**17**	**6**	**2**	**7**	**37.7**	**33.2**	**5.2**

Annex 1

Site 11 - Southbound

Thursday 09 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	19	5	9	2	3	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	5	2	0	1	0	1	1	50.3	38.7	10.9
0100 - 0200	11	3	4	0	4	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	1	0	1	2	0	0	0	51.4	35.6	11.2
0200 - 0300	10	1	4	2	3	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	5	1	0	1	0	0	0	0	-	32.8	5.5
0300 - 0400	16	1	0	2	13	0	1	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	3	1	0	0	0	0	42.2	37.1	4.4
0400 - 0500	17	1	0	4	12	0	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	5	4	2	1	0	1	0	0	43.6	36.3	7.5
0500 - 0600	64	10	9	16	29	2	2	57	0	1	0	0	0	1	1	0	0	0	0	0	0	3	8	14	22	15	1	1	0	0	0	42.3	36	6
0600 - 0700	189	31	33	42	83	0	5	164	1	17	0	1	1	0	0	0	0	0	0	0	2	3	17	44	76	36	10	1	0	0	0	42.4	36.8	5.7
0700 - 0800	460	88	114	131	127	2	4	422	3	25	1	2	0	0	0	1	0	0	0	0	1	10	71	164	158	43	8	4	0	0	1	39.1	34.6	5.2
0800 - 0900	454	117	87	108	142	1	2	427	1	21	1	1	0	0	0	0	0	0	0	2	0	12	76	199	136	24	4	1	0	0	0	38	33.5	4.7
0900 - 1000	574	163	124	145	142	0	2	534	6	29	0	1	0	0	2	0	0	0	0	0	0	20	140	227	155	29	3	0	0	0	0	37	32.9	4.4
1000 - 1100	636	174	153	160	149	1	3	580	3	43	2	3	0	0	0	1	0	0	0	2	6	28	174	275	124	25	2	0	0	0	0	36.4	31.9	4.7
1100 - 1200	647	157	161	166	163	0	4	607	4	28	3	1	0	0	0	0	0	0	0	0	2	17	168	295	143	20	1	1	0	0	0	36.3	32.4	4.1
1200 - 1300	644	165	159	173	147	1	2	601	4	32	1	1	0	0	0	2	0	0	0	0	1	23	151	308	135	23	3	0	0	0	0	36.6	32.5	4.2
1300 - 1400	652	151	169	155	177	1	4	600	8	35	0	3	0	0	1	0	0	0	0	0	6	19	153	273	181	18	1	1	0	0	0	37.1	32.6	4.5
1400 - 1500	654	155	184	167	148	0	4	616	4	28	0	1	0	0	1	0	0	0	0	0	4	17	152	301	152	21	3	3	0	0	1	37	32.8	5.7
1500 - 1600	703	149	202	164	188	0	0	656	1	34	3	3	3	3	0	0	0	0	0	0	0	14	141	308	204	34	2	0	0	0	0	37.4	33.3	4.2
1600 - 1700	730	182	192	170	186	0	2	683	4	38	0	1	1	0	0	0	0	1	0	0	7	23	149	310	207	32	2	0	0	0	0	37.4	32.9	4.5
1700 - 1800	653	176	167	167	143	0	3	625	5	19	1	0	0	0	0	0	0	0	0	0	1	12	114	252	235	36	2	1	0	0	0	38.4	33.8	4.5
1800 - 1900	562	153	160	137	112	1	2	546	2	10	0	0	0	0	1	0	0	0	0	0	2	13	83	204	219	38	3	0	0	0	0	38.3	34.1	4.4
1900 - 2000	387	124	104	82	77	1	1	368	2	13	1	1	0	0	0	0	0	0	0	0	1	19	55	143	114	41	9	4	1	0	0	39.8	34.3	5.7
2000 - 2100	261	90	63	49	59	0	1	248	0	10	0	1	0	0	1	0	0	0	0	0	0	4	31	112	87	20	7	0	0	0	0	38.9	34.5	4.6
2100 - 2200	170	53	44	31	42	0	3	158	0	9	0	0	0	0	0	0	0	0	0	0	0	1	26	62	55	21	2	2	1	0	0	40.1	34.9	5.3
2200 - 2300	131	42	36	27	26	0	1	124	0	6	0	0	0	0	0	0	0	0	0	0	0	0	23	59	32	12	2	2	0	1	0	38.3	34.5	5.4
2300 - 0000	45	13	22	6	4	0	2	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	14	18	3	4	0	0	0	0	41.8	36	5.2
0700 - 1900	**7369**	**1830**	**1872**	**1843**	**1824**	**7**	**32**	**6897**	**45**	**342**	**12**	**17**	**4**	**3**	**5**	**4**	**0**	**1**	**0**	**4**	**30**	**208**	**1572**	**3116**	**2049**	**343**	**34**	**11**	**0**	**0**	**2**	**37.4**	**33.0**	**4.6**
0600 - 2200	**8376**	**2128**	**2116**	**2047**	**2085**	**8**	**42**	**7835**	**48**	**391**	**13**	**20**	**5**	**3**	**6**	**4**	**0**	**1**	**0**	**4**	**33**	**235**	**1701**	**3477**	**2381**	**461**	**62**	**18**	**2**	**0**	**2**	**37.8**	**33.3**	**4.8**
0600 - 0000	**8552**	**2183**	**2174**	**2080**	**2115**	**8**	**45**	**8002**	**48**	**397**	**13**	**20**	**5**	**3**	**6**	**4**	**0**	**1**	**0**	**4**	**33**	**235**	**1730**	**3550**	**2431**	**476**	**68**	**20**	**2**	**1**	**2**	**37.8**	**33.3**	**4.8**
0000 - 0000	**8689**	**2204**	**2200**	**2106**	**2179**	**10**	**49**	**8122**	**48**	**406**	**13**	**20**	**5**	**4**	**7**	**4**	**0**	**1**	**0**	**4**	**33**	**240**	**1749**	**3588**	**2472**	**498**	**73**	**24**	**3**	**2**	**3**	**37.9**	**33.4**	**4.8**

Friday 10 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	23	6	6	5	6	0	1	21	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	4	8	3	2	1	0	0	0	44.9	35.9	8
0100 - 0200	11	2	6	2	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	1	0	0	1	0	0	44.2	37	7.7
0200 - 0300	12	2	3	3	4	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	1	0	0	0	2	0	60.5	39.3	11
0300 - 0400	11	2	0	2	7	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	3	1	2	0	0	0	0	46	36.9	6.7
0400 - 0500	12	3	1	1	7	0	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	5	3	0	0	0	0	0	43.4	37.4	4.6
0500 - 0600	70	9	13	23	25	0	1	61	1	5	1	0	0	0	1	0	0	0	0	0	0	3	6	21	17	19	3	0	1	0	0	43.2	36.7	6.4
0600 - 0700	194	34	41	44	75	0	2	179	0	12	0	1	0	0	0	0	0	0	0	0	1	3	25	49	72	29	13	1	0	0	1	42.1	36.3	6.2
0700 - 0800	413	66	99	119	129	2	3	377	3	23	3	0	0	1	1	0	0	0	0	0	5	12	30	155	167	35	7	1	0	0	1	39	34.9	5.1
0800 - 0900	450	108	94	109	139	1	7	412	1	28	1	0	0	0	0	0	0	0	0	1	1	15	58	184	158	28	4	1	0	0	0	38.5	33.9	4.8
0900 - 1000	608	174	143	142	149	0	2	564	3	38	1	0	0	0	0	0	0	0	0	0	2	17	104	279	175	28	0	1	2	0	0	37.4	33.3	4.4
1000 - 1100	602	159	151	148	144	0	1	560	3	35	2	0	1	0	0	0	0	0	0	1	3	11	141	298	124	22	1	0	1	0	0	36.7	32.4	4.3
1100 - 1200	622	125	161	157	179	0	0	589	1	28	2	0	0	0	1	1	0	0	0	1	6	16	135	307	140	13	2	1	0	1	0	36.7	32.5	4.4
1200 - 1300	696	156	173	188	179	0	2	652	4	34	2	0	0	2	0	0	0	0	0	0	5	28	128	346	167	19	3	0	0	0	0	36.5	32.6	4.2
1300 - 1400	596	154	143	151	148	1	3	555	6	26	3	2	0	0	0	0	0	0	0	0	2	16	146	261	151	18	2	0	0	0	0	36.9	32.5	4.3
1400 - 1500	658	149	168	152	189	1	3	603	3	44	2	2	0	0	0	0	0	0	0	0	0	14	102	311	192	35	3	1	0	0	0	37.6	33.6	4.2
1500 - 1600	669	166	147	180	176	0	2	624	1	40	0	2	0	0	0	0	0	0	0	0	0	9	80	277	251	49	0	2	1	0	0	38.5	34.4	4.1
1600 - 1700	770	165	189	207	209	1	3	712	3	49	0	2	0	0	0	0	0	0	0	0	1	12	140	334	242	29	9	3	0	0	0	37.6	33.6	4.4
1700 - 1800	638	168	172	148	150	0	6	601	2	26	0	2	0	1	0	0	0	0	0	0	0	12	74	212	270	63	7	0	0	0	0	39.3	35.1	4.4
1800 - 1900	609	186	160	143	120	0	3	584	4	16	0	1	0	0	1	0	0	0	0	0	2	17	78	249	201	51	7	2	1	1	0	38.7	34.4	4.9
1900 - 2000	423	126	110	99	88	0	8	400	1	12	0	1	0	0	1	0	0	0	0	0	1	7	62	125	153	56	16	2	1	0	0	40.7	35.4	5.4
2000 - 2100	306	76	88	70	72	1	2	288	3	12	0	0	0	0	0	0	0	0	0	0	3	5	30	95	110	46	15	1	1	0	0	41.3	35.9	5.6
2100 - 2200	247	83	54	49	61	2	2	236	2	5	0	0	0	0	0	0	0	0	0	0	2	7	35	86	85	19	11	1	0	1	0	39.4	34.6	5.8
2200 - 2300	146	41	38	38	29	0	0	142	0	4	0	0	0	0	0	0	0	0	0	0	0	1	28	54	46	14	2	0	1	0	0	39.1	34.3	5
2300 - 0000	66	22	16	16	12	0	2	63	0	1	0	0	0	0	0	0	0	0	0	0	0	2	11	18	21	8	4	2	0	0	0	42.1	35.4	6.8
0700 - 1900	**7331**	**1776**	**1800**	**1844**	**1911**	**6**	**35**	**6833**	**34**	**387**	**16**	**11**	**1**	**4**	**3**	**1**	**0**	**0**	**0**	**3**	**27**	**179**	**1216**	**3213**	**2238**	**390**	**45**	**12**	**5**	**2**	**1**	**37.7**	**33.5**	**4.5**
0600 - 2200	**8501**	**2095**	**2093**	**2106**	**2207**	**9**	**49**	**7936**	**40**	**428**	**16**	**13**	**1**	**4**	**4**	**1**	**0**	**0**	**0**	**3**	**34**	**201**	**1368**	**3568**	**2658**	**540**	**100**	**17**	**7**	**3**	**2**	**38.2**	**33.8**	**4.7**
0600 - 0000	**8713**	**2158**	**2147**	**2160**	**2248**	**9**	**51**	**8141**	**40**	**433**	**16**	**13**	**1**	**4**	**4**	**1**	**0**	**0**	**0**	**3**	**34**	**204**	**1407**	**3640**	**2725**	**562**	**106**	**19**	**8**	**3**	**2**	**38.3**	**33.8**	**4.8**
0000 - 0000	**8852**	**2182**	**2176**	**2196**	**2298**	**9**	**53**	**8265**	**41**	**442**	**18**	**13**	**1**	**4**	**5**	**1**	**0**	**0**	**0**	**3**	**34**	**210**	**1419**	**3679**	**2767**	**590**	**113**	**20**	**10**	**5**	**2**	**38.3**	**33.9**	**4.8**

Annex 1

Site 11 - Southbound

Saturday 11 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	24	4	4	8	8	0	1	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	13	4	1	0	0	0	0	41.2	36.4	4.9
0100 - 0200	13	5	6	0	2	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3	0	1	0	0	0	0	38.6	34.6	5
0200 - 0300	11	1	2	4	4	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	3	5	1	0	0	0	0	0	38.6	33.9	6
0300 - 0400	18	2	2	6	8	0	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	9	3	3	1	0	0	0	0	42.3	35.4	5.6
0400 - 0500	19	1	2	6	10	1	0	15	0	2	0	0	0	0	1	0	0	0	0	0	0	2	3	5	5	2	2	0	0	0	0	45	35	7.5
0500 - 0600	67	9	7	19	32	1	2	61	0	1	0	0	0	1	0	1	0	0	0	0	0	4	2	15	27	12	4	2	1	0	0	42.9	37.5	6.7
0600 - 0700	157	22	29	46	60	0	5	137	0	14	0	0	1	0	0	0	0	0	0	0	1	3	13	31	68	34	6	1	0	0	0	42	36.7	5.4
0700 - 0800	459	86	101	132	140	2	8	408	4	31	3	0	0	2	0	0	0	1	0	0	2	10	51	182	166	39	7	0	1	1	0	39	34.6	4.8
0800 - 0900	475	118	94	119	144	2	2	439	3	27	2	0	0	0	0	0	0	0	0	0	1	10	61	196	163	39	4	1	0	0	0	38.6	34.3	4.4
0900 - 1000	651	164	174	166	147	0	3	595	2	44	2	5	0	0	0	0	0	0	0	0	1	16	137	306	163	24	4	0	0	0	0	36.9	32.9	4.2
1000 - 1100	660	166	156	187	151	1	5	609	2	36	2	2	1	2	0	0	0	0	0	0	6	26	181	295	136	13	3	0	0	0	0	36.3	31.9	4.3
1100 - 1200	664	147	172	169	176	1	2	621	5	27	3	1	0	2	2	0	0	0	0	0	0	11	118	287	216	29	2	1	0	0	0	37.8	33.6	4.1
1200 - 1300	699	195	172	179	153	0	0	645	3	43	2	4	0	1	1	0	0	0	0	0	0	25	171	322	161	19	1	0	0	0	0	36.5	32.4	4
1300 - 1400	691	173	174	169	175	1	4	626	2	52	3	0	1	1	1	0	0	0	0	1	3	25	132	308	197	23	2	0	0	0	0	37.3	32.8	4.4
1400 - 1500	704	174	158	173	199	0	7	654	5	36	0	1	0	0	0	1	0	0	0	0	2	9	123	311	220	32	6	1	0	0	0	37.9	33.6	4.2
1500 - 1600	822	193	208	202	219	1	3	777	3	35	0	2	1	0	0	0	0	0	0	0	3	7	134	398	235	40	5	0	0	0	0	37.5	33.6	3.9
1600 - 1700	765	205	207	188	165	1	5	720	3	27	2	3	1	0	0	2	1	0	0	0	0	13	106	330	277	36	1	2	0	0	0	37.7	34	4
1700 - 1800	682	187	150	177	168	0	1	654	2	24	0	0	1	0	0	0	0	0	0	0	0	13	72	269	274	45	9	0	0	0	0	38.7	34.8	4.1
1800 - 1900	564	137	153	158	116	0	3	531	4	23	0	2	0	0	0	1	0	0	0	0	1	10	75	196	224	51	6	0	0	1	0	38.9	34.7	4.8
1900 - 2000	523	147	159	130	87	0	7	494	0	22	0	0	0	0	0	0	0	0	0	0	0	6	60	194	198	59	5	1	0	0	0	39.5	35	4.4
2000 - 2100	354	96	96	87	75	0	3	341	1	7	1	1	0	0	0	0	0	0	0	0	0	8	34	129	142	35	5	1	0	0	0	39.3	35	4.7
2100 - 2200	220	53	61	55	51	0	2	207	0	11	0	0	0	0	0	0	0	0	0	0	0	2	30	69	84	27	5	3	0	0	0	40.3	35.3	5.2
2200 - 2300	134	43	34	37	20	0	0	130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15	54	44	12	4	0	0	1	0	39.5	34.8	5.3
2300 - 0000	94	22	28	20	24	0	1	91	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15	40	23	8	6	0	0	0	0	40	34.7	5.2
0700 - 1900	**7836**	**1945**	**1919**	**2019**	**1953**	**9**	**43**	**7279**	**38**	**405**	**19**	**20**	**5**	**8**	**4**	**4**	**1**	**1**	**0**	**1**	**19**	**175**	**1361**	**3400**	**2432**	**390**	**50**	**5**	**1**	**2**	**0**	**37.8**	**33.5**	**4.3**
0600 - 2200	**9090**	**2263**	**2264**	**2337**	**2226**	**9**	**60**	**8458**	**39**	**459**	**20**	**21**	**6**	**8**	**4**	**4**	**1**	**1**	**0**	**1**	**20**	**194**	**1498**	**3823**	**2924**	**545**	**71**	**11**	**1**	**2**	**0**	**38.1**	**33.8**	**4.4**
0600 - 0000	**9318**	**2328**	**2326**	**2394**	**2270**	**9**	**61**	**8679**	**39**	**465**	**20**	**21**	**6**	**8**	**4**	**4**	**1**	**1**	**0**	**1**	**20**	**200**	**1528**	**3917**	**2991**	**565**	**81**	**11**	**1**	**3**	**0**	**38.1**	**33.8**	**4.5**
0000 - 0000	**9470**	**2350**	**2349**	**2437**	**2334**	**11**	**64**	**8808**	**39**	**480**	**20**	**21**	**6**	**9**	**5**	**5**	**1**	**1**	**0**	**1**	**21**	**206**	**1539**	**3961**	**3047**	**587**	**90**	**13**	**2**	**3**	**0**	**38.1**	**33.8**	**4.5**

Annex 1

Site 11 - Southbound

65

Sunday 12 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	39	18	7	6	8	0	0	36	0	2	0	0	0	0	0	1	0	0	0	0	0	1	1	17	15	2	1	1	1	0	0	39.8	36.3	6.4
0100 - 0200	33	8	12	7	6	0	0	31	0	2	0	0	0	0	0	0	0	0	0	0	0	1	4	9	10	5	2	0	1	1	0	44.6	36.9	7.9
0200 - 0300	21	5	3	9	4	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9	4	5	1	0	0	0	0	42.7	36.2	5
0300 - 0400	18	2	5	8	3	0	1	14	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	6	6	5	0	0	0	0	0	43.1	36.9	4.8
0400 - 0500	11	0	2	8	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	1	1	0	0	0	0	42.9	35	6.8
0500 - 0600	24	5	2	10	7	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	8	6	2	0	0	0	0	42.5	36.8	6.3
0600 - 0700	71	9	17	14	31	0	1	66	0	4	0	0	0	0	0	0	0	0	0	0	0	2	10	15	30	11	2	1	0	0	0	42.7	36.4	5.5
0700 - 0800	196	31	46	55	64	0	0	180	2	12	0	0	0	1	0	1	0	0	0	0	0	1	5	24	69	68	26	2	1	0	0	40.1	34.8	5.2
0800 - 0900	366	71	90	97	108	0	2	345	0	18	0	0	0	0	1	0	0	0	0	0	0	1	4	54	151	129	24	3	0	0	0	38.3	34	4.3
0900 - 1000	532	109	136	132	155	0	0	501	5	24	1	1	0	0	0	0	0	0	0	0	0	3	23	99	236	146	23	1	0	1	0	37.4	33	4.6
1000 - 1100	659	155	157	185	162	0	0	634	2	23	0	0	0	0	0	0	0	0	0	0	0	1	13	125	318	168	33	1	0	0	0	37.1	33.2	4
1100 - 1200	740	181	179	172	208	2	3	709	7	16	1	1	1	0	0	0	0	0	0	0	1	1	19	120	353	230	15	1	0	0	0	36.6	33.1	3.9
1200 - 1300	722	186	185	176	175	2	2	684	3	28	1	0	0	1	0	1	0	0	0	0	0	0	18	155	294	210	40	4	1	0	0	37.7	33.3	4.4
1300 - 1400	689	192	158	167	172	2	1	662	2	20	0	2	0	0	0	0	0	0	0	0	2	19	99	321	217	28	0	3	0	0	0	37.4	33.5	4.2
1400 - 1500	660	175	152	151	182	0	5	634	3	16	0	1	1	0	0	0	0	0	0	0	3	4	83	283	241	40	6	0	0	0	0	38.2	34.3	4.2
1500 - 1600	679	180	174	169	156	1	4	654	1	18	1	0	0	0	0	0	0	0	0	0	1	0	22	124	275	221	30	4	2	0	0	37.7	33.4	4.5
1600 - 1700	559	143	133	154	129	0	5	540	4	10	0	0	0	0	0	0	0	0	0	0	1	1	11	74	208	217	43	5	0	0	0	38.6	34.5	4.3
1700 - 1800	590	149	169	130	142	1	4	569	0	16	0	0	0	0	0	0	0	0	0	0	2	8	69	221	220	62	8	0	0	0	0	39.4	34.8	4.6
1800 - 1900	398	112	88	110	88	2	0	380	1	13	1	0	0	1	0	0	0	0	0	0	1	6	38	132	159	55	6	0	1	0	0	40.2	35.7	4.7
1900 - 2000	356	107	87	93	69	0	0	347	0	7	1	1	0	0	0	0	0	0	0	0	2	7	43	129	116	49	7	0	3	0	0	40.3	35.1	5.4
2000 - 2100	217	64	56	53	44	0	2	211	0	4	0	0	0	0	0	0	0	0	0	0	0	5	16	78	74	33	9	2	0	0	0	41.5	36	5.1
2100 - 2200	166	49	47	40	30	0	4	154	1	7	0	0	0	0	0	0	0	0	0	0	0	3	15	40	69	29	5	4	0	1	0	41.7	36.7	6
2200 - 2300	146	36	41	32	37	0	1	139	0	6	0	0	0	0	0	0	0	0	0	0	0	2	22	65	35	17	4	1	0	0	0	40	34.5	4.9
2300 - 0000	104	36	30	18	20	0	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	39	37	8	1	0	0	0	0	39	34.3	4.4
0700 - 1900	**6790**	**1684**	**1667**	**1698**	**1741**	**10**	**26**	**6492**	**30**	**214**	**5**	**5**	**2**	**3**	**1**	**2**	**0**	**0**	**0**	**2**	**16**	**152**	**1064**	**2861**	**2226**	**419**	**41**	**7**	**2**	**0**	**0**	**38.0**	**33.8**	**4.4**
0600 - 2200	**7600**	**1913**	**1874**	**1898**	**1915**	**10**	**33**	**7270**	**31**	**236**	**6**	**6**	**2**	**3**	**1**	**2**	**0**	**0**	**0**	**2**	**18**	**169**	**1148**	**3123**	**2515**	**541**	**64**	**14**	**5**	**1**	**0**	**38.4**	**34.0**	**4.6**
0600 - 0000	**7850**	**1985**	**1945**	**1948**	**1972**	**10**	**34**	**7513**	**31**	**242**	**6**	**6**	**2**	**3**	**1**	**2**	**0**	**0**	**0**	**2**	**18**	**172**	**1188**	**3227**	**2587**	**566**	**69**	**15**	**5**	**1**	**0**	**38.4**	**34.0**	**4.6**
0000 - 0000	**7996**	**2023**	**1976**	**1996**	**2001**	**10**	**35**	**7648**	**31**	**250**	**7**	**6**	**2**	**3**	**1**	**3**	**0**	**0**	**0**	**2**	**18**	**177**	**1197**	**3277**	**2634**	**590**	**76**	**16**	**7**	**2**	**0**	**38.4**	**34.1**	**4.6**

20

Monday 13 June 2022

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	56	12	20	10	14	0	2	52	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	21	15	11	0	0	0	0	0	40.7	35.3	4.5
0100 - 0200	40	8	11	13	8	0	0	38	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2	9	14	9	2	3	0	0	0	43.6	38.1	6.5
0200 - 0300	26	5	4	7	10	0	0	23	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	13	5	3	1	0	1	0	0	41.5	35.6	6.9
0300 - 0400	25	4	4	12	5	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	1	7	2	9	1	3	2	0	0	0	46	36.2	8.3
0400 - 0500	20	6	4	4	6	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	6	2	1	0	1	0	48.4	40.7	8
0500 - 0600	20	1	7	6	6	1	0	18	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	6	8	2	1	0	0	1	0	40.1	36.7	7.7
0600 - 0700	47	8	8	12	19	0	0	44	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	8	25	6	5	0	0	0	0	43.7	37.5	5.3
0700 - 0800	79	15	12	26	26	0	1	72	1	4	0	0	0	1	0	0	0	0	0	0	1	2	6	18	27	19	3	3	0	0	0	42.7	37.1	6
0800 - 0900	134	29	23	35	47	2	4	124	0	4	0	0	0	0	0	0	0	0	0	0	0	1	20	52	45	11	2	2	1	0	0	39.3	34.8	5.2
0900 - 1000	301	52	64	85	100	1	4	282	3	9	1	1	0	0	0	0	0	0	0	0	4	9	51	104	107	20	5	1	0	0	0	38.6	34	5.1
1000 - 1100	542	123	131	141	147	1	9	517	3	11	0	1	0	0	0	0	0	0	0	0	1	12	104	229	173	22	1	0	0	0	0	37.7	33.3	4
1100 - 1200	644	161	132	182	169	0	2	615	6	18	1	2	0	0	0	0	0	0	0	0	4	12	97	284	215	29	3	0	0	0	0	37.8	33.6	4.2
1200 - 1300	674	190	183	141	160	0	4	650	4	15	0	1	0	0	0	0	0	0	0	0	0	13	107	299	217	35	2	0	1	0	0	37.6	33.7	4
1300 - 1400	635	138	167	178	152	2	5	609	1	14	0	3	0	0	0	1	0	0	0	0	11	17	103	236	209	53	6	0	0	0	0	38.7	33.7	5
1400 - 1500	651	176	156	154	165	0	7	628	2	14	0	0	0	0	0	0	0	0	0	0	1	7	85	262	249	43	3	0	1	0	0	38.4	34.4	4.1
1500 - 1600	550	148	154	140	108	0	1	536	0	13	0	0	0	0	0	0	0	0	0	0	0	4	58	209	233	42	4	0	0	0	0	38.5	34.8	3.9
1600 - 1700	377	110	90	91	86	1	8	354	1	12	0	1	0	0	0	0	0	0	0	0	0	3	22	108	169	62	11	2	0	0	0	40.9	36.5	4.5
1700 - 1800	350	87	81	77	105	0	4	328	0	14	0	1	0	2	1	0	0	0	0	0	0	9	26	103	134	58	15	2	1	0	2	41.2	36.4	5.8
1800 - 1900	338	90	88	86	74	0	1	328	1	6	0	2	0	0	0	0	0	0	0	0	1	3	22	86	161	48	14	3	0	0	0	41	36.5	4.8
1900 - 2000	246	63	76	56	51	1	1	239	1	3	0	1	0	0	0	0	0	0	0	0	1	4	13	63	104	45	12	1	3	0	0	41.9	37.2	5.3
2000 - 2100	216	64	62	39	51	1	2	201	2	10	0	0	0	0	0	0	0	0	0	0	1	3	27	50	103	26	4	1	0	1	0	40.2	35.8	5.3
2100 - 2200	136	29	39	31	37	0	2	129	0	5	0	0	0	0	0	0	0	0	0	0	0	3	24	37	46	21	4	0	0	0	1	41.4	35.2	6.2
2200 - 2300	71	29	20	14	8	0	2	67	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	19	27	7	2	3	1	0	0	41.2	36.2	6.2
2300 - 0000	35	14	6	10	5	0	0	30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	18	10	3	1	1	0	0	0	40.1	35.5	5
0700 - 1900	**5275**	**1319**	**1281**	**1336**	**1339**	**7**	**50**	**5043**	**22**	**134**	**2**	**12**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**92**	**701**	**1990**	**1939**	**442**	**69**	**13**	**4**	**0**	**2**	**38.9**	**34.5**	**4.7**
0600 - 2200	**5920**	**1483**	**1466**	**1474**	**1497**	**9**	**55**	**5656**	**25**	**155**	**2**	**13**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**25**	**103**	**767**	**2148**	**2217**	**540**	**94**	**15**	**7**	**1**	**3**	**39.1**	**34.7**	**4.8**
0600 - 0000	**6026**	**1526**	**1492**	**1498**	**1510**	**9**	**57**	**5753**	**25**	**162**	**2**	**13**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**25**	**103**	**781**	**2185**	**2254**	**550**	**97**	**19**	**8**	**1**	**3**	**39.1**	**34.7**	**4.8**
0000 - 0000	**6213**	**1562**	**1542**	**1550**	**1559**	**10**	**59**	**5927**	**25**	**171**	**2**	**14**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**26**	**106**	**803**	**2238**	**2312**	**582**	**106**	**25**	**9**	**3**	**3**	**39.2**	**34.8**	**4.9**

Annex 1

Site 11 - Southbound

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	29	9	8	5	7	0	1	26	0	2	0	0	0	0	0	0	0	0	0	0	1	3	9	10	4	1	1	0	0	0	42	36.4	7.4
0100 - 0200	17	4	6	3	3	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	5	6	2	1	1	0	0	0	42.7	36.9	7.2
0200 - 0300	13	3	3	4	4	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	3	2	0	0	0	0	0	41.7	36.1	7.1
0300 - 0400	16	2	2	5	8	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	5	2	2	0	0	0	0	43.3	36.7	6.2
0400 - 0500	17	3	2	5	7	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	5	6	2	1	0	0	0	0	42.5	36.4	6.9
0500 - 0600	56	8	9	16	23	1	1	51	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	14	21	11	3	0	0	0	0	42.3	36.6	6
0600 - 0700	144	21	30	35	58	0	3	128	0	12	0	0	0	0	0	0	0	0	0	0	1	2	15	35	60	24	6	1	0	0	0	41.6	36.3	5.6
0700 - 0800	353	63	85	103	103	1	3	319	2	23	2	1	0	1	0	0	0	0	1	0	3	10	43	133	122	32	6	2	0	0	0	39.1	34.4	5.5
0800 - 0900	403	95	78	101	130	1	3	370	1	24	2	1	0	0	0	0	0	0	8	1	2	12	63	165	123	25	3	1	0	0	0	38.1	33.1	6.1
0900 - 1000	549	139	134	137	139	0	2	509	4	31	1	2	0	0	0	0	0	0	0	0	2	18	124	232	146	24	3	0	0	0	0	37.4	32.9	4.5
1000 - 1100	617	152	149	161	155	0	3	577	3	29	1	2	0	0	0	0	0	0	0	0	4	19	143	277	149	22	2	0	0	0	0	36.9	32.6	4.4
1100 - 1200	654	157	164	160	173	0	2	618	4	25	2	1	0	0	0	0	0	0	0	0	2	16	126	305	181	21	2	0	0	0	0	37	33	4.1
1200 - 1300	674	174	167	167	165	0	3	629	4	32	2	2	0	1	0	0	0	0	0	0	2	21	141	309	171	26	3	0	0	0	0	37	32.8	4.4
1300 - 1400	663	162	166	166	168	1	4	618	4	33	2	2	0	0	0	0	0	0	0	0	4	20	139	284	187	28	2	1	0	0	0	37.3	32.9	4.4
1400 - 1500	662	164	166	160	172	0	4	622	4	29	1	2	0	0	0	0	0	0	0	0	2	12	114	296	202	32	3	1	0	0	0	37.7	33.5	4.4
1500 - 1600	700	170	177	176	177	0	2	660	2	30	1	1	1	1	0	0	0	0	0	0	1	13	120	307	219	35	2	1	0	0	0	37.6	33.6	4.5
1600 - 1700	667	166	170	169	162	1	4	627	3	28	1	1	1	0	0	1	0	0	0	0	4	19	106	274	218	39	5	1	0	0	0	38.1	33.7	4.7
1700 - 1800	601	162	153	142	144	0	4	573	2	20	1	1	0	1	0	0	0	0	0	0	1	10	81	219	231	50	8	1	0	0	0	38.9	34.6	4.6
1800 - 1900	510	143	133	128	106	1	2	490	2	14	0	1	0	0	0	0	0	0	0	0	1	10	59	185	198	48	7	1	0	0	0	39.1	34.8	4.7
1900 - 2000	382	110	105	92	75	0	3	364	1	12	0	1	0	0	0	0	0	0	0	0	2	7	48	133	136	45	8	1	1	0	0	39.9	35	5.1
2000 - 2100	261	78	70	57	55	0	3	248	1	8	0	0	0	0	0	0	0	0	0	0	1	5	28	86	99	34	6	1	0	0	0	40.3	35.4	5.2
2100 - 2200	185	51	47	43	43	0	2	175	1	7	0	0	0	0	0	0	0	0	0	0	0	3	27	58	67	22	6	2	0	0	0	40.2	35.2	5.6
2200 - 2300	125	37	35	29	24	0	1	120	0	5	0	0	0	0	0	0	0	0	0	0	0	1	20	48	37	13	3	1	1	0	0	39.6	34.8	5.5
2300 - 0000	60	20	18	12	11	0	1	58	0	2	0	0	0	0	0	0	0	0	0	0	0	1	10	22	19	6	3	0	0	0	0	40	35	5.5
0700 - 1900	**7054**	**1747**	**1742**	**1770**	**1795**	**7**	**36**	**6611**	**35**	**318**	**14**	**17**	**3**	**5**	**3**	**4**	**0**	**1**	**9**	**2**	**28**	**180**	**1260**	**2986**	**2148**	**382**	**45**	**9**	**2**	**1**	**1**	**37.8**	**33.5**	**4.7**
0600 - 2200	**8025**	**2007**	**1994**	**1998**	**2026**	**9**	**47**	**7526**	**38**	**357**	**14**	**18**	**3**	**5**	**3**	**4**	**0**	**1**	**9**	**2**	**32**	**197**	**1378**	**3298**	**2509**	**506**	**72**	**14**	**4**	**1**	**2**	**38.1**	**33.7**	**4.8**
0600 - 0000	**8210**	**2064**	**2048**	**2039**	**2060**	**9**	**49**	**7704**	**38**	**363**	**14**	**18**	**3**	**5**	**3**	**4**	**0**	**1**	**9**	**2**	**32**	**199**	**1408**	**3368**	**2566**	**525**	**78**	**15**	**5**	**2**	**2**	**38.2**	**33.7**	**4.8**
0000 - 0000	**8359**	**2092**	**2077**	**2077**	**2113**	**10**	**51**	**7837**	**38**	**373**	**14**	**19**	**3**	**6**	**4**	**4**	**0**	**1**	**9**	**2**	**32**	**204**	**1422**	**3410**	**2616**	**549**	**85**	**18**	**6**	**3**	**2**	**38.3**	**33.8**	**4.9**

Annex 1

Site 11 - Southbound

8061 48 48 AAWT 51

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	8519	2090	2135	2109	2185	13	48	7905	38	422	29	41	3	9	2	7	0	2	28	3	41	258	1506	3451	2588	561	64	11	4	3	1	38.2	33.5	5
Tue	8777	2230	2164	2146	2237	4	52	8184	44	440	12	16	3	9	5	7	0	1	37	1	51	231	1743	3679	2492	435	76	17	6	2	7	37.7	33.2	5.2
Wed	8689	2204	2200	2106	2179	10	49	8122	48	406	13	20	5	4	7	4	0	1	0	4	33	240	1749	3588	2472	498	73	24	3	2	3	37.9	33.4	4.8
Thu	8852	2182	2176	2196	2298	9	53	8265	41	442	18	13	1	4	5	1	0	0	0	3	34	210	1419	3679	2767	590	113	20	10	5	2	38.3	33.9	4.8
Fri	9470	2350	2349	2437	2334	11	64	8808	39	480	20	21	6	9	5	5	1	1	0	1	21	206	1539	3961	3047	587	90	13	2	3	0	38.1	33.8	4.5
Sat	7996	2023	1976	1996	2001	10	35	7648	31	250	7	6	2	3	1	3	0	0	0	2	18	177	1197	3277	2634	590	76	16	7	2	0	38.4	34.1	4.6
Sun	6213	1562	1542	1550	1559	10	59	5927	25	171	2	14	0	3	1	1	0	0	0	0	26	106	803	2238	2312	582	106	25	9	3	3	39.2	34.8	4.9

Annex 1

A361 / B3231 / East Street - CTC
Junction Diagram

Devon
Classified Junction Count

Site Plan

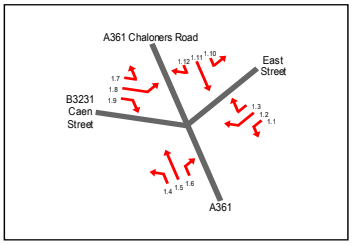
	Movement Number
	Number of Vehicles
	PCU Value

Network Peak Hour

08:00 - 09:00

1.12	1.11	1.10
203	866	19
204	895	20

1.7	175	175
1.8	27	27
1.9	1002	1003



1.3	24	23
1.2	45	44
1.1	103	104

Peak Hour

08:00 - 09:00

1.4	1.5	1.6
638	820	38
653	876	39

Network Peak Hour Generator
click on yellow cell to change Peak Hour parameters

Session:	Weekday AM Peak
Vehicle Class:	ALL
Start Time:	06:30
End Time:	10:00

Note: The site diagram is for reference purposes only and is not an exact representation of the site surveyed

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.1: Left from East Street to A361								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	6	0	0	0	0	0	6	6.00
0645 - 0700	0	0	8	0	1	0	0	0	9	9.00
0700 - 0715	0	0	2	0	2	0	0	0	4	4.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**20**	**0**	**3**	**0**	**0**	**0**	23	23.00
Hourly Average	**0.00**	**0.00**	**5.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	5.75	5.75
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	8	0	1	0	0	0	9	9.00
0800 - 0815	0	0	11	0	4	1	0	0	16	16.50
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	**0**	**0**	**25**	**0**	**6**	**1**	**0**	**0**	32	32.50
Hourly Average	**0.00**	**0.00**	**6.25**	**0.00**	**1.50**	**0.25**	**0.00**	**0.00**	8.00	8.13
0830 - 0845	0	0	13	0	2	0	0	0	15	15.00
0845 - 0900	0	0	6	0	2	0	0	0	8	8.00
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	**0**	**0**	**31**	**0**	**6**	**0**	**0**	**0**	37	37.00
Hourly Average	**0.00**	**0.00**	**7.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	9.25	9.25
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	6	0	0	0	0	0	6	6.00
1/2 Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	11	11.00
1/2 Hourly Average	**0.00**	**0.00**	**5.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	5.50	5.50

Session Total	**0**	**0**	**87**	**0**	**15**	**1**	**0**	**0**	103	103.50
Session Average	**0.00**	**0.00**	**6.21**	**0.00**	**1.07**	**0.07**	**0.00**	**0.00**	7.36	7.39

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.1: Left from East Street to A361								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	1	0	4	0	1	0	0	0	6	5.20
1630 - 1645	1	0	1	0	1	0	0	0	3	2.20
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**2**	**0**	**16**	**0**	**2**	**0**	**0**	**0**	20	18.40
Hourly Average	**0.50**	**0.00**	**4.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	5.00	4.60
1700 - 1715	0	0	6	0	1	0	0	0	7	7.00
1715 - 1730	0	0	7	0	0	0	0	0	7	7.00
1730 - 1745	0	0	4	0	1	0	0	0	5	5.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**19**	**0**	**2**	**0**	**0**	**0**	21	21.00
Hourly Average	**0.00**	**0.00**	**4.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	5.25	5.25
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	16	16.00
Hourly Average	**0.00**	**0.00**	**4.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	4.00	4.00

Session Total	**2**	**0**	**51**	**0**	**4**	**0**	**0**	**0**	57	55.40
Session Average	**0.17**	**0.00**	**4.25**	**0.00**	**0.33**	**0.00**	**0.00**	**0.00**	4.75	4.62

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.2: Right from East Street to B3231 Caen Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	0	0	0	0	0	0	0	0.00
0645 - 0700	0	0	1	0	0	0	0	0	1	1.00
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
0800 - 0815	0	1	3	0	1	0	0	0	5	4.40
0815 - 0830	0	0	4	0	1	0	1	0	6	7.30
Hourly Total	0	1	9	0	3	0	1	0	14	14.70
Hourly Average	0.00	0.25	2.25	0.00	0.75	0.00	0.25	0.00	3.50	3.68
0830 - 0845	2	0	6	0	0	0	0	0	8	6.40
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	2	0	16	0	1	0	0	0	19	17.40
Hourly Average	0.50	0.00	4.00	0.00	0.25	0.00	0.00	0.00	4.75	4.35
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	7	0	0	0	0	0	7	7.00
1/2 Hourly Total	0	0	9	0	0	0	0	0	9	9.00
1/2 Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50
Session Total	2	1	37	0	4	0	1	0	45	44.10
Session Average	0.14	0.07	2.64	0.00	0.29	0.00	0.07	0.00	3.21	3.15

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.2: Right from East Street to B3231 Caen Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	2	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	8	0	4	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	2	0	1	0	0	0	3	3.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	13	0	3	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00	4.00	4.00
1800 - 1815	0	0	2	0	1	0	0	0	3	3.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	30	0	10	0	0	0	40	40.00
Session Average	0.00	0.00	2.50	0.00	0.83	0.00	0.00	0.00	3.33	3.33

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.3: Right from East Street to A361 Chaloners Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	0	0	0	0	0	0	0	0.00
0645 - 0700	0	0	1	0	0	0	0	0	1	1.00
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	1	1	0	1	0	0	0	3	2.40
Hourly Total	0	1	4	0	2	0	0	0	7	6.40
Hourly Average	0.00	0.25	1.00	0.00	0.50	0.00	0.00	0.00	1.75	1.60
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
1/2 Hourly Total	0	0	3	0	1	0	0	0	4	4.00
1/2 Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
Session Total	0	1	19	0	4	0	0	0	24	23.40
Session Average	0.00	0.07	1.36	0.00	0.29	0.00	0.00	0.00	1.71	1.67

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.3: Right from East Street to A361 Chaloners Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	2	0	0	0	3	3.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	7	0	5	0	0	0	12	12.00
Hourly Average	0.00	0.00	1.75	0.00	1.25	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	4	0	2	0	0	0	6	6.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	16	0	7	0	0	0	23	23.00
Session Average	0.00	0.00	1.33	0.00	0.58	0.00	0.00	0.00	1.92	1.92

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.4: Left from A361 to B3231 Caen Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	9	0	8	0	0	0	17	17.00
0645 - 0700	0	0	14	0	7	0	0	1	22	23.00
0700 - 0715	1	0	14	0	9	1	2	1	28	31.30
0715 - 0730	0	1	19	0	13	2	0	0	35	35.40
Hourly Total	1	1	56	0	37	3	2	2	102	106.70
Hourly Average	0.25	0.25	14.00	0.00	9.25	0.75	0.50	0.50	25.50	26.68
0730 - 0745	0	0	26	0	15	1	1	0	43	44.80
0745 - 0800	0	0	34	0	14	1	0	1	50	51.50
0800 - 0815	0	1	30	2	21	0	0	1	55	55.40
0815 - 0830	1	0	20	0	12	1	0	0	34	33.70
Hourly Total	1	1	110	2	62	3	1	2	182	185.40
Hourly Average	0.25	0.25	27.50	0.50	15.50	0.75	0.25	0.50	45.50	46.35
0830 - 0845	0	0	29	0	14	3	1	0	47	49.80
0845 - 0900	1	0	39	0	22	3	0	1	66	67.70
0900 - 0915	0	0	33	0	18	0	1	0	52	53.30
0915 - 0930	0	2	57	0	18	1	0	1	79	79.30
Hourly Total	1	2	158	0	72	7	2	2	244	250.10
Hourly Average	0.25	0.50	39.50	0.00	18.00	1.75	0.50	0.50	61.00	62.53
0930 - 0945	1	0	33	0	11	2	0	1	48	49.20
0945 - 1000	1	0	50	0	11	0	0	0	62	61.20
1/2 Hourly Total	2	0	83	0	22	2	0	1	110	110.40
1/2 Hourly Average	1.00	0.00	41.50	0.00	11.00	1.00	0.00	0.50	55.00	55.20
Session Total	5	4	407	2	193	15	5	7	638	652.60
Session Average	0.36	0.29	29.07	0.14	13.79	1.07	0.36	0.50	45.57	46.61

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.4: Left from A361 to B3231 Caen Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	37	1	9	1	0	0	49	48.70
1615 - 1630	0	0	38	0	6	1	0	0	45	45.50
1630 - 1645	0	0	47	1	10	0	0	1	59	60.00
1645 - 1700	0	2	48	0	4	1	1	0	56	56.60
Hourly Total	1	2	170	2	29	3	1	1	209	210.80
Hourly Average	0.25	0.50	42.50	0.50	7.25	0.75	0.25	0.25	52.25	52.70
1700 - 1715	1	0	46	0	14	0	0	0	61	60.20
1715 - 1730	2	0	51	0	12	0	0	1	66	65.40
1730 - 1745	2	1	45	0	11	1	0	0	60	58.30
1745 - 1800	0	0	53	0	11	0	0	0	64	64.00
Hourly Total	5	1	195	0	48	1	0	1	251	247.90
Hourly Average	1.25	0.25	48.75	0.00	12.00	0.25	0.00	0.25	62.75	61.98
1800 - 1815	0	0	50	0	8	0	0	2	60	62.00
1815 - 1830	0	1	47	0	7	0	0	0	55	54.40
1830 - 1845	2	0	57	0	5	0	0	1	65	64.40
1845 - 1900	0	0	44	0	5	0	0	0	49	49.00
Hourly Total	2	1	198	0	25	0	0	3	229	229.80
Hourly Average	0.50	0.25	49.50	0.00	6.25	0.00	0.00	0.75	57.25	57.45
Session Total	8	4	563	2	102	4	1	5	689	688.50
Session Average	0.67	0.33	46.92	0.17	8.50	0.33	0.08	0.42	57.42	57.38

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.5: Northbound from A361 to A361 Chaloners Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	25	0	3	0	1	2	31	34.30
0645 - 0700	1	1	19	0	8	7	0	1	37	40.10
0700 - 0715	0	1	35	0	13	6	0	2	57	61.40
0715 - 0730	0	0	38	0	15	4	2	1	60	65.60
Hourly Total	**1**	**2**	**117**	**0**	**39**	**17**	**3**	**6**	**185**	**201.40**
Hourly Average	**0.25**	**0.50**	**29.25**	**0.00**	**9.75**	**4.25**	**0.75**	**1.50**	**46.25**	**50.35**
0730 - 0745	0	3	42	1	14	1	2	0	63	64.30
0745 - 0800	0	1	30	0	24	1	2	1	59	62.50
0800 - 0815	0	0	39	0	27	3	3	0	72	77.40
0815 - 0830	0	1	46	0	16	2	3	1	69	74.30
Hourly Total	**0**	**5**	**157**	**1**	**81**	**7**	**10**	**2**	**263**	**278.50**
Hourly Average	**0.00**	**1.25**	**39.25**	**0.25**	**20.25**	**1.75**	**2.50**	**0.50**	**65.75**	**69.63**
0830 - 0845	1	0	51	2	14	2	1	0	71	72.50
0845 - 0900	0	0	41	0	24	3	2	0	70	74.10
0900 - 0915	0	1	37	0	14	6	2	2	62	69.00
0915 - 0930	0	0	26	1	13	5	1	1	47	51.80
Hourly Total	**1**	**1**	**155**	**3**	**65**	**16**	**6**	**3**	**250**	**267.40**
Hourly Average	**0.25**	**0.25**	**38.75**	**0.75**	**16.25**	**4.00**	**1.50**	**0.75**	**62.50**	**66.85**
0930 - 0945	0	1	45	3	15	2	2	1	69	73.00
0945 - 1000	0	1	39	0	8	4	1	0	53	55.70
1/2 Hourly Total	**0**	**2**	**84**	**3**	**23**	**6**	**3**	**1**	**122**	**128.70**
1/2 Hourly Average	**0.00**	**1.00**	**42.00**	**1.50**	**11.50**	**3.00**	**1.50**	**0.50**	**61.00**	**64.35**

Session Total	**2**	**10**	**513**	**7**	**208**	**46**	**22**	**12**	**820**	**876.00**
Session Average	**0.14**	**0.71**	**36.64**	**0.50**	**14.86**	**3.29**	**1.57**	**0.86**	**58.57**	**62.57**

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.5: Northbound from A361 to A361 Chaloners Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	50	2	10	0	0	0	62	62.00
1615 - 1630	0	0	49	0	8	2	0	2	61	64.00
1630 - 1645	0	2	54	0	9	0	0	0	65	63.80
1645 - 1700	1	3	34	0	9	1	0	1	49	47.90
Hourly Total	**1**	**5**	**187**	**2**	**36**	**3**	**0**	**3**	**237**	**237.70**
Hourly Average	**0.25**	**1.25**	**46.75**	**0.50**	**9.00**	**0.75**	**0.00**	**0.75**	**59.25**	**59.43**
1700 - 1715	0	0	40	0	11	1	1	0	53	54.80
1715 - 1730	1	1	40	0	8	0	0	1	51	50.60
1730 - 1745	0	2	49	0	3	0	0	1	55	54.80
1745 - 1800	0	1	38	1	2	0	0	0	42	41.40
Hourly Total	**1**	**4**	**167**	**1**	**24**	**1**	**1**	**2**	**201**	**201.60**
Hourly Average	**0.25**	**1.00**	**41.75**	**0.25**	**6.00**	**0.25**	**0.25**	**0.50**	**50.25**	**50.40**
1800 - 1815	0	0	41	2	8	0	0	1	52	53.00
1815 - 1830	1	1	47	0	13	0	1	1	64	64.90
1830 - 1845	0	0	44	0	9	0	1	0	54	55.30
1845 - 1900	0	2	55	0	8	0	0	1	66	65.80
Hourly Total	**1**	**3**	**187**	**2**	**38**	**0**	**2**	**3**	**236**	**239.00**
Hourly Average	**0.25**	**0.75**	**46.75**	**0.50**	**9.50**	**0.00**	**0.50**	**0.75**	**59.00**	**59.75**

Session Total	**3**	**12**	**541**	**5**	**98**	**4**	**3**	**8**	**674**	**678.30**
Session Average	**0.25**	**1.00**	**45.08**	**0.42**	**8.17**	**0.33**	**0.25**	**0.67**	**56.17**	**56.53**

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.6: Right from A361 to East Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	0	0	0	0	0	0	0	0.00
0645 - 0700	0	0	0	0	0	1	0	0	1	1.50
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.00	1.13
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	9	0	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.00	2.75	2.75
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	6	0	2	0	0	0	8	8.00
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	13	0	4	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.25	0.00	1.00	0.00	0.00	0.00	4.25	4.25
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	2	0	2	0	0	0	4	4.00
1/2 Hourly Total	0	0	4	0	2	0	0	0	6	6.00
1/2 Hourly Average	0.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	29	0	8	1	0	0	38	38.50
Session Average	0.00	0.00	2.07	0.00	0.57	0.07	0.00	0.00	2.71	2.75

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.6: Right from A361 to East Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	2	0	0	0	5	5.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.25	3.25
1700 - 1715	0	0	6	0	3	0	0	0	9	9.00
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	27	0	4	0	0	0	31	31.00
Hourly Average	0.00	0.00	6.75	0.00	1.00	0.00	0.00	0.00	7.75	7.75
1800 - 1815	0	0	4	0	2	0	0	0	6	6.00
1815 - 1830	0	0	7	0	0	0	0	0	7	7.00
1830 - 1845	0	0	5	0	1	0	0	0	6	6.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	19	0	3	0	0	0	22	22.00
Hourly Average	0.00	0.00	4.75	0.00	0.75	0.00	0.00	0.00	5.50	5.50
Session Total	0	0	56	0	10	0	0	0	66	66.00
Session Average	0.00	0.00	4.67	0.00	0.83	0.00	0.00	0.00	5.50	5.50

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.7: Left from B3231 Caen Street to A361 Chaloners Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	3	0	1	0	0	0	4	4.00
0645 - 0700	0	1	3	0	2	0	0	0	6	5.40
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	6	0	1	1	0	0	8	8.50
Hourly Total	**0**	**1**	**18**	**0**	**4**	**1**	**0**	**0**	24	23.90
Hourly Average	**0.00**	**0.25**	**4.50**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	6.00	5.98
0730 - 0745	0	0	8	0	4	0	0	0	12	12.00
0745 - 0800	0	0	18	0	3	0	0	0	21	21.00
0800 - 0815	0	0	9	0	4	0	0	0	13	13.00
0815 - 0830	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	**0**	**0**	**49**	**0**	**14**	**0**	**0**	**0**	63	63.00
Hourly Average	**0.00**	**0.00**	**12.25**	**0.00**	**3.50**	**0.00**	**0.00**	**0.00**	15.75	15.75
0830 - 0845	0	0	12	0	2	0	0	0	14	14.00
0845 - 0900	1	0	8	0	3	2	0	0	14	14.20
0900 - 0915	0	0	10	0	1	0	0	0	11	11.00
0915 - 0930	0	0	13	0	5	0	0	0	18	18.00
Hourly Total	**1**	**0**	**43**	**0**	**11**	**2**	**0**	**0**	57	57.20
Hourly Average	**0.25**	**0.00**	**10.75**	**0.00**	**2.75**	**0.50**	**0.00**	**0.00**	14.25	14.30
0930 - 0945	0	0	11	0	2	0	0	0	13	13.00
0945 - 1000	0	0	14	0	4	0	0	0	18	18.00
1/2 Hourly Total	**0**	**0**	**25**	**0**	**6**	**0**	**0**	**0**	31	31.00
1/2 Hourly Average	**0.00**	**0.00**	**12.50**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	15.50	15.50

Session Total	**1**	**1**	**135**	**0**	**35**	**3**	**0**	**0**	175	175.10
Session Average	**0.07**	**0.07**	**9.64**	**0.00**	**2.50**	**0.21**	**0.00**	**0.00**	12.50	12.51

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.7: Left from B3231 Caen Street to A361 Chaloners Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	19	0	5	0	0	0	24	24.00
1615 - 1630	0	0	18	0	2	0	0	0	20	20.00
1630 - 1645	0	0	14	0	4	2	0	0	20	21.00
1645 - 1700	0	0	12	0	5	0	0	0	17	17.00
Hourly Total	**0**	**0**	**63**	**0**	**16**	**2**	**0**	**0**	81	82.00
Hourly Average	**0.00**	**0.00**	**15.75**	**0.00**	**4.00**	**0.50**	**0.00**	**0.00**	20.25	20.50
1700 - 1715	0	0	13	0	4	0	0	0	17	17.00
1715 - 1730	0	0	14	0	2	0	0	0	16	16.00
1730 - 1745	0	0	12	0	3	0	0	0	15	15.00
1745 - 1800	0	0	16	0	4	1	0	0	21	21.50
Hourly Total	**0**	**0**	**55**	**0**	**13**	**1**	**0**	**0**	69	69.50
Hourly Average	**0.00**	**0.00**	**13.75**	**0.00**	**3.25**	**0.25**	**0.00**	**0.00**	17.25	17.38
1800 - 1815	0	0	11	0	2	0	0	0	13	13.00
1815 - 1830	0	0	8	0	2	0	0	0	10	10.00
1830 - 1845	0	0	13	0	3	0	0	0	16	16.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	**0**	**0**	**42**	**0**	**7**	**0**	**0**	**0**	49	49.00
Hourly Average	**0.00**	**0.00**	**10.50**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	12.25	12.25

Session Total	**0**	**0**	**160**	**0**	**36**	**3**	**0**	**0**	199	200.50
Session Average	**0.00**	**0.00**	**13.33**	**0.00**	**3.00**	**0.25**	**0.00**	**0.00**	16.58	16.71

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.8: Left from B3231 Caen Street to East Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	0	0	1	0	0	0	1	1.00
0645 - 0700	0	0	1	0	0	0	0	0	1	1.00
0700 - 0715	1	0	0	0	0	0	0	0	1	0.20
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**4**	**3.20**
Hourly Average	**0.25**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**0.80**
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
0800 - 0815	0	0	1	0	2	0	0	0	3	3.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	1	0	2	0	0	0	3	3.00
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**8**	**0**	**4**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
0930 - 0945	0	0	1	0	3	0	0	0	4	4.00
0945 - 1000	0	0	1	0	1	1	0	0	3	3.50
1/2 Hourly Total	**0**	**0**	**2**	**0**	**4**	**1**	**0**	**0**	7	7.50
1/2 Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**2.00**	**0.50**	**0.00**	**0.00**	**3.50**	**3.75**

Session Total	1	0	13	0	12	1	0	0	27	26.70
Session Average	0.07	0.00	0.93	0.00	0.86	0.07	0.00	0.00	1.93	1.91

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.8: Left from B3231 Caen Street to East Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	12	12.00
Hourly Average	**0.00**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**
1700 - 1715	0	0	2	0	2	0	0	0	4	4.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	1	0	2	0	0	0	0	0	3	2.20
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**1**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	13	12.20
Hourly Average	**0.25**	**0.00**	**2.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.25**	**3.05**
1800 - 1815	0	0	6	0	1	0	0	0	7	7.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	4	0	1	0	0	0	5	5.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**13**	**0**	**2**	**0**	**0**	**0**	15	15.00
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**

Session Total	1	0	35	0	4	0	0	0	40	39.20
Session Average	0.08	0.00	2.92	0.00	0.33	0.00	0.00	0.00	3.33	3.27

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.9: Right from B3231 Caen Street to A361								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	1	21	0	4	1	0	0	27	26.90
0645 - 0700	0	1	41	0	12	1	1	0	56	57.20
0700 - 0715	1	2	40	1	8	0	0	0	52	50.00
0715 - 0730	0	1	42	1	13	0	1	0	58	58.70
Hourly Total	**1**	**5**	**144**	**2**	**37**	**2**	**2**	**0**	193	**192.80**
Hourly Average	**0.25**	**1.25**	**36.00**	**0.50**	**9.25**	**0.50**	**0.50**	**0.00**	**48.25**	**48.20**
0730 - 0745	1	0	56	0	20	0	0	0	77	76.20
0745 - 0800	0	0	59	0	16	1	1	1	78	80.80
0800 - 0815	2	0	57	0	8	0	0	1	68	67.40
0815 - 0830	1	1	73	2	15	1	1	0	94	94.40
Hourly Total	**4**	**1**	**245**	**2**	**59**	**2**	**2**	**2**	317	**318.80**
Hourly Average	**1.00**	**0.25**	**61.25**	**0.50**	**14.75**	**0.50**	**0.50**	**0.50**	**79.25**	**79.70**
0830 - 0845	1	1	77	0	11	1	1	1	93	94.40
0845 - 0900	2	0	72	0	17	1	0	0	92	90.90
0900 - 0915	2	0	63	0	18	0	0	1	84	83.40
0915 - 0930	1	0	62	1	14	1	1	0	80	81.00
Hourly Total	**6**	**1**	**274**	**1**	**60**	**3**	**2**	**2**	349	**349.70**
Hourly Average	**1.50**	**0.25**	**68.50**	**0.25**	**15.00**	**0.75**	**0.50**	**0.50**	**87.25**	**87.43**
0930 - 0945	0	0	54	0	9	1	0	1	65	66.50
0945 - 1000	3	1	60	1	12	1	0	0	78	75.50
1/2 Hourly Total	**3**	**1**	**114**	**1**	**21**	**2**	**0**	**1**	143	**142.00**
1/2 Hourly Average	**1.50**	**0.50**	**57.00**	**0.50**	**10.50**	**1.00**	**0.00**	**0.50**	**71.50**	**71.00**

Session Total	**14**	**8**	**777**	**6**	**177**	**9**	**6**	**5**	1002	1003.30
Session Average	**1.00**	**0.57**	**55.50**	**0.43**	**12.64**	**0.64**	**0.43**	**0.36**	**71.57**	**71.66**

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.9: Right from B3231 Caen Street to A361								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	74	1	15	0	0	2	93	94.20
1615 - 1630	0	2	62	1	28	0	0	0	93	91.80
1630 - 1645	1	1	51	0	25	2	0	1	81	81.60
1645 - 1700	1	1	67	0	21	1	0	0	91	90.10
Hourly Total	**3**	**4**	**254**	**2**	**89**	**3**	**0**	**3**	358	**357.70**
Hourly Average	**0.75**	**1.00**	**63.50**	**0.50**	**22.25**	**0.75**	**0.00**	**0.75**	**89.50**	**89.43**
1700 - 1715	1	0	61	0	15	1	1	1	80	82.00
1715 - 1730	0	0	54	0	15	0	0	0	69	69.00
1730 - 1745	3	1	67	0	14	0	1	1	87	86.30
1745 - 1800	0	0	61	0	15	0	0	0	76	76.00
Hourly Total	**4**	**1**	**243**	**0**	**59**	**1**	**2**	**2**	312	**313.30**
Hourly Average	**1.00**	**0.25**	**60.75**	**0.00**	**14.75**	**0.25**	**0.50**	**0.50**	**78.00**	**78.33**
1800 - 1815	0	0	51	0	11	0	0	1	63	64.00
1815 - 1830	0	0	57	1	14	0	0	0	72	72.00
1830 - 1845	0	0	47	0	12	0	0	1	60	61.00
1845 - 1900	0	0	41	0	1	0	0	0	42	42.00
Hourly Total	**0**	**0**	**196**	**1**	**38**	**0**	**0**	**2**	237	**239.00**
Hourly Average	**0.00**	**0.00**	**49.00**	**0.25**	**9.50**	**0.00**	**0.00**	**0.50**	**59.25**	**59.75**

Session Total	**7**	**5**	**693**	**3**	**186**	**4**	**2**	**7**	907	910.00
Session Average	**0.58**	**0.42**	**57.75**	**0.25**	**15.50**	**0.33**	**0.17**	**0.58**	**75.58**	**75.83**

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.10: Left from A361 Chaloners Road to East Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	0	0	0	0	0	0	0	0.00
0645 - 0700	0	0	0	0	0	0	0	0	0	0.00
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	2	0	1	1	0	0	4	4.50
Hourly Total	**0**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**7**	**7.50**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.25**	**0.00**	**0.00**	**1.75**	**1.88**
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	3	0	0	0	5	5.00
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**10**	**10.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
1/2 Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
1/2 Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	**0**	**0**	**12**	**0**	**6**	**1**	**0**	**0**	**19**	**19.50**
Session Average	**0.00**	**0.00**	**0.86**	**0.00**	**0.43**	**0.07**	**0.00**	**0.00**	**1.36**	**1.39**

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.10: Left from A361 Chaloners Road to East Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	4	0	1	0	0	0	5	5.00
1630 - 1645	0	0	5	0	3	0	0	0	8	8.00
1645 - 1700	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**13**	**0**	**6**	**0**	**0**	**0**	**19**	**19.00**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**4.75**	**4.75**
1700 - 1715	0	0	2	0	5	0	0	0	7	7.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**11**	**0**	**5**	**0**	**0**	**0**	**16**	**16.00**
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**4.00**	**4.00**
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	3	0	1	0	0	0	4	4.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	**12**	**12.00**
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**

Session Total	**0**	**0**	**34**	**0**	**13**	**0**	**0**	**0**	**47**	**47.00**
Session Average	**0.00**	**0.00**	**2.83**	**0.00**	**1.08**	**0.00**	**0.00**	**0.00**	**3.92**	**3.92**

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.11: Southbound from A361 Chaloners Road to A361								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	15	0	7	0	1	0	23	24.30
0645 - 0700	3	1	20	0	9	2	0	1	36	35.00
0700 - 0715	0	0	31	0	7	0	0	0	38	38.00
0715 - 0730	1	2	35	0	15	3	1	1	58	59.80
Hourly Total	**4**	**3**	**101**	**0**	**38**	**5**	**2**	**2**	**155**	**157.10**
Hourly Average	**1.00**	**0.75**	**25.25**	**0.00**	**9.50**	**1.25**	**0.50**	**0.50**	**38.75**	**39.28**
0730 - 0745	1	2	42	0	19	0	2	0	66	66.60
0745 - 0800	1	0	48	0	17	3	1	1	71	74.00
0800 - 0815	0	0	73	0	15	0	0	0	88	88.00
0815 - 0830	1	0	59	2	10	1	0	2	75	76.70
Hourly Total	**3**	**2**	**222**	**2**	**61**	**4**	**3**	**3**	**300**	**305.30**
Hourly Average	**0.75**	**0.50**	**55.50**	**0.50**	**15.25**	**1.00**	**0.75**	**0.75**	**75.00**	**76.33**
0830 - 0845	0	1	79	1	5	1	1	0	88	89.20
0845 - 0900	0	0	52	0	8	0	1	1	62	64.30
0900 - 0915	0	0	47	1	13	1	2	0	64	67.10
0915 - 0930	1	0	40	0	7	2	4	1	55	61.40
Hourly Total	**1**	**1**	**218**	**2**	**33**	**4**	**8**	**2**	**269**	**282.00**
Hourly Average	**0.25**	**0.25**	**54.50**	**0.50**	**8.25**	**1.00**	**2.00**	**0.50**	**67.25**	**70.50**
0930 - 0945	0	3	51	0	19	4	2	0	79	81.80
0945 - 1000	0	0	49	0	6	5	0	3	63	68.50
1/2 Hourly Total	**0**	**3**	**100**	**0**	**25**	**9**	**2**	**3**	**142**	**150.30**
1/2 Hourly Average	**0.00**	**1.50**	**50.00**	**0.00**	**12.50**	**4.50**	**1.00**	**1.50**	**71.00**	**75.15**

Session Total	**8**	**9**	**641**	**4**	**157**	**22**	**15**	**10**	**866**	**894.70**
Session Average	**0.57**	**0.64**	**45.79**	**0.29**	**11.21**	**1.57**	**1.07**	**0.71**	**61.86**	**63.91**

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.11: Southbound from A361 Chaloners Road to A361								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	60	0	15	4	0	0	80	81.40
1615 - 1630	0	3	64	0	27	1	1	1	97	98.00
1630 - 1645	0	0	41	1	25	1	0	0	68	68.50
1645 - 1700	1	2	62	1	25	0	0	2	93	93.00
Hourly Total	**1**	**6**	**227**	**2**	**92**	**6**	**1**	**3**	**338**	**340.90**
Hourly Average	**0.25**	**1.50**	**56.75**	**0.50**	**23.00**	**1.50**	**0.25**	**0.75**	**84.50**	**85.23**
1700 - 1715	3	1	59	0	10	1	1	0	75	73.80
1715 - 1730	0	2	59	0	11	2	0	1	75	75.80
1730 - 1745	1	2	41	0	13	0	0	0	57	55.00
1745 - 1800	0	1	35	0	6	1	0	1	44	44.90
Hourly Total	**4**	**6**	**194**	**0**	**40**	**4**	**1**	**2**	**251**	**249.50**
Hourly Average	**1.00**	**1.50**	**48.50**	**0.00**	**10.00**	**1.00**	**0.25**	**0.50**	**62.75**	**62.38**
1800 - 1815	1	0	35	0	13	1	1	1	52	54.00
1815 - 1830	0	2	36	1	14	1	0	1	55	55.30
1830 - 1845	1	1	49	0	7	0	0	1	59	58.60
1845 - 1900	1	0	47	0	5	0	0	1	54	54.20
Hourly Total	**3**	**3**	**167**	**1**	**39**	**2**	**1**	**4**	**220**	**222.10**
Hourly Average	**0.75**	**0.75**	**41.75**	**0.25**	**9.75**	**0.50**	**0.25**	**1.00**	**55.00**	**55.53**

Session Total	**8**	**15**	**588**	**3**	**171**	**12**	**3**	**9**	**809**	**812.50**
Session Average	**0.67**	**1.25**	**49.00**	**0.25**	**14.25**	**1.00**	**0.25**	**0.75**	**67.42**	**67.71**

Devon
Classified Junction Count

Site 1 of 1
East Street
A361
B3231 Caen Street
A361 Chaloners Road

Lat/Long
lat 51.108475°° lon -4.161399°°

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 9°C

0630 - 1000 (Weekday AM Peak)

	Movement 1.12: Right from A361 Chaloners Road to B3231 Caen Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0630 - 0645	0	0	2	0	1	0	0	0	3	3.00
0645 - 0700	0	0	3	0	0	0	0	0	3	3.00
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	**0**	**0**	**14**	**0**	**2**	**0**	**0**	**0**	16	16.00
Hourly Average	**0.00**	**0.00**	**3.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	4.00	4.00
0730 - 0745	0	0	6	0	3	0	0	0	9	9.00
0745 - 0800	0	1	7	1	8	0	0	0	17	16.40
0800 - 0815	0	0	9	0	3	2	0	0	14	15.00
0815 - 0830	0	0	11	0	3	0	0	0	14	14.00
Hourly Total	**0**	**1**	**33**	**1**	**17**	**2**	**0**	**0**	54	54.40
Hourly Average	**0.00**	**0.25**	**8.25**	**0.25**	**4.25**	**0.50**	**0.00**	**0.00**	13.50	13.60
0830 - 0845	0	1	15	0	10	0	0	0	26	25.40
0845 - 0900	0	0	22	0	3	0	0	0	25	25.00
0900 - 0915	1	0	16	0	6	1	0	0	24	23.70
0915 - 0930	0	0	12	0	2	1	0	0	15	15.50
Hourly Total	**1**	**1**	**65**	**0**	**21**	**2**	**0**	**0**	90	89.60
Hourly Average	**0.25**	**0.25**	**16.25**	**0.00**	**5.25**	**0.50**	**0.00**	**0.00**	22.50	22.40
0930 - 0945	0	0	25	0	4	0	0	0	29	29.00
0945 - 1000	0	0	9	0	4	1	0	0	14	14.50
1/2 Hourly Total	**0**	**0**	**34**	**0**	**8**	**1**	**0**	**0**	43	43.50
1/2 Hourly Average	**0.00**	**0.00**	**17.00**	**0.00**	**4.00**	**0.50**	**0.00**	**0.00**	21.50	21.75

Session Total	**1**	**2**	**146**	**1**	**48**	**5**	**0**	**0**	203	203.50
Session Average	**0.07**	**0.14**	**10.43**	**0.07**	**3.43**	**0.36**	**0.00**	**0.00**	14.50	14.54

Date
Tuesday 18 April 2023

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.12: Right from A361 Chaloners Road to B3231 Caen Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	13	0	7	0	0	0	21	20.20
1615 - 1630	0	0	14	0	6	0	0	0	20	20.00
1630 - 1645	0	0	14	0	4	0	0	0	18	18.00
1645 - 1700	0	1	19	0	2	0	0	0	22	21.40
Hourly Total	**1**	**1**	**60**	**0**	**19**	**0**	**0**	**0**	81	79.60
Hourly Average	**0.25**	**0.25**	**15.00**	**0.00**	**4.75**	**0.00**	**0.00**	**0.00**	20.25	19.90
1700 - 1715	0	0	13	0	4	0	0	0	17	17.00
1715 - 1730	0	0	26	0	2	1	0	0	29	29.50
1730 - 1745	0	0	17	0	2	0	0	0	19	19.00
1745 - 1800	0	1	10	0	3	0	0	0	14	13.40
Hourly Total	**0**	**1**	**66**	**0**	**11**	**1**	**0**	**0**	79	78.90
Hourly Average	**0.00**	**0.25**	**16.50**	**0.00**	**2.75**	**0.25**	**0.00**	**0.00**	19.75	19.73
1800 - 1815	0	0	16	0	1	0	0	0	17	17.00
1815 - 1830	0	0	17	0	3	0	0	0	20	20.00
1830 - 1845	0	0	8	0	2	0	0	0	10	10.00
1845 - 1900	0	2	8	0	4	0	0	0	14	12.80
Hourly Total	**0**	**2**	**49**	**0**	**10**	**0**	**0**	**0**	61	59.80
Hourly Average	**0.00**	**0.50**	**12.25**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	15.25	14.95

Session Total	**1**	**4**	**175**	**0**	**40**	**1**	**0**	**0**	221	218.30
Session Average	**0.08**	**0.33**	**14.58**	**0.00**	**3.33**	**0.08**	**0.00**	**0.00**	18.42	18.19

Devon ATC

Report Id 136/23
Site Name Site 1 of 1
Description B3231 Saunton Road, 355m west of Broad Road
Direction Eastbound

Monday 17 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	-	43	8.6
0100 - 0200	4	1	0	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	-	37.3	1.7
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	-	45.4	14.2
0500 - 0600	10	1	3	2	4	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	0	1	0	0	0	0	-	36.5	4.8
0600 - 0700	25	3	4	5	13	1	0	22	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	9	9	4	1	1	0	0	0	41.2	36.7	6
0700 - 0800	79	13	12	28	26	0	0	68	4	7	0	0	0	0	0	0	0	0	0	0	1	1	4	43	22	7	1	0	0	0	0	37.8	34.2	4.2
0800 - 0900	108	28	25	27	28	0	1	90	0	15	1	1	0	0	0	0	0	0	0	0	0	0	10	49	42	6	1	0	0	0	0	37.9	34.7	3.5
0900 - 1000	156	29	54	28	45	1	0	137	0	15	2	1	0	0	0	0	0	0	0	0	1	2	30	74	44	4	1	0	0	0	0	36.7	33.1	3.7
1000 - 1100	191	54	49	40	48	1	1	167	3	18	0	0	0	0	1	0	0	0	0	0	5	7	39	104	33	3	0	0	0	0	0	35.6	31.7	4.3
1100 - 1200	209	52	46	55	56	4	0	177	1	26	1	0	0	0	0	0	0	0	0	0	5	15	47	100	37	4	1	0	0	0	0	35.7	31.4	4.8
1200 - 1300	221	45	62	58	56	2	1	188	1	28	1	0	0	0	0	0	0	0	0	3	2	4	40	131	39	2	0	0	0	0	0	35.6	31.9	4.3
1300 - 1400	216	67	49	52	48	0	0	192	2	21	1	0	0	0	0	0	0	0	0	0	0	12	53	117	33	1	0	0	0	0	0	35.1	31.7	3.5
1400 - 1500	230	59	49	60	62	2	1	197	4	25	0	1	0	0	0	0	0	0	1	0	10	4	49	126	35	5	0	0	0	0	0	35.2	31.5	4.7
1500 - 1600	267	76	60	51	80	2	0	232	3	27	2	0	0	0	0	1	0	0	0	8	9	9	45	146	46	4	0	0	0	0	0	35.4	31.3	5.2
1600 - 1700	297	87	64	71	75	5	3	258	2	29	0	0	0	0	0	0	0	0	0	2	12	20	47	143	69	3	0	1	0	0	0	36.1	31.5	5.3
1700 - 1800	247	84	53	65	45	2	1	224	2	17	0	0	1	0	0	0	0	0	0	2	1	7	37	142	54	4	0	0	0	0	0	35.9	32.4	4.1
1800 - 1900	188	64	42	54	28	7	1	163	2	15	0	0	0	0	0	0	0	0	0	2	9	6	38	67	58	8	0	0	0	0	0	37.6	32.3	5.7
1900 - 2000	180	54	37	48	41	0	3	161	1	15	0	0	0	0	0	0	0	0	0	0	0	2	22	96	54	6	0	0	0	0	0	37	33.7	3.5
2000 - 2100	164	52	30	50	32	2	2	147	0	13	0	0	0	0	0	0	0	0	0	1	1	0	19	89	47	7	0	0	0	0	0	37.5	33.5	3.9
2100 - 2200	56	24	12	11	9	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	16	9	2	2	0	0	0	42.3	36.7	5.3
2200 - 2300	32	12	11	7	2	1	1	26	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	10	13	6	0	1	0	0	0	43	36.4	6.5
2300 - 0000	13	7	3	1	2	0	2	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	6	2	0	0	0	0	0	41	35.3	4.8
0700 - 1900	**2409**	**658**	**565**	**589**	**597**	**26**	**9**	**2093**	**24**	**243**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**17**	**55**	**87**	**439**	**1242**	**512**	**51**	**4**	**1**	**0**	**0**	**0**	**36.1**	**32.0**	**4.7**
0600 - 2200	**2834**	**791**	**648**	**703**	**692**	**29**	**14**	**2479**	**25**	**273**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**18**	**57**	**89**	**483**	**1460**	**638**	**77**	**7**	**4**	**0**	**0**	**0**	**36.4**	**32.3**	**4.7**
0600 - 0000	**2879**	**810**	**662**	**711**	**696**	**30**	**17**	**2515**	**25**	**278**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**19**	**57**	**89**	**486**	**1473**	**657**	**85**	**7**	**5**	**0**	**0**	**0**	**36.4**	**32.4**	**4.7**
0000 - 0000	**2898**	**814**	**666**	**716**	**702**	**30**	**17**	**2529**	**25**	**283**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**19**	**57**	**89**	**487**	**1476**	**668**	**86**	**8**	**6**	**1**	**0**	**0**	**36.5**	**32.4**	**4.8**

Tuesday 18 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	44.5	4.7
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	38.4	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	32.7	5.6
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	36.9	-
0500 - 0600	10	0	2	4	4	0	1	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	-	35	2.9
0600 - 0700	23	1	3	5	14	0	0	19	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	9	8	6	0	0	0	0	41.9	37.1	3.7
0700 - 0800	77	10	22	20	25	0	1	66	0	9	0	1	0	0	0	0	0	0	0	0	0	0	6	30	33	8	0	0	0	0	39.2	35.2	3.6
0800 - 0900	132	31	33	38	30	1	2	112	2	14	0	0	0	1	0	0	0	0	0	1	1	3	8	62	45	9	3	0	0	0	38.8	34.2	4.7
0900 - 1000	118	27	30	34	27	0	0	100	3	14	0	0	0	1	0	0	0	0	0	0	0	1	6	58	44	8	1	0	0	0	38.5	34.8	3.6
1000 - 1100	178	40	47	45	46	0	2	158	2	16	0	0	0	0	0	0	0	0	0	0	0	5	31	92	46	4	0	0	0	0	36.5	32.8	3.8
1100 - 1200	169	46	44	36	43	0	0	146	0	22	1	0	0	0	0	0	0	0	0	0	0	3	35	93	33	4	1	0	0	0	36	32.5	3.5
1200 - 1300	179	44	43	48	44	1	2	156	0	19	0	1	0	0	0	0	0	0	0	4	2	4	41	87	38	3	0	0	0	0	36.5	31.8	4.8
1300 - 1400	207	57	49	54	47	1	1	184	1	20	0	0	0	0	0	0	0	0	0	1	0	1	36	118	49	2	0	0	0	0	35.8	32.5	3.3
1400 - 1500	241	50	43	67	81	0	3	216	1	19	0	2	0	0	0	0	0	0	0	1	0	3	45	142	46	2	2	0	0	0	35.9	32.5	3.7
1500 - 1600	234	65	56	54	59	1	2	208	1	17	1	3	0	1	0	0	0	0	2	2	3	1	40	146	38	2	0	0	0	0	35.5	31.9	4.4
1600 - 1700	266	80	59	68	59	2	6	230	0	27	1	0	0	0	0	0	0	0	0	3	2	1	45	153	59	3	0	0	0	0	36.2	32.5	4
1700 - 1800	255	78	56	61	60	7	1	226	0	18	0	1	0	2	0	0	0	0	0	4	16	2	35	134	59	4	1	0	0	0	36.5	31.8	5.5
1800 - 1900	204	63	53	43	45	1	0	185	0	18	0	0	0	0	0	0	0	0	0	1	0	3	44	100	50	5	1	0	0	0	36.7	32.8	3.9
1900 - 2000	174	65	35	36	38	1	6	159	0	8	0	0	0	0	0	0	0	0	0	1	4	2	16	87	54	9	1	0	0	0	38.2	33.7	4.7
2000 - 2100	160	48	45	24	43	3	2	144	0	11	0	0	0	0	0	0	0	0	0	2	1	1	26	68	51	9	2	0	0	0	38	33.8	4.8
2100 - 2200	95	39	25	22	9	0	1	92	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8	32	33	15	4	1	0	0	41.6	36.2	5.2
2200 - 2300	20	7	4	4	5	0	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	5	0	0	0	0	41.1	38	2.7
2300 - 0000	8	3	3	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	1	0	0	39.9	7.1
0700 - 1900	**2260**	**591**	**533**	**568**	**568**	**14**	**20**	**1967**	**10**	**213**	**3**	**8**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**17**	**24**	**27**	**372**	**1215**	**540**	**54**	**9**	**0**	**0**	**0**	**36.5**	**32.7**	**4.3**
0600 - 2200	**2712**	**744**	**643**	**655**	**670**	**18**	**29**	**2401**	**10**	**237**	**3**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**20**	**29**	**32**	**422**	**1411**	**686**	**93**	**16**	**1**	**0**	**0**	**36.9**	**33.0**	**4.4**
0600 - 0000	**2740**	**754**	**650**	**661**	**675**	**18**	**32**	**2425**	**10**	**238**	**3**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**20**	**29**	**32**	**422**	**1414**	**704**	**99**	**16**	**1**	**1**	**0**	**36.9**	**33.0**	**4.5**
0000 - 0000	**2756**	**756**	**652**	**667**	**681**	**18**	**33**	**2438**	**10**	**240**	**3**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**20**	**29**	**32**	**423**	**1420**	**710**	**101**	**17**	**1**	**1**	**0**	**37.0**	**33.1**	**4.5**

Wednesday 19 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.9	-
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.5	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.8	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	-	49.5	7.4
0500 - 0600	7	0	3	1	3	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	-	35.2	3
0600 - 0700	29	5	5	7	12	0	1	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	8	15	3	0	0	0	0	0	38.7	35.4	3.7
0700 - 0800	70	8	18	22	22	1	1	58	1	8	0	1	0	0	0	0	0	0	0	0	3	1	7	31	26	1	1	0	0	0	0	38.6	33.6	5.3
0800 - 0900	110	24	27	22	37	3	2	91	0	12	0	1	0	1	0	0	0	0	0	4	1	0	11	51	35	7	1	0	0	0	0	37.6	33.3	5.3
0900 - 1000	135	29	33	40	33	1	0	115	1	17	0	0	0	1	0	0	0	0	0	0	2	1	21	73	36	2	0	0	0	0	0	36.2	32.9	3.7
1000 - 1100	174	34	47	52	41	0	2	147	0	23	1	1	0	0	0	0	0	0	0	0	0	2	48	99	21	4	0	0	0	0	0	34.8	31.8	3.2
1100 - 1200	182	50	36	48	48	0	0	162	1	17	0	2	0	0	0	0	0	0	0	3	1	0	45	90	42	1	0	0	0	0	0	36	32.2	4.2
1200 - 1300	138	49	28	32	29	0	1	115	0	19	2	1	0	0	0	0	0	0	0	0	0	2	29	75	32	0	0	0	0	0	0	36.3	32.4	3.3
1300 - 1400	193	49	44	48	52	2	1	168	2	19	1	0	0	0	0	0	0	0	1	1	1	3	30	104	51	2	0	0	0	0	0	35.9	32.5	4
1400 - 1500	216	52	47	62	55	1	3	186	0	25	0	1	0	0	0	0	0	0	0	0	3	0	21	136	50	6	0	0	0	0	0	35.8	33	3.5
1500 - 1600	171	53	22	46	50	0	3	148	0	19	1	0	0	0	0	0	0	0	0	0	0	2	18	99	41	11	0	0	0	0	0	37.2	33.6	3.6
1600 - 1700	257	62	69	65	61	1	4	227	1	23	0	0	1	0	0	0	0	0	0	2	2	0	45	136	67	5	0	0	0	0	0	36.7	32.9	3.9
1700 - 1800	229	82	58	55	34	0	1	205	2	21	0	0	0	0	0	0	0	0	0	2	4	3	28	127	57	7	1	0	0	0	0	36.5	32.8	4.5
1800 - 1900	178	46	57	35	40	0	2	163	1	11	0	1	0	0	0	0	0	0	0	0	1	1	23	91	54	6	2	0	0	0	0	37.5	33.7	3.9
1900 - 2000	146	39	41	34	32	0	2	139	0	5	0	0	0	0	0	0	0	0	0	0	0	0	16	75	43	12	0	0	0	0	0	37.9	34.2	3.5
2000 - 2100	133	45	32	29	27	1	1	122	0	9	0	0	0	0	0	0	0	0	0	0	0	3	21	71	29	8	1	0	0	0	0	37.3	33.2	4.1
2100 - 2200	66	26	14	13	13	0	0	62	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7	24	24	10	1	0	0	0	0	40.6	35.3	4.2
2200 - 2300	32	11	6	5	10	0	2	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	8	7	9	3	1	1	0	0	45.5	38.7	7.2
2300 - 0000	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	-	36	4.6
0700 - 1900	**2053**	**538**	**486**	**527**	**502**	**9**	**20**	**1785**	**9**	**214**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**15**	**326**	**1112**	**512**	**52**	**5**	**0**	**0**	**0**	**0**	**36.5**	**32.9**	**4.0**
0600 - 2200	**2427**	**653**	**578**	**610**	**586**	**10**	**24**	**2133**	**10**	**234**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**18**	**373**	**1290**	**623**	**85**	**7**	**0**	**0**	**0**	**0**	**36.7**	**33.1**	**4.0**
0600 - 0000	**2465**	**665**	**586**	**617**	**597**	**10**	**26**	**2167**	**10**	**236**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**18**	**376**	**1301**	**632**	**95**	**10**	**1**	**1**	**0**	**0**	**36.8**	**33.1**	**4.1**
0000 - 0000	**2478**	**666**	**592**	**620**	**600**	**10**	**27**	**2176**	**10**	**239**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**18**	**379**	**1302**	**638**	**96**	**11**	**1**	**2**	**0**	**0**	**36.8**	**33.2**	**4.2**

Thursday 20 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	-	34.8	10
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	37.3	-
0200 - 0300	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	30.8	3
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38.3	-
0500 - 0600	9	0	3	4	2	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	0	0	0	0	0	0	-	35.6	3.7
0600 - 0700	18	2	2	7	7	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	1	0	0	0	0	0	39.3	36.8	2.6
0700 - 0800	72	11	23	20	18	0	0	62	1	8	0	1	0	0	0	0	0	0	0	0	0	1	8	24	31	6	2	0	0	0	0	39.1	35.5	4.4
0800 - 0900	110	27	31	37	15	0	2	97	1	7	2	1	0	0	0	0	0	0	0	0	0	0	11	53	39	7	0	0	0	0	0	38.7	34.4	3.4
0900 - 1000	142	36	31	37	38	0	2	117	3	17	1	2	0	0	0	0	0	0	0	1	1	1	21	67	47	3	1	0	0	0	0	36.7	33.2	4.1
1000 - 1100	177	50	31	40	56	2	0	143	2	28	0	1	0	1	0	0	0	0	0	0	4	0	32	93	44	4	0	0	0	0	0	36.4	32.6	4
1100 - 1200	159	39	44	37	39	0	0	141	0	17	0	1	0	0	0	0	0	0	0	0	1	4	23	92	35	4	0	0	0	0	0	35.8	32.5	3.6
1200 - 1300	202	51	42	59	50	6	2	173	1	20	0	0	0	0	0	0	0	0	0	5	2	0	51	118	23	2	1	0	0	0	0	34.8	31.4	4.5
1300 - 1400	184	45	50	41	48	5	2	155	1	20	1	0	0	0	0	0	0	0	0	4	8	4	25	87	51	5	0	0	0	0	0	36.5	32	5.7
1400 - 1500	197	34	55	67	41	3	1	167	2	23	0	1	0	0	0	0	0	0	0	1	2	1	37	106	47	1	2	0	0	0	0	36.1	32.6	4
1500 - 1600	206	55	43	60	48	2	0	180	0	22	1	1	0	0	0	0	0	0	0	1	2	1	21	122	50	8	1	0	0	0	0	36.8	33.4	4
1600 - 1700	279	62	88	56	73	6	0	237	3	30	2	0	0	1	0	0	0	0	0	6	3	3	51	132	76	8	0	0	0	0	0	36.8	32.4	4.9
1700 - 1800	216	69	54	51	42	4	2	193	1	16	0	0	0	0	0	0	0	0	0	2	7	9	19	109	63	5	2	0	0	0	0	36.6	32.8	5
1800 - 1900	219	57	43	72	47	3	2	198	0	16	0	0	0	0	0	0	0	0	8	2	5	1	22	121	51	8	0	1	0	0	0	36.6	32.1	6.5
1900 - 2000	141	44	41	27	29	1	1	133	0	4	0	2	0	0	0	0	0	0	0	0	2	0	6	71	55	6	1	0	0	0	0	38	34.6	3.7
2000 - 2100	196	39	58	62	37	0	1	189	0	6	0	0	0	0	0	0	0	0	0	0	0	0	33	112	41	10	0	0	0	0	0	37.2	33.2	3.6
2100 - 2200	98	34	22	21	21	0	1	94	0	3	0	0	0	0	0	0	0	0	0	0	0	6	17	34	33	6	1	0	1	0	0	38.6	33.7	5.5
2200 - 2300	48	16	18	6	8	0	2	42	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	13	19	12	1	1	0	0	0	42.4	37.5	4.8
2300 - 0000	17	1	7	5	4	1	1	14	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	7	5	0	0	0	0	0	42.5	36.2	7.2
0700 - 1900	**2163**	**536**	**533**	**577**	**515**	**31**	**13**	**1863**	**15**	**224**	**7**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**22**	**33**	**25**	**321**	**1124**	**557**	**61**	**9**	**1**	**0**	**0**	**0**	**36.6**	**32.7**	**4.8**
0600 - 2200	**2616**	**655**	**658**	**694**	**609**	**32**	**16**	**2296**	**15**	**238**	**7**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**22**	**37**	**31**	**377**	**1345**	**699**	**84**	**11**	**1**	**1**	**0**	**0**	**36.9**	**32.9**	**4.7**
0600 - 0000	**2681**	**672**	**683**	**705**	**621**	**33**	**19**	**2352**	**16**	**242**	**7**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**23**	**37**	**31**	**379**	**1362**	**725**	**101**	**12**	**2**	**1**	**0**	**0**	**37.0**	**33.0**	**4.8**
0000 - 0000	**2698**	**675**	**689**	**709**	**625**	**33**	**20**	**2366**	**16**	**244**	**7**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**23**	**37**	**32**	**381**	**1366**	**734**	**101**	**13**	**2**	**1**	**0**	**0**	**37.0**	**33.0**	**4.8**

Friday 21 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	35.1	3.9
0100 - 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	-	-	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.6	-
0300 - 0400	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	31.2	1.7
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	6	3	1	1	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	-	36.9	6.2
0600 - 0700	18	2	1	5	10	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	5	0	0	0	0	0	40.5	36.8	3.8
0700 - 0800	71	19	19	17	16	0	0	60	0	10	0	0	0	1	0	0	0	0	0	1	0	0	10	33	19	6	1	1	0	0	0	39.3	34.4	5.3
0800 - 0900	101	21	23	27	30	0	1	87	1	8	3	0	0	0	1	0	0	0	0	0	3	0	17	40	37	4	0	0	0	0	0	38.3	33.7	4.5
0900 - 1000	193	35	33	57	68	0	0	168	3	21	1	0	0	0	0	0	0	0	0	0	1	3	22	114	47	6	0	0	0	0	0	36.8	33.3	3.6
1000 - 1100	176	53	42	42	39	0	1	149	2	22	1	0	0	0	0	0	0	1	0	4	1	2	38	97	30	4	0	0	0	0	0	35.9	31.7	4.4
1100 - 1200	200	65	38	50	47	1	1	169	0	28	0	1	0	0	0	0	0	0	0	2	2	2	48	108	36	2	0	0	0	0	0	35.7	32.1	4
1200 - 1300	197	54	44	46	53	1	0	174	3	18	1	0	0	0	0	0	0	0	0	0	1	3	41	106	41	4	1	0	0	0	0	36.2	32.6	3.6
1300 - 1400	196	47	38	57	54	1	1	174	0	19	0	1	0	0	0	0	0	0	0	1	3	3	30	105	51	2	1	0	0	0	0	36.5	32.9	4.1
1400 - 1500	230	69	59	60	42	0	3	208	0	18	0	1	0	0	0	0	0	0	0	0	0	4	56	118	47	3	2	0	0	0	0	36.2	32.5	3.7
1500 - 1600	219	59	57	51	52	1	1	196	1	19	0	1	0	0	0	0	0	0	0	1	1	4	23	121	60	7	2	0	0	0	0	37.4	33.5	4.1
1600 - 1700	204	58	59	49	38	2	3	176	0	22	0	1	0	0	0	0	0	0	0	2	0	1	41	104	47	8	0	1	0	0	0	37	32.9	4.4
1700 - 1800	182	66	40	44	32	2	4	163	0	12	0	0	0	1	0	0	0	0	0	2	1	5	24	94	53	3	0	0	0	0	0	36.3	32.9	4.1
1800 - 1900	150	43	25	41	41	0	0	140	2	8	0	0	0	0	0	0	0	0	0	0	0	2	22	80	41	4	1	0	0	0	0	36.8	33.4	3.7
1900 - 2000	91	24	32	18	17	0	1	82	0	8	0	0	0	0	0	0	0	0	0	0	0	1	6	56	25	3	0	0	0	0	0	37.3	33.8	3.2
2000 - 2100	85	27	24	19	15	0	1	81	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	41	29	3	1	0	0	0	0	38.6	34	3.9
2100 - 2200	81	27	15	23	16	0	1	74	1	4	0	0	0	1	0	0	0	0	0	0	0	7	13	28	24	8	0	1	0	0	0	38.7	33.5	5.5
2200 - 2300	70	18	19	12	21	0	4	65	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	25	23	6	2	0	0	0	0	39.3	34.2	4.8
2300 - 0000	42	17	7	14	4	0	0	39	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	19	9	6	3	0	0	0	0	42	35.5	5.5
0700 - 1900	**2119**	**589**	**477**	**541**	**512**	**8**	**15**	**1864**	**12**	**205**	**6**	**5**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**29**	**372**	**1120**	**509**	**53**	**8**	**2**	**0**	**0**	**0**	**36.6**	**32.9**	**4.1**
0600 - 2200	**2394**	**669**	**549**	**606**	**570**	**8**	**18**	**2119**	**13**	**220**	**6**	**5**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**37**	**403**	**1250**	**594**	**72**	**9**	**3**	**0**	**0**	**0**	**36.7**	**33.0**	**4.1**
0600 - 0000	**2506**	**704**	**575**	**632**	**595**	**8**	**22**	**2223**	**13**	**224**	**6**	**5**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**37**	**422**	**1294**	**626**	**84**	**14**	**3**	**0**	**0**	**0**	**36.8**	**33.1**	**4.2**
0000 - 0000	**2517**	**707**	**577**	**634**	**599**	**8**	**22**	**2230**	**13**	**228**	**6**	**5**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**37**	**423**	**1299**	**628**	**87**	**14**	**3**	**0**	**0**	**0**	**36.8**	**33.1**	**4.2**

Saturday 22 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	-	36.3	4.4
0100 - 0200	9	4	2	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	0	0	0	0	-	40.2	3.8
0200 - 0300	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	40.2	0.2
0300 - 0400	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	-	34.9	5.8
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.1	-
0500 - 0600	4	1	1	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	-	33.9	3.1
0600 - 0700	6	1	1	3	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	-	35.5	4.1
0700 - 0800	44	16	8	9	11	0	0	39	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	17	20	4	2	0	0	0	0	39.8	36.3	4.2
0800 - 0900	91	16	19	20	36	1	0	79	2	8	1	0	0	0	0	0	0	0	0	0	6	0	15	30	31	5	4	0	0	0	0	38.5	33.5	6
0900 - 1000	152	36	28	43	45	1	2	130	0	19	0	0	0	0	0	0	0	0	0	1	0	7	25	70	45	4	0	0	0	0	0	37.2	33	4.2
1000 - 1100	171	32	40	42	57	2	1	153	0	15	0	0	0	0	0	0	0	0	0	1	4	6	36	84	39	1	0	0	0	0	0	36.3	31.8	4.6
1100 - 1200	203	66	41	53	43	1	0	184	0	18	0	0	0	0	0	0	0	0	0	0	1	3	50	114	33	2	0	0	0	0	0	35.8	32	3.5
1200 - 1300	209	47	66	60	36	3	0	185	1	19	0	0	0	1	0	0	0	0	0	1	6	0	32	125	41	4	0	0	0	0	0	35.7	32.3	4.2
1300 - 1400	174	35	55	50	34	2	0	165	1	6	0	0	0	0	0	0	0	0	0	2	0	2	12	108	49	1	0	0	0	0	0	36.1	33.2	3.6
1400 - 1500	183	49	49	47	38	0	3	160	0	20	0	0	0	0	0	0	0	0	0	0	1	2	39	95	41	5	0	0	0	0	0	36.2	32.5	4
1500 - 1600	219	54	50	62	53	0	1	207	1	10	0	0	0	0	0	0	0	0	0	0	0	2	31	134	45	7	0	0	0	0	0	36	33.1	3.3
1600 - 1700	92	42	40	8	2	0	0	48	0	44	0	0	0	0	0	0	0	0	0	0	0	0	2	16	22	13	13	10	8	6	2	56.9	44.4	10.1
1700 - 1800	25	2	5	5	13	0	0	16	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4	1	0	0	11	98	63.4	23.1
1800 - 1900	49	32	11	4	2	0	0	28	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	38	120.5	91.2	26
1900 - 2000	4	0	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	-	85.1	43.4
2000 - 2100	24	3	7	7	7	0	0	15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	11	1	1	0	3	60.8	49.4	9.7
2100 - 2200	24	12	6	2	4	0	0	13	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	2	2	4	1	4	68.2	52.2	15.1
2200 - 2300	17	5	4	3	5	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	9	1	1	58.7	55.6	6.1
2300 - 0000	3	0	2	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	-	47.8	3.5
0700 - 1900	**1612**	**427**	**412**	**403**	**370**	**10**	**7**	**1394**	**5**	**193**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**243**	**793**	**366**	**55**	**24**	**12**	**12**	**9**	**51**	**38.0**	**35.7**	**12.9**
0600 - 2200	**1670**	**443**	**427**	**416**	**384**	**10**	**7**	**1427**	**5**	**218**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**243**	**795**	**376**	**68**	**37**	**16**	**18**	**10**	**59**	**38.9**	**36.2**	**13.5**
0600 - 0000	**1690**	**448**	**433**	**420**	**389**	**10**	**7**	**1434**	**5**	**231**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**243**	**795**	**376**	**70**	**39**	**21**	**27**	**11**	**60**	**39.3**	**36.4**	**13.5**
0000 - 0000	**1714**	**455**	**443**	**424**	**392**	**10**	**7**	**1456**	**5**	**233**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**245**	**798**	**388**	**75**	**41**	**21**	**27**	**11**	**60**	**39.5**	**36.4**	**13.5**

Sunday 23 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	-	46.8	0
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	42.6	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	-	51.3	9.3
0600 - 0700	4	0	1	1	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	-	61.9	13.5
0700 - 0800	13	1	0	4	8	0	1	5	0	6	0	0	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	5	1	3	68.5	53.6	21.7
0800 - 0900	41	3	7	14	17	0	0	22	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	6	11	11	2	5	62.5	55.2	13
0900 - 1000	56	13	14	7	22	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	10	13	2	20	72.1	59.8	11.8
1000 - 1100	101	28	19	28	26	0	0	43	0	57	0	0	1	0	0	0	0	0	0	0	0	0	1	6	12	6	25	19	9	6	17	68.1	52.6	13.7
1100 - 1200	157	32	36	41	48	0	0	97	0	58	0	0	2	0	0	0	0	0	0	0	1	8	1	14	12	35	28	27	12	6	13	58.9	47.2	13.6
1200 - 1300	86	39	35	11	1	0	0	39	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	11	11	13	11	5	22	90.5	60.7	24
1300 - 1400	7	1	1	2	3	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	-	78.9	7.3
1400 - 1500	25	4	5	12	4	0	0	14	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	19	77.6	71.4	9
1500 - 1600	63	24	10	7	22	0	0	20	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	7	53	96.8	78.5	14.6
1600 - 1700	50	22	15	11	2	0	0	18	0	32	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	47	105.1	86.4	21.1
1700 - 1800	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-	80.7	6.3
1800 - 1900	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-	83.6	-
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**602**	**170**	**142**	**137**	**153**	**0**	**1**	**291**	**0**	**306**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**58**	**78**	**82**	**64**	**35**	**208**	**81.9**	**60.0**	**20.4**
0600 - 2200	**606**	**170**	**143**	**138**	**155**	**0**	**1**	**294**	**0**	**307**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**58**	**78**	**84**	**64**	**35**	**210**	**81.7**	**60.0**	**20.3**
0600 - 0000	**606**	**170**	**143**	**138**	**155**	**0**	**1**	**294**	**0**	**307**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**58**	**78**	**84**	**64**	**35**	**210**	**81.7**	**60.0**	**20.3**
0000 - 0000	**612**	**174**	**145**	**138**	**155**	**0**	**1**	**298**	**0**	**309**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**60**	**81**	**84**	**65**	**35**	**210**	**81.4**	**59.9**	**20.3**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	-	38.8	7.7
0100 - 0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	38.9	3.2
0200 - 0300	1	1	0	0	0	0	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	-	33.5	5
0300 - 0400	1	0	1	0	0	0	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	-	34.9	-
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	43.8	8.9
0500 - 0600	7	1	2	2	2	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	-	36.3	5.2
0600 - 0700	18	2	2	5	8	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	8	3	0	0	0	0	0	40.7	37.2	6.5
0700 - 0800	61	11	15	17	18	0	0	51	1	7	0	0	0	0	0	0	0	0	0	0	1	1	5	26	22	5	1	0	1	0	0	39.2	35.3	6.7
0800 - 0900	99	21	24	26	28	1	1	83	1	12	1	0	0	0	0	0	0	0	0	1	2	0	10	41	33	6	2	2	2	0	1	39.1	35.2	7.4
0900 - 1000	136	29	32	35	40	0	1	114	1	19	1	0	0	0	0	0	0	0	0	0	1	2	18	65	38	4	2	1	2	0	3	37.7	34.9	7.8
1000 - 1100	167	42	39	41	45	1	1	137	1	26	0	0	0	0	0	0	0	0	0	1	2	3	32	82	32	4	4	3	1	1	2	37.4	33.8	8
1100 - 1200	183	50	41	46	46	1	0	154	0	27	0	1	0	0	0	0	0	0	0	1	2	5	36	87	33	7	4	4	2	1	2	37.7	33.9	7.8
1200 - 1300	176	47	46	45	38	2	1	147	1	24	1	0	0	0	0	0	0	0	0	2	2	2	33	92	32	4	2	2	2	1	3	36.7	34.1	10.5
1300 - 1400	168	43	41	43	41	2	1	149	1	15	0	0	0	0	0	0	0	0	0	1	2	4	27	91	41	2	0	0	0	0	1	36.1	32.7	5.5
1400 - 1500	189	45	44	54	46	1	2	164	1	20	0	1	0	0	0	0	0	0	0	0	2	2	35	103	38	3	1	0	0	0	3	36.1	33.2	6.7
1500 - 1600	197	55	43	47	52	1	1	170	1	22	1	1	0	0	0	0	0	0	0	2	2	3	25	110	40	6	0	0	0	1	8	36.9	34.8	10.9
1600 - 1700	206	59	56	47	44	2	2	171	1	30	0	0	0	0	0	0	0	0	0	2	3	4	33	98	49	6	2	2	1	1	7	37.7	35	12
1700 - 1800	165	55	38	40	32	2	1	147	1	13	0	0	0	0	0	0	0	0	0	2	4	4	20	87	41	5	1	0	0	0	2	36.6	33.3	7.5
1800 - 1900	141	44	33	36	29	2	1	125	1	13	0	0	0	0	0	0	0	0	1	1	2	2	21	66	36	4	1	0	1	0	6	37.7	35.7	14.8
1900 - 2000	105	32	27	23	23	0	2	96	0	6	0	0	0	0	0	0	0	0	0	0	1	1	9	55	33	5	0	0	0	0	0	37.9	34.3	6
2000 - 2100	109	31	28	27	23	1	1	100	0	7	0	0	0	0	0	0	0	0	0	0	0	1	16	54	28	6	2	0	0	0	0	38.1	34	5.2
2100 - 2200	60	23	13	13	10	0	0	56	0	3	0	0	0	0	0	0	0	0	0	0	0	2	7	20	19	8	1	1	1	0	1	41	35.9	7.4
2200 - 2300	31	10	9	5	7	0	1	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	8	11	6	1	1	1	0	0	43.4	37.9	7.6
2300 - 0000	13	4	3	4	2	0	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	2	1	0	0	0	0	42.7	36.5	6.2
0700 - 1900	**1888**	**501**	**459**	**477**	**459**	**14**	**12**	**1611**	**11**	**228**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**12**	**23**	**31**	**297**	**947**	**433**	**55**	**20**	**14**	**11**	**6**	**37**	**37.2**	**34.2**	**9.4**
0600 - 2200	**2180**	**589**	**521**	**546**	**524**	**15**	**16**	**1878**	**11**	**247**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**13**	**25**	**34**	**329**	**1082**	**522**	**77**	**24**	**16**	**12**	**6**	**38**	**37.5**	**34.3**	**9.0**
0600 - 0000	**2224**	**603**	**533**	**555**	**533**	**16**	**18**	**1916**	**11**	**251**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**13**	**25**	**34**	**333**	**1095**	**537**	**85**	**25**	**17**	**13**	**7**	**39**	**37.6**	**34.4**	**9.0**
0000 - 0000	**2239**	**607**	**538**	**558**	**536**	**16**	**18**	**1928**	**11**	**254**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**13**	**25**	**34**	**335**	**1098**	**543**	**87**	**26**	**17**	**14**	**7**	**39**	**37.6**	**34.4**	**9.0**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2898	814	666	716	702	30	17	2529	25	283	8	3	1	0	1	1	0	0	1	19	57	89	487	1476	668	86	8	6	1	0	0	36.5	32.4	4.8
Tue	2756	756	652	667	681	18	33	2438	10	240	3	8	0	6	0	0	0	0	2	20	29	32	423	1420	710	101	17	1	1	0	0	37	33.1	4.5
Wed	2478	666	592	620	600	10	27	2176	10	239	5	8	1	2	0	0	0	0	1	12	18	18	379	1302	638	96	11	1	2	0	0	36.8	33.2	4.2
Thu	2698	675	689	709	625	33	20	2366	16	244	7	10	0	2	0	0	0	0	8	23	37	32	381	1366	734	101	13	2	1	0	0	37	33	4.8
Fri	2517	707	577	634	599	8	22	2230	13	228	6	5	0	3	1	0	0	1	0	13	13	37	423	1299	628	87	14	3	0	0	0	36.8	33.1	4.2
Sat	1714	455	443	424	392	10	7	1456	5	233	1	0	0	2	0	0	0	0	0	5	18	22	245	798	388	75	41	21	27	11	60	39.5	36.4	13.5
Sun	612	174	145	138	155	0	1	298	0	309	0	0	4	0	0	0	0	0	1	0	1	9	4	25	36	60	81	84	65	35	210	81.4	59.9	20.3
	15673	**4247**	**3764**	**3908**	**3754**	**109**	**127**	**13493**	**79**	**1776**	**30**	**34**	**6**	**15**	**2**	**1**	**0**	**1**	**13**	**92**	**173**	**239**	**2342**	**7686**	**3802**	**606**	**185**	**118**	**97**	**46**	**270**	**37.6**	**34.4**	**9.0**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
	15673	**4247**	**3764**	**3908**	**3754**	**109**	**127**	**13493**	**79**	**1776**	**30**	**34**	**6**	**15**	**2**	**1**	**0**	**1**	**13**	**92**	**173**	**239**	**2342**	**7686**	**3802**	**606**	**185**	**118**	**97**	**46**	**270**	**37.6**	**34.4**	**9.0**

Annex 1

Devon ATC

Report Id 136/23
Site Name Site 1 of 1
Description B3231 Saunton Road, 355m west of Broad Road
Direction Westbound

Monday 17 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	0	1	3	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	-	35.4	2.3
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38	-
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	46.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	52.6	-
0500 - 0600	24	1	3	6	14	1	1	16	0	5	0	1	0	0	0	0	0	0	0	1	0	1	1	8	8	2	3	0	0	0	0	44.7	35.5	7.3
0600 - 0700	60	7	12	17	24	3	0	48	0	9	0	0	0	0	0	0	0	0	0	2	1	0	8	25	16	7	1	0	0	0	0	39.9	33.8	6.4
0700 - 0800	184	35	48	43	58	3	0	142	3	31	4	0	0	1	0	0	0	0	0	3	2	2	18	88	60	10	1	0	0	0	0	37.5	33.6	4.7
0800 - 0900	246	58	58	60	70	6	1	203	3	30	2	1	0	0	0	0	0	0	0	7	5	16	27	113	67	7	3	1	0	0	0	37.6	32.3	6.1
0900 - 1000	267	73	47	62	85	1	3	231	2	24	2	3	0	0	1	0	0	0	1	6	4	6	52	121	68	9	0	0	0	0	0	37.2	32.2	5.4
1000 - 1100	224	51	55	61	57	2	0	190	2	30	0	0	0	0	0	0	0	0	0	3	1	1	45	121	52	1	0	0	0	0	0	36	32.4	4
1100 - 1200	248	65	58	59	66	1	2	215	3	25	1	0	0	0	1	0	0	0	0	1	3	11	63	118	50	2	0	0	0	0	0	35.6	31.6	4.1
1200 - 1300	201	50	50	49	52	1	1	178	2	17	1	1	0	0	0	0	0	0	0	3	1	17	55	96	29	0	0	0	0	0	0	34.9	30.6	4.5
1300 - 1400	216	52	56	51	57	4	1	179	2	29	1	0	0	0	0	0	0	0	0	3	3	3	49	103	48	6	1	0	0	0	0	36.8	32.3	4.8
1400 - 1500	216	46	52	53	65	0	1	191	4	20	0	0	0	0	0	0	0	0	1	6	1	7	53	112	32	4	0	0	0	0	0	35.3	31.1	5.1
1500 - 1600	235	44	57	69	65	1	2	215	1	15	1	0	0	0	0	0	0	0	0	2	3	14	60	117	38	1	0	0	0	0	0	35.2	31.1	4.4
1600 - 1700	244	64	59	60	61	1	0	223	1	18	0	0	0	0	1	0	0	0	0	0	4	3	41	133	59	3	1	0	0	0	0	36.4	32.7	4
1700 - 1800	206	47	54	48	57	2	4	176	2	22	0	0	0	0	0	0	0	0	0	2	1	8	39	96	52	8	0	0	0	0	0	37	32.6	4.8
1800 - 1900	179	55	49	45	30	2	1	167	1	8	0	0	0	0	0	0	0	0	0	0	3	2	25	93	48	6	2	0	0	0	0	36.9	33.6	4.1
1900 - 2000	110	34	24	23	29	3	2	98	0	6	1	0	0	0	0	0	0	0	0	1	4	1	19	35	45	5	0	0	0	0	0	38	33.1	5.5
2000 - 2100	63	25	15	11	12	0	1	59	0	2	0	1	0	0	0	0	0	0	0	0	0	1	14	27	14	6	1	0	0	0	0	38.1	33.5	4.7
2100 - 2200	33	8	5	8	12	0	1	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	5	14	8	2	1	0	0	0	44.9	38.1	6.1
2200 - 2300	19	9	3	5	2	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	5	0	0	0	0	0	43.1	37.3	4.8
2300 - 0000	6	1	3	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	-	37.2	5.3
0700 - 1900	**2666**	**640**	**643**	**660**	**723**	**24**	**16**	**2310**	**26**	**269**	**12**	**5**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**36**	**31**	**90**	**527**	**1311**	**603**	**57**	**8**	**1**	**0**	**0**	**0**	**36.4**	**32.1**	**4.8**
0600 - 2200	**2932**	**714**	**699**	**719**	**800**	**30**	**20**	**2544**	**26**	**289**	**13**	**6**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**39**	**36**	**92**	**571**	**1403**	**692**	**83**	**12**	**2**	**0**	**0**	**0**	**36.6**	**32.3**	**4.9**
0600 - 0000	**2957**	**724**	**705**	**726**	**802**	**30**	**21**	**2567**	**26**	**290**	**13**	**6**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**39**	**36**	**92**	**572**	**1411**	**700**	**91**	**12**	**2**	**0**	**0**	**0**	**36.6**	**32.3**	**4.9**
0000 - 0000	**2989**	**726**	**709**	**736**	**818**	**31**	**22**	**2589**	**26**	**297**	**13**	**7**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**40**	**36**	**93**	**573**	**1421**	**712**	**93**	**16**	**3**	**0**	**0**	**0**	**36.7**	**32.4**	**5.0**

Annex 1

Tuesday 18 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	35.1	0.7
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	50.7	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	27	0	6	7	14	1	2	17	0	6	1	0	0	0	0	0	0	0	0	1	0	0	1	12	7	4	2	0	0	0	0	43.9	35.9	7.3
0600 - 0700	72	8	19	17	28	0	0	59	1	10	1	0	0	0	0	1	0	0	0	0	0	0	5	36	21	10	0	0	0	0	0	38.8	35	4.1
0700 - 0800	151	23	36	39	53	2	2	116	0	29	0	1	0	1	0	0	0	0	0	2	1	1	11	77	50	9	0	0	0	0	0	37.5	34	4.4
0800 - 0900	235	52	39	58	86	4	2	193	2	32	0	1	0	0	0	0	1	0	0	3	2	14	27	104	71	14	0	0	0	0	0	37.6	33	5.1
0900 - 1000	286	71	78	77	60	2	3	246	3	32	0	0	0	0	0	0	0	0	0	0	0	5	0	22	164	87	7	1	0	0	0	37	33.6	3.8
1000 - 1100	189	49	38	45	57	4	1	160	1	21	1	1	0	0	0	0	0	0	0	1	7	5	25	102	45	4	0	0	0	0	0	36.4	32.4	5
1100 - 1200	205	62	40	50	53	2	1	178	0	22	1	0	0	1	0	0	0	0	0	1	3	3	19	119	56	4	0	0	0	0	0	36.9	33.1	4
1200 - 1300	210	42	60	51	57	2	1	180	2	23	0	1	1	0	0	0	0	0	0	5	1	2	24	107	63	7	0	1	0	0	0	37.4	33.2	5.1
1300 - 1400	162	38	36	43	45	2	2	136	0	21	1	0	0	0	0	0	0	0	2	2	2	4	37	72	35	8	0	0	0	0	0	36.9	32.1	5.5
1400 - 1500	187	47	46	49	45	2	0	165	1	17	0	2	0	0	0	0	0	0	0	1	1	2	43	90	44	4	2	0	0	0	0	36.7	32.5	4.3
1500 - 1600	217	46	69	47	55	3	3	190	1	17	1	1	0	1	0	0	0	0	0	3	1	12	41	124	31	3	2	0	0	0	0	35.3	31.7	4.5
1600 - 1700	199	49	45	49	56	2	1	177	0	17	0	1	0	1	0	0	0	0	1	0	4	1	40	103	44	6	0	0	0	0	0	36.9	32.5	4.7
1700 - 1800	234	43	60	61	70	3	1	218	0	12	0	0	0	0	0	0	0	0	0	1	3	3	36	116	71	3	1	0	0	0	0	36.6	33	4.1
1800 - 1900	210	59	55	50	46	2	2	190	1	14	0	0	0	0	0	0	1	0	0	0	5	12	28	92	61	12	0	0	0	0	0	37.7	32.9	5.1
1900 - 2000	132	38	36	29	29	0	11	115	1	5	0	0	0	0	0	0	0	0	0	0	0	0	22	66	36	8	0	0	0	0	0	37.1	33.5	3.7
2000 - 2100	46	21	10	8	7	0	2	42	0	2	0	0	0	0	0	0	0	0	0	0	0	1	6	21	10	5	2	1	0	0	0	41	34.8	5.6
2100 - 2200	33	8	9	7	9	0	0	31	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	9	13	6	1	0	0	0	0	41.8	35.4	6.8
2200 - 2300	23	9	7	3	4	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	7	4	3	0	0	0	0	43.6	37.7	5.3
2300 - 0000	5	1	1	2	1	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	-	42.4	7.5
0700 - 1900	**2485**	**581**	**602**	**619**	**683**	**30**	**19**	**2149**	**11**	**257**	**4**	**8**	**1**	**4**	**0**	**0**	**2**	**0**	**3**	**19**	**35**	**59**	**353**	**1270**	**658**	**81**	**6**	**1**	**0**	**0**	**0**	**36.9**	**32.9**	**4.7**
0600 - 2200	**2768**	**656**	**676**	**680**	**756**	**30**	**32**	**2396**	**13**	**276**	**5**	**8**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**19**	**35**	**61**	**388**	**1402**	**738**	**110**	**9**	**2**	**0**	**0**	**0**	**37.0**	**33.0**	**4.7**
0600 - 0000	**2796**	**666**	**684**	**685**	**761**	**30**	**33**	**2422**	**13**	**277**	**5**	**8**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**19**	**35**	**61**	**389**	**1411**	**746**	**116**	**12**	**3**	**0**	**0**	**0**	**37.1**	**33.1**	**4.7**
0000 - 0000	**2827**	**667**	**692**	**693**	**775**	**31**	**35**	**2443**	**13**	**283**	**6**	**8**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**20**	**35**	**61**	**390**	**1425**	**754**	**120**	**14**	**4**	**0**	**0**	**0**	**37.1**	**33.1**	**4.8**

Annex 1

Wednesday 19 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.3	-
0300 - 0400	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	54.2	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	21	1	4	5	11	0	1	14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11	6	0	0	0	0	0	41.5	37.9	3.4
0600 - 0700	55	5	11	13	26	1	0	44	0	9	1	0	0	0	0	0	0	0	0	0	3	2	2	19	24	4	1	0	0	0	0	39.1	34.3	5.3
0700 - 0800	166	26	39	34	67	5	2	129	0	29	1	0	0	0	0	0	0	0	0	6	5	3	9	85	51	7	0	0	0	0	0	37.5	32.9	5.9
0800 - 0900	207	46	37	50	74	4	3	160	3	34	0	0	1	2	0	0	0	0	0	2	7	3	14	123	53	5	0	0	0	0	0	36.4	32.7	4.7
0900 - 1000	220	63	63	46	48	2	3	189	1	22	1	2	0	0	0	0	0	0	0	0	2	3	26	123	53	11	2	0	0	0	0	36.9	33.4	4.1
1000 - 1100	178	53	47	44	34	1	1	153	1	21	0	1	0	0	0	0	0	0	0	0	1	2	46	89	35	5	0	0	0	0	0	36.1	32.3	3.9
1100 - 1200	154	42	29	49	34	0	0	135	0	17	2	0	0	0	0	0	0	0	0	0	0	3	29	79	40	2	1	0	0	0	0	36.5	32.9	3.7
1200 - 1300	166	38	37	52	39	4	1	140	0	21	0	0	0	0	0	0	0	0	0	0	11	0	23	96	33	2	1	0	0	0	0	35.9	32	5.1
1300 - 1400	197	60	45	47	45	2	1	179	2	12	1	0	0	0	0	0	0	0	0	1	0	8	36	91	53	6	2	0	0	0	0	37.4	32.8	4.5
1400 - 1500	164	40	34	52	38	1	0	145	1	16	1	0	0	0	0	0	0	0	0	1	0	5	33	74	44	6	1	0	0	0	0	37	32.8	4.5
1500 - 1600	205	48	47	52	58	0	5	184	1	13	0	2	0	0	0	0	0	0	0	0	0	11	54	93	42	3	2	0	0	0	0	36.4	32	4.1
1600 - 1700	186	51	47	44	44	0	2	169	0	13	0	1	1	0	0	0	0	0	0	0	0	3	34	90	54	5	0	0	0	0	0	37	33.2	3.7
1700 - 1800	172	41	53	40	38	1	1	158	1	11	0	0	0	0	0	0	0	0	0	1	3	2	33	95	33	5	0	0	0	0	0	36.4	32.4	4.3
1800 - 1900	156	35	37	42	42	0	4	140	0	12	0	0	0	0	0	0	0	0	0	0	0	1	24	75	46	10	0	0	0	0	0	37.6	33.9	3.6
1900 - 2000	138	31	37	35	35	0	1	132	0	5	0	0	0	0	0	0	0	0	0	0	1	1	17	63	46	9	1	0	0	0	0	38.1	34.2	4.2
2000 - 2100	67	24	19	6	18	0	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9	26	26	6	0	0	0	0	0	38.7	34.6	3.9
2100 - 2200	30	6	7	13	4	0	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	17	6	2	3	0	0	0	0	43.6	35.3	5.1
2200 - 2300	20	6	7	5	2	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	4	1	0	0	0	0	41.8	37.1	4.6
2300 - 0000	7	1	0	4	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	0	0	0	0	-	33.4	7
0700 - 1900	**2171**	**543**	**515**	**552**	**561**	**20**	**23**	**1881**	**10**	**221**	**6**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**29**	**44**	**361**	**1113**	**537**	**67**	**9**	**0**	**0**	**0**	**0**	**36.7**	**32.8**	**4.4**
0600 - 2200	**2461**	**609**	**589**	**619**	**644**	**21**	**24**	**2148**	**10**	**241**	**7**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**33**	**47**	**391**	**1238**	**639**	**88**	**14**	**0**	**0**	**0**	**0**	**36.9**	**33.0**	**4.4**
0600 - 0000	**2488**	**616**	**596**	**628**	**648**	**21**	**24**	**2173**	**10**	**243**	**7**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**33**	**48**	**392**	**1249**	**646**	**94**	**15**	**0**	**0**	**0**	**0**	**37.0**	**33.0**	**4.5**
0000 - 0000	**2511**	**617**	**601**	**633**	**660**	**21**	**25**	**2188**	**10**	**250**	**7**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**33**	**48**	**392**	**1254**	**657**	**100**	**15**	**1**	**0**	**0**	**0**	**37.0**	**33.1**	**4.5**

Annex 1

Thursday 20 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.4	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	17	1	2	4	10	0	1	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6	3	0	1	0	0	0	42.7	37	5.4
0600 - 0700	54	4	12	13	25	0	1	44	0	8	0	1	0	0	0	0	0	0	0	0	0	1	1	17	24	9	2	0	0	0	0	40.9	36.8	4.1
0700 - 0800	145	27	36	31	51	0	2	114	0	26	2	1	0	0	0	0	0	0	0	0	0	0	5	69	62	7	2	0	0	0	0	38.5	35.3	3.3
0800 - 0900	198	32	40	53	73	0	1	156	2	36	2	1	0	0	0	0	0	0	0	0	0	0	29	76	80	13	0	0	0	0	0	37.9	34.5	3.6
0900 - 1000	213	55	66	36	56	0	1	177	1	32	1	1	0	0	0	0	0	0	0	0	0	1	22	105	71	12	2	0	0	0	0	37.9	34.4	3.6
1000 - 1100	219	64	36	49	70	2	1	188	5	20	1	2	0	0	0	0	0	0	0	2	18	2	33	103	56	4	1	0	0	0	0	36.7	31.8	5.6
1100 - 1200	201	49	57	54	41	1	0	179	0	20	0	1	0	0	0	0	0	0	0	1	2	0	33	117	42	6	0	0	0	0	0	36.1	32.6	3.9
1200 - 1300	225	59	46	60	60	4	2	198	1	19	1	0	0	0	0	0	0	0	0	2	1	3	40	123	48	7	1	0	0	0	0	36	32.6	4.2
1300 - 1400	173	59	33	39	42	3	1	152	0	16	1	0	0	0	0	0	0	0	0	1	6	1	28	88	44	4	1	0	0	0	0	36.1	32.5	4.7
1400 - 1500	206	71	51	40	44	1	4	178	1	18	1	2	1	0	0	0	0	0	1	0	1	1	27	124	45	6	1	0	0	0	0	36.7	33	4
1500 - 1600	164	38	33	49	44	3	3	148	0	9	1	0	0	0	0	0	0	0	0	2	3	3	27	81	40	7	1	0	0	0	0	37.1	32.6	5.1
1600 - 1700	199	38	47	62	52	2	0	184	0	11	0	2	0	0	0	0	0	0	0	0	9	0	33	103	49	5	0	0	0	0	0	36.8	32.4	4.6
1700 - 1800	201	58	53	47	43	2	1	187	1	10	0	0	0	0	0	0	0	0	0	2	1	2	39	96	53	5	2	1	0	0	0	36.6	32.9	4.6
1800 - 1900	206	47	51	52	56	3	2	188	0	13	0	0	0	0	0	0	0	0	1	0	7	6	29	85	70	8	0	0	0	0	0	37.6	33	5.2
1900 - 2000	143	27	37	38	41	1	3	130	0	9	0	0	0	0	0	0	0	0	0	1	0	1	12	72	43	12	1	1	0	0	0	37.8	34.5	4.4
2000 - 2100	90	40	12	14	24	0	1	85	1	3	0	0	0	0	0	0	0	0	0	0	0	1	16	34	26	10	2	0	1	0	0	40	34.8	5.5
2100 - 2200	36	8	7	12	9	0	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	11	1	1	0	0	0	0	37.8	33.7	4.5
2200 - 2300	22	6	3	7	6	0	1	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	8	7	5	1	0	0	0	0	41.4	37.2	4
2300 - 0000	6	2	1	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	-	40.6	7.1
0700 - 1900	**2350**	**597**	**549**	**572**	**632**	**21**	**18**	**2049**	**11**	**230**	**10**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**48**	**19**	**345**	**1170**	**660**	**84**	**11**	**1**	**0**	**0**	**0**	**37.1**	**33.1**	**4.5**
0600 - 2200	**2673**	**676**	**617**	**649**	**731**	**22**	**23**	**2343**	**13**	**250**	**10**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**48**	**22**	**381**	**1309**	**764**	**116**	**17**	**2**	**1**	**0**	**0**	**37.5**	**33.3**	**4.6**
0600 - 0000	**2701**	**684**	**621**	**657**	**739**	**22**	**24**	**2367**	**14**	**252**	**10**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**48**	**22**	**383**	**1318**	**771**	**123**	**20**	**2**	**1**	**0**	**0**	**37.5**	**33.4**	**4.6**
0000 - 0000	**2719**	**685**	**624**	**661**	**749**	**22**	**25**	**2380**	**14**	**256**	**10**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**48**	**22**	**383**	**1326**	**777**	**126**	**20**	**3**	**1**	**0**	**0**	**37.5**	**33.4**	**4.6**

Annex 1

Friday 21 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	-	36.6	1
0100 - 0200	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.3	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.6	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	43.1	-
0500 - 0600	20	1	2	5	12	0	1	13	1	4	1	0	0	0	0	0	0	0	0	0	0	0	1	9	6	2	2	0	0	0	0	40.9	36.4	5.2
0600 - 0700	44	4	8	14	18	3	1	31	0	8	0	0	0	1	0	0	0	0	1	1	1	0	3	17	15	6	0	0	0	0	0	40.1	34.1	7.1
0700 - 0800	166	28	35	52	51	1	2	132	0	27	4	0	0	0	0	0	0	0	0	2	0	2	11	71	72	6	2	0	0	0	0	38	34.6	4.2
0800 - 0900	209	45	39	54	71	1	1	167	4	33	3	0	0	0	0	0	0	0	0	1	2	8	10	99	78	9	2	0	0	0	0	37.5	34	4.4
0900 - 1000	278	73	70	69	66	5	6	239	0	27	0	1	0	0	0	0	0	0	0	2	11	7	25	152	76	5	0	0	0	0	0	36.9	32.6	4.9
1000 - 1100	187	43	49	51	44	3	0	161	0	23	0	0	0	0	0	0	0	0	0	2	5	2	34	85	54	5	0	0	0	0	0	36.8	32.6	4.9
1100 - 1200	178	50	35	47	46	4	1	153	2	17	1	0	0	0	0	0	0	0	0	2	2	4	19	85	58	7	1	0	0	0	0	37.7	33.3	4.8
1200 - 1300	203	46	37	61	59	0	1	186	1	15	0	0	0	0	0	0	0	0	1	0	0	2	38	121	40	1	0	0	0	0	0	36	32.4	3.6
1300 - 1400	212	52	62	57	41	1	2	187	1	21	0	0	0	0	0	0	0	0	0	1	0	7	37	121	42	3	1	0	0	0	0	36.6	32.5	3.8
1400 - 1500	191	56	44	49	42	2	0	168	2	17	2	0	0	0	0	0	0	0	0	8	0	5	38	96	37	6	1	0	0	0	0	35.8	31.6	5.4
1500 - 1600	202	42	50	69	41	1	3	183	0	14	0	0	0	1	0	0	0	0	0	0	1	1	26	115	53	5	1	0	0	0	0	36.9	33.3	3.5
1600 - 1700	184	49	33	54	48	0	1	175	0	8	0	0	0	0	0	0	0	0	0	0	1	3	29	99	47	4	0	1	0	0	0	36.7	33.3	3.8
1700 - 1800	193	50	42	51	50	1	0	173	1	18	0	0	0	0	0	0	0	0	1	0	0	4	31	97	49	10	1	0	0	0	0	36.9	33.3	4.3
1800 - 1900	185	48	48	52	37	0	2	174	1	8	0	0	0	0	0	0	0	0	0	0	0	0	18	95	66	6	0	0	0	0	0	37.8	34.2	3.5
1900 - 2000	143	45	37	36	25	0	0	134	3	6	0	0	0	0	0	0	0	0	0	0	0	5	19	80	29	6	2	2	0	0	0	36.6	33.5	4.5
2000 - 2100	85	35	23	15	12	0	1	77	0	7	0	0	0	0	0	0	0	0	0	0	0	4	12	44	21	3	0	1	0	0	0	37.4	33.2	4.5
2100 - 2200	75	18	19	12	26	0	0	72	0	3	0	0	0	0	0	0	0	0	0	0	0	1	12	35	21	5	1	0	0	0	0	38	33.8	4.4
2200 - 2300	53	10	8	16	19	0	0	52	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	28	11	6	1	0	0	0	0	39.9	34.2	4.6
2300 - 0000	20	8	5	5	2	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6	10	1	1	0	0	0	0	38.9	35.7	4.1
0700 - 1900	**2388**	**582**	**544**	**666**	**596**	**19**	**19**	**2098**	**12**	**228**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**18**	**22**	**45**	**316**	**1236**	**672**	**67**	**9**	**1**	**0**	**0**	**0**	**37.0**	**33.1**	**4.4**
0600 - 2200	**2735**	**684**	**631**	**743**	**677**	**22**	**21**	**2412**	**15**	**252**	**10**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**	**23**	**55**	**362**	**1412**	**758**	**87**	**12**	**4**	**0**	**0**	**0**	**37.1**	**33.2**	**4.5**
0600 - 0000	**2808**	**702**	**644**	**764**	**698**	**22**	**21**	**2483**	**15**	**254**	**10**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**	**23**	**56**	**370**	**1446**	**779**	**94**	**14**	**4**	**0**	**0**	**0**	**37.1**	**33.2**	**4.5**
0000 - 0000	**2834**	**704**	**649**	**770**	**711**	**22**	**22**	**2499**	**16**	**261**	**11**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**	**23**	**56**	**371**	**1456**	**789**	**97**	**16**	**4**	**0**	**0**	**0**	**37.1**	**33.2**	**4.5**

Annex 1

Saturday 22 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	13	4	7	1	1	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	4	6	0	0	0	0	0	0	37.3	32.7	4.1
0100 - 0200	5	1	1	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	-	39.1	4.2
0200 - 0300	3	0	0	2	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	-	35.4	4.8
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	43.5	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	8	0	0	3	5	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	-	42	4.8
0600 - 0700	48	6	8	14	20	0	0	39	0	7	1	0	0	1	0	0	0	0	0	0	0	0	3	16	24	5	0	0	0	0	0	39.1	35.7	3.5
0700 - 0800	93	21	24	17	31	0	1	84	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9	46	29	6	3	0	0	0	0	37.7	34.8	3.9
0800 - 0900	199	32	33	70	64	4	2	172	2	19	0	0	0	0	0	0	0	0	2	3	1	5	17	104	57	7	1	1	0	1	0	37.7	33.5	5.9
0900 - 1000	193	42	42	62	47	1	1	167	2	22	0	0	0	0	0	0	0	0	0	0	1	4	24	102	55	5	2	0	0	0	0	36.9	33.4	4.1
1000 - 1100	242	67	56	63	56	5	6	220	0	10	0	1	0	0	0	0	0	0	0	4	1	4	58	125	45	4	1	0	0	0	0	35.6	32	4.4
1100 - 1200	192	41	45	45	61	0	2	181	0	9	0	0	0	0	0	0	0	0	0	0	0	2	33	105	47	4	1	0	0	0	0	36.6	33	3.4
1200 - 1300	206	58	40	54	54	2	2	183	0	17	0	0	0	2	0	0	0	0	0	2	1	3	34	120	39	7	0	0	0	0	0	36.3	32.6	4.3
1300 - 1400	198	55	37	54	52	0	5	181	0	10	0	1	1	0	0	0	0	0	3	1	1	2	35	102	53	1	0	0	0	0	0	36.8	32.3	4.6
1400 - 1500	150	36	35	42	37	0	1	138	0	11	0	0	0	0	0	0	0	0	0	1	0	0	22	77	45	3	1	1	0	0	0	36.8	33.5	4.1
1500 - 1600	184	42	49	45	48	1	0	172	0	11	0	0	0	0	0	0	0	0	1	2	0	12	53	84	30	2	0	0	0	0	0	35.3	31	4.7
1600 - 1700	29	24	3	1	1	1	0	28	0	0	0	0	0	0	0	0	0	0	0	1	0	8	15	3	2	0	0	0	0	0	0	30.2	26.6	4.3
1700 - 1800	7	2	0	4	1	3	0	4	0	0	0	0	0	0	0	0	0	0	3	2	0	0	2	0	0	0	0	0	0	0	0	-	12	9.8
1800 - 1900	6	2	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**1699**	**422**	**368**	**457**	**452**	**17**	**20**	**1536**	**4**	**117**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**15**	**16**	**5**	**40**	**302**	**868**	**402**	**39**	**9**	**2**	**0**	**1**	**0**	**36.6**	**32.5**	**5.1**
0600 - 2200	**1749**	**428**	**377**	**471**	**473**	**17**	**20**	**1577**	**4**	**124**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**17**	**16**	**5**	**40**	**305**	**884**	**426**	**44**	**9**	**2**	**0**	**1**	**0**	**36.7**	**32.5**	**5.1**
0600 - 0000	**1749**	**428**	**377**	**471**	**473**	**17**	**20**	**1577**	**4**	**124**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**17**	**16**	**5**	**40**	**305**	**884**	**426**	**44**	**9**	**2**	**0**	**1**	**0**	**36.7**	**32.5**	**5.1**
0000 - 0000	**1779**	**434**	**385**	**478**	**482**	**17**	**20**	**1601**	**4**	**130**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**17**	**16**	**5**	**40**	**308**	**892**	**436**	**49**	**13**	**2**	**0**	**1**	**0**	**36.8**	**32.6**	**5.2**

Annex 1

Sunday 23 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	5.8	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	5.8	-
0800 - 0900	8	0	0	3	5	1	0	7	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	-	4.5	1.9
0900 - 1000	9	2	2	3	2	1	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	-	7.1	16.5
1000 - 1100	22	2	6	5	9	5	1	16	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	2	0	0	0	11.8	8.6	12.8
1100 - 1200	23	4	6	3	10	1	1	21	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	1	1	0	0	0	1.9	5.5	12.8
1200 - 1300	22	10	8	3	1	5	0	17	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	1.1	1.1	0.2
1300 - 1400	5	1	1	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	-	0.7	0.1
1400 - 1500	10	1	4	2	3	2	1	7	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	-	0.9	0.2
1500 - 1600	13	4	4	2	3	4	1	8	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	0	0	0	0	0	1.5	2.3	3.9
1600 - 1700	13	5	0	6	2	1	0	12	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	2	61.1	14.4	34.1
1700 - 1800	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	0.9	-
1800 - 1900	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	8.6	-
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**128**	**30**	**32**	**29**	**37**	**22**	**5**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.3**	**14.2**
0600 - 2200	**128**	**30**	**32**	**29**	**37**	**22**	**5**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.3**	**14.2**
0600 - 0000	**128**	**30**	**32**	**29**	**37**	**22**	**5**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.3**	**14.2**
0000 - 0000	**129**	**30**	**32**	**30**	**37**	**22**	**5**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**119**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.4**	**14.1**

Annex 1

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	2	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	-	34	3.5
0100 - 0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	40	5.5
0200 - 0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	35.1	5.6
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	48.9	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.8	-
0500 - 0600	17	1	2	4	9	0	1	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	3	1	0	0	0	0	43.1	36.9	6.1
0600 - 0700	48	5	10	13	20	1	0	38	0	7	0	0	0	0	0	0	0	0	0	0	1	0	3	19	18	6	1	0	0	0	0	39.7	34.9	5.2
0700 - 0800	129	23	31	31	44	2	1	103	0	21	2	0	0	0	0	0	0	0	0	2	1	1	9	62	46	6	1	0	0	0	0	37.8	34.1	4.7
0800 - 0900	186	38	35	50	63	3	1	151	2	26	1	0	0	0	0	0	0	0	1	2	2	7	18	88	58	8	1	0	0	0	0	37.6	33.1	5.6
0900 - 1000	209	54	53	51	52	2	3	179	1	23	1	1	0	0	0	0	0	0	1	1	3	3	24	110	59	7	1	0	0	0	0	37	33.1	5
1000 - 1100	180	47	41	45	47	3	1	155	1	18	0	1	0	0	0	0	0	0	3	2	5	2	34	89	41	3	1	0	0	0	0	36.2	31.8	5.8
1100 - 1200	172	45	39	44	44	1	1	152	1	16	1	0	0	0	0	0	0	0	3	1	1	3	28	89	42	4	1	0	0	0	0	36.5	32.2	5.7
1200 - 1300	176	43	40	47	46	3	1	155	1	16	0	0	0	0	0	0	0	0	3	2	2	4	31	95	36	3	0	0	0	0	0	36.1	31.7	6.1
1300 - 1400	166	45	39	42	41	2	2	145	1	16	1	0	0	0	0	0	0	0	1	1	2	4	32	82	39	4	1	0	0	0	0	36.6	32.3	5.1
1400 - 1500	161	42	38	41	39	1	1	142	1	14	1	1	0	0	0	0	0	0	2	2	0	3	31	82	35	4	1	0	0	0	0	36.4	32.1	5.5
1500 - 1600	174	38	44	48	45	2	2	157	0	11	0	0	0	0	0	0	0	0	2	1	1	8	37	88	33	3	1	0	0	0	0	36	31.6	5.4
1600 - 1700	151	40	33	39	38	1	1	138	0	10	0	1	0	0	0	0	0	0	2	0	3	3	27	76	36	3	0	0	0	0	0	36.7	32.4	6
1700 - 1800	145	35	37	36	37	2	1	131	1	10	0	0	0	0	0	0	0	0	1	1	1	3	26	71	37	4	1	0	0	0	0	36.7	32.7	4.9
1800 - 1900	135	35	35	34	30	1	2	124	0	8	0	0	0	0	0	0	0	0	1	0	2	3	18	63	42	6	0	0	0	0	0	37.6	33.3	5
1900 - 2000	95	25	24	23	23	1	2	87	1	4	0	0	0	0	0	0	0	0	0	0	1	1	13	45	28	6	1	0	0	0	0	37.7	33.8	4.5
2000 - 2100	50	21	11	8	11	0	1	47	0	2	0	0	0	0	0	0	0	0	0	0	0	1	8	22	14	4	1	0	0	0	0	38.8	34	5.3
2100 - 2200	30	7	7	7	9	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	12	9	3	1	0	0	0	0	40.2	34.9	5.4
2200 - 2300	20	6	4	5	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	6	3	1	0	0	0	0	41.6	36.1	4.8
2300 - 0000	6	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	-	37	6.1
0700 - 1900	**1984**	**485**	**465**	**508**	**526**	**22**	**17**	**1732**	**11**	**189**	**6**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**20**	**16**	**24**	**42**	**315**	**995**	**505**	**57**	**8**	**1**	**0**	**0**	**0**	**36.8**	**32.5**	**5.5**
0600 - 2200	**2207**	**542**	**517**	**559**	**588**	**23**	**21**	**1932**	**12**	**205**	**7**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**26**	**45**	**343**	**1093**	**574**	**76**	**11**	**2**	**0**	**0**	**0**	**36.9**	**32.7**	**5.5**
0600 - 0000	**2232**	**550**	**523**	**566**	**594**	**23**	**21**	**1956**	**12**	**206**	**7**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**26**	**46**	**344**	**1103**	**581**	**80**	**12**	**2**	**0**	**0**	**0**	**37.0**	**32.7**	**5.5**
0000 - 0000	**2255**	**552**	**527**	**572**	**605**	**24**	**22**	**1972**	**12**	**211**	**7**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**26**	**46**	**345**	**1111**	**589**	**84**	**14**	**3**	**0**	**0**	**0**	**37.0**	**32.7**	**5.5**

Annex 1

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2989	726	709	736	818	31	22	2589	26	297	13	7	0	1	2	1	0	0	2	40	36	93	573	1421	712	93	16	3	0	0	0	36.7	32.4	5
Tue	2827	667	692	693	775	31	35	2443	13	283	6	8	1	4	0	1	2	0	4	20	35	61	390	1425	754	120	14	4	0	0	0	37.1	33.1	4.8
Wed	2511	617	601	633	660	21	25	2188	10	250	7	6	2	2	0	0	0	0	0	11	33	48	392	1254	657	100	15	1	0	0	0	37	33.1	4.5
Thu	2719	685	624	661	749	22	25	2380	14	256	10	11	1	0	0	0	0	0	2	11	48	22	383	1326	777	126	20	3	1	0	0	37.5	33.4	4.6
Fri	2834	704	649	770	711	22	22	2499	16	261	11	1	0	2	0	0	0	0	3	19	23	56	371	1456	789	97	16	4	0	0	0	37.1	33.2	4.5
Sat	1779	434	385	478	482	17	20	1601	4	130	1	2	1	3	0	0	0	0	17	16	5	40	308	892	436	49	13	2	0	1	0	36.8	32.6	5.2
Sun	129	30	32	30	37	22	5	102	0	0	0	0	0	0	0	0	0	0	119	2	1	0	0	0	0	1	3	1	0	0	2	5.8	5.4	14.1
	15788	**3863**	**3692**	**4001**	**4232**	**166**	**154**	**13802**	**83**	**1477**	**48**	**35**	**5**	**12**	**2**	**2**	**2**	**0**	**147**	**119**	**181**	**320**	**2417**	**7774**	**4125**	**586**	**97**	**18**	**1**	**1**	**2**	**37.0**	**32.7**	**5.5**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
	15788	**3863**	**3692**	**4001**	**4232**	**166**	**154**	**13802**	**83**	**1477**	**48**	**35**	**5**	**12**	**2**	**2**	**2**	**0**	**147**	**119**	**181**	**320**	**2417**	**7774**	**4125**	**586**	**97**	**18**	**1**	**1**	**2**	**37.0**	**32.7**	**5.5**

Annex 1

Monthly Summary Report _REALTIME 000000000043 January to December 2019

Site Name 043
Site ID 000000000043
Grid 247615136816
Description Braunton....B3231, Saunton Road Real Time

Lanes Each Lane

Exclude data: None

All directions

	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
Date	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**
Jan 2019	3667	3958	4025	4061	3783	4059	4127	4166	10:57:00	329	15:31:00	382	10:54:00	359	14:44:00	403
Feb 2019	4247	4611	4687	4717	4337	4676	4753	4790	08:50:00	369	15:58:00	441	10:56:00	399	15:30:00	449
Mar 2019	4141	4552	4637	4671	4304	4697	4787	4831	08:41:00	385	16:10:00	415	09:51:00	397	16:08:00	416
Apr 2019	5429	6149	6277	6334	5639	6389	6519	6586	09:55:00	490	16:18:00	545	10:13:00	530	16:18:00	552
May 2019	5438	6296	6433	6503	5682	6534	6685	6774	10:37:00	484	16:10:00	549	11:00:00	531	15:54:00	562
Jun 2019	5391	6285	6464	6532	5642	6527	6714	6801	09:46:00	465	16:12:00	554	10:52:00	512	16:12:00	569
Jul 2019	6323	7518	7721	7811	6530	7681	7883	7986	10:50:00	557	17:15:00	632	10:59:00	596	16:25:00	656
Aug 2019	6880	8037	8236	8326	6946	8095	8291	8395	10:37:00	654	15:54:00	710	10:36:00	661	15:53:00	699
Sep 2019	5091	5811	5934	5988	5404	6102	6225	6291	09:48:00	463	15:53:00	506	10:19:00	511	15:50:00	542
Oct 2019	4516	4978	5082	5122	4752	5187	5292	5342	10:51:00	417	15:34:00	449	11:00:00	460	14:39:00	489
Nov 2019	3726	4063	4145	4178	3836	4153	4239	4282	08:43:00	367	14:47:00	377	10:52:00	368	14:44:00	400
Dec 2019	3773	4069	4160	4203	3843	4129	4219	4272	11:00:00	377	14:45:00	400	11:00:00	399	14:45:00	417

Eastbound

	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
Date	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**
Jan 2019	1817	1938	1970	1991	1880	1999	2033	2055	10:41:00	155	15:52:00	237	10:57:00	168	15:49:00	246
Feb 2019	2092	2248	2284	2301	2149	2296	2335	2354	10:45:00	167	15:54:00	258	10:43:00	179	15:52:00	264
Mar 2019	2012	2197	2239	2256	2117	2296	2343	2365	10:09:00	170	16:10:00	227	10:30:00	187	16:08:00	235
Apr 2019	2587	2970	3038	3066	2698	3109	3180	3213	10:03:00	239	16:11:00	289	10:03:00	249	16:09:00	304
May 2019	2562	3013	3082	3114	2677	3124	3203	3247	09:52:00	236	16:21:00	288	10:02:00	244	16:21:00	304
Jun 2019	2448	2906	3006	3038	2608	3079	3189	3232	09:47:00	228	16:12:00	275	09:46:00	237	16:12:00	297
Jul 2019	2795	3450	3565	3604	2940	3571	3689	3736	10:24:00	229	16:25:00	314	10:27:00	238	16:25:00	348
Aug 2019	3070	3676	3777	3820	3098	3710	3813	3863	10:15:00	269	15:53:00	372	10:06:00	271	15:53:00	356
Sep 2019	2350	2707	2766	2792	2551	2907	2970	3005	09:48:00	231	16:16:00	240	10:08:00	248	15:57:00	279
Oct 2019	2141	2340	2391	2412	2254	2439	2493	2519	09:59:00	200	14:26:00	221	10:58:00	212	15:34:00	244
Nov 2019	1831	1969	2004	2023	1904	2036	2077	2101	10:50:00	162	16:00:00	209	10:52:00	181	16:00:00	221
Dec 2019	1841	1962	2010	2033	1883	2002	2051	2079	11:00:00	175	15:40:00	221	11:00:00	183	15:35:00	234

Westbound

	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
Date	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**
Jan 2019	1850	2020	2054	2070	1903	2060	2094	2111	08:43:00	194	12:01:00	174	10:54:00	192	12:01:00	195
Feb 2019	2155	2363	2403	2416	2188	2380	2419	2436	08:48:00	223	15:25:00	195	10:56:00	222	12:15:00	219
Mar 2019	2129	2355	2398	2415	2187	2401	2444	2466	08:42:00	234	15:26:00	194	08:42:00	225	12:53:00	202
Apr 2019	2842	3178	3239	3268	2941	3280	3338	3373	10:51:00	261	16:40:00	264	10:51:00	289	12:01:00	282
May 2019	2876	3282	3351	3390	3005	3409	3482	3528	10:59:00	266	15:52:00	265	11:00:00	299	12:01:00	292
Jun 2019	2943	3379	3458	3494	3034	3448	3525	3569	08:40:00	263	17:31:00	287	10:53:00	289	12:00:00	287
Jul 2019	3528	4069	4156	4208	3590	4110	4194	4249	10:59:00	334	17:33:00	345	10:59:00	362	12:03:00	351
Aug 2019	3810	4361	4459	4506	3848	4385	4478	4532	11:00:00	412	12:00:00	384	11:00:00	411	12:00:00	397
Sep 2019	2741	3104	3168	3195	2854	3195	3255	3286	10:52:00	243	15:28:00	274	10:52:00	279	12:00:00	276
Oct 2019	2375	2638	2691	2710	2498	2748	2799	2823	08:44:00	230	15:27:00	235	11:00:00	248	14:36:00	249
Nov 2019	1894	2095	2141	2155	1932	2117	2162	2182	08:43:00	216	14:56:00	180	08:40:00	203	14:45:00	184
Dec 2019	1932	2107	2150	2170	1961	2127	2168	2193	11:00:00	202	12:02:00	193	11:00:00	216	12:11:00	208

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
01/01/2019 00:00	01/01/2019 23:59	Holiday	-	Yes	Holiday
31/01/2019 15:00	01/02/2019 23:59	Special	-	Yes	Snow across the County, many roads difficult or impassable for a period.
19/04/2019 00:00	19/04/2019 23:59	Holiday	-	Yes	Holiday
22/04/2019 00:00	22/04/2019 23:59	Holiday	-	Yes	Holiday
06/05/2019 00:00	06/05/2019 23:59	Holiday	-	Yes	Holiday
27/05/2019 00:00	27/05/2019 23:59	Holiday	-	Yes	Holiday
26/08/2019 00:00	26/08/2019 23:59	Holiday	-	Yes	Holiday
25/12/2019 00:00	25/12/2019 23:59	Holiday	-	Yes	Holiday
26/12/2019 00:00	26/12/2019 23:59	Holiday	-	Yes	Holiday

Annex 1

Monthly Summary Report _REALTIME 000000000024 January to December 2018

Site Name 024
Site ID 000000000024
Grid 255861131785
Description Barnstaple....A361 Western Bypass South

Lanes Each Lane

Exclude data: None

All directions

	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
Date	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**
Jan 2018	17736	19645	19980	20370	16117	17804	18133	18512	07:47:00	2077	16:20:00	1795	07:57:00	1620	16:10:00	1572
Feb 2018	18395	20410	20775	21150	16738	18524	18886	19262	07:43:00	2044	16:26:00	1868	07:49:00	1598	16:23:00	1627
Mar 2018	18353	20363	20741	21121	16760	18560	18932	19312	07:46:00	2004	16:19:00	1782	07:53:00	1591	16:19:00	1552
Apr 2018	19686	21926	22340	22751	18068	20098	20504	20927	07:44:00	1933	16:33:00	1931	10:59:00	1620	16:29:00	1706
May 2018	20080	22484	22962	23387	18679	20901	21378	21809	07:44:00	2078	16:22:00	1949	07:57:00	1673	16:02:00	1751
Jun 2018	20815	23328	23835	24281	19229	21555	22055	22504	07:47:00	2240	16:13:00	1988	07:48:00	1797	16:13:00	1788
Jul 2018	20850	23471	24006	24464	19206	21603	22119	22587	07:41:00	2054	16:16:00	2000	10:49:00	1762	16:16:00	1773
Aug 2018	21026	23624	24138	24585	19604	21993	22493	22947	11:00:00	1962	16:31:00	2010	11:00:00	1928	12:00:00	1882
Sep 2018	20172	22556	22964	23401	18765	20933	21338	21782	07:47:00	2168	16:16:00	1947	07:53:00	1727	16:12:00	1768
Oct 2018	19785	22014	22441	22849	18194	20193	20609	21028	07:58:00	2005	16:20:00	1920	08:04:00	1601	15:53:00	1736
Nov 2018	19777	21831	22221	22630	18112	19958	20342	20745	07:45:00	2265	16:21:00	1896	08:01:00	1787	15:51:00	1705
Dec 2018	17663	19510	19908	20295	16454	18140	18530	18937	07:48:00	1748	15:31:00	1657	11:00:00	1547	12:23:00	1607

Southbound

	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
Date	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**
Jan 2018	8437	9412	9598	9774	7687	8537	8715	8889	07:45:00	826	16:13:00	1019	07:45:00	639	15:56:00	901
Feb 2018	8760	9781	9980	10147	8000	8891	9085	9256	07:44:00	810	16:06:00	1032	11:00:00	644	16:03:00	914
Mar 2018	8622	9633	9833	10003	7889	8785	8979	9152	07:44:00	809	16:03:00	975	11:00:00	663	16:03:00	854
Apr 2018	9310	10458	10688	10871	8614	9649	9869	10064	07:42:00	769	16:13:00	1046	11:00:00	748	16:04:00	945
May 2018	9525	10730	10979	11164	8840	9963	10210	10401	07:44:00	833	16:05:00	1066	11:00:00	747	16:01:00	967
Jun 2018	9786	11054	11328	11522	9101	10297	10567	10770	07:48:00	906	15:58:00	1057	11:00:00	800	15:58:00	971
Jul 2018	9760	11094	11376	11582	9061	10296	10566	10780	07:44:00	829	16:04:00	1072	11:00:00	806	15:54:00	964
Aug 2018	9802	11151	11422	11619	9180	10427	10688	10895	11:00:00	877	16:11:00	1074	11:00:00	862	16:00:00	976
Sep 2018	9514	10722	10932	11124	8922	10022	10228	10429	07:47:00	884	16:04:00	1049	10:55:00	776	16:03:00	962
Oct 2018	9334	10470	10694	10882	8634	9643	9857	10053	07:49:00	800	16:06:00	1042	11:00:00	739	15:52:00	958
Nov 2018	9296	10355	10567	10755	8576	9520	9724	9911	07:44:00	935	16:05:00	1045	07:45:00	733	15:51:00	958
Dec 2018	8307	9233	9444	9617	7752	8587	8790	8978	07:44:00	704	15:48:00	933	11:00:00	691	15:23:00	874

Northbound

	Monday - Friday				Monday - Sunday				Monday - Friday				Monday - Sunday			
Date	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**12Hr**	**16Hr**	**18Hr**	**24Hr**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**	**am Peak Hour**	**am Peak Flow**	**pm Peak Hour**	**pm Peak Flow**
Jan 2018	9298	10232	10382	10596	8430	9267	9418	9622	07:57:00	1262	16:28:00	785	08:03:00	994	12:00:00	720
Feb 2018	9635	10629	10794	11003	8738	9633	9800	10005	07:42:00	1234	16:40:00	857	08:03:00	974	12:07:00	738
Mar 2018	9731	10730	10908	11118	8871	9775	9954	10160	07:51:00	1201	16:31:00	824	08:04:00	967	12:24:00	766
Apr 2018	10377	11468	11652	11880	9454	10449	10635	10862	07:51:00	1170	16:39:00	896	08:00:00	941	12:00:00	853
May 2018	10555	11755	11983	12223	9839	10938	11168	11408	07:52:00	1249	16:37:00	895	08:00:00	1013	12:00:00	855
Jun 2018	11029	12274	12507	12758	10128	11258	11488	11735	07:47:00	1335	16:41:00	945	08:05:00	1084	12:00:00	856
Jul 2018	11090	12378	12629	12882	10146	11308	11553	11807	07:39:00	1231	16:40:00	951	07:54:00	981	12:00:00	912
Aug 2018	11225	12474	12716	12966	10424	11565	11805	12052	10:42:00	1093	12:00:00	993	10:42:00	1070	12:00:00	1001
Sep 2018	10658	11834	12032	12277	9843	10911	11111	11352	07:52:00	1288	16:41:00	921	08:09:00	1031	12:00:00	845
Oct 2018	10451	11544	11747	11967	9560	10550	10753	10975	08:01:00	1215	16:52:00	906	08:10:00	973	12:05:00	829
Nov 2018	10481	11476	11653	11875	9536	10437	10618	10835	08:04:00	1350	16:28:00	874	08:08:00	1083	12:00:00	810
Dec 2018	9355	10277	10464	10678	8703	9552	9741	9959	08:08:00	1071	12:00:00	812	08:09:00	868	12:00:00	839

Event key: QC failure | Atypical (QC) | Events | Special | Holiday | Offline | Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
01/01/2018 00:00	01/01/2018 23:59	Holiday	-	Yes	Holiday
01/03/2018 00:00	04/03/2018 23:59	Special	-	Yes	Snow. Significant snow fall made many roads impassable across the county.
17/03/2018 14:00	19/03/2018 23:59	Special	-	Yes	Snow. Significant snow fall affected many roads across the county.
30/03/2018 00:00	30/03/2018 23:59	Holiday	-	Yes	Holiday
02/04/2018 00:00	02/04/2018 23:59	Holiday	-	Yes	Holiday
07/05/2018 00:00	07/05/2018 23:59	Holiday	-	Yes	Holiday
28/05/2018 00:00	28/05/2018 23:59	Holiday	-	Yes	Holiday
27/08/2018 00:00	27/08/2018 23:59	Holiday	-	Yes	Holiday
25/12/2018 00:00	25/12/2018 23:59	Holiday	-	Yes	Holiday
26/12/2018 00:00	26/12/2018 23:59	Holiday	-	Yes	Holiday

Annex 1

Devon ATC

Report Id 136/23
Site Name Site 1 of 1
Description B3231 Saunton Road, 355m west of Broad Road
Direction Westbound

Monday 17 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	0	1	3	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	-	35.4	2.3
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	38	-
0200 - 0300	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	46.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	52.6	-
0500 - 0600	24	1	3	6	14	1	1	16	0	5	0	1	0	0	0	0	0	0	0	1	0	1	1	8	8	2	3	0	0	0	0	44.7	35.5	7.3
0600 - 0700	60	7	12	17	24	3	0	48	0	9	0	0	0	0	0	0	0	0	0	2	1	0	8	25	16	7	1	0	0	0	0	39.9	33.8	6.4
0700 - 0800	184	35	48	43	58	3	0	142	3	31	4	0	0	1	0	0	0	0	0	3	2	2	18	88	60	10	1	0	0	0	0	37.5	33.6	4.7
0800 - 0900	246	58	58	60	70	6	1	203	3	30	2	1	0	0	0	0	0	0	0	7	5	16	27	113	67	7	3	1	0	0	0	37.6	32.3	6.1
0900 - 1000	267	73	47	62	85	1	3	231	2	24	2	3	0	0	1	0	0	0	1	6	4	6	52	121	68	9	0	0	0	0	0	37.2	32.2	5.4
1000 - 1100	224	51	55	61	57	2	0	190	2	30	0	0	0	0	0	0	0	0	0	3	1	1	45	121	52	1	0	0	0	0	0	36	32.4	4
1100 - 1200	248	65	58	59	66	1	2	215	3	25	1	0	0	0	1	0	0	0	0	1	3	11	63	118	50	2	0	0	0	0	0	35.6	31.6	4.1
1200 - 1300	201	50	50	49	52	1	1	178	2	17	1	1	0	0	0	0	0	0	0	3	1	17	55	96	29	0	0	0	0	0	0	34.9	30.6	4.5
1300 - 1400	216	52	56	51	57	4	1	179	2	29	1	0	0	0	0	0	0	0	0	3	3	3	49	103	48	6	1	0	0	0	0	36.8	32.3	4.8
1400 - 1500	216	46	52	53	65	0	1	191	4	20	0	0	0	0	0	0	0	0	1	6	1	7	53	112	32	4	0	0	0	0	0	35.3	31.1	5.1
1500 - 1600	235	44	57	69	65	1	2	215	1	15	1	0	0	0	0	0	0	0	0	2	3	14	60	117	38	1	0	0	0	0	0	35.2	31.1	4.4
1600 - 1700	244	64	59	60	61	1	0	223	1	18	0	0	0	0	1	0	0	0	0	0	4	3	41	133	59	3	1	0	0	0	0	36.4	32.7	4
1700 - 1800	206	47	54	48	57	2	4	176	2	22	0	0	0	0	0	0	0	0	0	2	1	8	39	96	52	8	0	0	0	0	0	37	32.6	4.8
1800 - 1900	179	55	49	45	30	2	1	167	1	8	0	0	0	0	0	0	0	0	0	0	3	2	25	93	48	6	2	0	0	0	0	36.9	33.6	4.1
1900 - 2000	110	34	24	23	29	3	2	98	0	6	1	0	0	0	0	0	0	0	0	1	4	1	19	35	45	5	0	0	0	0	0	38	33.1	5.5
2000 - 2100	63	25	15	11	12	0	1	59	0	2	0	1	0	0	0	0	0	0	0	0	0	1	14	27	14	6	1	0	0	0	0	38.1	33.5	4.7
2100 - 2200	33	8	5	8	12	0	1	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	5	14	8	2	1	0	0	0	44.9	38.1	6.1
2200 - 2300	19	9	3	5	2	0	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	7	5	0	0	0	0	0	43.1	37.3	4.8
2300 - 0000	6	1	3	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	-	37.2	5.3
0700 - 1900	**2666**	**640**	**643**	**660**	**723**	**24**	**16**	**2310**	**26**	**269**	**12**	**5**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**36**	**31**	**90**	**527**	**1311**	**603**	**57**	**8**	**1**	**0**	**0**	**0**	**36.4**	**32.1**	**4.8**
0600 - 2200	**2932**	**714**	**699**	**719**	**800**	**30**	**20**	**2544**	**26**	**289**	**13**	**6**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**39**	**36**	**92**	**571**	**1403**	**692**	**83**	**12**	**2**	**0**	**0**	**0**	**36.6**	**32.3**	**4.9**
0600 - 0000	**2957**	**724**	**705**	**726**	**802**	**30**	**21**	**2567**	**26**	**290**	**13**	**6**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**39**	**36**	**92**	**572**	**1411**	**700**	**91**	**12**	**2**	**0**	**0**	**0**	**36.6**	**32.3**	**4.9**
0000 - 0000	**2989**	**726**	**709**	**736**	**818**	**31**	**22**	**2589**	**26**	**297**	**13**	**7**	**0**	**1**	**2**	**1**	**0**	**0**	**2**	**40**	**36**	**93**	**573**	**1421**	**712**	**93**	**16**	**3**	**0**	**0**	**0**	**36.7**	**32.4**	**5.0**

Annex 1

Tuesday 18 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	35.1	0.7
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	50.7	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.7	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	27	0	6	7	14	1	2	17	0	6	1	0	0	0	0	0	0	0	0	1	0	0	1	12	7	4	2	0	0	0	0	43.9	35.9	7.3
0600 - 0700	72	8	19	17	28	0	0	59	1	10	1	0	0	0	0	1	0	0	0	0	0	0	5	36	21	10	0	0	0	0	0	38.8	35	4.1
0700 - 0800	151	23	36	39	53	2	2	116	0	29	0	1	0	1	0	0	0	0	0	2	1	1	11	77	50	9	0	0	0	0	0	37.5	34	4.4
0800 - 0900	235	52	39	58	86	4	2	193	2	32	0	1	0	0	0	0	1	0	0	3	2	14	27	104	71	14	0	0	0	0	0	37.6	33	5.1
0900 - 1000	286	71	78	77	60	2	3	246	3	32	0	0	0	0	0	0	0	0	0	0	5	0	22	164	87	7	1	0	0	0	0	37	33.6	3.8
1000 - 1100	189	49	38	45	57	4	1	160	1	21	1	1	0	0	0	0	0	0	0	1	7	5	25	102	45	4	0	0	0	0	0	36.4	32.4	5
1100 - 1200	205	62	40	50	53	2	1	178	0	22	1	0	0	1	0	0	0	0	0	1	3	3	19	119	56	4	0	0	0	0	0	36.9	33.1	4
1200 - 1300	210	42	60	51	57	2	1	180	2	23	0	1	1	0	0	0	0	0	0	5	1	2	24	107	63	7	0	1	0	0	0	37.4	33.2	5.1
1300 - 1400	162	38	36	43	45	2	2	136	0	21	1	0	0	0	0	0	0	0	2	2	2	4	37	72	35	8	0	0	0	0	0	36.9	32.1	5.5
1400 - 1500	187	47	46	49	45	2	0	165	1	17	0	2	0	0	0	0	0	0	0	1	1	2	43	90	44	4	2	0	0	0	0	36.7	32.5	4.3
1500 - 1600	217	46	69	47	55	3	3	190	1	17	1	1	0	1	0	0	0	0	0	3	1	12	41	124	31	3	2	0	0	0	0	35.3	31.7	4.5
1600 - 1700	199	49	45	49	56	2	1	177	0	17	0	1	0	1	0	0	0	0	1	0	4	1	40	103	44	6	0	0	0	0	0	36.9	32.5	4.7
1700 - 1800	234	43	60	61	70	3	1	218	0	12	0	0	0	0	0	0	0	0	0	1	3	3	36	116	71	3	1	0	0	0	0	36.6	33	4.1
1800 - 1900	210	59	55	50	46	2	2	190	1	14	0	0	0	0	0	0	1	0	0	0	5	12	28	92	61	12	0	0	0	0	0	37.7	32.9	5.1
1900 - 2000	132	38	36	29	29	0	11	115	1	5	0	0	0	0	0	0	0	0	0	0	0	0	22	66	36	8	0	0	0	0	0	37.1	33.5	3.7
2000 - 2100	46	21	10	8	7	0	2	42	0	2	0	0	0	0	0	0	0	0	0	0	0	1	6	21	10	5	2	1	0	0	0	41	34.8	5.6
2100 - 2200	33	8	9	7	9	0	0	31	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	9	13	6	1	0	0	0	0	41.8	35.4	6.8
2200 - 2300	23	9	7	3	4	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	7	4	3	0	0	0	0	43.6	37.7	5.3
2300 - 0000	5	1	1	2	1	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	-	42.4	7.5
0700 - 1900	**2485**	**581**	**602**	**619**	**683**	**30**	**19**	**2149**	**11**	**257**	**4**	**8**	**1**	**4**	**0**	**0**	**2**	**0**	**3**	**19**	**35**	**59**	**353**	**1270**	**658**	**81**	**6**	**1**	**0**	**0**	**0**	**36.9**	**32.9**	**4.7**
0600 - 2200	**2768**	**656**	**676**	**680**	**756**	**30**	**32**	**2396**	**13**	**276**	**5**	**8**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**19**	**35**	**61**	**388**	**1402**	**738**	**110**	**9**	**2**	**0**	**0**	**0**	**37.0**	**33.0**	**4.7**
0600 - 0000	**2796**	**666**	**684**	**685**	**761**	**30**	**33**	**2422**	**13**	**277**	**5**	**8**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**19**	**35**	**61**	**389**	**1411**	**746**	**116**	**12**	**3**	**0**	**0**	**0**	**37.1**	**33.1**	**4.7**
0000 - 0000	**2827**	**667**	**692**	**693**	**775**	**31**	**35**	**2443**	**13**	**283**	**6**	**8**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**20**	**35**	**61**	**390**	**1425**	**754**	**120**	**14**	**4**	**0**	**0**	**0**	**37.1**	**33.1**	**4.8**

Annex 1

Wednesday 19 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.3	-
0300 - 0400	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	-	54.2	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	21	1	4	5	11	0	1	14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11	6	0	0	0	0	41.5	37.9	3.4
0600 - 0700	55	5	11	13	26	1	0	44	0	9	1	0	0	0	0	0	0	0	0	0	3	2	2	19	24	4	1	0	0	0	39.1	34.3	5.3
0700 - 0800	166	26	39	34	67	5	2	129	0	29	1	0	0	0	0	0	0	0	0	6	5	3	9	85	51	7	0	0	0	0	37.5	32.9	5.9
0800 - 0900	207	46	37	50	74	4	3	160	3	34	0	0	1	2	0	0	0	0	0	2	7	3	14	123	53	5	0	0	0	0	36.4	32.7	4.7
0900 - 1000	220	63	63	46	48	2	3	189	1	22	1	2	0	0	0	0	0	0	0	0	2	3	26	123	53	11	2	0	0	0	36.9	33.4	4.1
1000 - 1100	178	53	47	44	34	1	1	153	1	21	0	1	0	0	0	0	0	0	0	0	1	2	46	89	35	5	0	0	0	0	36.1	32.3	3.9
1100 - 1200	154	42	29	49	34	0	0	135	0	17	2	0	0	0	0	0	0	0	0	0	0	3	29	79	40	2	1	0	0	0	36.5	32.9	3.7
1200 - 1300	166	38	37	52	39	4	1	140	0	21	0	0	0	0	0	0	0	0	0	0	11	0	23	96	33	2	1	0	0	0	35.9	32	5.1
1300 - 1400	197	60	45	47	45	2	1	179	2	12	1	0	0	0	0	0	0	0	0	1	0	8	36	91	53	6	2	0	0	0	37.4	32.8	4.5
1400 - 1500	164	40	34	52	38	1	0	145	1	16	1	0	0	0	0	0	0	0	0	1	0	5	33	74	44	6	1	0	0	0	37	32.8	4.5
1500 - 1600	205	48	47	52	58	0	5	184	1	13	0	2	0	0	0	0	0	0	0	0	0	11	54	93	42	3	2	0	0	0	36.4	32	4.1
1600 - 1700	186	51	47	44	44	0	2	169	0	13	0	1	1	0	0	0	0	0	0	0	0	3	34	90	54	5	0	0	0	0	37	33.2	3.7
1700 - 1800	172	41	53	40	38	1	1	158	1	11	0	0	0	0	0	0	0	0	0	1	3	2	33	95	33	5	0	0	0	0	36.4	32.4	4.3
1800 - 1900	156	35	37	42	42	0	4	140	0	12	0	0	0	0	0	0	0	0	0	0	0	1	24	75	46	10	0	0	0	0	37.6	33.9	3.6
1900 - 2000	138	31	37	35	35	0	1	132	0	5	0	0	0	0	0	0	0	0	0	0	1	1	17	63	46	9	1	0	0	0	38.1	34.2	4.2
2000 - 2100	67	24	19	6	18	0	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9	26	26	6	0	0	0	0	38.7	34.6	3.9
2100 - 2200	30	6	7	13	4	0	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	17	6	2	3	0	0	0	43.6	35.3	5.1
2200 - 2300	20	6	7	5	2	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	4	1	0	0	0	41.8	37.1	4.6
2300 - 0000	7	1	0	4	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	0	0	0	-	33.4	7
0700 - 1900	**2171**	**543**	**515**	**552**	**561**	**20**	**23**	**1881**	**10**	**221**	**6**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**29**	**44**	**361**	**1113**	**537**	**67**	**9**	**0**	**0**	**0**	**0**	**36.7**	**32.8**	**4.4**
0600 - 2200	**2461**	**609**	**589**	**619**	**644**	**21**	**24**	**2148**	**10**	**241**	**7**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**33**	**47**	**391**	**1238**	**639**	**88**	**14**	**0**	**0**	**0**	**0**	**36.9**	**33.0**	**4.4**
0600 - 0000	**2488**	**616**	**596**	**628**	**648**	**21**	**24**	**2173**	**10**	**243**	**7**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**33**	**48**	**392**	**1249**	**646**	**94**	**15**	**0**	**0**	**0**	**0**	**37.0**	**33.0**	**4.5**
0000 - 0000	**2511**	**617**	**601**	**633**	**660**	**21**	**25**	**2188**	**10**	**250**	**7**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**33**	**48**	**392**	**1254**	**657**	**100**	**15**	**1**	**0**	**0**	**0**	**37.0**	**33.1**	**4.5**

Annex 1

Thursday 20 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.4	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	17	1	2	4	10	0	1	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6	3	0	1	0	0	0	42.7	37	5.4
0600 - 0700	54	4	12	13	25	0	1	44	0	8	0	1	0	0	0	0	0	0	0	0	0	1	1	17	24	9	2	0	0	0	0	40.9	36.8	4.1
0700 - 0800	145	27	36	31	51	0	2	114	0	26	2	1	0	0	0	0	0	0	0	0	0	0	5	69	62	7	2	0	0	0	0	38.5	35.3	3.3
0800 - 0900	198	32	40	53	73	0	1	156	2	36	2	1	0	0	0	0	0	0	0	0	0	0	29	76	80	13	0	0	0	0	0	37.9	34.5	3.6
0900 - 1000	213	55	66	36	56	0	1	177	1	32	1	1	0	0	0	0	0	0	0	0	0	1	22	105	71	12	2	0	0	0	0	37.9	34.4	3.6
1000 - 1100	219	64	36	49	70	2	1	188	5	20	1	2	0	0	0	0	0	0	0	2	18	2	33	103	56	4	1	0	0	0	0	36.7	31.8	5.6
1100 - 1200	201	49	57	54	41	1	0	179	0	20	0	1	0	0	0	0	0	0	0	1	2	0	33	117	42	6	0	0	0	0	0	36.1	32.6	3.9
1200 - 1300	225	59	46	60	60	4	2	198	1	19	1	0	0	0	0	0	0	0	0	2	1	3	40	123	48	7	1	0	0	0	0	36	32.6	4.2
1300 - 1400	173	59	33	39	42	3	1	152	0	16	1	0	0	0	0	0	0	0	0	1	6	1	28	88	44	4	1	0	0	0	0	36.1	32.5	4.7
1400 - 1500	206	71	51	40	44	1	4	178	1	18	1	2	1	0	0	0	0	0	1	0	1	1	27	124	45	6	1	0	0	0	0	36.7	33	4
1500 - 1600	164	38	33	49	44	3	3	148	0	9	1	0	0	0	0	0	0	0	0	2	3	3	27	81	40	7	1	0	0	0	0	37.1	32.6	5.1
1600 - 1700	199	38	47	62	52	2	0	184	0	11	0	2	0	0	0	0	0	0	0	0	9	0	33	103	49	5	0	0	0	0	0	36.8	32.4	4.6
1700 - 1800	201	58	53	47	43	2	1	187	1	10	0	0	0	0	0	0	0	0	0	2	1	2	39	96	53	5	2	1	0	0	0	36.6	32.9	4.6
1800 - 1900	206	47	51	52	56	3	2	188	0	13	0	0	0	0	0	0	0	0	1	0	7	6	29	85	70	8	0	0	0	0	0	37.6	33	5.2
1900 - 2000	143	27	37	38	41	1	3	130	0	9	0	0	0	0	0	0	0	0	0	1	0	1	12	72	43	12	1	1	0	0	0	37.8	34.5	4.4
2000 - 2100	90	40	12	14	24	0	1	85	1	3	0	0	0	0	0	0	0	0	0	0	0	1	16	34	26	10	2	0	1	0	0	40	34.8	5.5
2100 - 2200	36	8	7	12	9	0	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	11	1	1	0	0	0	0	37.8	33.7	4.5
2200 - 2300	22	6	3	7	6	0	1	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	8	7	5	1	0	0	0	0	41.4	37.2	4
2300 - 0000	6	2	1	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	-	40.6	7.1
0700 - 1900	**2350**	**597**	**549**	**572**	**632**	**21**	**18**	**2049**	**11**	**230**	**10**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**48**	**19**	**345**	**1170**	**660**	**84**	**11**	**1**	**0**	**0**	**0**	**37.1**	**33.1**	**4.5**
0600 - 2200	**2673**	**676**	**617**	**649**	**731**	**22**	**23**	**2343**	**13**	**250**	**10**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**48**	**22**	**381**	**1309**	**764**	**116**	**17**	**2**	**1**	**0**	**0**	**37.5**	**33.3**	**4.6**
0600 - 0000	**2701**	**684**	**621**	**657**	**739**	**22**	**24**	**2367**	**14**	**252**	**10**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**48**	**22**	**383**	**1318**	**771**	**123**	**20**	**2**	**1**	**0**	**0**	**37.5**	**33.4**	**4.6**
0000 - 0000	**2719**	**685**	**624**	**661**	**749**	**22**	**25**	**2380**	**14**	**256**	**10**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**48**	**22**	**383**	**1326**	**777**	**126**	**20**	**3**	**1**	**0**	**0**	**37.5**	**33.4**	**4.6**

Annex 1

Friday 21 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	-	36.6	1
0100 - 0200	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	35.3	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	31.6	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	43.1	-
0500 - 0600	20	1	2	5	12	0	1	13	1	4	1	0	0	0	0	0	0	0	0	0	0	0	1	9	6	2	2	0	0	0	40.9	36.4	5.2
0600 - 0700	44	4	8	14	18	3	1	31	0	8	0	0	0	1	0	0	0	0	1	1	1	0	3	17	15	6	0	0	0	0	40.1	34.1	7.1
0700 - 0800	166	28	35	52	51	1	2	132	0	27	4	0	0	0	0	0	0	0	0	2	0	2	11	71	72	6	2	0	0	0	38	34.6	4.2
0800 - 0900	209	45	39	54	71	1	1	167	4	33	3	0	0	0	0	0	0	0	0	1	2	8	10	99	78	9	2	0	0	0	37.5	34	4.4
0900 - 1000	278	73	70	69	66	5	6	239	0	27	0	1	0	0	0	0	0	0	0	2	11	7	25	152	76	5	0	0	0	0	36.9	32.6	4.9
1000 - 1100	187	43	49	51	44	3	0	161	0	23	0	0	0	0	0	0	0	0	0	2	5	2	34	85	54	5	0	0	0	0	36.8	32.6	4.9
1100 - 1200	178	50	35	47	46	4	1	153	2	17	1	0	0	0	0	0	0	0	0	2	2	4	19	85	58	7	1	0	0	0	37.7	33.3	4.8
1200 - 1300	203	46	37	61	59	0	1	186	1	15	0	0	0	0	0	0	0	0	1	0	0	2	38	121	40	1	0	0	0	0	36	32.4	3.6
1300 - 1400	212	52	62	57	41	1	2	187	1	21	0	0	0	0	0	0	0	0	0	1	0	7	37	121	42	3	1	0	0	0	36.6	32.5	3.8
1400 - 1500	191	56	44	49	42	2	0	168	2	17	2	0	0	0	0	0	0	0	0	8	0	5	38	96	37	6	1	0	0	0	35.8	31.6	5.4
1500 - 1600	202	42	50	69	41	1	3	183	0	14	0	0	0	1	0	0	0	0	0	0	1	1	26	115	53	5	1	0	0	0	36.9	33.3	3.5
1600 - 1700	184	49	33	54	48	0	1	175	0	8	0	0	0	0	0	0	0	0	0	0	1	3	29	99	47	4	0	1	0	0	36.7	33.3	3.8
1700 - 1800	193	50	42	51	50	1	0	173	1	18	0	0	0	0	0	0	0	0	1	0	0	4	31	97	49	10	1	0	0	0	36.9	33.3	4.3
1800 - 1900	185	48	48	52	37	0	2	174	1	8	0	0	0	0	0	0	0	0	0	0	0	0	18	95	66	6	0	0	0	0	37.8	34.2	3.5
1900 - 2000	143	45	37	36	25	0	0	134	3	6	0	0	0	0	0	0	0	0	0	0	0	5	19	80	29	6	2	2	0	0	36.6	33.5	4.5
2000 - 2100	85	35	23	15	12	0	1	77	0	7	0	0	0	0	0	0	0	0	0	0	0	4	12	44	21	3	0	1	0	0	37.4	33.2	4.5
2100 - 2200	75	18	19	12	26	0	0	72	0	3	0	0	0	0	0	0	0	0	0	0	0	1	12	35	21	5	1	0	0	0	38	33.8	4.4
2200 - 2300	53	10	8	16	19	0	0	52	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6	28	11	6	1	0	0	0	39.9	34.2	4.6
2300 - 0000	20	8	5	5	2	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6	10	1	1	0	0	0	38.9	35.7	4.1
0700 - 1900	**2388**	**582**	**544**	**666**	**596**	**19**	**19**	**2098**	**12**	**228**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**18**	**22**	**45**	**316**	**1236**	**672**	**67**	**9**	**1**	**0**	**0**	**0**	**37.0**	**33.1**	**4.4**
0600 - 2200	**2735**	**684**	**631**	**743**	**677**	**22**	**21**	**2412**	**15**	**252**	**10**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**	**23**	**55**	**362**	**1412**	**758**	**87**	**12**	**4**	**0**	**0**	**0**	**37.1**	**33.2**	**4.5**
0600 - 0000	**2808**	**702**	**644**	**764**	**698**	**22**	**21**	**2483**	**15**	**254**	**10**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**	**23**	**56**	**370**	**1446**	**779**	**94**	**14**	**4**	**0**	**0**	**0**	**37.1**	**33.2**	**4.5**
0000 - 0000	**2834**	**704**	**649**	**770**	**711**	**22**	**22**	**2499**	**16**	**261**	**11**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**19**	**23**	**56**	**371**	**1456**	**789**	**97**	**16**	**4**	**0**	**0**	**0**	**37.1**	**33.2**	**4.5**

Annex 1

Saturday 22 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	13	4	7	1	1	0	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	3	4	6	0	0	0	0	0	0	37.3	32.7	4.1
0100 - 0200	5	1	1	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	-	39.1	4.2
0200 - 0300	3	0	0	2	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	-	35.4	4.8
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	43.5	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	8	0	0	3	5	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	-	42	4.8
0600 - 0700	48	6	8	14	20	0	0	39	0	7	1	0	0	1	0	0	0	0	0	0	0	0	3	16	24	5	0	0	0	0	39.1	35.7	3.5
0700 - 0800	93	21	24	17	31	0	1	84	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9	46	29	6	3	0	0	0	37.7	34.8	3.9
0800 - 0900	199	32	33	70	64	4	2	172	2	19	0	0	0	0	0	0	0	0	2	3	1	5	17	104	57	7	1	1	0	1	0	37.7	33.5	5.9
0900 - 1000	193	42	42	62	47	1	1	167	2	22	0	0	0	0	0	0	0	0	0	0	1	4	24	102	55	5	2	0	0	0	0	36.9	33.4	4.1
1000 - 1100	242	67	56	63	56	5	6	220	0	10	0	1	0	0	0	0	0	0	0	4	1	4	58	125	45	4	1	0	0	0	0	35.6	32	4.4
1100 - 1200	192	41	45	45	61	0	2	181	0	9	0	0	0	0	0	0	0	0	0	0	0	2	33	105	47	4	1	0	0	0	0	36.6	33	3.4
1200 - 1300	206	58	40	54	54	2	2	183	0	17	0	0	0	2	0	0	0	0	0	2	1	3	34	120	39	7	0	0	0	0	0	36.3	32.6	4.3
1300 - 1400	198	55	37	54	52	0	5	181	0	10	0	1	1	0	0	0	0	0	3	1	1	2	35	102	53	1	0	0	0	0	0	36.8	32.3	4.6
1400 - 1500	150	36	35	42	37	0	1	138	0	11	0	0	0	0	0	0	0	0	0	1	0	0	22	77	45	3	1	1	0	0	0	36.8	33.5	4.1
1500 - 1600	184	42	49	45	48	1	0	172	0	11	0	0	0	0	0	0	0	0	1	2	0	12	53	84	30	2	0	0	0	0	0	35.3	31	4.7
1600 - 1700	29	24	3	1	1	1	0	28	0	0	0	0	0	0	0	0	0	0	0	1	0	8	15	3	2	0	0	0	0	0	0	30.2	26.6	4.3
1700 - 1800	7	2	0	4	1	3	0	4	0	0	0	0	0	0	0	0	0	0	3	2	0	0	2	0	0	0	0	0	0	0	0	-	12	9.8
1800 - 1900	6	2	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	0
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	0
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**1699**	**422**	**368**	**457**	**452**	**17**	**20**	**1536**	**4**	**117**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**15**	**16**	**5**	**40**	**302**	**868**	**402**	**39**	**9**	**2**	**0**	**1**	**0**	**36.6**	**32.5**	**5.1**
0600 - 2200	**1749**	**428**	**377**	**471**	**473**	**17**	**20**	**1577**	**4**	**124**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**17**	**16**	**5**	**40**	**305**	**884**	**426**	**44**	**9**	**2**	**0**	**1**	**0**	**36.7**	**32.5**	**5.1**
0600 - 0000	**1749**	**428**	**377**	**471**	**473**	**17**	**20**	**1577**	**4**	**124**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**17**	**16**	**5**	**40**	**305**	**884**	**426**	**44**	**9**	**2**	**0**	**1**	**0**	**36.7**	**32.5**	**5.1**
0000 - 0000	**1779**	**434**	**385**	**478**	**482**	**17**	**20**	**1601**	**4**	**130**	**1**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**17**	**16**	**5**	**40**	**308**	**892**	**436**	**49**	**13**	**2**	**0**	**1**	**0**	**36.8**	**32.6**	**5.2**

Annex 1

Sunday 23 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	-
0800 - 0900	8	0	0	3	5	1	0	7	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	-	4.5	1.9
0900 - 1000	9	2	2	3	2	1	1	7	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	0	-	7.1	16.5
1000 - 1100	22	2	6	5	9	5	1	16	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	2	0	0	0	0	11.8	8.6	12.8
1100 - 1200	23	4	6	3	10	1	1	21	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	1	1	0	0	0	0	1.9	5.5	12.8
1200 - 1300	22	10	8	3	1	5	0	17	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	1.1	1.1	0.2
1300 - 1400	5	1	1	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	0.7	0.1
1400 - 1500	10	1	4	2	3	2	1	7	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	-	0.9	0.2
1500 - 1600	13	4	4	2	3	4	1	8	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	1.5	2.3	3.9
1600 - 1700	13	5	0	6	2	1	0	12	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	2	61.1	14.4	34.1
1700 - 1800	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	0.9	-
1800 - 1900	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	8.6	-
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**128**	**30**	**32**	**29**	**37**	**22**	**5**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.3**	**14.2**
0600 - 2200	**128**	**30**	**32**	**29**	**37**	**22**	**5**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.3**	**14.2**
0600 - 0000	**128**	**30**	**32**	**29**	**37**	**22**	**5**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.3**	**14.2**
0000 - 0000	**129**	**30**	**32**	**30**	**37**	**22**	**5**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**119**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**	**2**	**5.8**	**5.4**	**14.1**

Annex 1

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	2	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	-	34	3.5
0100 - 0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	40	5.5
0200 - 0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	35.1	5.6
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	48.9	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.8	-
0500 - 0600	17	1	2	4	9	0	1	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	3	1	0	0	0	0	43.1	36.9	6.1
0600 - 0700	48	5	10	13	20	1	0	38	0	7	0	0	0	0	0	0	0	0	0	0	1	0	3	19	18	6	1	0	0	0	0	39.7	34.9	5.2
0700 - 0800	129	23	31	31	44	2	1	103	0	21	2	0	0	0	0	0	0	0	0	2	1	1	9	62	46	6	1	0	0	0	0	37.8	34.1	4.7
0800 - 0900	186	38	35	50	63	3	1	151	2	26	1	0	0	0	0	0	0	0	1	2	2	7	18	88	58	8	1	0	0	0	0	37.6	33.1	5.6
0900 - 1000	209	54	53	51	52	2	3	179	1	23	1	1	0	0	0	0	0	0	1	1	3	3	24	110	59	7	1	0	0	0	0	37	33.1	5
1000 - 1100	180	47	41	45	47	3	1	155	1	18	0	1	0	0	0	0	0	0	3	2	5	2	34	89	41	3	1	0	0	0	0	36.2	31.8	5.8
1100 - 1200	172	45	39	44	44	1	1	152	1	16	1	0	0	0	0	0	0	0	3	1	1	3	28	89	42	4	1	0	0	0	0	36.5	32.2	5.7
1200 - 1300	176	43	40	47	46	3	1	155	1	16	0	0	0	0	0	0	0	0	3	2	2	4	31	95	36	3	0	0	0	0	0	36.1	31.7	6.1
1300 - 1400	166	45	39	42	41	2	2	145	1	16	1	0	0	0	0	0	0	0	1	1	2	4	32	82	39	4	1	0	0	0	0	36.6	32.3	5.1
1400 - 1500	161	42	38	41	39	1	1	142	1	14	1	1	0	0	0	0	0	0	2	2	0	3	31	82	35	4	1	0	0	0	0	36.4	32.1	5.5
1500 - 1600	174	38	44	48	45	2	2	157	0	11	0	0	0	0	0	0	0	0	2	1	1	8	37	88	33	3	1	0	0	0	0	36	31.6	5.4
1600 - 1700	151	40	33	39	38	1	1	138	0	10	0	1	0	0	0	0	0	0	2	0	3	3	27	76	36	3	0	0	0	0	0	36.7	32.4	6
1700 - 1800	145	35	37	36	37	2	1	131	1	10	0	0	0	0	0	0	0	0	1	1	1	3	26	71	37	4	1	0	0	0	0	36.7	32.7	4.9
1800 - 1900	135	35	35	34	30	1	2	124	0	8	0	0	0	0	0	0	0	0	1	0	2	3	18	63	42	6	0	0	0	0	0	37.6	33.3	5
1900 - 2000	95	25	24	23	23	1	2	87	1	4	0	0	0	0	0	0	0	0	0	0	1	1	13	45	28	6	1	0	0	0	0	37.7	33.8	4.5
2000 - 2100	50	21	11	8	11	0	1	47	0	2	0	0	0	0	0	0	0	0	0	0	0	1	8	22	14	4	1	0	0	0	0	38.8	34	5.3
2100 - 2200	30	7	7	7	9	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	12	9	3	1	0	0	0	0	40.2	34.9	5.4
2200 - 2300	20	6	4	5	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	6	3	1	0	0	0	0	41.6	36.1	4.8
2300 - 0000	6	2	1	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	-	37	6.1
0700 - 1900	**1984**	**485**	**465**	**508**	**526**	**22**	**17**	**1732**	**11**	**189**	**6**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**20**	**16**	**24**	**42**	**315**	**995**	**505**	**57**	**8**	**1**	**0**	**0**	**0**	**36.8**	**32.5**	**5.5**
0600 - 2200	**2207**	**542**	**517**	**559**	**588**	**23**	**21**	**1932**	**12**	**205**	**7**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**26**	**45**	**343**	**1093**	**574**	**76**	**11**	**2**	**0**	**0**	**0**	**36.9**	**32.7**	**5.5**
0600 - 0000	**2232**	**550**	**523**	**566**	**594**	**23**	**21**	**1956**	**12**	**206**	**7**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**26**	**46**	**344**	**1103**	**581**	**80**	**12**	**2**	**0**	**0**	**0**	**37.0**	**32.7**	**5.5**
0000 - 0000	**2255**	**552**	**527**	**572**	**605**	**24**	**22**	**1972**	**12**	**211**	**7**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**21**	**17**	**26**	**46**	**345**	**1111**	**589**	**84**	**14**	**3**	**0**	**0**	**0**	**37.0**	**32.7**	**5.5**

Annex 1

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2989	726	709	736	818	31	22	2589	26	297	13	7	0	1	2	1	0	0	2	40	36	93	573	1421	712	93	16	3	0	0	0	36.7	32.4	5
Tue	2827	667	692	693	775	31	35	2443	13	283	6	8	1	4	0	1	2	0	4	20	35	61	390	1425	754	120	14	4	0	0	0	37.1	33.1	4.8
Wed	2511	617	601	633	660	21	25	2188	10	250	7	6	2	2	0	0	0	0	0	11	33	48	392	1254	657	100	15	1	0	0	0	37	33.1	4.5
Thu	2719	685	624	661	749	22	25	2380	14	256	10	11	1	0	0	0	0	0	2	11	48	22	383	1326	777	126	20	3	1	0	0	37.5	33.4	4.6
Fri	2834	704	649	770	711	22	22	2499	16	261	11	1	0	2	0	0	0	0	3	19	23	56	371	1456	789	97	16	4	0	0	0	37.1	33.2	4.5
Sat	1779	434	385	478	482	17	20	1601	4	130	1	2	1	3	0	0	0	0	17	16	5	40	308	892	436	49	13	2	0	1	0	36.8	32.6	5.2
Sun	129	30	32	30	37	22	5	102	0	0	0	0	0	0	0	0	0	0	119	2	1	0	0	0	0	1	3	1	0	0	2	5.8	5.4	14.1
	15788	**3863**	**3692**	**4001**	**4232**	**166**	**154**	**13802**	**83**	**1477**	**48**	**35**	**5**	**12**	**2**	**2**	**2**	**0**	**147**	**119**	**181**	**320**	**2417**	**7774**	**4125**	**586**	**97**	**18**	**1**	**1**	**2**	**37.0**	**32.7**	**5.5**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
	15788	**3863**	**3692**	**4001**	**4232**	**166**	**154**	**13802**	**83**	**1477**	**48**	**35**	**5**	**12**	**2**	**2**	**2**	**0**	**147**	**119**	**181**	**320**	**2417**	**7774**	**4125**	**586**	**97**	**18**	**1**	**1**	**2**	**37.0**	**32.7**	**5.5**

Annex 1

Devon ATC

Report Id 136/23
Site Name Site 1 of 1
Description B3231 Saunton Road, 355m west of Broad Road
Direction Eastbound

Monday 17 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	-	43	8.6
0100 - 0200	4	1	0	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	-	37.3	1.7
0200 - 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	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	-	45.4	14.2
0500 - 0600	10	1	3	2	4	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	0	1	0	0	0	-	36.5	4.8
0600 - 0700	25	3	4	5	13	1	0	22	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	9	9	4	1	1	0	0	41.2	36.7	6
0700 - 0800	79	13	12	28	26	0	0	68	4	7	0	0	0	0	0	0	0	0	0	0	1	1	4	43	22	7	1	0	0	0	37.8	34.2	4.2
0800 - 0900	108	28	25	27	28	0	1	90	0	15	1	1	0	0	0	0	0	0	0	0	0	0	10	49	42	6	1	0	0	0	37.9	34.7	3.5
0900 - 1000	156	29	54	28	45	1	0	137	0	15	2	1	0	0	0	0	0	0	0	0	1	2	30	74	44	4	1	0	0	0	36.7	33.1	3.7
1000 - 1100	191	54	49	40	48	1	1	167	3	18	0	0	0	0	1	0	0	0	0	0	5	7	39	104	33	3	0	0	0	0	35.6	31.7	4.3
1100 - 1200	209	52	46	55	56	4	0	177	1	26	1	0	0	0	0	0	0	0	0	0	5	15	47	100	37	4	1	0	0	0	35.7	31.4	4.8
1200 - 1300	221	45	62	58	56	2	1	188	1	28	1	0	0	0	0	0	0	0	0	3	2	4	40	131	39	2	0	0	0	0	35.6	31.9	4.3
1300 - 1400	216	67	49	52	48	0	0	192	2	21	1	0	0	0	0	0	0	0	0	0	0	12	53	117	33	1	0	0	0	0	35.1	31.7	3.5
1400 - 1500	230	59	49	60	62	2	1	197	4	25	0	1	0	0	0	0	0	0	1	0	10	4	49	126	35	5	0	0	0	0	35.2	31.5	4.7
1500 - 1600	267	76	60	51	80	2	0	232	3	27	2	0	0	0	1	0	0	0	0	8	9	9	45	146	46	4	0	0	0	0	35.4	31.3	5.2
1600 - 1700	297	87	64	71	75	5	3	258	2	29	0	0	0	0	0	0	0	0	0	2	12	20	47	143	69	3	0	1	0	0	36.1	31.5	5.3
1700 - 1800	247	84	53	65	45	2	1	224	2	17	0	0	1	0	0	0	0	0	0	2	1	7	37	142	54	4	0	0	0	0	35.9	32.4	4.1
1800 - 1900	188	64	42	54	28	7	1	163	2	15	0	0	0	0	0	0	0	0	0	2	9	6	38	67	58	8	0	0	0	0	37.6	32.3	5.7
1900 - 2000	180	54	37	48	41	0	3	161	1	15	0	0	0	0	0	0	0	0	0	0	0	2	22	96	54	6	0	0	0	0	37	33.7	3.5
2000 - 2100	164	52	30	50	32	2	2	147	0	13	0	0	0	0	0	0	0	0	0	1	1	0	19	89	47	7	0	0	0	0	37.5	33.5	3.9
2100 - 2200	56	24	12	11	9	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	16	9	2	2	0	0	42.3	36.7	5.3
2200 - 2300	32	12	11	7	2	1	1	26	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	10	13	6	0	1	0	0	43	36.4	6.5
2300 - 0000	13	7	3	1	2	0	2	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	6	2	0	0	0	0	41	35.3	4.8
0700 - 1900	**2409**	**658**	**565**	**589**	**597**	**26**	**9**	**2093**	**24**	**243**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**17**	**55**	**87**	**439**	**1242**	**512**	**51**	**4**	**1**	**0**	**0**	**0**	**36.1**	**32.0**	**4.7**
0600 - 2200	**2834**	**791**	**648**	**703**	**692**	**29**	**14**	**2479**	**25**	**273**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**18**	**57**	**89**	**483**	**1460**	**638**	**77**	**7**	**4**	**0**	**0**	**0**	**36.4**	**32.3**	**4.7**
0600 - 0000	**2879**	**810**	**662**	**711**	**696**	**30**	**17**	**2515**	**25**	**278**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**19**	**57**	**89**	**486**	**1473**	**657**	**85**	**7**	**5**	**0**	**0**	**0**	**36.4**	**32.4**	**4.7**
0000 - 0000	**2898**	**814**	**666**	**716**	**702**	**30**	**17**	**2529**	**25**	**283**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**19**	**57**	**89**	**487**	**1476**	**668**	**86**	**8**	**6**	**1**	**0**	**0**	**36.5**	**32.4**	**4.8**

Annex 1

Tuesday 18 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-	44.5	4.7
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	38.4	-
0200 - 0300	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	32.7	5.6
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	36.9	-
0500 - 0600	10	0	2	4	4	0	1	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	-	35	2.9
0600 - 0700	23	1	3	5	14	0	0	19	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	9	8	6	0	0	0	0	41.9	37.1	3.7
0700 - 0800	77	10	22	20	25	0	1	66	0	9	0	1	0	0	0	0	0	0	0	0	0	0	6	30	33	8	0	0	0	0	39.2	35.2	3.6
0800 - 0900	132	31	33	38	30	1	2	112	2	14	0	0	0	1	0	0	0	0	0	1	1	3	8	62	45	9	3	0	0	0	38.8	34.2	4.7
0900 - 1000	118	27	30	34	27	0	0	100	3	14	0	0	0	1	0	0	0	0	0	0	0	1	6	58	44	8	1	0	0	0	38.5	34.8	3.6
1000 - 1100	178	40	47	45	46	0	2	158	2	16	0	0	0	0	0	0	0	0	0	0	0	5	31	92	46	4	0	0	0	0	36.5	32.8	3.8
1100 - 1200	169	46	44	36	43	0	0	146	0	22	1	0	0	0	0	0	0	0	0	0	0	3	35	93	33	4	1	0	0	0	36	32.5	3.5
1200 - 1300	179	44	43	48	44	1	2	156	0	19	0	1	0	0	0	0	0	0	0	4	2	4	41	87	38	3	0	0	0	0	36.5	31.8	4.8
1300 - 1400	207	57	49	54	47	1	1	184	1	20	0	0	0	0	0	0	0	0	0	1	0	1	36	118	49	2	0	0	0	0	35.8	32.5	3.3
1400 - 1500	241	50	43	67	81	0	3	216	1	19	0	2	0	0	0	0	0	0	0	1	0	3	45	142	46	2	2	0	0	0	35.9	32.5	3.7
1500 - 1600	234	65	56	54	59	1	2	208	1	17	1	3	0	1	0	0	0	0	2	2	3	1	40	146	38	2	0	0	0	0	35.5	31.9	4.4
1600 - 1700	266	80	59	68	59	2	6	230	0	27	1	0	0	0	0	0	0	0	0	3	2	1	45	153	59	3	0	0	0	0	36.2	32.5	4
1700 - 1800	255	78	56	61	60	7	1	226	0	18	0	1	0	2	0	0	0	0	0	4	16	2	35	134	59	4	1	0	0	0	36.5	31.8	5.5
1800 - 1900	204	63	53	43	45	1	0	185	0	18	0	0	0	0	0	0	0	0	0	1	0	3	44	100	50	5	1	0	0	0	36.7	32.8	3.9
1900 - 2000	174	65	35	36	38	1	6	159	0	8	0	0	0	0	0	0	0	0	0	1	4	2	16	87	54	9	1	0	0	0	38.2	33.7	4.7
2000 - 2100	160	48	45	24	43	3	2	144	0	11	0	0	0	0	0	0	0	0	0	2	1	1	26	68	51	9	2	0	0	0	38	33.8	4.8
2100 - 2200	95	39	25	22	9	0	1	92	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8	32	33	15	4	1	0	0	41.6	36.2	5.2
2200 - 2300	20	7	4	4	5	0	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	5	0	0	0	0	41.1	38	2.7
2300 - 0000	8	3	3	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	1	0	-	39.9	7.1
0700 - 1900	**2260**	**591**	**535**	**568**	**566**	**14**	**20**	**1987**	**10**	**213**	**3**	**8**	**0**	**5**	**0**	**0**	**0**	**0**	**2**	**17**	**24**	**27**	**372**	**1215**	**540**	**54**	**9**	**0**	**0**	**0**	**0**	**36.5**	**32.7**	**4.3**
0600 - 2200	**2712**	**744**	**643**	**655**	**670**	**18**	**29**	**2401**	**10**	**237**	**3**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**20**	**29**	**32**	**422**	**1411**	**686**	**93**	**16**	**1**	**0**	**0**	**0**	**36.9**	**33.0**	**4.4**
0600 - 0000	**2740**	**754**	**650**	**661**	**675**	**18**	**32**	**2425**	**10**	**238**	**3**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**20**	**29**	**32**	**422**	**1414**	**704**	**99**	**16**	**1**	**1**	**0**	**0**	**36.9**	**33.0**	**4.5**
0000 - 0000	**2756**	**756**	**652**	**667**	**681**	**18**	**33**	**2438**	**10**	**240**	**3**	**8**	**0**	**6**	**0**	**0**	**0**	**0**	**2**	**20**	**29**	**32**	**423**	**1420**	**710**	**101**	**17**	**1**	**1**	**0**	**0**	**37.0**	**33.1**	**4.5**

Annex 1

Wednesday 19 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.9	-
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.5	-
0200 - 0300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.8	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	3	1	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	-	49.5	7.4
0500 - 0600	7	0	3	1	3	0	1	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	0	0	0	0	0	-	35.2	3
0600 - 0700	29	5	5	7	12	0	1	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	8	15	3	0	0	0	0	38.7	35.4	3.7
0700 - 0800	70	8	18	22	22	1	1	58	1	8	0	1	0	0	0	0	0	0	0	0	3	1	7	31	26	1	1	0	0	0	38.6	33.6	5.3
0800 - 0900	110	24	27	22	37	3	2	91	0	12	0	1	0	1	0	0	0	0	0	4	1	0	11	51	35	7	1	0	0	0	37.6	33.3	5.3
0900 - 1000	135	29	33	40	33	1	0	115	1	17	0	0	0	1	0	0	0	0	0	0	2	1	21	73	36	2	0	0	0	0	36.2	32.9	3.7
1000 - 1100	174	34	47	52	41	0	2	147	0	23	1	1	0	0	0	0	0	0	0	0	0	2	48	99	21	4	0	0	0	0	34.8	31.8	3.2
1100 - 1200	182	50	36	48	48	0	0	162	1	17	0	2	0	0	0	0	0	0	0	3	1	0	45	90	42	1	0	0	0	0	36	32.2	4.2
1200 - 1300	138	49	28	32	29	0	1	115	0	19	2	1	0	0	0	0	0	0	0	0	0	2	29	75	32	0	0	0	0	0	36.3	32.4	3.3
1300 - 1400	193	49	44	48	52	2	1	168	2	19	1	0	0	0	0	0	0	0	1	1	1	3	30	104	51	2	0	0	0	0	35.9	32.5	4
1400 - 1500	216	52	47	62	55	1	3	186	0	25	0	1	0	0	0	0	0	0	0	0	3	0	21	136	50	6	0	0	0	0	35.8	33	3.5
1500 - 1600	171	53	22	46	50	0	3	148	0	19	1	0	0	0	0	0	0	0	0	0	0	2	18	99	41	11	0	0	0	0	37.2	33.6	3.6
1600 - 1700	257	62	69	65	61	1	4	227	1	23	0	0	1	0	0	0	0	0	0	2	2	0	45	136	67	5	0	0	0	0	36.7	32.9	3.9
1700 - 1800	229	82	58	55	34	0	1	205	2	21	0	0	0	0	0	0	0	0	0	2	4	3	28	127	57	7	1	0	0	0	36.5	32.8	4.5
1800 - 1900	178	46	57	35	40	0	2	163	1	11	0	1	0	0	0	0	0	0	0	0	1	1	23	91	54	6	2	0	0	0	37.5	33.7	3.9
1900 - 2000	146	39	41	34	32	0	2	139	0	5	0	0	0	0	0	0	0	0	0	0	0	0	16	75	43	12	0	0	0	0	37.9	34.2	3.5
2000 - 2100	133	45	32	29	27	1	1	122	0	9	0	0	0	0	0	0	0	0	0	0	0	3	21	71	29	8	1	0	0	0	37.3	33.2	4.1
2100 - 2200	66	26	14	13	13	0	0	62	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7	24	24	10	1	0	0	0	40.6	35.3	4.2
2200 - 2300	32	11	6	5	10	0	2	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	8	7	9	3	1	1	0	45.5	38.7	7.2
2300 - 0000	6	1	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	-	36	4.6
0700 - 1900	**2053**	**538**	**486**	**527**	**502**	**9**	**20**	**1785**	**9**	**214**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**15**	**326**	**1112**	**512**	**52**	**5**	**0**	**0**	**0**	**0**	**36.5**	**32.9**	**4.0**
0600 - 2200	**2427**	**653**	**578**	**610**	**586**	**10**	**24**	**2133**	**10**	**234**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**18**	**373**	**1290**	**623**	**85**	**7**	**0**	**0**	**0**	**0**	**36.7**	**33.1**	**4.0**
0600 - 0000	**2465**	**665**	**586**	**617**	**597**	**10**	**26**	**2167**	**10**	**236**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**18**	**376**	**1301**	**632**	**95**	**10**	**1**	**1**	**0**	**0**	**36.8**	**33.1**	**4.1**
0000 - 0000	**2478**	**666**	**592**	**620**	**600**	**10**	**27**	**2176**	**10**	**239**	**5**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**12**	**18**	**18**	**379**	**1302**	**638**	**96**	**11**	**1**	**2**	**0**	**0**	**36.8**	**33.2**	**4.2**

Annex 1

Annex 1

Thursday 20 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	4	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	-	34.8	10
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	37.3	-
0200 - 0300	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	30.8	3
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-	38.3	-
0500 - 0600	9	0	3	4	2	0	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	0	0	0	0	0	-	35.6	3.7
0600 - 0700	18	2	2	7	7	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	1	0	0	0	0	39.3	36.8	2.6
0700 - 0800	72	11	23	20	18	0	0	62	1	8	0	1	0	0	0	0	0	0	0	0	0	1	8	24	31	6	2	0	0	0	39.1	35.5	4.4
0800 - 0900	110	27	31	37	15	0	2	97	1	7	2	1	0	0	0	0	0	0	0	0	0	0	11	53	39	7	0	0	0	0	38.7	34.4	3.4
0900 - 1000	142	36	31	37	38	0	2	117	3	17	1	2	0	0	0	0	0	0	0	1	1	1	21	67	47	3	1	0	0	0	36.7	33.2	4.1
1000 - 1100	177	50	31	40	56	2	0	143	2	28	0	1	0	1	0	0	0	0	0	0	4	0	32	93	44	4	0	0	0	0	36.4	32.6	4
1100 - 1200	159	39	44	37	39	0	0	141	0	17	0	1	0	0	0	0	0	0	0	0	1	4	23	92	35	4	0	0	0	0	35.8	32.5	3.6
1200 - 1300	202	51	42	59	50	6	2	173	1	20	0	0	0	0	0	0	0	0	0	5	2	0	51	118	23	2	1	0	0	0	34.8	31.4	4.5
1300 - 1400	184	45	50	41	48	5	2	155	1	20	1	0	0	0	0	0	0	0	0	4	8	4	25	87	51	5	0	0	0	0	36.5	32	5.7
1400 - 1500	197	34	55	67	41	3	1	167	2	23	0	1	0	0	0	0	0	0	0	1	2	1	37	106	47	1	2	0	0	0	36.1	32.6	4
1500 - 1600	206	55	43	60	48	2	0	180	0	22	1	1	0	0	0	0	0	0	0	1	2	1	21	122	50	8	1	0	0	0	36.8	33.4	4
1600 - 1700	279	62	88	56	73	6	0	237	3	30	2	0	0	1	0	0	0	0	0	6	3	3	51	132	76	8	0	0	0	0	36.8	32.4	4.9
1700 - 1800	216	69	54	51	42	4	2	193	1	16	0	0	0	0	0	0	0	0	0	2	7	9	19	109	63	5	2	0	0	0	36.6	32.8	5
1800 - 1900	219	57	43	72	47	3	2	198	0	16	0	0	0	0	0	0	0	0	8	2	5	1	22	121	51	8	0	1	0	0	36.6	32.1	6.5
1900 - 2000	141	44	41	27	29	1	1	133	0	4	0	2	0	0	0	0	0	0	0	0	2	0	6	71	55	6	1	0	0	0	38	34.6	3.7
2000 - 2100	196	39	58	62	37	0	1	189	0	6	0	0	0	0	0	0	0	0	0	0	0	0	33	112	41	10	0	0	0	0	37.2	33.2	3.6
2100 - 2200	98	34	22	21	21	0	1	94	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	17	34	33	6	1	0	1	0	38.6	33.7	5.5
2200 - 2300	48	16	18	6	8	0	2	42	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	13	19	12	1	1	0	0	0	42.4	37.5	4.8
2300 - 0000	17	1	7	5	4	1	1	14	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	7	5	0	0	0	0	0	42.5	36.2	7.2
0700 - 1900	**2163**	**536**	**535**	**577**	**515**	**31**	**13**	**1863**	**15**	**224**	**7**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**22**	**35**	**25**	**321**	**1124**	**557**	**61**	**9**	**1**	**0**	**0**	**0**	**36.6**	**32.7**	**4.8**
0600 - 2200	**2616**	**655**	**658**	**694**	**609**	**32**	**16**	**2296**	**15**	**238**	**7**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**22**	**37**	**31**	**377**	**1345**	**699**	**84**	**11**	**1**	**1**	**0**	**0**	**36.9**	**32.9**	**4.7**
0600 - 0000	**2681**	**672**	**683**	**705**	**621**	**33**	**19**	**2352**	**16**	**242**	**7**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**23**	**37**	**31**	**379**	**1362**	**725**	**101**	**12**	**2**	**1**	**0**	**0**	**37.0**	**33.0**	**4.8**
0000 - 0000	**2698**	**675**	**689**	**709**	**625**	**33**	**20**	**2366**	**16**	**244**	**7**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**8**	**23**	**37**	**32**	**381**	**1366**	**734**	**101**	**13**	**2**	**1**	**0**	**0**	**37.0**	**33.0**	**4.8**

Annex 1

Friday 21 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	35.1	3.9
0100 - 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	-	-	-
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	31.6	-
0300 - 0400	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	31.2	1.7
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	6	3	1	1	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	-	36.9	6.2
0600 - 0700	18	2	1	5	10	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	7	5	0	0	0	0	0	40.5	36.8	3.8
0700 - 0800	71	19	19	17	16	0	0	60	0	10	0	0	0	1	0	0	0	0	0	1	0	0	10	33	19	6	1	1	0	0	0	39.3	34.4	5.3
0800 - 0900	101	21	23	27	30	0	1	87	1	8	3	0	0	0	1	0	0	0	0	0	3	0	17	40	37	4	0	0	0	0	0	38.3	33.7	4.5
0900 - 1000	193	35	33	57	68	0	0	168	3	21	1	0	0	0	0	0	0	0	0	0	1	3	22	114	47	6	0	0	0	0	0	36.8	33.3	3.6
1000 - 1100	176	53	42	42	39	0	1	149	2	22	1	0	0	0	0	0	0	1	0	4	1	2	38	97	30	4	0	0	0	0	0	35.9	31.7	4.4
1100 - 1200	200	65	38	50	47	1	1	169	0	28	0	1	0	0	0	0	0	0	0	2	2	2	48	108	36	2	0	0	0	0	0	35.7	32.1	4
1200 - 1300	197	54	44	46	53	1	0	174	3	18	1	0	0	0	0	0	0	0	0	0	1	3	41	106	41	4	1	0	0	0	0	36.2	32.6	3.6
1300 - 1400	196	47	38	57	54	1	1	174	0	19	0	1	0	0	0	0	0	0	0	1	3	3	30	105	51	2	1	0	0	0	0	36.5	32.9	4.1
1400 - 1500	230	69	59	60	42	0	3	208	0	18	0	1	0	0	0	0	0	0	0	0	0	4	56	118	47	3	2	0	0	0	0	36.2	32.5	3.7
1500 - 1600	219	59	57	51	52	1	1	196	1	19	0	1	0	0	0	0	0	0	0	1	1	4	23	121	60	7	2	0	0	0	0	37.4	33.5	4.1
1600 - 1700	204	58	59	49	38	2	3	176	0	22	0	1	0	0	0	0	0	0	0	2	0	1	41	104	47	8	0	1	0	0	0	37	32.9	4.4
1700 - 1800	182	66	40	44	32	2	4	163	0	12	0	0	0	1	0	0	0	0	0	2	1	5	24	94	53	3	0	0	0	0	0	36.3	32.9	4.1
1800 - 1900	150	43	25	41	41	0	0	140	2	8	0	0	0	0	0	0	0	0	0	0	0	2	22	80	41	4	1	0	0	0	0	36.8	33.4	3.7
1900 - 2000	91	24	32	18	17	0	1	82	0	8	0	0	0	0	0	0	0	0	0	0	0	1	6	56	25	3	0	0	0	0	0	37.3	33.8	3.2
2000 - 2100	85	27	24	19	15	0	1	81	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11	41	29	3	1	0	0	0	0	38.6	34	3.9
2100 - 2200	81	27	15	23	16	0	1	74	1	4	0	0	0	1	0	0	0	0	0	0	0	0	7	13	28	24	8	0	1	0	0	38.7	33.5	5.5
2200 - 2300	70	18	19	12	21	0	4	65	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	25	23	6	2	0	0	0	0	39.3	34.2	4.8
2300 - 0000	42	17	7	14	4	0	0	39	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	19	9	6	3	0	0	0	0	42	35.5	5.5
0700 - 1900	**2119**	**589**	**477**	**541**	**512**	**8**	**15**	**1864**	**12**	**205**	**6**	**5**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**29**	**372**	**1120**	**509**	**53**	**8**	**2**	**0**	**0**	**0**	**36.6**	**32.9**	**4.1**
0600 - 2200	**2394**	**669**	**549**	**606**	**570**	**8**	**18**	**2119**	**13**	**220**	**6**	**5**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**37**	**403**	**1250**	**594**	**72**	**9**	**3**	**0**	**0**	**0**	**36.7**	**33.0**	**4.1**
0600 - 0000	**2506**	**704**	**575**	**632**	**595**	**8**	**22**	**2223**	**13**	**224**	**6**	**5**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**37**	**422**	**1294**	**626**	**84**	**14**	**3**	**0**	**0**	**0**	**36.8**	**33.1**	**4.2**
0000 - 0000	**2517**	**707**	**577**	**634**	**599**	**8**	**22**	**2230**	**13**	**228**	**6**	**5**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**13**	**13**	**37**	**423**	**1299**	**628**	**87**	**14**	**3**	**0**	**0**	**0**	**36.8**	**33.1**	**4.2**

Annex 1

Saturday 22 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	5	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	-	36.3	4.4
0100 - 0200	9	4	2	2	1	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	0	0	0	0	-	40.2	3.8
0200 - 0300	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	-	40.2	0.2
0300 - 0400	3	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	-	34.9	5.8
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	36.1	-
0500 - 0600	4	1	1	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	-	33.9	3.1
0600 - 0700	6	1	1	3	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	-	35.5	4.1
0700 - 0800	44	16	8	9	11	0	0	39	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	17	20	4	2	0	0	0	0	39.8	36.3	4.2
0800 - 0900	91	16	19	20	36	1	0	79	2	8	1	0	0	0	0	0	0	0	0	0	6	0	15	30	31	5	4	0	0	0	0	38.5	33.5	6
0900 - 1000	152	36	28	43	45	1	2	130	0	19	0	0	0	0	0	0	0	0	0	1	0	7	25	70	45	4	0	0	0	0	0	37.2	33	4.2
1000 - 1100	171	32	40	42	57	2	1	153	0	15	0	0	0	0	0	0	0	0	0	1	4	6	36	84	39	1	0	0	0	0	0	36.3	31.8	4.6
1100 - 1200	203	66	41	53	43	1	0	184	0	18	0	0	0	0	0	0	0	0	0	0	1	3	50	114	33	2	0	0	0	0	0	35.8	32	3.5
1200 - 1300	209	47	66	60	36	3	0	185	1	19	0	0	0	1	0	0	0	0	0	1	6	0	32	125	41	4	0	0	0	0	0	35.7	32.3	4.2
1300 - 1400	174	35	55	50	34	2	0	165	1	6	0	0	0	0	0	0	0	0	0	2	0	2	12	108	49	1	0	0	0	0	0	36.1	33.2	3.6
1400 - 1500	183	49	49	47	38	0	3	160	0	20	0	0	0	0	0	0	0	0	0	0	1	2	39	95	41	5	0	0	0	0	0	36.2	32.5	4
1500 - 1600	219	54	50	62	53	0	1	207	1	10	0	0	0	0	0	0	0	0	0	0	0	2	31	134	45	7	0	0	0	0	0	36	33.1	3.3
1600 - 1700	92	42	40	8	2	0	0	48	0	44	0	0	0	0	0	0	0	0	0	0	0	0	2	16	22	13	13	10	8	6	2	56.9	44.4	10.1
1700 - 1800	25	2	5	5	13	0	0	16	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4	1	0	0	11	98	63.4	23.1
1800 - 1900	49	32	11	4	2	0	0	28	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	38	120.5	91.2	26
1900 - 2000	4	0	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	-	85.1	43.4
2000 - 2100	24	3	7	7	7	0	0	15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	11	1	1	0	3	60.8	49.4	9.7
2100 - 2200	24	12	6	2	4	0	0	13	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	2	2	4	1	4	68.2	52.2	15.1
2200 - 2300	17	5	4	3	5	0	0	6	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	9	1	1	58.7	55.6	6.1
2300 - 0000	3	0	2	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	-	47.8	3.5
0700 - 1900	**1612**	**427**	**412**	**403**	**370**	**10**	**7**	**1394**	**5**	**193**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**243**	**793**	**366**	**55**	**24**	**12**	**12**	**9**	**51**	**38.0**	**35.7**	**12.9**
0600 - 2200	**1670**	**443**	**427**	**416**	**384**	**10**	**7**	**1427**	**5**	**218**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**243**	**795**	**376**	**68**	**37**	**16**	**18**	**10**	**59**	**38.9**	**36.2**	**13.5**
0600 - 0000	**1690**	**448**	**433**	**420**	**389**	**10**	**7**	**1434**	**5**	**231**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**243**	**795**	**376**	**70**	**39**	**21**	**27**	**11**	**60**	**39.3**	**36.4**	**13.5**
0000 - 0000	**1714**	**455**	**443**	**424**	**392**	**10**	**7**	**1456**	**5**	**233**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**18**	**22**	**245**	**798**	**388**	**75**	**41**	**21**	**27**	**11**	**60**	**39.5**	**36.4**	**13.5**

Annex 1

Sunday 23 April 2023

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	-	46.8	0
0100 - 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	-	-	-
0200 - 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	-	-	-
0300 - 0400	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-	42.6	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	-	51.3	9.3
0600 - 0700	4	0	1	1	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	-	61.9	13.5
0700 - 0800	13	1	0	4	8	0	1	5	0	6	0	0	1	0	0	0	0	0	0	0	0	1	2	1	0	0	0	5	1	3	68.5	53.6	21.7
0800 - 0900	41	3	7	14	17	0	0	22	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	6	11	11	2	5	62.5	55.2	13
0900 - 1000	56	13	14	7	22	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	10	13	2	20	72.1	59.8	11.8
1000 - 1100	101	28	19	28	26	0	0	43	0	57	0	0	1	0	0	0	0	0	0	0	0	0	1	6	12	6	25	19	9	6	17	68.1	52.6	13.7
1100 - 1200	157	32	36	41	48	0	0	97	0	58	0	0	2	0	0	0	0	0	0	0	1	8	1	14	12	35	28	27	12	6	13	58.9	47.2	13.6
1200 - 1300	86	39	35	11	1	0	0	39	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10	11	11	13	11	5	22	90.5	60.7	24
1300 - 1400	7	1	1	2	3	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	-	78.9	7.3
1400 - 1500	25	4	5	12	4	0	0	14	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	19	77.6	71.4	9
1500 - 1600	63	24	10	7	22	0	0	20	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	7	53	96.8	78.5	14.6
1600 - 1700	50	22	15	11	2	0	0	18	0	32	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	47	105.1	86.4	21.1
1700 - 1800	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-	80.7	6.3
1800 - 1900	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-	83.6	-
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	**602**	**170**	**142**	**137**	**153**	**0**	**1**	**291**	**0**	**306**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**58**	**78**	**82**	**64**	**35**	**208**	**81.9**	**60.0**	**20.4**
0600 - 2200	**606**	**170**	**143**	**138**	**155**	**0**	**1**	**294**	**0**	**307**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**58**	**78**	**84**	**64**	**35**	**210**	**81.7**	**60.0**	**20.3**
0600 - 0000	**606**	**170**	**143**	**138**	**155**	**0**	**1**	**294**	**0**	**307**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**58**	**78**	**84**	**64**	**35**	**210**	**81.7**	**60.0**	**20.3**
0000 - 0000	**612**	**174**	**145**	**138**	**155**	**0**	**1**	**298**	**0**	**309**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**4**	**25**	**36**	**60**	**81**	**84**	**65**	**35**	**210**	**81.4**	**59.9**	**20.3**

Annex 1

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	3	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	-	38.8	7.7
0100 - 0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	38.9	3.2
0200 - 0300	1	1	0	0	0	0	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	-	33.5	5
0300 - 0400	1	0	1	0	0	0	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	-	34.9	-
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	43.8	8.9
0500 - 0600	7	1	2	2	2	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	-	36.3	5.2
0600 - 0700	18	2	2	5	8	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5	8	3	0	0	0	0	0	40.7	37.2	6.5
0700 - 0800	61	11	15	17	18	0	0	51	1	7	0	0	0	0	0	0	0	0	0	0	1	1	5	26	22	5	1	0	1	0	0	39.2	35.3	6.7
0800 - 0900	99	21	24	26	28	1	1	83	1	12	1	0	0	0	0	0	0	0	0	1	2	0	10	41	33	6	2	2	2	0	1	39.1	35.2	7.4
0900 - 1000	136	29	32	35	40	0	1	114	1	19	1	0	0	0	0	0	0	0	0	0	1	2	18	65	38	4	2	1	2	0	3	37.7	34.9	7.8
1000 - 1100	167	42	39	41	45	1	1	137	1	26	0	0	0	0	0	0	0	0	0	1	2	3	32	82	32	4	4	3	1	1	2	37.4	33.8	8
1100 - 1200	183	50	41	46	46	1	0	154	0	27	0	1	0	0	0	0	0	0	0	1	2	5	36	87	33	7	4	4	2	1	2	37.7	33.9	7.8
1200 - 1300	176	47	46	45	38	2	1	147	1	24	1	0	0	0	0	0	0	0	0	2	2	2	33	92	32	4	2	2	2	1	3	36.7	34.1	10.5
1300 - 1400	168	43	41	43	41	2	1	149	1	15	0	0	0	0	0	0	0	0	0	1	2	4	27	91	41	2	0	0	0	0	1	36.1	32.7	5.5
1400 - 1500	189	45	44	54	46	1	2	164	1	20	0	1	0	0	0	0	0	0	0	0	2	2	35	103	38	3	1	0	0	0	3	36.1	33.2	6.7
1500 - 1600	197	55	43	47	52	1	1	170	1	22	1	1	0	0	0	0	0	0	0	2	2	3	25	110	40	6	0	0	0	1	8	36.9	34.8	10.9
1600 - 1700	206	59	56	47	44	2	2	171	1	30	0	0	0	0	0	0	0	0	0	0	2	3	4	33	98	49	6	2	2	1	1	7	37.7	35	12
1700 - 1800	165	55	38	40	32	2	1	147	1	13	0	0	0	0	0	0	0	0	0	0	2	4	4	20	87	41	5	1	0	0	2	36.6	33.3	7.5
1800 - 1900	141	44	33	36	29	2	1	125	1	13	0	0	0	0	0	0	0	0	1	1	2	2	21	66	36	4	1	0	1	0	6	37.7	35.7	14.8
1900 - 2000	105	32	27	23	23	0	2	96	0	6	0	0	0	0	0	0	0	0	0	0	1	1	9	55	33	5	0	0	0	0	0	37.9	34.3	6
2000 - 2100	109	31	28	27	23	1	1	100	0	7	0	0	0	0	0	0	0	0	0	0	0	1	16	54	28	6	2	0	0	0	0	38.1	34	5.2
2100 - 2200	60	23	13	13	10	0	0	56	0	3	0	0	0	0	0	0	0	0	0	0	0	2	7	20	19	8	1	1	1	0	1	41	35.9	7.4
2200 - 2300	31	10	9	5	7	0	1	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	8	11	6	1	1	1	0	0	43.4	37.9	7.6
2300 - 0000	13	4	3	4	2	0	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	2	1	0	0	0	0	42.7	36.5	6.2
0700 - 1900	**1888**	**501**	**450**	**477**	**459**	**14**	**12**	**1611**	**11**	**228**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**12**	**23**	**31**	**297**	**947**	**433**	**55**	**20**	**14**	**11**	**6**	**37**	**37.2**	**34.2**	**9.4**
0600 - 2200	**2180**	**589**	**521**	**546**	**524**	**15**	**16**	**1878**	**11**	**247**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**13**	**25**	**34**	**329**	**1082**	**522**	**77**	**24**	**16**	**12**	**6**	**38**	**37.5**	**34.3**	**9.0**
0600 - 0000	**2224**	**603**	**533**	**555**	**533**	**16**	**18**	**1916**	**11**	**251**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**13**	**25**	**34**	**333**	**1095**	**537**	**85**	**25**	**17**	**13**	**7**	**39**	**37.6**	**34.4**	**9.0**
0000 - 0000	**2239**	**607**	**538**	**558**	**536**	**16**	**18**	**1928**	**11**	**254**	**4**	**5**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**13**	**25**	**34**	**335**	**1098**	**543**	**87**	**26**	**17**	**14**	**7**	**39**	**37.6**	**34.4**	**9.0**

Annex 1

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	2898	814	666	716	702	30	17	2529	25	283	8	3	1	0	1	1	0	0	1	19	57	89	487	1476	668	86	8	6	1	0	0	36.5	32.4	4.8
Tue	2756	756	652	667	681	18	33	2438	10	240	3	8	0	6	0	0	0	0	2	20	29	32	423	1420	710	101	17	1	1	0	0	37	33.1	4.5
Wed	2478	666	592	620	600	10	27	2176	10	239	5	8	1	2	0	0	0	0	1	12	18	18	379	1302	638	96	11	1	2	0	0	36.8	33.2	4.2
Thu	2698	675	689	709	625	33	20	2366	16	244	7	10	0	2	0	0	0	0	8	23	37	32	381	1366	734	101	13	2	1	0	0	37	33	4.8
Fri	2517	707	577	634	599	8	22	2230	13	228	6	5	0	3	1	0	0	1	0	13	13	37	423	1299	628	87	14	3	0	0	0	36.8	33.1	4.2
Sat	1714	455	443	424	392	10	7	1456	5	233	1	0	0	2	0	0	0	0	0	5	18	22	245	798	388	75	41	21	27	11	60	39.5	36.4	13.5
Sun	612	174	145	138	155	0	1	298	0	309	0	0	4	0	0	0	0	0	1	0	1	9	4	25	36	60	81	84	65	35	210	81.4	59.9	20.3
	15673	**4247**	**3764**	**3908**	**3754**	**109**	**127**	**13493**	**79**	**1776**	**30**	**34**	**6**	**15**	**2**	**1**	**0**	**1**	**13**	**92**	**173**	**239**	**2342**	**7686**	**3802**	**606**	**185**	**118**	**97**	**46**	**270**	**37.6**	**34.4**	**9.0**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
	15673	**4247**	**3764**	**3908**	**3754**	**109**	**127**	**13493**	**79**	**1776**	**30**	**34**	**6**	**15**	**2**	**1**	**0**	**1**	**13**	**92**	**173**	**239**	**2342**	**7686**	**3802**	**606**	**185**	**118**	**97**	**46**	**270**	**37.6**	**34.4**	**9.0**

Annex 2 – TEMPro growth factors

Growth Factors

Factors	Growth factor ***
AAWT* 2022 to 2025	1.0481
AADT** 2022 to 2025	1.0484

Notes:

*	AAWT (annual average weekday traffic flows)
**	AADT (annual average daily traffic flows)
***	Growth factors derived from Tempro version 7.2 using car driver for the North Devon area and applying NTM AF15 all

Annex 3 – Summary of future year traffic flows

Annex 3

				2022 Baseline June 24 hour daily traffic flows		2022 Baseline June weekday 18 hour traffic flows		2022 Baseline Annual Average 24 hour daily traffic flows		2022 Baseline Annual Average weekday 18 hour traffic flows		2022 Baseline August 24 hour daily traffic flows		2022 Baseline August weekday 18 hour traffic flows		2025 Forecast Annual Average 24 hour daily traffic flows (AADT)		2025 Forecast Annual Average weekday 18 hour traffic flows (AAWT)	
Link number	**Link description**	**Data source**	**Seasonality factor**	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs	All vehicles	HGVs
1	B3231 west of the CCS	Commisioned ATC Site 3	B3231	6732	42	6501	52	5817	36	5617	45	8310	52	8025	64	6098	38	5888	47
2	B3231 east of the CCS	Commisioned ATC Site 3	B3231	6732	42	6501	52	5817	36	5617	45	8310	52	8025	64	6098	38	5888	47
3	Blind Acres Lane to Moor Lane	Commisioned ATC Site 1	B3231	172	0	178	1	149	0	154	1	212	0	220	1	156	0	162	1
4	Moor Lane	Commisioned ATC Site 2	B3231	335	2	335	4	289	2	290	3	414	2	414	4	303	2	304	3
5	Sandy Lane south of Moor Lane	Commisioned ATC Site 4	B3231	453	6	409	7	391	5	353	6	559	7	505	8	410	5	370	6
6	A361 south of B3231 to link 11	Commisioned ATC Site 7	A361	14773	198	14872	226	13696	184	13788	209	15064	202	15165	230	14358	192	14451	219
7	Unnamed road to Yelland Substation	Commisioned ATC Site 8	A361	515	53	595	74	477	49	552	69	525	54	607	75	501	52	579	72
8	B3233 east of link 7	Commisioned ATC Site 10	A361	7046	57	7200	75	6532	53	6674	69	7185	58	7341	76	6848	55	6996	72
9	B3233 west of link 7	Commisioned ATC Site 9	A361	5428	40	5603	52	5032	37	5195	48	5535	41	5714	53	5276	39	5445	51
10	A3125 south of B3233	Commisioned ATC Site 11	A361	16720	116	16855	125	15501	108	15626	116	17049	118	17187	127	16251	113	16377	121
11	Vellator Way to Sandy Lane	Commissioned ATC site 5	B3231	498	8	430	9	430	7	372	7	615	10	531	11	451	7	390	8
12	A361 south of link 11	Commisioned ATC Site 7	A361	14773	198	14872	226	13696	184	13788	209	15064	202	15165	230	14358	192	14451	219

Annex 4 – Collision rate derivation

Annex 4

Link	Description of links	Link Length (Miles)	Road Type	Number of recorded collisions (2016-2020)				Annual Average Daily Traffic Flows	Calculated collision rate (per billion vehicle miles)	UK Average collision rate (per billion vehicle miles)
				Fatal	Serious	Slight	Total			
1	B3231 west of the CCS	1	RO (Rural Other)	0	0	2	2	5817	188	328
2	B3231 east of the CCS	1.5	UO (Urban Other)	0	4	4	8	5817	502	591
3	Blind Acres Lane to Moor Lane	0.8	RO (Rural Other)	0	0	0	0	149	n/a	328
4	Moor Lane	0.8	RO (Rural Other)	0	0	0	0	289	n/a	328
5	Sandy Lane south of Moor Lane	0.5	RO (Rural Other)	0	0	0	0	391	n/a	328
6	A361 south of B3231 to link 11	0.5	UA (Urban A)	0	4	4	8	13696	640	717
7	Unnamed road to Yelland Substation	0.4	RO (Rural Other)	0	0	0	0	477	n/a	328
8	B3233 east of link 7	3.5	UO (Urban Other)	0	5	29	34	6532	814	591
9	B3233 west of link 7	2.9	RO (Rural Other)	0	3	12	15	5032	563	328
10	A3125 south of B3233	0.7	UA (Urban A)	0	0	3	3	15501	151	717
11	Vellator Way to Sandy Lane	2.1	UO (Urban Other)	0	0	0	0	430	n/a	591
12	A361 south of link 11 to Chivenor Cross	1	RA (Rural A)	0	4	7	11	13696	440	207
	A361 from Chivenor Cross to B3149	2.9	RA (Rural A)	1	3	12	16	13696	221	207
	A361 from B3149 to A39	1.7	UO (Urban Other)	0	2	17	19	13696	447	591

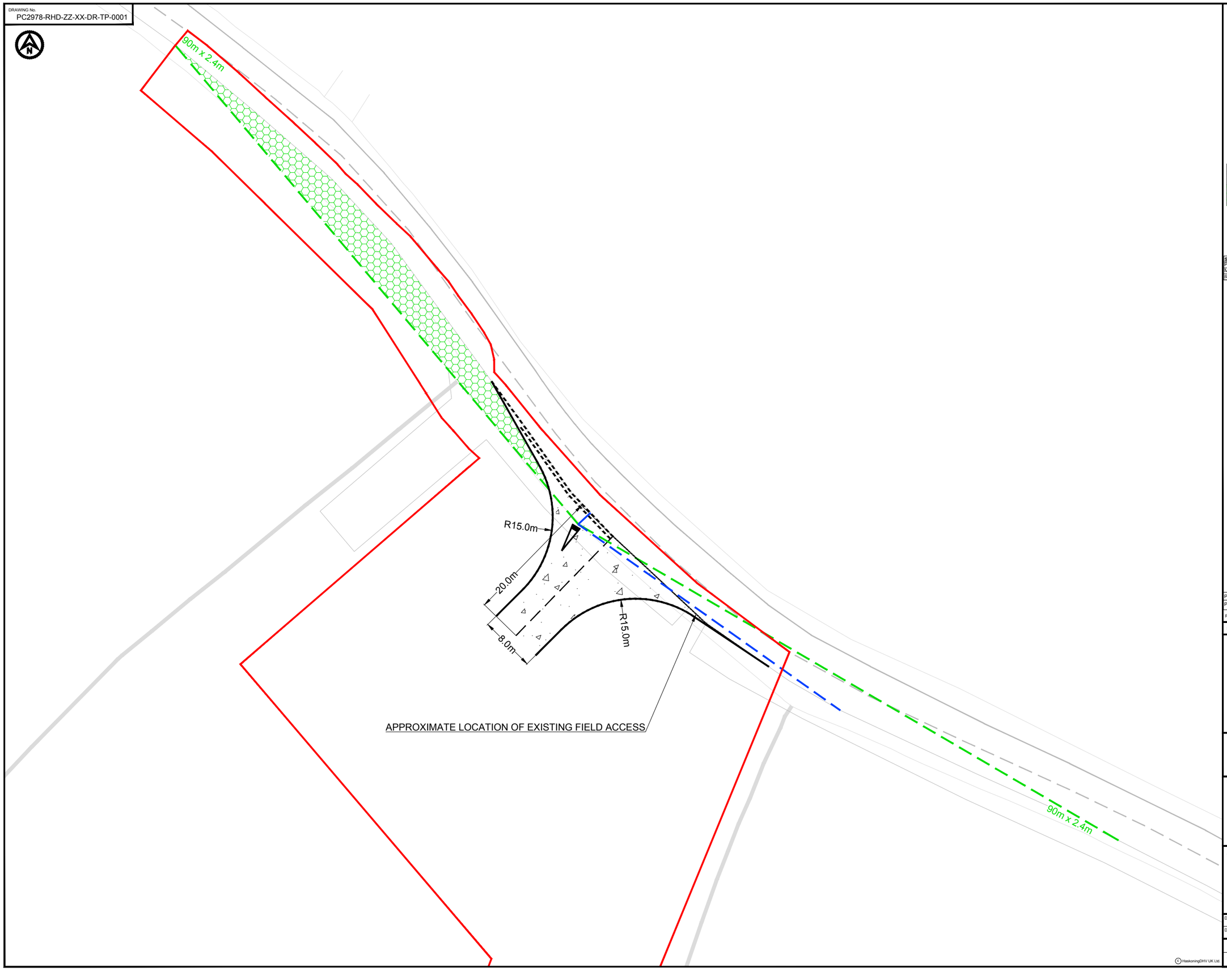
Study time period	
Start date	01/01/2016
End date	31/12/2020
Number of days	1826

Road Type	National average collision rates per road type (per billion vehicle miles)
RA (Rural A)	207
UA (Urban A)	717
RO (Rural Other)	328
UO (Urban Other)	591

Calculated rate greater than average

Annex 5 – Outline access designs

DRAWING No.
PC2978-RHD-ZZ-XX-DR-TP-0001



NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. Additional features such as carriageway edge and hedge locations have been determined through the use of Google Maps Aerial imagery and measurements from the Google Maps measurement tool. This has allowed a more realistic representation of onsite conditions.

KEY

- EXISTING FEATURES
- APPROXIMATE POSITION OF EDGE OF HEDGE AND CARRIAGEWAY
- RED LINE BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY IN ACCORDANCE WITH DMRB CD109 FOR 70B DESIGN SPEED
- ACHIEVABLE TANGENTIAL VISIBILITY SPLAY
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- AREA OF VEGETATION TO BE CLEARED TO PROVIDE 90m OF VISIBILITY

SAUNTON LANE	
Posted Speed Limit (PSL) (mph)	40
Measured 85th percentile speed (mph)	38.7
Required Y-distance SSD for measured speed (m)	90

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	20.06.23	UPDATES TO VISIBLITY	CB	SKT	SKT
P01	29.03.23	FIRST ISSUE	CB	SKT	SKT

REVISIONS

CLIENT

OFFSHORE WIND LIMITED

PROJECT

WHITE CROSS OFFSHORE WIND FARM

TITLE

ACCESS ACC #3
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569568
www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

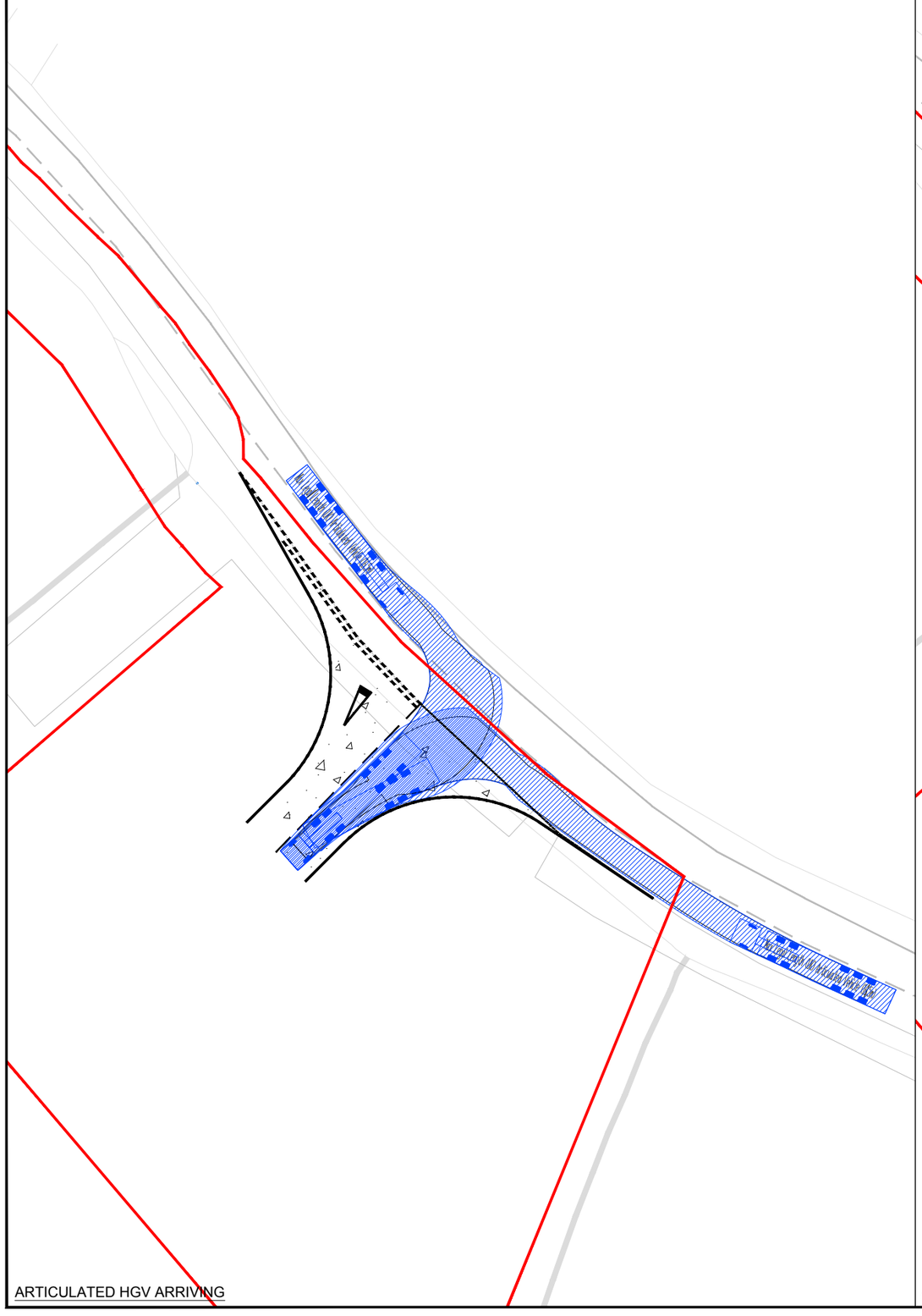
DRAWN	CHECKED	APPROVED
CB	SKT	SKT

DATE	SCALE AT A3	AUTOCAD REF.
29.03.2023	1:500	

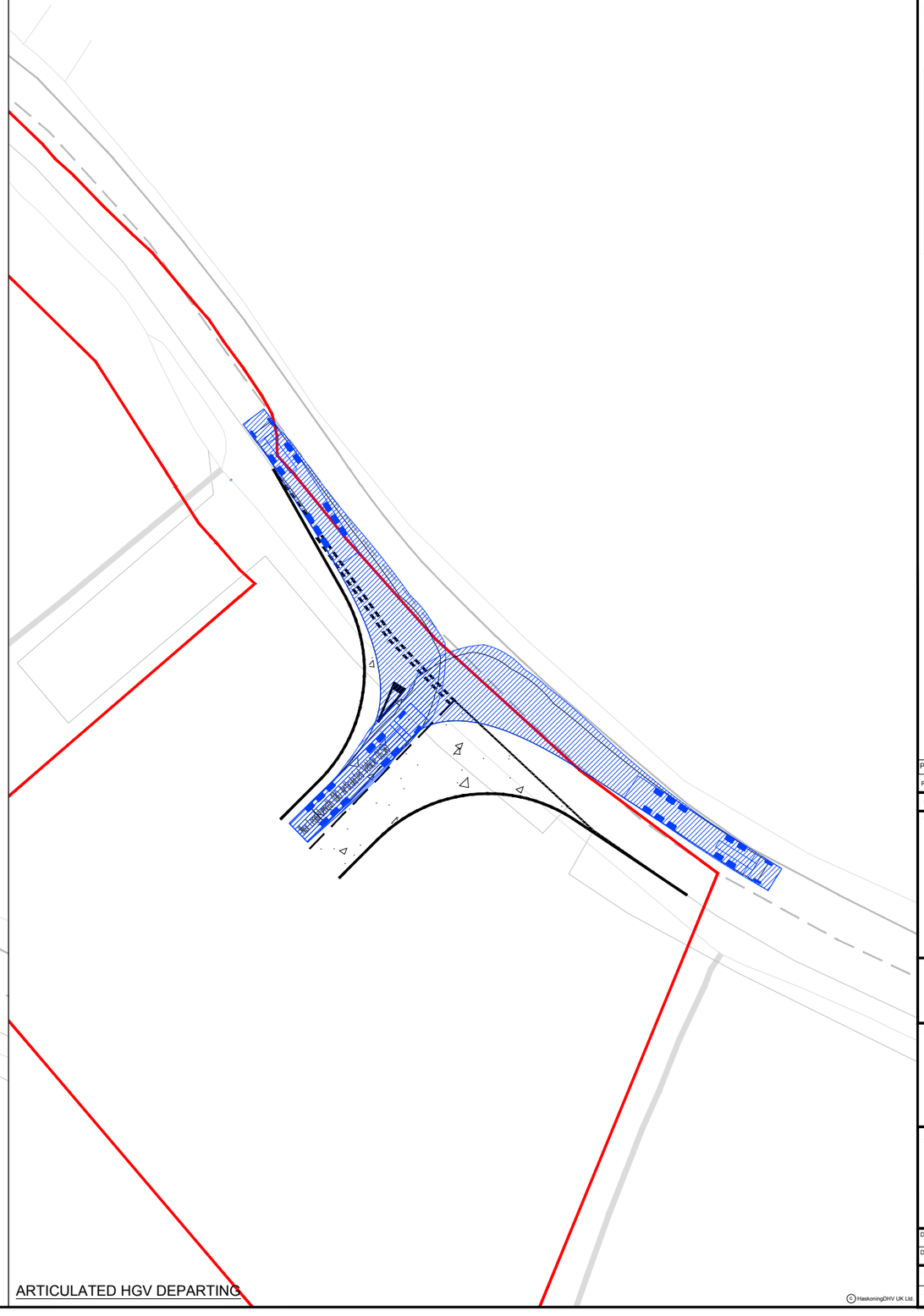
DRAWING No. PC2978-RHD-ZZ-XX-DR-TP-0001 REVISION P02

CLIENT DWG No.

DRAWING No.
PC2978-RHD-ZZ-XX-DR-TP-0050



ARTICULATED HGV ARRIVING



ARTICULATED HGV DEPARTING

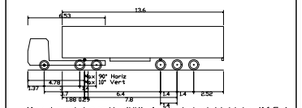
NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- RED LINE BOUNDARY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE CHASIS SWEPT PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	20.06.23	FIRST ISSUE	CB	SKT	PM

REVISIONS

CLIENT

OFFSHORE WIND LIMITED

PROJECT

WHITE CROSS
OFFSHORE WIND FARM

TITLE

ACCESS ACC #3
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 595605
www.royalhaskoningdhv.com

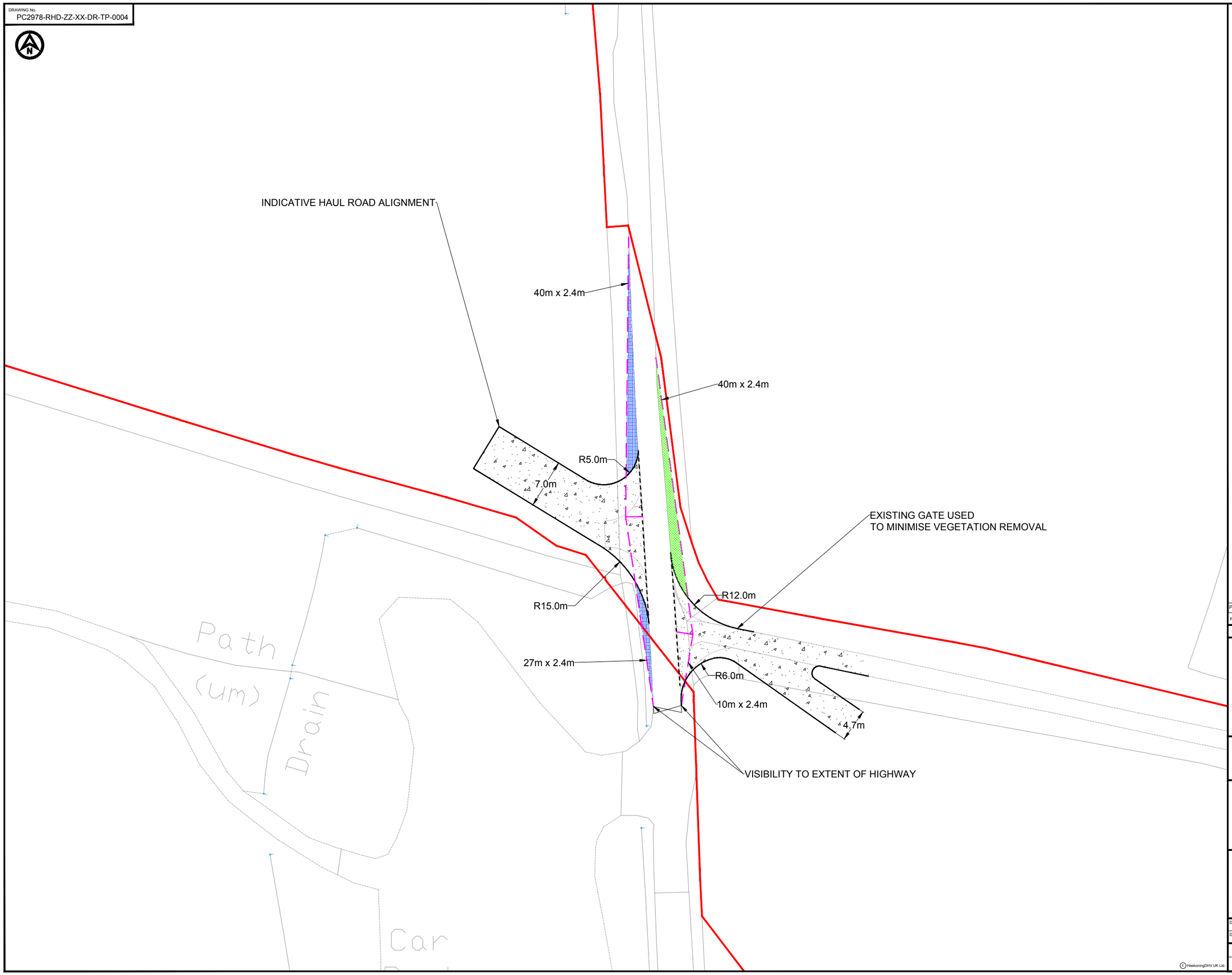
Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
CB	SKT	PM

DATE	SCALE AT A3	AUTOCAD REF.
17.06.2022	1:500	

DRAWING No.	REVISION
PC2978-RHD-ZZ-XX-DR-TP-0050	P01
CLIENT DWG No.	

DRAWING No.
PC2978-RHD-ZZ-XX-DR-TP-0004



NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.
3. X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
5. All vegetation to be cleared/trimmed within identified visibility envelope and thereafter maintained in accordance with Local Highway Authority maintenance practices.

KEY

- EXISTING ARRANGEMENT
- GATE FOR ACCESS TO CAR PARKING FACILITY
- RED LINE BOUNDARY
- PROPOSED ACCESS/CROSSING
- VISIBILITY SPLAY IN ACCORDANCE WITH REQUIREMENT OF MfS FOR AN ASSUMED SPEED OF 30mph

	FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
	AREA OF VEGETATION TO BE CLEARED TO PROVIDE REQUIRED VISIBILITY
	EXISTING VERGE TO BE MAINTAINED

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	16.06.23	FIRST ISSUE	CB	PM	PM

REVISIONS

CLIENT

OFFSHORE WIND LIMITED

PROJECT

WHITE CROSS
OFFSHORE WIND FARMS
TRANSMISSION ASSETS

TITLE

ACCESS ACC #8a and ACC #8b
HAUL ROAD CROSSING
GENERAL ARRANGEMENT

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569586
www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

DRAWN	CHECKED	APPROVED
CB/JJ	PM	PM

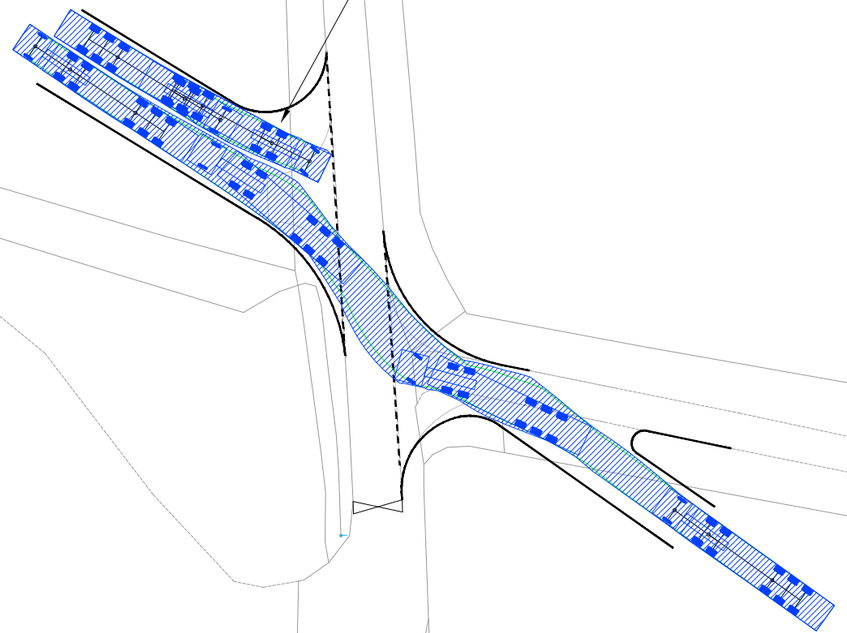
DATE	SCALE AT A3	AUTOCAD REF.
28.06.23	1:500	

DRAWING No. PC2978-RHD-ZZ-XX-DR-TP-0004 REVISION P01

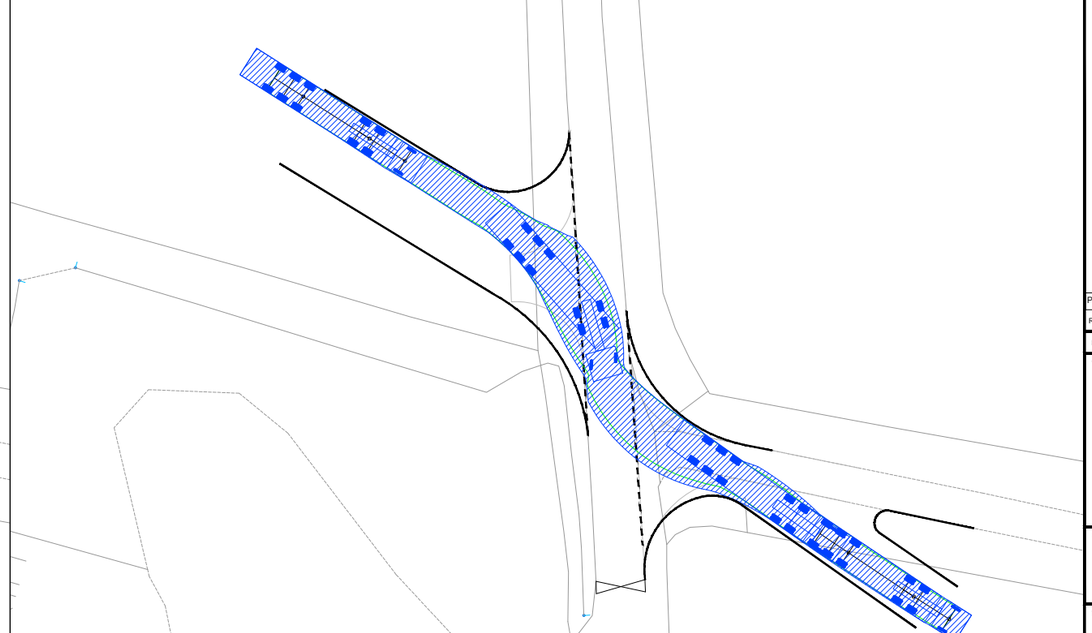
CLIENT DWG No.

DRAWING No.
PC2978-RHD-DR-ZZ-XX-TP-0053

EASTBOUND HGVs
TO GIVE WAY TO WESTBOUND HGVs



ARTICULATED HGV WESTBOUND



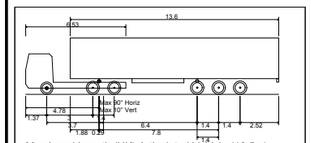
ARTICULATED HGV EASTBOUND

NOTES
1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

EXISTING ARRANGEMENT
RED LINE BOUNDARY
PROPOSED ACCESS/CROSSING AND INDICATIVE HAUL ROAD

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

VEHICLE BODY SWEPT PATH (FORWARD GEAR)
VEHICLE CHASIS SWEPT PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	16.06.23	FIRST ISSUE	CB	PM	PM

REVISIONS

CLIENT

OFFSHORE WIND LIMITED

PROJECT

WHITE CROSS
OFFSHORE WIND FARM

TITLE

ACCESS ACC #8a and ACC #8b
HAUL ROAD CROSSING
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park,
Lynch Wood,
Peterborough PE2 6FZ
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

Royal HaskoningDHV
Enhancing Society Together

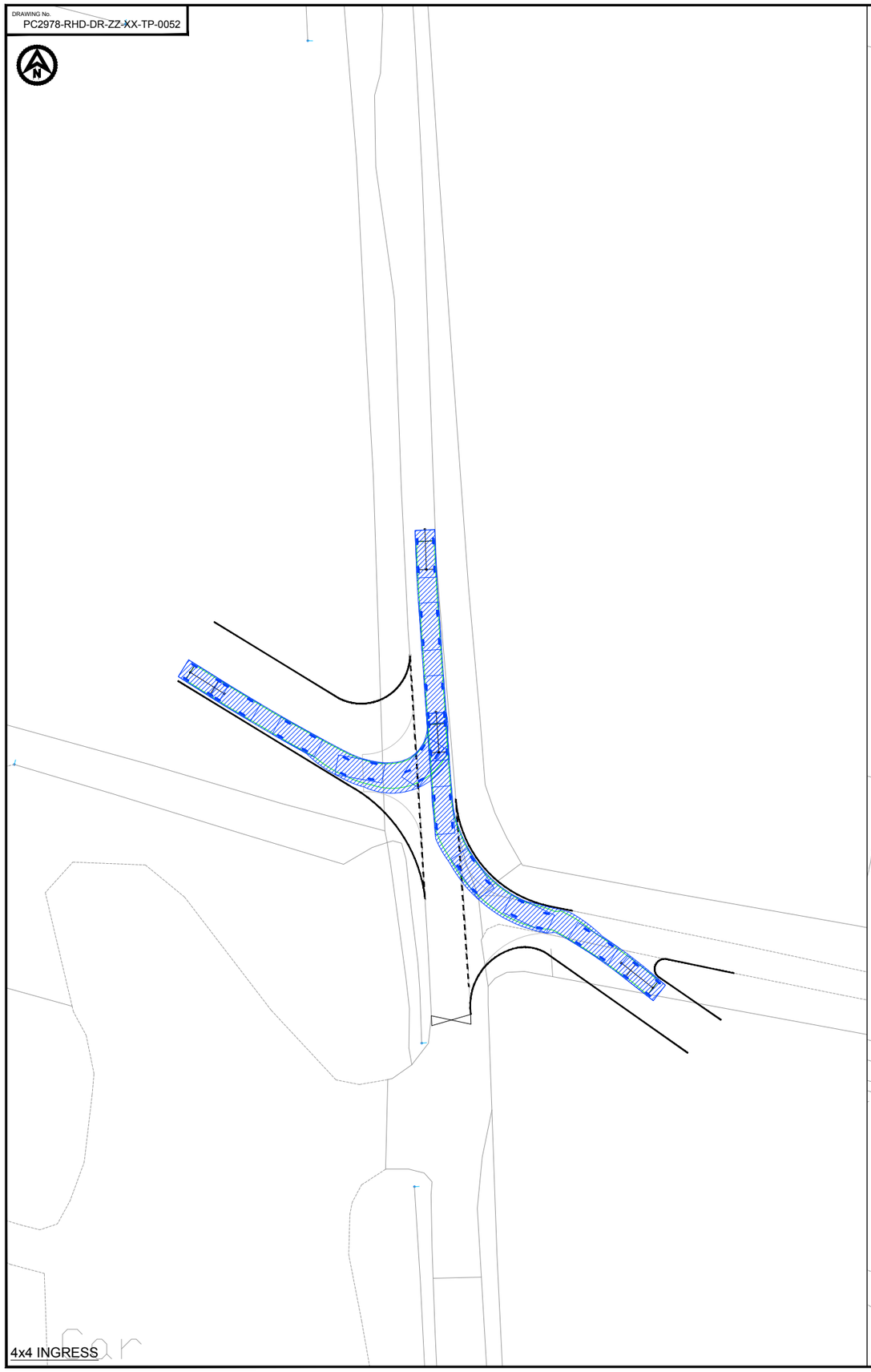
DRAWN	CHECKED	APPROVED
CB/JJ	PM	PM

DATE	SCALE AT A3	AUTOCAD REF.
28.06.2023	1:500	

DRAWING No.	REVISION
PC2978-RHD-DR-ZZ-XX-TP-0053	P01

CLIENT DWG No.

DRAWING No.
PC2978-RHD-DR-ZZ-XX-TP-0052



NOTES

1. Do not scale from this drawing. all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarentee the accuracy of data.

KEY

- EXISTING ARRANGEMENT
- RED LINE BOUNDARY
- PROPOSED ACCESS/CROSSING AND INDICATIVE HAUL ROAD

VEHICLE TRACKING

4 Wheel Drive Car	
Overall Length	4.905m
Overall Width	2.009m
Overall Body Height	1.873m
Min Body Ground Clearance	0.267m
Max Track Width	1.817m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.725m

- VEHICLE BODY SWEPT PATH (FORWARD GEAR)
- VEHICLE CHASIS SWEPT PATH

REV	DATE	DESCRIPTION	BY	CHK	APP
P01	21.06.23	FIRST ISSUE	CB	PM	PM

REVISIONS

CLIENT

OFFSHORE WIND LIMITED

PROJECT

WHITE CROSS
OFFSHORE WIND FARM

TITLE

ACCESS ACC #8a and ACC #8b
HAUL ROAD CROSSING
4x4 CAR
SWEPT PATH ANALYSIS

Westpoint, Peterborough Business Park
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Peterborough PE2 6FZ
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DRAWN	CHECKED	APPROVED
CB	PM	PM

DATE	SCALE AT A3	AUTOCAD REF.
21.06.2023	1:500	

DRAWING No. PC2978-RHD-DR-ZZ-XX-TP-0052 | REVISION P01

CLIENT DWG No.

Annex 6 – Road Safety Audit

White Cross Offshore Wind Farm - Access 3 & 8

Stage 1 Road Safety Audit

Client: Offshore Wind Limited

Reference: PC2987-RHD-XX-XX-RP-SA-0001
Status: Final/00
Date: 6 July 2023

Royal HaskoningDHV
Enhancing Society Together

HASKONINGDHV UK LTD.

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Document title: White Cross Offshore Wind Farm - Access 3 & 8

Subtitle: Stage 1 Road Safety Audit
Reference: PC2987-RHD-XX-XX-RP-SA-0001
Your reference
Status: Final/00
Date: 6 July 2023
Project name: White Cross Offshore Wind Farm
Project number: PC2987
Author(s): Jimoh Ibrahim

Drafted by: Jimoh Ibrahim

Checked by: Vicky Seaton

Date: 06.07.2023

Approved by: Jimoh Ibrahim

Date: 06.07.2023

Classification
Project related

Royal HaskoningDHV

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Appendices

1 Introduction

Royal HaskoningDHV has been appointed by Offshore Wind Limited to undertake a Stage 1 Road Safety Audit. The Audit refers to highway works associated with three proposed accesses to facilitate access to the Onshore Project for construction traffic in Saunton, Devon. The extents of the Road Safety Audit are shown on **Figure 1** of this report.

The Audit Team for this Stage 1 Road Safety Audit was as follows:

Audit Team Leader
Jimoh Ibrahim Jr, BEng (Hons), MSc (Eng.), MSoRSA, MCIHT, Certificate of Competency
Royal HaskoningDHV

Audit Team Member
Vicky Seaton, BSc (Hons), MSoRSA, MCIHT, iRAP Acc. Supp. Coding, Analysis and Reporting Certificate of Competency
Royal HaskoningDHV

The Road Safety Audit took place on Thursday 06 July 2023, in accordance with information provided by Calvin Breakwell of Royal HaskoningDHV's Peterborough Office as designers of the scheme. The Road Safety Audit comprised an examination of documents listed in **Appendix A** of this report, and a site visit.

The Audit Team confirm that the information provided within, and as part of the approved Audit Brief, was sufficient for the purposes of this Stage 1 Road Safety Audit.

The site visit was undertaken on Friday 23 June 2023 at 13:00, during the afternoon interpeak traffic period. Weather conditions during this site visit were mainly clear and surface conditions were dry. Traffic flows and non-motorised user activity was considered 'typical' for the time of day or location.

The terms of reference for the Road Safety Audit are described in GG 119[1]. The Road Safety Audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

The completed highway works would be operational for approximately 18 months, facilitating the main construction compound from the B3231 and a haul road crossing of Sandy Lane for Heavy Goods Vehicles (HGVs) as well as providing access for light vehicles. The schemes which are the subject of this Stage 1 Road Safety Audit include Access 3 (main compound), Access 8a/ 8b (haul road) and associated works, including signage, a temporary reduction in speed limit at some sites, and drainage.

The locations of any problems identified by the Audit Team are shown on **Figure 2** of this report.

A summary of Personal Injury Collision (PIC) data has been provided to the Audit Team within the Audit Brief. The information provided within the Brief, was sourced from the CrashMap Pro website[2] for the five-year period between January 2017 to 2021. The data identified that two PICs were recorded within proximity of Access 3 and one PIC within proximity of Access 8a/8b.

A summary of the PIC recorded within the extents of the scheme is provided in **Table 1.1**.

[1] *GG 119 Road Safety Audit (Formerly HD19/ 15), Revision 2, January 2020*
[2] *www.Crashmap.co.uk*

Table 1.1 - Summary of Collision Data (2017-2021)

Year	Severity	Road surface/ weather	Light conditions	Brief description
Access 3				
2018	Serious	Dry / Fine	Daylight	A car collided with a wall on a bend on the B3231 Saunton Road. The collision resulted in a 'serious' injury to the driver of the car.
2019	Slight	Dry / Fine	Daylight	A rear end shunt type collision involving a minibus and a pedal cycle on the B3231 Saunton Road. The collision resulted in a 'slight' injury to the cyclist.
Access 8a/8b				
2019	Slight	Dry / Fine	Daylight	A near miss between a Light Goods Vehicle and a pedal cycle whilst both vehicles were proceeding along the carriageway. The near miss resulted in the loss of balance of the cyclist. This resulted in a 'slight' injury to the cyclist.

Notably, the CrashMap database only contained collisions up to December 2021. As such, further details relating to any collisions in the vicinity of the proposed scheme would require independent verification by the Client, should the Local Highway Authority have any concerns relating to the collision history at this location.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified problem in accordance with GG 119, and in no way imply that a formal design process has been undertaken.

There may be alternative means of addressing a problem which would be equally as acceptable or superior in achieving the desired degree of mitigation, and these should be considered when responding to this report.

2 Matters Arising from this Stage 1 Road Safety Audit

A1 Local Alignment

A1.1 New/ Existing Road Interface

A1.1.1 Problem 1

Location: Access 8a/ 8b, Sandy Lane

Summary: Existing damage to carriageway surface could be exacerbated by turning vehicles, leading to loss of control collisions, particularly for cyclists.

Description: The existing surface of Sandy Lane in the vicinity of Access 8a/ 8b is damaged, with fractures evident in a number of locations within the extents of the scheme. Heavy construction vehicles turning into/ out of the temporary access could exacerbate this damage, resulting in an uneven carriageway surface.

An uneven carriageway surface could lead to an accumulation of debris or surface water ponding, resulting in the potential for loss of control collisions.

Image 1: Photograph of Sandy Lane within the extents of Accesses 8a / 8b, showing existing carriageway surface damage

Recommendation A1.1.1

Resurface/ repair the carriageway within the extents of the proposed scheme, reducing the potential for further damage due to turning vehicles and consequent collisions.

A1.1.2 Problem 2

Location: Access 8a/ 8b, Sandy Lane.

Summary: Mud/ debris being tracked onto the carriageway from the haul route could result in loss of control collisions, particularly for cyclists.

Description: There is the potential that mud, and other debris could be tracked onto the carriageway from the haul route via the proposed accesses on Sandy Lane. Mud or debris deposits on the carriageway could lead to the potential for loss of control collisions, particularly during/ following periods of wet weather.

Recommendation A1.1.2

It is recommended that measures to prevent or reduce the tracking of mud or debris onto the carriageway are provided throughout the life of the access. These measures could be accompanied by regular street cleansing, particularly during or following wet weather.

A2 General

The Audit Team did not identify any 'general' road safety problems as part of this Stage 1 Road Safety Audit.

A3 Junctions

The Audit Team did not identify any junction related road safety problems as part of this Stage 1 Road Safety Audit.

A4 Walking, Cycling and Horse-Riding

The Audit Team did not identify any walking, cycling or horse-riding related safety problems as part of this Stage 1 Road Safety Audit.

A5 Traffic Signs, Carriageway Markings and Lighting

The Audit Team were not provided with information relating to traffic signs, carriageway markings or lighting. Full details should be considered as part of a Stage 2 Road Safety Audit.

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in with reference to GG 119.

Audit Team Leader

Jimoh Ibrahim Jr. BEng (Hons). MSc (Eng). MSoRSA, MCIHT, CoC
Senior Transport Planner
Royal HaskoningDHV
5th Floor Newater House
11 Newhall Street
Birmingham
B3 3NY

Signed: J. Ibrahim

Dated: 06.07.2023

Audit Team Member

Vicky Seaton, BSc (Hons), MSoRSA, MCIHT, CoC, iRAP Accredited
Principal Transport Planner
Royal HaskoningDHV
5th Floor Newater House
11 Newhall Street
Birmingham
B3 3NY

Signed: V. Seaton

Dated: 06.07.2023

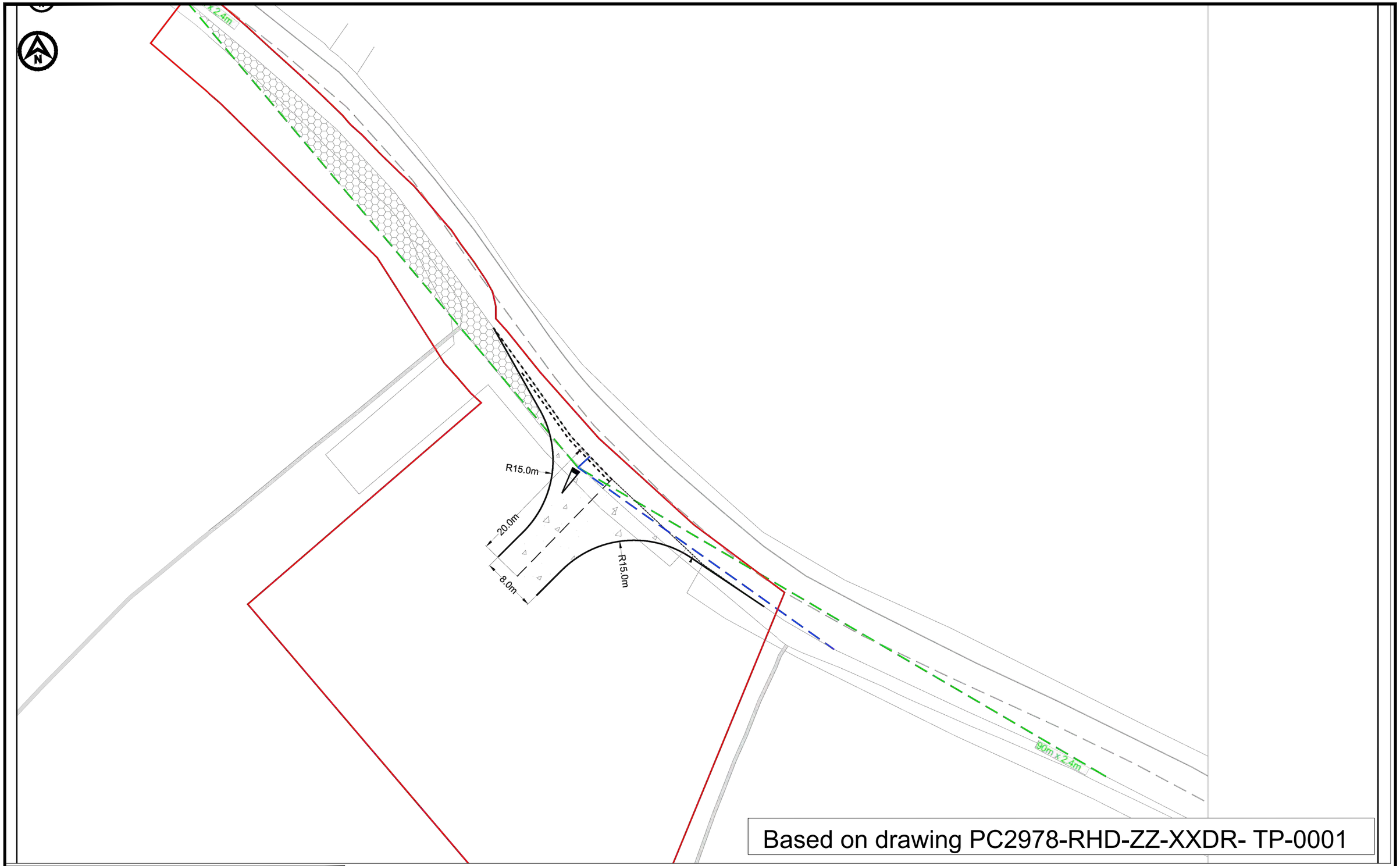
Figures

Royal HaskoningDHV

DO NOT SCALE

TITLE: SITE LOCATION PLAN	PROJECT: WHITE CROSS OFFSHORE WIND FARM STAGE 1 ROAD SAFETY AUDIT	Royal HaskoningDHV Enhancing Society Together	

DRAWN	JI	CHECKED	VS	APPROVED	JI
DATE	06.07.2023	SCALE AT A1	NTS	REF.	-
DRAWING No.	FIGURE 1			REVISION	



Based on drawing PC2978-RHD-ZZ-XXDR- TP-0001

TITLE	PROJECT		DRAWN JI	CHECKED VS	APPROVED JI
PROBLEM LOCATION PLAN	WHITE CROSS OFFSHORE WIND FARM STAGE 1 ROAD SAFETY AUDIT	Royal HaskoningDHV Enhancing Society Together	DATE 06.07.2023	SCALE AT A1 NTS	REF. -
			DRAWING No. FIGURE 2.1		REVISION

Appendix A

Documents Forming the Audit Brief

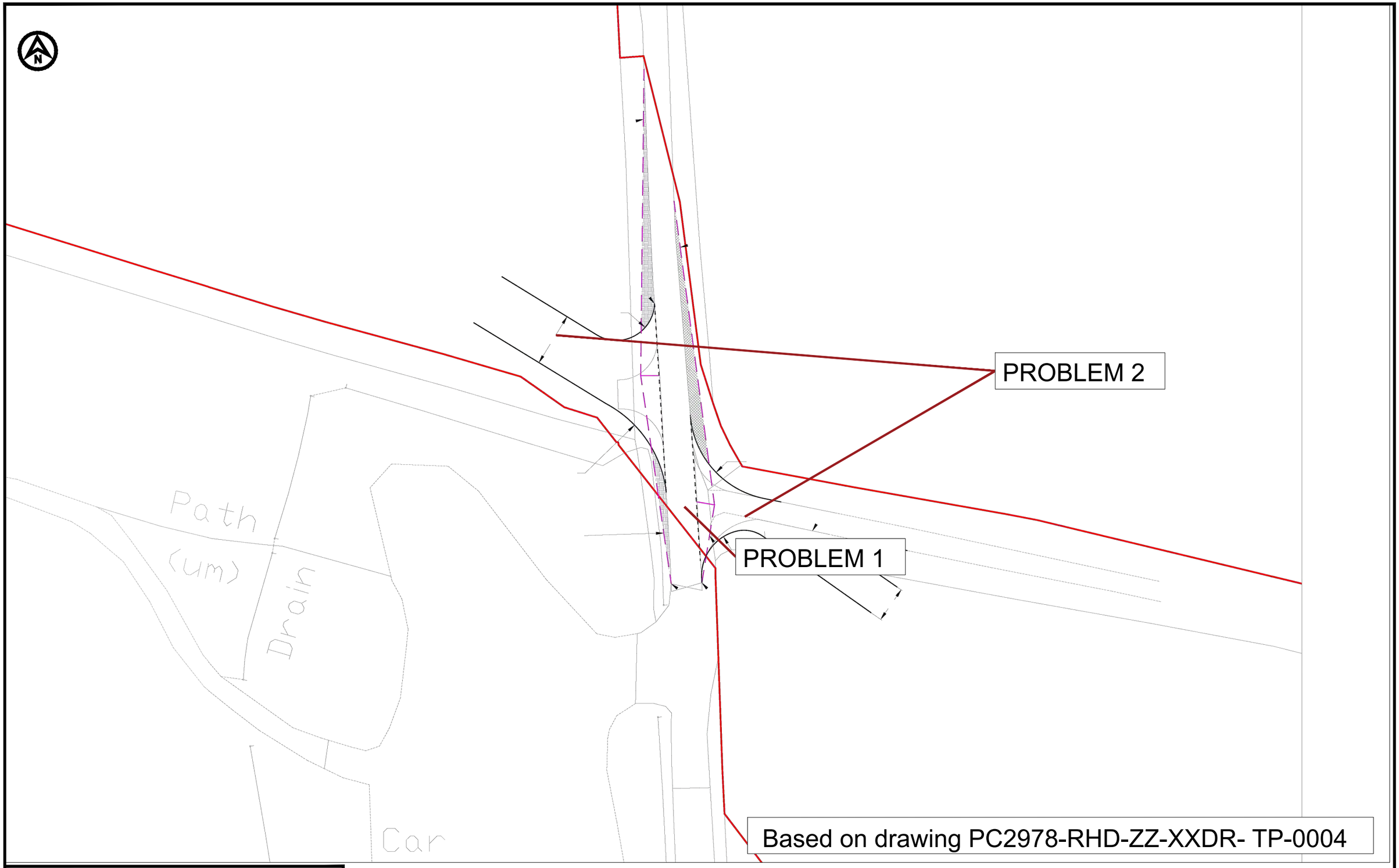
Royal HaskoningDHV

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER	DRAWING TITLE
PC2978-RHD-ZZ-XXGS-TP-0004	Stage 1 RSA Access Locations
PC2978-RHD-ZZ-XXDR-TP-0001	ACC #3 General Arrangement
PC2978-RHD-ZZ-XXDR-TP-0004	ACC #8a and ACC #8b General Arrangement
PC2978-RHD-ZZ-XXDR-TP-0050	ACC #3 Swept Path Analysis
PC2978-RHD-ZZ-XXDR-TP-0051	ACC #8a and ACC #8b HGV Swept Path Analysis
PC2978-RHD-ZZ-XXDR- TP-0053	ACC #8a and ACC #8b 4X4 Swept Path Analysis

DOCUMENTS	DETAILS (where appropriate)
☒ Safety Audit Brief	
☒ Site Location Plan	
☐ Traffic signal details	
☐ Departures from standard	
☐ Previous Road Safety Audits	
☐ Previous Designer Responses	
☒ Collision data	
☒ Collision plot	
☒ Traffic flow / modelling data	
☐ Pedestrian flow / modelling data	
☒ Speed survey data	
☐ Other documents	



TITLE: PROBLEM LOCATION PLAN	PROJECT: WHITE CROSS OFFSHORE WIND FARM STAGE 1 ROAD SAFETY AUDIT	Royal HaskoningDHV Enhancing Society Together	

DRAWN	JI	CHECKED	VS	APPROVED	JI
DATE	06.07.2023	SCALE AT A1	NTS	REF.	-

DRAWING No. FIGURE 2.2	REVISION

ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Report Title	White Cross Offshore Wind Farm - Stage 1 Road Safety Audit Designers Response
Date	07/07/2023
Document Reference and revision	White X Road Safety Audit Stage 1 Designers Response
Prepared by	Royal HaskoningDHV
On behalf of	Offshore Wind Limited

Authorisation Sheet

Project	White Cross Offshore Wind Farm – Access 3 & 8
Report Title	
Prepared by	
Name	Calvin Breakwell
Position	Graduate Transport Planner
Signed	Calvin Breakwell
Organisation	Royal HaskoningDHV
Date	04/07/2023
Approved by:	
Name	Phil Marshall
Position	Director
Signed	
Organisation	Royal HaskoningDHV
Date	07/07/2023

Revision Record

Rev	Date	Description	By	Chk	App
P01	07/07/2023	First Issue	CB	PM	PM

Introduction

As part of the White Cross Offshore Wind Zone development, a number of onshore sites are required to facilitate the onshore cable route. The sites will be on private land, but will take access from the public highway, in this instance from the B3231 and Sandy Lane. The accesses proposed provide access to the main site compound (B3231) and provide a haul road crossing (Sandy Lane).

Key Personnel

Overseeing Organisation	Devon County Council
RSA Team	Audit Team Leader Jimoh Ibrahim Jr, BEng (Hons), MSc (Hons), MSoRSA, MCIHT, Certificate of Competency Audit Team Member Vicky Seaton, BSc (Hons), MSoRSA, MCIHT, Certificate of Competency, iRAP Accredited Supplier(Coding, Analysis and Reporting)Royal HaskoningDHV
Design Organisation	Royal HaskoningDHV

ROAD SAFETY AUDIT RESPONSE REPORT

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response
RSA A1.1	Resurface/ repair the carriageway within the extents of the proposed scheme, reducing the potential for further damage due to turning vehicles and consequent collisions.	Accepted. A review will be undertaken on site when the accesses are to be constructed, to identify any carriageway within the scheme extents to be repaired, this will be agreed with DCC.
RSA A1.2	It is recommended that measures to prevent or reduce the tracking of mud or debris onto the carriageway are provided throughout the life of the access. These measures could be accompanied by regular street cleansing, particularly during or following wet weather.	Accepted. A commitment to measures to be agreed with DCC to prevent mud and debris being tracked onto the highway is provided within the Construction Traffic Management Plan; that accompanies the planning application.

Annex 7 – Forecast Project plant and material demand

Derivation of Construction Materials and Associated HGV and LGV Demand

Item	Activity 1. Construction Consolidation Site (CCS)	Values	Calculation	Assumptions
1.1	Area of main CCS (m2)	2500	n/a	Main CCS off the B3231 50 x 50m
1.2	Area of secondary CCS (m2)	1200	n/a	2 secondary CCS, each 30 x 20m, 1 Sandy Lane/American Road, 1 north side Taw
1.3	Area bellmouth/access (m2)	1200	n/a	3 bellmouths, each 20 x 20m in area, main access off B3231 and either side of Sandy Lane/American Road
1.4	Depth of CCSs and accesses (m)	0.4	n/a	Assume a depth of stone of 400mm
1.5	Volume of imported material for compound base (m3)	1960	(1.1 + 1.2 + 1.3) x 1.4	Assume all compounds would require stone base
1.6	Assumed density of imported material for compound base (tonnes per cubic meter)	1.85	n/a	Density of type 1 stone
1.7	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
1.8	Total HGV movements	181	= (1.6 x 1.7) / 1.8	
1.9	Duration of CCS installation / removal (days)	46		
1.10	HGVs per day	4	= (1.9 / 1.10)	
1.11	Start date for CCS installation (month)	5		
1.12	End date for CCS installation (month)	6		
1.13	No. of workers	5		1 x Foreman 1 machine driver, 1 roller driver 2 x banksmen

Item	Activity 2. Landfall HDD Compound	Values	Calculation	Assumptions
2.1	Length of compound (m)	50	n/a	Assume a maximum stoned area of 50 x 50m. Taken from Stockton's Report
2.2	Width of compound (m)	50	n/a	Assume a maximum stoned area of 50 x 50m. Taken from Stockton's Report
2.3	Depth of compound (m)	0.4	n/a	Assume a depth of stone of 400mm
2.4	Volume of imported material for compound base (m3)	1000	= (2.1 x 2.2) x 2.3	Assume all compounds would require stone base
2.5	Assumed density of imported material for compound base (tonnes per cubic meter)	1.85	n/a	Density of type 1 stone
2.6	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
2.7	Total HGV movements	93	= (2.4 x 2.5) / 2.6	
2.8	Duration of landfall compound installation / removal (days)	6		
2.9	HGVs per day	15	= (2.7 / 2.8)	
2.10	Start date for landfall compound installation (month)	1		
2.11	End date for landfall compound installation (month)	1		
2.12	No. of workers for landfall compound installation / removal	5		1 Foreman, 1 machine driver, 1 roller driver 2 x banksmen

Item	Activity 3. Haul Road	Values	Calculation	Assumptions
3.1	Length of haul road (m)	6500	n/a	Assume a maximum length of haul road of 6.5km, cable route 5.9km so +10% contingency
3.2	Width of haul road (m)	4	n/a	Agreed to use a maximum width of 4m taken from Stockton's Report
3.3	Depth of haul road (m)	0.40	n/a	Assume a depth of stone of 400mm
3.4	Volume of imported material for haul road (m3)	10400	= (3.1 x 3.2) x 3.3	
3.5	Assumed density of imported material for compound base (tonnes per cubic meter)	1.85	n/a	Density of type 1 stone
3.6	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
3.7	Total HGV movements	962	= (3.4 x 3.5) / 3.6	
3.8	Duration of haul road installation / removal (days)	64		
3.9	HGVs per day	15	= (3.7 / 3.8)	
3.10	Start date for haul road installation (month)	7		
3.11	End date for haul road installation (month)	9		
3.12	No. of workers for haul road installation / removal	8		1 Foreman, 2 machine drivers, 2 roller drivers 3 x banksmen

Item	Activity 4. Backfill Material - CBS	Values	Calculation	Assumptions
4.1	Cable route length (m)	8400	n/a	Maximum PDS value
4.2	Onshore HDD length (m)	2500	n/a	
4.3	Total cable route length excluding HDD (m)	5900	= 4.1 - 4.2	CBS not required for HDD sections
4.4	No. of trenches	2	n/a	Worst case 2 x 66kV export circuits
4.5	Trench width at base (m)	2	n/a	Worst case have to assume V-shaped and battered back due to unknown ground conditions, 3m at top 1m at base, to avoid overly complicated calculaitons assume 2m as worst case
4.6	CBS depth (m)	0.775	n/a	Base 75mm CBS, 2x250mm for duct height (trefoil), cap 200mm CBS
4.7	CBS volume (m3)	16552	= (4.3 x 4.4 x 4.5 x 4.6) - 4.12	Assumes CBS required for all sections
4.8	Trench depth (m)	1.775		1.2 to top of duct, +75mm CBS + 2x250mm ducts
4.9	Duct radius (m)	0.125	n/a	Assumes a 250mm diameter duct
4.10	No. of ducts	3		Assumes a worst case of three ducts per trench
4.11	Duct Space (m2)	0.15	= (π x 4.9^2) x 4.10	
4.12	Duct volume (m3)	1738	= 4.3 x 4.4 x 4.11	
4.14	CBS and excavated material density (tonnes per cubic meter)	1.6	n/a	Density of CBS material
4.15	CBS (tonnes)	26483	= 4.7 x 4.14	
4.16	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
4.17	Total HGV movements	1324	= (4.15 / 4.16)	
4.18	Duration of CBS installation (days)	93	Spread over the backfill programme duration	Note, the HGV takes away any unwanted subsoil after tipping CBS
4.19	HGVs per day	14	= (4.17 / 4.18)	
4.20	Start date for CBS installation (month)	11		
4.21	End date for CBS installation (month)	14		
4.22	No. of workers for CBS installation	8		1 Foreman, 2 machine drivers, 2 roller drivers 3 x banksmen

Item	Activity 5. Tape / Tile	Value	Calculation	Assumptions
5.1	Route Length (m)	8400	n/a	Maximum PDS value
5.2	Onshore HDD length (m)	2500	n/a	
5.3	Total cable route length excluding HDD (m)	5900	= 5.1 - 5.2	Tape not required for HDD sections
5.4	No. of trenches	2	n/a	Maximum PDS value
5.5	Total Length of Tape (m)	11800	= 5.3 x 5.4	Assumes one per trench
5.6	Tape roll length (m)	400	n/a	
5.7	No. of rolls	30	= 5.5 / 5.6	
5.8	HGV payload (Rolls / HGV)	50	n/a	
5.9	Total HGV movements	0.6	= 5.7 / 5.8	1 HGV in total
5.10	Start date for tape installation (month)	11		
5.11	End date for tape installation (month)	11		
5.12	No. of workers for tape installation	n/a		covered as part of wider cable installation

Item	Activity 6. Ducts (trench)	Value	Calculation	Assumptions
6.1	Route length (m)	8400	n/a	Maximum PDS value
6.2	Onshore HDD length (m)	2000	n/a	
6.3	Total cable route length excluding HDD (m)	6400	= 6.1 - 6.2	Ducts not required for HDD sections
6.4	No. of ducts	6	= 3 x 5.4	Agreed three ducts per trench as worst case for 2 x 66kV export circuits
6.5	Total length of ducts (m)	38400	= 6.3 x 6.4	
6.6	HGV payload (ducts / HGV)	750	n/a	
6.7	Total HGV movements	51	= 6.5 / 6.6	
6.8	Duration of duct installation (days)	80		
6.9	HGVs per day	1	= (6.7 / 6.8)	
6.10	Start date for duct installation (months)	11		
6.11	End date for duct installation (months)	14		
6.12	No. of workers for duct installation	4		1 x Foreman, 1 x telehander driver, 2 x banksmen

Item	Activity 7. Cables	Value	Calculation	Assumption
7.1	Route length (m)	8400	n/a	Maximum PDS value
7.2	No. of cables	6	n/a	Agreed a worst case of six cables
7.3	Total length of cables (m)	50400	= 7.1 x 7.2	
7.4	Length of cable per drum (m)	1000	n/a	Maximum PDS value
7.5	Total HGV movements	51	=7.3 / 7.4 = 50.4	Assumes one cable drum per HGV
7.6	Duration of cable installation (days)	80		
7.7	HGVs per day	1	= (7.5 / 7.6) = 0.6	
7.7	Start date for cable installation (month)	11		
7.8	End date for cable installation (month)	14		
7.90	No. of workers for cable installation	4		1 x Foreman, 1 x telehander driver, 2 x banksmen

Item	Activity 8. HDD Compounds	Value	Calculation	Assumption
8.1	No. of HDD locations	6	n/a	Assume one compound either side of the River Taw, one either side of the golf course and one either side of Boundary Drain
8.2	HDD compound length (m)	50	n/a	Maximum PDS value
8.3	HDD compound width (m)	50	n/a	Maximum PDS value
8.4	HDD compound depth (m)	0.400	n/a	Assume a depth of stone of 400mm
8.5	HDD compound volume of stone (m3)	6000	= 8.1 x 8.2 x 8.3 x 8.4	Assume all compounds would require stone base
8.6	Assumed density of imported material for compound base (tonnes per cubic meter)	1.85	n/a	Density of type 1 stone
8.7	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
8.8	Total HGV movements	555	= (8.5 x 8.6) / 8.7	
8.9	Duration of HDD compound installation / removal (days)	30		30 days per compound (River Taw and Golf Course)
8.10	HGVs per day	19	= (8.8 / 8.9)	
8.11	Start date for HDD compound installation (months)	5 & 12		Month 5 Golf Course HDD, month 12 River Taw HDD
8.12	End date for HDD compound installation (months)	5 & 12		
8.13	No. of workers for HDD compound installation	5		1 Foreman, 1 machine driver, 1 roller driver 2 x banksmen

Item	Activity 9. HDD installation	Value	Calculation	Assumption
9.1	HDD route length landfall (m)	1500	n/a	Maximum PDS value
9.2	HDD route length onshore (m)	2500	n/a	
9.3	No. of bores per HDD location	2	n/a	Maximum PDS value
9.4	Total length of HDD ducts (m)	8000	= (9.1 + 9.2) x 9.3	
9.5	HGV payload (ducts / HGV)	500	n/a	
9.6	No. of HGV movements for ducts	16	= 9.4 / 9.5	
9.7	HDD bore radius (m)	0.225	n/a	450mm diameter taken from Stockton's Report
9.8	HDD excavated material (m3)	1272	= (π x 9.7^2) x 9.4	
9.9	Assumed density of excavated material (tonnes per cubic meter)	2.0	n/a	Assumed density of material
9.10	Total excavated material (tonnes)	2545	= 9.8 x 9.9	
9.11	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
9.12	Total excavated material HGV movements	127	= 9.10 / 9.11	
9.13	Total HGV movements	143	= 9.6 + 9.12	
9.14	Duration of HDD installation (days)	429		Landfall 99 days, Golf course 165 days, River Taw 165 days
9.15	HGVs per day	0.3	= (9.13 / 9.14)	
9.16	Start date for HDD installation (month)	1		
9.17	End date for HDD installation (month)	19		
9.18	No. of workers for HDD installation	12		per crossing

Item	Activity 10. Landfall Transition Bays	Value	Calculation	Assumptions
10.1	No. of transition bays	2	n/a	Maximum PDS value
10.2	Depth of transition bay (m)	2	n/a	Depth taken from Stockton's Report
10.3	Transition bay length (m)	20	n/a	Length taken from Stockton's Report
10.4	Transition bay width (m)	5	n/a	Width taken from Stockton's Report
10.5	Transition bay concrete slab depth (m)	0.250	n/a	Agreed depth
10.6	Transition bay aggregate base depth (m)	0.2	n/a	Agreed depth
10.7	Concrete volume for transition bay slabs (m3)	50	= 10.1 x 10.3 x 10.4 x 10.5	
10.8	HGV payload (concrete / HGV) m3	6	n/a	Capacity of a standard concrete lorry
10.9	Total HGV concrete deliveries	9.0	= 10.7 / 10.8	
10.10	Aggregate stone base volume (m3)	40	= 10.1 x 10.3 x 10.4 x 10.6	
10.11	Assumed density of aggregate (tonnes per cubic meter)	1.85	n/a	Density of type 1 stone
10.12	Total aggregate (tonnes)	74	=10.10 x 10.11	
10.13	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
10.14	Total HGV aggregate stone base deliveries	4	= 10.12 / 10.13	
10.15	Jointing bay excavated material	400	= 10.1 x 10.2 x 10.3 x 10.4	
10.16	Assumed density of excavated material (tonnes per cubic meter)	2.0	n/a	Assumed soil density
10.17	Total excavated material (tonnes)	800	= 10.14 x 10.15	
10.18	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
10.19	Total excavated material HGV deliveries	40	= 10.17 / 10.18	
10.20	Total HGV movements	53	= 10.19 + 10.14 + 10.9	
10.21	Duration of Landfall TB installation (days)	45	Spread over the two bays construction	includes excavation, dispsoal and import of stone and concrete.
10.22	HGVs per day	1.2	= (10.20 / 10.21)	
10.23	Start date for landfall TB installation	9		
10.24	End date for Landfall TB installation	11		
10.25	No. of workers for Landfall TB installation	6		1 Foreman, 1 machine driver, 3 groundworks, 1 x banksmen

Item	Activity 11. Joint Bays	Value	Calculation	Assumptions
11.1	Route length (m)	5900	n/a	Onshore route - major HDD (landfall, golfcourse, Taw)
11.2	Number of trenches	2	n/a	Maximum value from PDS
11.3	Minimum distance between joint bays (m)		n/a	Overwritten by OWG, Stockton Route Model identifys locations for JB so no longer based on route/500*2
11.4	No. of joint bays (one bay per trench)	30		Stockton Route Model identifys need for 15 JB locations, for 66kV = 2x15 = 30
11.5	Joint bay length (m)	12	n/a	Taken from Stockton's Report
11.6	Joint bay width (m)	4	n/a	Taken from Stockton's Report
11.7	Joint bay depth (m)	1.5	n/a	Taken from Stockton's Report
11.8	Joint bay concrete slab depth (m)	0.250	n/a	Depth agreed
11.9	Concrete slab volume (m3)	360	= 11.4 x 11.5 x 11.6 x 11.8	
11.10	HGV payload (concrete / HGV) m3	6	n/a	Capacity of a standard concrete lorry
11.11	Total HGV concrete deliveries	60	= 11.9 / 11.10	
11.12	Joint bay aggregate stone base depth (m)	0.15	n/a	Depth agreed
11.13	Joint bay aggregate stone base volume (m3)	216	=11.4 x 11.5 x 11.6 x 11.12	
11.14	Assumed density of aggregate (tonnes per cubic meter)	1.85	n/a	Density of type 1 stone
11.15	Total aggregate (tonnes)	400	=11.13 x 11.14	
11.16	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
11.17	Total HGV aggregate stone base deliveries	20	= 11.15 / 11.16	
11.18	Jointing bay excavated material (m3)	2160	= 11.4 x 11.5 x 11.6 x 11.7	
11.19	Assumed density of excavated material (tonnes per cubic meter)	2.0	n/a	Assumed soil density
11.20	Total excavated material (tonnes)	4320	= 11.18 x 11.19	
11.21	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
11.22	Total excavated material HGV movements	216	= 11.20 / 11.21	
11.23	Total HGV movements	296	= 11.22 + 11.17 + 11.11	
11.24	Duration of JB installation (days)	45		
11.25	HGVs per day	6.6	= (11.23 / 11.24)	
11.25	Start date for JB installation (months)	9		
11.26	End date for JB installation (month)	11		
11.27	No. of workers for JB installation	6		1 Foreman, 1 machine driver, 3 groundworks, 1 x banksmen

Item	Activity 12. Link Boxes	Value	Calculation	Assumptions
12.1	No. of link boxes per jointing bay	2	n/a	Maximum PDS value
12.2	No. of jointing bays	30	n/a	
12.3	No. of link boxes	60	= 12.1 x 12.2	
12.4	No. of link boxes per HGV	6	n/a	
12.5	Total HGV movements	10	= 12.3 / 12.4	
12.6	Duration of LB installation (days)	45	As required by the programme	
12.7	HGVs per day	0.2	= (12.6 / 12.7)	
12.8	Start date for LB installation (month)	15		
12.9	End date for LB installation (month)	17		
12.10	No. of workers for LB installation	6		1 Foreman, 1 machine driver, 3 groundworks, 1 x banksmen

Item	Activity 13. Demobilisation of Haul Road	Value	Calculation	Assumptions
13.1	HGVs per day (equals mobilisation)	15	n/a	Assumes all material removed from site
13.2	Start date for haul road removal (month)	19		
13.3	End date for haul road removal (month)	20		
13.4	No. of workers (equals mobilisation)	8		

Item	Activity 14. Demobilisation of CCS	Value	Calculation	Assumptions
14.1	HGVs per day (equals mobilisation)	4	n/a	Assumes all material removed from site
14.2	Start date for CCS removal (month)	19		
14.3	End date for CCS removal (month)	20		
14.4	No. of workers (equals mobilisation)	5		

Item	Activity 15. Demobilisation of Landfall HDD Compound	Value	Calculation	Assumptions
15.1	HGVs per day (equals mobilisation)	15	n/a	Assumes all material removed from site
15.2	Start date for landfall compound removal (month)	5		
15.3	End date for landfall compound removal (month)	5		
15.4	No. of workers (equals mobilisation)	5		

Item	Activity 16. Demobilisation of HDD Compounds	Value	Calculation	Assumptions
16.1	Total HGV movements (equals mobilisation)	19	n/a	Assumes all material removed from site
16.2	Start date for HDD compound removal (month)	12 and 19		
16.3	End date for HDD compound removal (month)	12 and 19		
16.4	No. of workers (equals mobilisation)	5		

Item	Activity 17. Substation	Value	Calculation	Assumptions
17.1	Length of compound platform (m)	64	n/a	Option C substation building
17.2	Width of compound platform (m)	100	n/a	Option C substation building
17.3	Area for substation CCS	5000	n/a	CCS for substation identified by Wood as 100m x 50m
17.4	Depth of substation CCS	0.5	n/a	
17.5	Depth of compound platform (m)	1.9	n/a	Finished floor level above AOD
17.6	Volume of imported material for the compound (m3)	14660	= (17.1 x 17.2 x 17.5) + (17.3 x 17.4)	
17.7	Length of substation access road (m)	400	n/a	
17.8	Width of substation access road (m)	7.5	n/a	
17.9	Depth of substation access road (m)	0.5	n/a	
17.10	Volume of imported material for the access road (m3)	1500	= (17.7 x 17.8 x 17.9)	
17.11	Combined volume of imported material (compound and access road)	16160	= (17.8 + 17.4)	
17.12	Assumed density of imported material (tonnes per cubic meter)	1.85	n/a	Assumed density of imported stone
17.13	Imported substation platform and access road material (tonnes)	29896	= (17.11 x 17.12)	
17.14	HGV payload (tonnes)	20	n/a	Capacity of a standard 8 wheel tipper
17.15	Total HGV movements	1495	= 17.13 / 17.14	
17.16	Duration of substation construction installation (days)	70		Any exported material to be exported as a backload with the import vehicle
17.17	HGVs per day	21	= (17.15 / 17.16)	
17.18	Start date for substation construction	6		
17.19	End date for substation construction	8		
17.20	No. of workers for substation construction	6		1 Foreman, 1 machine driver, 2 groundworks, 2 x banksmen

Annex 8 – Forecast Project traffic movements

All activities

Activity	HGVs per day	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 1. Construction Consolidation Site (CCS)	3.9					3.9	3.9														
Activity 2. Landfall HDD Compound	15.4	15.4																			
Activity 3. Haul Road	15.0							15.0	15.0	15.0											
Activity 4. Backfill Material - CBS	14.2											14.2	14.2	14.2	14.2						
Activity 5. Tape / Tile	0.6											0.6									
Activity 6. Ducts (trench)	0.6											0.6	0.6	0.6	0.6						
Activity 7. Cables	1.0											1.0	1.0	1.0	1.0						
Activity 8. HDD Compounds	18.5					18.5							18.5								
Activity 9. HDD installation	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	
Activity 10. Landfall Transition Bays	1.2									1.2	1.2	1.2									
Activity 11. Joint Bays	6.6									6.6	6.6	6.6									
Activity 12. Link Boxes	0.2															0.2	0.2	0.2			
Activity 13. Demobilisation of Haul Road	15.0																			15.0	15.0
Activity 14. Demobilisation of CCS	3.9																			3.9	3.9
Activity 15. Demobilisation of Landfall HDD Compound	15.4					15.4															
Activity 16. Demobilisation of HDD Compounds	18.5												18.5							18.5	
Activity 17. Substation	21.4						21.4	21.4	21.4												
Total HGVs per day		15.8	0.3	0.3	0.3	38.2	25.6	36.7	36.7	23.1	8.1	24.6	53.2	16.2	16.2	0.6	0.6	0.6	0.3	37.8	19.0
Total HGV trips per day + 20% contingency		**38**	**1**	**1**	**1**	**92**	**62**	**88**	**88**	**55**	**19**	**59**	**128**	**39**	**39**	**1**	**1**	**1**	**1**	**91**	**46**

Landfall access

Activity	HGVs per day	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 2. Landfall HDD Compound	15.4	15.4																			
Activity 9. HDD installation	0.3	0.3	0.3	0.3	0.3																
Activity 10. Landfall Transition Bays	1.2									1.2	1.2	1.2									
Activity 15. Demobilisation of Landfall HDD Compound	15.4					15.4															
Total HGVs per day		15.8	0.3	0.3	0.3	15.4	0.0	0.0	0.0	1.2	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total HGV trips per day + 20% contingency		**38**	**1**	**1**	**1**	**37**	**0**	**0**	**0**	**3**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

CCS access

Activity	HGVs per day	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 1. Construction Consolidation Site (CCS)	3.9					3.9	3.9														
Activity 3. Haul Road	15.0							15.0	15.0	15.0											
Activity 4. Backfill Material - CBS	14.2											14.2	14.2	14.2	14.2						
Activity 5. Tape / Tile	0.6											0.6									
Activity 6. Ducts (trench)	0.6											0.6	0.6	0.6	0.6						
Activity 7. Cables	1.0											1.0	1.0	1.0	1.0						
Activity 8. HDD Compounds	18.5					18.5															
Activity 9. HDD installation	0.3					0.3	0.3	0.3	0.3	0.3	0.3	0.3									
Activity 11. Joint Bays	6.6									6.6	6.6	6.6									
Activity 12. Link Boxes	0.2															0.2	0.2	0.2			
Activity 13. Demobilisation of Haul Road	15.0																			15.0	15.0
Activity 14. Demobilisation of CCS	3.9																			3.9	3.9
Activity 16. Demobilisation of HDD Compounds	18.5												18.5								
Total HGVs per day		0.0	0.0	0.0	0.0	22.8	4.3	15.4	15.4	21.9	6.9	23.4	34.4	15.9	15.9	0.2	0.2	0.2	0.0	19.0	19.0
Total HGV trips per day + 20% contingency		**0**	**0**	**0**	**0**	**55**	**10**	**37**	**37**	**53**	**17**	**56**	**83**	**38**	**38**	**1**	**1**	**1**	**0**	**46**	**46**

Landfall and CCS access

Activity	HGVs per day	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 1. Construction Consolidation Site (CCS)	3.9					3.9	3.9														
Activity 2. Landfall HDD Compound	15.4	15.4																			
Activity 3. Haul Road	15.0							15.0	15.0	15.0											
Activity 4. Backfill Material - CBS	14.2											14.2	14.2	14.2	14.2						
Activity 5. Tape / Tile	0.6											0.6									
Activity 6. Ducts (trench)	0.6											0.6	0.6	0.6	0.6						
Activity 7. Cables	1.0											1.0	1.0	1.0	1.0						
Activity 8. HDD Compounds	18.5					18.5															
Activity 9. HDD installation	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3									
Activity 10. Landfall Transition Bays	1.2									1.2	1.2	1.2									
Activity 11. Joint Bays	6.6									6.6	6.6	6.6									
Activity 12. Link Boxes	0.2															0.2	0.2	0.2			
Activity 13. Demobilisation of Haul Road	15.0																			15.0	15.0
Activity 14. Demobilisation of CCS	3.9																			3.9	3.9
Activity 15. Demobilisation of Landfall HDD Compound	15.4					15.4															
Activity 16. Demobilisation of HDD Compounds	18.5												18.5								
Total HGVs per day		15.8	0.3	0.3	0.3	38.2	4.3	15.4	15.4	23.1	8.1	24.6	34.4	15.9	15.9	0.2	0.2	0.2	0.0	19.0	19.0
Total HGV trips per day + 20% contingency		**38**	**1**	**1**	**1**	**92**	**10**	**37**	**37**	**55**	**19**	**59**	**83**	**38**	**38**	**1**	**1**	**1**	**0**	**46**	**46**

Substation

Activity	HGVs per day	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 3. Haul Road	15.0							15.0	15.0	15.0											
Activity 4. Backfill Material - CBS	14.2											14.2	14.2	14.2	14.2						
Activity 5. Tape / Tile	0.6											0.6									
Activity 6. Ducts (trench)	0.6											0.6	0.6	0.6	0.6						
Activity 7. Cables	1.0											1.0	1.0	1.0	1.0						
Activity 8. HDD Compounds	18.5												18.5								
Activity 9. HDD installation	0.3												0.3	0.3	0.3	0.3	0.3	0.3	0.3		
Activity 11. Joint Bays	6.6										6.6	6.6	6.6								
Activity 12. Link Boxes	0.2															0.2	0.2	0.2			
Activity 13. Demobilisation of Haul Road	15.0																			15.0	15.0
Activity 14. Demobilisation of CCS	3.9																			3.9	3.9
Activity 16. Demobilisation of HDD Compounds	18.5																			18.5	
Activity 17. Substation	21.4						21.4	21.4	21.4												
Total HGVs per day		0.0	0.0	0.0	0.0	0.0	21.4	36.4	36.4	21.6	6.6	23.0	34.7	16.2	16.2	0.6	0.6	0.6	0.3	37.8	19.0
Total HGV trips per day + 20% contingency		**0**	**0**	**0**	**0**	**0**	**51**	**87**	**87**	**52**	**16**	**55**	**83**	**39**	**39**	**1**	**1**	**1**	**1**	**91**	**46**

Summary

		Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Landfall	LVs	34	24	24	24	10	0	0	0	12	12	12	0	0	0	0	0	0	0	0	0
	HGVs	38	1	1	1	37	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0
CCS	LVs	0	0	0	0	44	34	40	40	52	36	68	42	32	32	12	12	12	0	26	26
	HGVs	0	0	0	0	55	10	37	37	53	17	56	83	38	38	1	1	1	0	46	46
Substation	LVs	0	0	0	0	0	12	28	28	28	12	44	66	56	56	36	36	36	24	60	26
	HGVs	0	0	0	0	0	51	87	87	52	16	55	83	39	39	1	1	1	1	91	46

All activities

Activity	No. of workers	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 1. Construction Consolidation Site (CCS)	5.0					5.0	5.0														
Activity 2. Landfall HDD Compound	5.0	5.0																			
Activity 3. Haul Road	8.0							8.0	8.0	8.0											
Activity 4. Backfill Material - CBS	8.0											8.0	8.0	8.0	8.0						
Activity 5. Tape / Tile	n/a											n/a									
Activity 6. Ducts (trench)	4.0											4.0	4.0	4.0	4.0						
Activity 7. Cables	4.0											4.0	4.0	4.0	4.0						
Activity 8. HDD Compounds	5.0					5.0							5.0								
Activity 9. HDD installation	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Activity 10. Landfall Transition Bays	6.0									6.0	6.0	6.0									
Activity 11. Joint Bays	6.0									6.0	6.0	6.0									
Activity 12. Link Boxes	6.0															6.0	6.0	6.0			
Activity 13. Demobilisation of Haul Road	8.0																			8.0	8.0
Activity 14. Demobilisation of CCS	5.0																			5.0	5.0
Activity 15. Demobilisation of Landfall HDD Compound	5.0					5.0															
Activity 16. Demobilisation of HDD Compounds	5.0												5.0							5.0	
Activity 17. Substation	6.0						6.0	6.0	6.0												
Total number of workers per day		17.0	12.0	12.0	12.0	27.0	23.0	26.0	26.0	32.0	24.0	40.0	38.0	28.0	28.0	18.0	18.0	18.0	12.0	30.0	13.0
Total worker trips per day		**34**	**24**	**24**	**24**	**54**	**46**	**52**	**52**	**64**	**48**	**80**	**76**	**56**	**56**	**36**	**36**	**36**	**24**	**60**	**26**

Landfall access

Activity	No. of workers	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 2. Landfall HDD Compound	5.0	5.0																			
Activity 9. HDD installation	12.0	12.0	12.0	12.0	12.0																
Activity 10. Landfall Transition Bays	6.0									6.0	6.0	6.0									
Activity 15. Demobilisation of Landfall HDD Compound	5.0					5.0															
Total number of workers per day		17.0	12.0	12.0	12.0	5.0	0.0	0.0	0.0	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total worker trips per day		**34**	**24**	**24**	**24**	**10**	**0**	**0**	**0**	**12**	**12**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

CCS access

Activity	No. of workers	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 1. Construction Consolidation Site (CCS)	5.0					5.0	5.0														
Activity 3. Haul Road	8.0							8.0	8.0	8.0											
Activity 4. Backfill Material - CBS	8.0											8.0	8.0	8.0	8.0						
Activity 5. Tape / Tile	n/a											n/a									
Activity 6. Ducts (trench)	4.0											4.0	4.0	4.0	4.0						
Activity 7. Cables	5.0											4.0	4.0	4.0	4.0						
Activity 8. HDD Compounds	5.0					5.0															
Activity 9. HDD installation	12.0					12.0	12.0	12.0	12.0	12.0	12.0	12.0									
Activity 11. Joint Bays	6.0									6.0	6.0	6.0									
Activity 12. Link Boxes	6.0															6.0	6.0	6.0			
Activity 13. Demobilisation of Haul Road	8.0																			8.0	8.0
Activity 14. Demobilisation of CCS	5.0																			5.0	5.0
Activity 16. Demobilisation of HDD Compounds	5.0												5.0								
Total number of workers per day		0.0	0.0	0.0	0.0	22.0	17.0	20.0	20.0	26.0	18.0	34.0	21.0	16.0	16.0	6.0	6.0	6.0	0.0	13.0	13.0
Total worker trips per day		**0**	**0**	**0**	**0**	**44**	**34**	**40**	**40**	**52**	**36**	**68**	**42**	**32**	**32**	**12**	**12**	**12**	**0**	**26**	**26**

Landfall and CCS access

Activity	No. of workers	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 1. Construction Consolidation Site (CCS)	5.0					5.0	5.0														
Activity 2. Landfall HDD Compound	5.0	5.0																			
Activity 3. Haul Road	8.0							8.0	8.0	8.0											
Activity 4. Backfill Material - CBS	8.0											8.0	8.0	8.0	8.0						
Activity 5. Tape / Tile	n/a											n/a									
Activity 6. Ducts (trench)	4.0											4.0	4.0	4.0	4.0						
Activity 7. Cables	4.0											4.0	4.0	4.0	4.0						
Activity 8. HDD Compounds	5.0					5.0															
Activity 9. HDD installation	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0									
Activity 10. Landfall Transition Bays	6.0									6.0	6.0	6.0									
Activity 11. Joint Bays	6.0									6.0	6.0	6.0									
Activity 12. Link Boxes	6.0															6.0	6.0	6.0			
Activity 13. Demobilisation of Haul Road	8.0																			8.0	8.0
Activity 14. Demobilisation of CCS	5.0																			5.0	5.0
Activity 15. Demobilisation of Landfall HDD Compound	5.0					5.0															
Activity 16. Demobilisation of HDD Compounds	5.0												5.0								
Total number of workers per day		17.0	12.0	12.0	12.0	27.0	17.0	20.0	20.0	32.0	24.0	40.0	21.0	16.0	16.0	6.0	6.0	6.0	0.0	13.0	13.0
Total worker trips per day		**34**	**24**	**24**	**24**	**54**	**34**	**40**	**40**	**64**	**48**	**80**	**42**	**32**	**32**	**12**	**12**	**12**	**0**	**26**	**26**

Substation

Activity	No. of workers	Months 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Activity 3. Haul Road	8.0							8.0	8.0	8.0											
Activity 4. Backfill Material - CBS	8.0											8.0	8.0	8.0	8.0						
Activity 5. Tape / Tile	n/a											n/a									
Activity 6. Ducts (trench)	4.0											4.0	4.0	4.0	4.0						
Activity 7. Cables	4.0											4.0	4.0	4.0	4.0						
Activity 8. HDD Compounds	5.0												5.0								
Activity 9. HDD installation	12.0												12.0	12.0	12.0	12.0	12.0	12.0	12.0		
Activity 11. Joint Bays	6.0										6.0	6.0	6.0								
Activity 12. Link Boxes	6.0															6.0	6.0	6.0			
Activity 13. Demobilisation of Haul Road	8.0																			8.0	8.0
Activity 14. Demobilisation of CCS	5.0																			5.0	5.0
Activity 16. Demobilisation of HDD Compounds	5.0																			5.0	
Activity 17. Substation	6.0						6.0	6.0	6.0												
Total number of workers per day		0.0	0.0	0.0	0.0	0.0	6.0	14.0	14.0	14.0	6.0	22.0	33.0	28.0	28.0	18.0	18.0	18.0	12.0	30.0	13.0
Total worker trips per day		**0**	**0**	**0**	**0**	**0**	**12**	**28**	**28**	**28**	**12**	**44**	**66**	**56**	**56**	**36**	**36**	**36**	**24**	**60**	**26**

Annex 9 – Modelling outputs

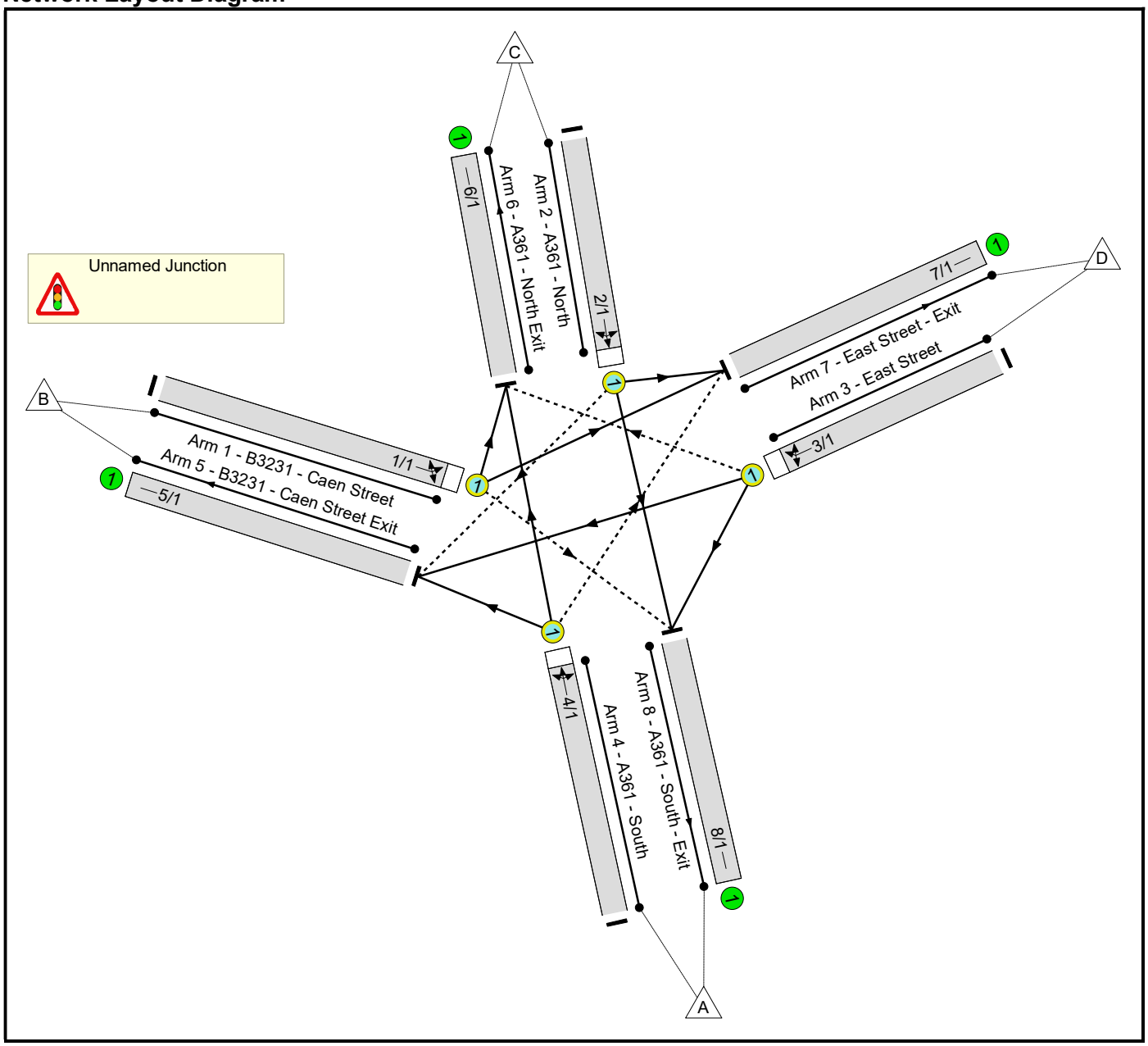
Full Input Data And Results

User and Project Details

Project:	**White Cross**
Title:	**EIA**
Location:	
Client:	Cobra and Flotation Energy
Site Ref(s):	A361 / B3231
Design Layout Ref:	Existing
Date Started:	01.06.23
Model Purpose:	Impact of Construction Traffic on existing layout and baselines.
Additional detail:	
File name:	White Cross.lsg3x
Author:	Ryan Eldon
Company:	RHDHV
Address:	

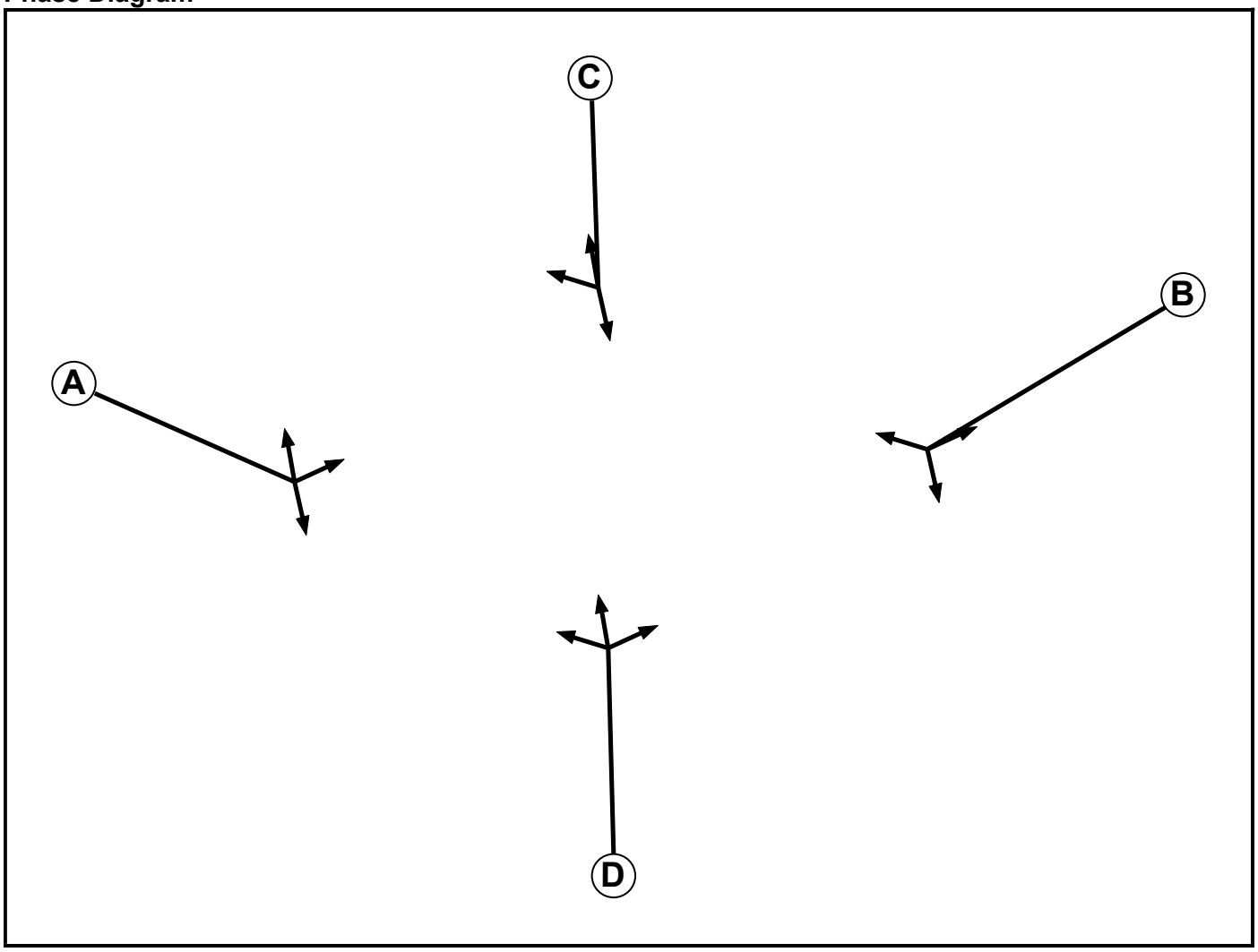
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Full Input Data And Results

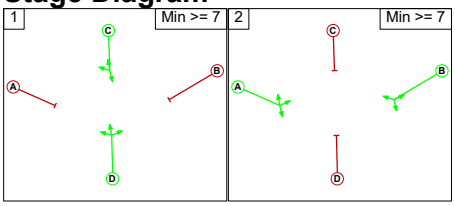
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	7	7
	B	-		6	6
	C	7	6		-
	D	7	6	-	

Phases in Stage

Stage No.	Phases in Stage
1	C D
2	A B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (B3231 - Caen Street)	8/1 (Right)	1439	0	3/1	1.09	To 5/1 (Ahead) To 8/1 (Left)	1.00	-	0.50	1	2.00
2/1 (A361 - North)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 6/1 (Ahead)	1.00	-	0.50	1	2.00
3/1 (East Street)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	1.00	-	0.50	1	2.00
4/1 (A361 - South)	7/1 (Right)	1439	0	2/1	1.09	To 7/1 (Left) To 8/1 (Ahead)	1.00	-	0.50	1	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B3231 - Caen Street)	O	A	2	3	60.0	Geom	-	2.53	0.00	Y	Arm 6 Left	6.15
											Arm 7 Ahead	27.25
											Arm 8 Right	16.20
2/1 (A361 - North)	O	B	2	3	60.0	Geom	-	3.05	0.00	Y	Arm 5 Right	8.60
											Arm 7 Left	9.17
											Arm 8 Ahead	Inf
3/1 (East Street)	O	C	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	27.10
											Arm 6 Right	8.70
											Arm 8 Left	5.70
4/1 (A361 - South)	O	D	2	3	60.0	Geom	-	3.33	0.00	Y	Arm 5 Left	7.80
											Arm 6 Ahead	Inf
											Arm 7 Right	8.80
5/1 (B3231 - Caen Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A361 - North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (East Street - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A361 - South - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM - Base Flows'	07:00	08:00	01:00	
2: '2022 PM - Base Flows'	18:00	19:00	01:00	
3: '2025 AM - Forecast Flows'	07:00	08:00	01:00	
4: '2025 PM - Forecast Flows'	18:00	19:00	01:00	
7: '2025 AM - Forecast Flows + Development Flows'	07:00	08:00	01:00	F3 + F5
8: '2025 PM - Forecast Flows + Development Flows'	18:00	19:00	01:00	F4 + F6

Scenario 1: '2022 AM - Base Flows' (FG1: '2022 AM - Base Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	163	254	6	423
	B	266	0	48	2	316
	C	238	35	0	2	275
	D	19	5	8	0	32
	Tot.	523	203	310	10	1046

Traffic Lane Flows

Lane	Scenario 1: 2022 AM - Base Flows
Junction: Unnamed Junction	
1/1	316
2/1	275
3/1	32
4/1	423
5/1	203
6/1	310
7/1	10
8/1	523

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B3231 - Caen Street)	2.53	0.00	Y	Arm 6 Left	6.15	15.2 %	1675	1675
				Arm 7 Ahead	27.25	0.6 %		
				Arm 8 Right	16.20	84.2 %		
2/1 (A361 - North)	3.05	0.00	Y	Arm 5 Right	8.60	12.7 %	1876	1876
				Arm 7 Left	9.17	0.7 %		
				Arm 8 Ahead	Inf	86.5 %		
3/1 (East Street)	3.30	0.00	Y	Arm 5 Ahead	27.10	15.6 %	1610	1610
				Arm 6 Right	8.70	25.0 %		
				Arm 8 Left	5.70	59.4 %		
4/1 (A361 - South)	3.33	0.00	Y	Arm 5 Left	7.80	38.5 %	1810	1810
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	8.80	1.4 %		
5/1 (B3231 - Caen Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (East Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A361 - South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 PM - Base Flows' (FG2: '2022 PM - Base Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	230	239	22	491
	B	239	0	49	15	303
	C	222	60	0	12	294
	D	16	12	3	0	31
	Tot.	477	302	291	49	1119

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 PM - Base Flows
Junction: Unnamed Junction	
1/1	303
2/1	294
3/1	31
4/1	491
5/1	302
6/1	291
7/1	49
8/1	477

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B3231 - Caen Street)	2.53	0.00	Y	Arm 6 Left	6.15	16.2 %	1675	1675
				Arm 7 Ahead	27.25	5.0 %		
				Arm 8 Right	16.20	78.9 %		
2/1 (A361 - North)	3.05	0.00	Y	Arm 5 Right	8.60	20.4 %	1842	1842
				Arm 7 Left	9.17	4.1 %		
				Arm 8 Ahead	Inf	75.5 %		
3/1 (East Street)	3.30	0.00	Y	Arm 5 Ahead	27.10	38.7 %	1657	1657
				Arm 6 Right	8.70	9.7 %		
				Arm 8 Left	5.70	51.6 %		
4/1 (A361 - South)	3.33	0.00	Y	Arm 5 Left	7.80	46.8 %	1775	1775
				Arm 6 Ahead	Inf	48.7 %		
				Arm 7 Right	8.80	4.5 %		
5/1 (B3231 - Caen Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (East Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A361 - South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2025 AM - Forecast Flows' (FG3: '2025 AM - Forecast Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	171	266	6	443
	B	278	0	50	2	330
	C	250	37	0	2	289
	D	20	5	8	0	33
	Tot.	548	213	324	10	1095

Traffic Lane Flows

Lane	Scenario 3: 2025 AM - Forecast Flows
Junction: Unnamed Junction	
1/1	330
2/1	289
3/1	33
4/1	443
5/1	213
6/1	324
7/1	10
8/1	548

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B3231 - Caen Street)	2.53	0.00	Y	Arm 6 Left	6.15	15.2 %	1675	1675
				Arm 7 Ahead	27.25	0.6 %		
				Arm 8 Right	16.20	84.2 %		
2/1 (A361 - North)	3.05	0.00	Y	Arm 5 Right	8.60	12.8 %	1876	1876
				Arm 7 Left	9.17	0.7 %		
				Arm 8 Ahead	Inf	86.5 %		
3/1 (East Street)	3.30	0.00	Y	Arm 5 Ahead	27.10	15.2 %	1608	1608
				Arm 6 Right	8.70	24.2 %		
				Arm 8 Left	5.70	60.6 %		
4/1 (A361 - South)	3.33	0.00	Y	Arm 5 Left	7.80	38.6 %	1810	1810
				Arm 6 Ahead	Inf	60.0 %		
				Arm 7 Right	8.80	1.4 %		
5/1 (B3231 - Caen Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (East Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A361 - South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2025 PM - Forecast Flows' (FG4: '2025 PM - Forecast Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	240	250	23	513
	B	250	0	51	16	317
	C	232	63	0	13	308
	D	17	13	3	0	33
	Tot.	499	316	304	52	1171

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2025 PM - Forecast Flows
Junction: Unnamed Junction	
1/1	317
2/1	308
3/1	33
4/1	513
5/1	316
6/1	304
7/1	52
8/1	499

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B3231 - Caen Street)	2.53	0.00	Y	Arm 6 Left	6.15	16.1 %	1675	1675
				Arm 7 Ahead	27.25	5.0 %		
				Arm 8 Right	16.20	78.9 %		
2/1 (A361 - North)	3.05	0.00	Y	Arm 5 Right	8.60	20.5 %	1842	1842
				Arm 7 Left	9.17	4.2 %		
				Arm 8 Ahead	Inf	75.3 %		
3/1 (East Street)	3.30	0.00	Y	Arm 5 Ahead	27.10	39.4 %	1658	1658
				Arm 6 Right	8.70	9.1 %		
				Arm 8 Left	5.70	51.5 %		
4/1 (A361 - South)	3.33	0.00	Y	Arm 5 Left	7.80	46.8 %	1775	1775
				Arm 6 Ahead	Inf	48.7 %		
				Arm 7 Right	8.80	4.5 %		
5/1 (B3231 - Caen Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (East Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A361 - South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2025 AM - Forecast + Development Flows' (FG7: '2025 AM - Forecast Flows + Development Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	222	266	6	494
	B	289	0	50	2	341
	C	250	37	0	2	289
	D	20	5	8	0	33
	Tot.	559	264	324	10	1157

Traffic Lane Flows

Lane	Scenario 5: 2025 AM - Forecast + Development Flows
Junction: Unnamed Junction	
1/1	341
2/1	289
3/1	33
4/1	494
5/1	264
6/1	324
7/1	10
8/1	559

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B3231 - Caen Street)	2.53	0.00	Y	Arm 6 Left	6.15	14.7 %	1676	1676
				Arm 7 Ahead	27.25	0.6 %		
				Arm 8 Right	16.20	84.8 %		
2/1 (A361 - North)	3.05	0.00	Y	Arm 5 Right	8.60	12.8 %	1876	1876
				Arm 7 Left	9.17	0.7 %		
				Arm 8 Ahead	Inf	86.5 %		
3/1 (East Street)	3.30	0.00	Y	Arm 5 Ahead	27.10	15.2 %	1608	1608
				Arm 6 Right	8.70	24.2 %		
				Arm 8 Left	5.70	60.6 %		
4/1 (A361 - South)	3.33	0.00	Y	Arm 5 Left	7.80	44.9 %	1790	1790
				Arm 6 Ahead	Inf	53.8 %		
				Arm 7 Right	8.80	1.2 %		
5/1 (B3231 - Caen Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (East Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A361 - South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2025 PM - Forecast + Development Flows' (FG8: '2025 PM - Forecast Flows + Development Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	251	250	23	524
	B	301	0	51	16	368
	C	232	63	0	13	308
	D	17	13	3	0	33
	Tot.	550	327	304	52	1233

Full Input Data And Results

Traffic Lane Flows

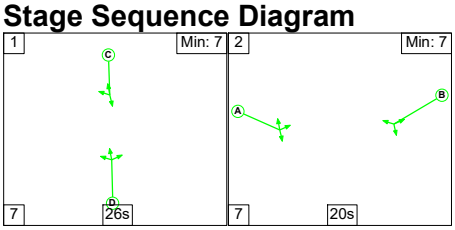
Lane	Scenario 6: 2025 PM - Forecast + Development Flows
Junction: Unnamed Junction	
1/1	368
2/1	308
3/1	33
4/1	524
5/1	327
6/1	304
7/1	52
8/1	550

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B3231 - Caen Street)	2.53	0.00	Y	Arm 6 Left	6.15	13.9 %	1680	1680
				Arm 7 Ahead	27.25	4.3 %		
				Arm 8 Right	16.20	81.8 %		
2/1 (A361 - North)	3.05	0.00	Y	Arm 5 Right	8.60	20.5 %	1842	1842
				Arm 7 Left	9.17	4.2 %		
				Arm 8 Ahead	Inf	75.3 %		
3/1 (East Street)	3.30	0.00	Y	Arm 5 Ahead	27.10	39.4 %	1658	1658
				Arm 6 Right	8.70	9.1 %		
				Arm 8 Left	5.70	51.5 %		
4/1 (A361 - South)	3.33	0.00	Y	Arm 5 Left	7.80	47.9 %	1772	1772
				Arm 6 Ahead	Inf	47.7 %		
				Arm 7 Right	8.80	4.4 %		
5/1 (B3231 - Caen Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 - North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (East Street - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (A361 - South - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 AM - Base Flows' (FG1: '2022 AM - Base Flows', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

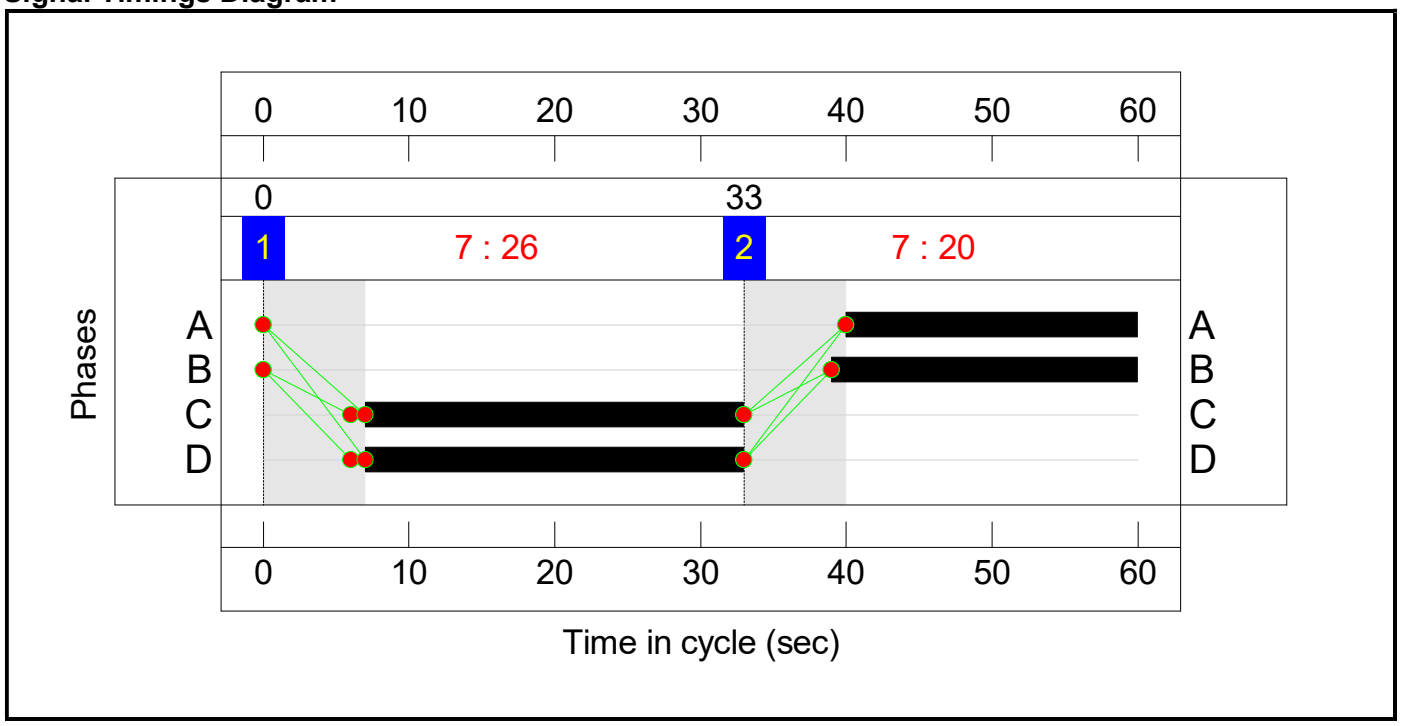


Full Input Data And Results

Stage Timings

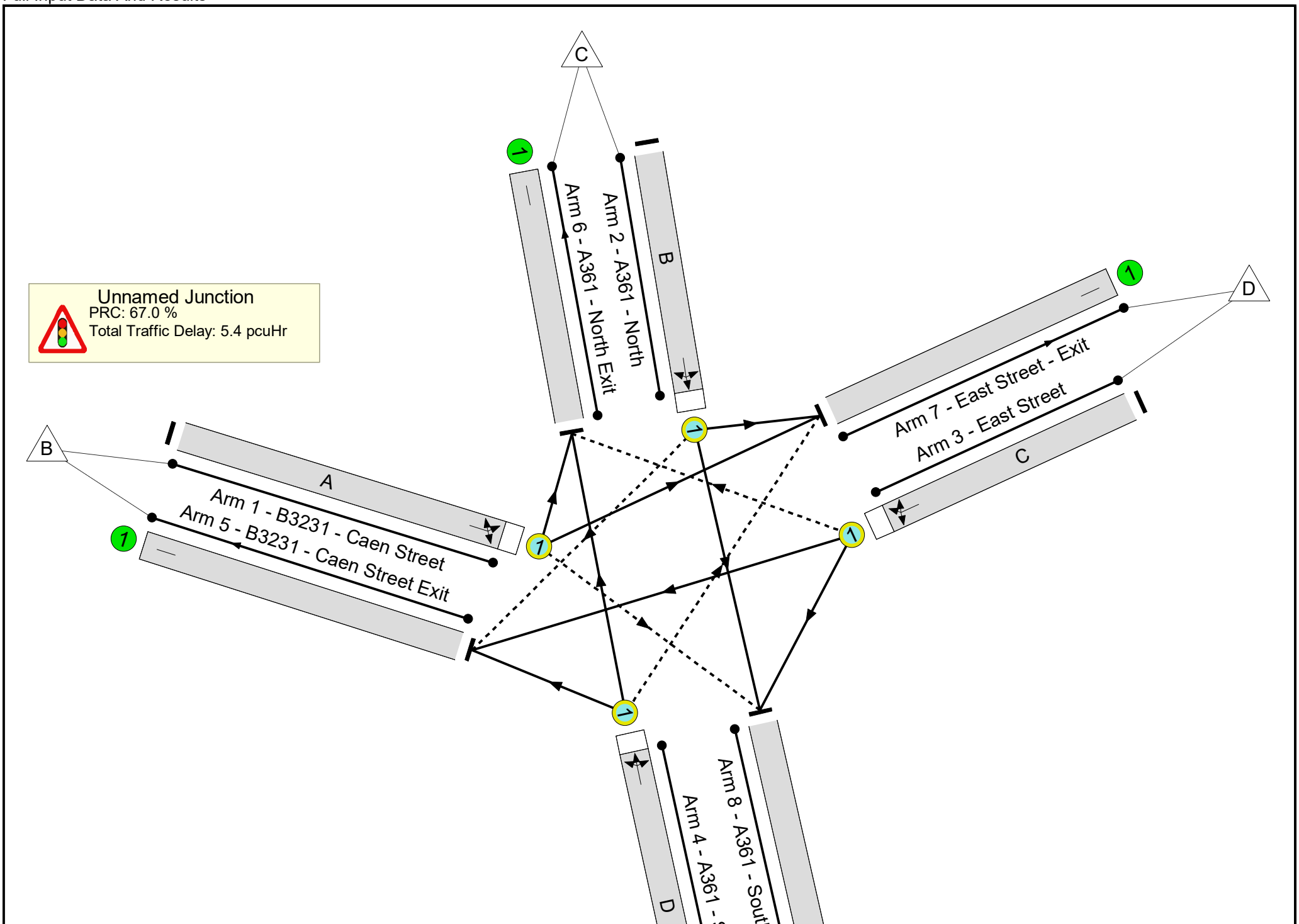
Stage	1	2
Duration	26	20
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 67.0 %
Total Traffic Delay: 5.4 pcuHr
C
B
D
B
A
C
D
Arm 1 - B3231 - Caen Street
Arm 5 - B3231 - Caen Street Exit
Arm 2 - A361 - North
Arm 6 - A361 - North Exit
Arm 7 - East Street - Exit
Arm 3 - East Street
Arm 8 - A361 - South
Arm 4 - A361 - North

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EIA	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.9%**
1/1	B3231 - Caen Street Left Ahead Right	O	N/A	N/A	A		1	20	-	316	1675	586	53.9%
2/1	A361 - North Right Left Ahead	O	N/A	N/A	B		1	21	-	275	1876	688	40.0%
3/1	East Street Ahead Right Left	O	N/A	N/A	C		1	26	-	32	1610	725	4.4%
4/1	A361 - South Left Ahead Right	O	N/A	N/A	D		1	26	-	423	1810	815	51.9%
5/1	B3231 - Caen Street Exit	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	A361 - North Exit	U	N/A	N/A	-		-	-	-	310	Inf	Inf	0.0%
7/1	East Street - Exit	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
8/1	A361 - South - Exit	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%

Full Input Data And Results

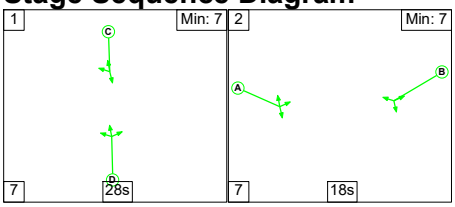
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: EIA	**-**	**-**	**0**	**310**	**5**	**3.9**	**1.5**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**310**	**5**	**3.9**	**1.5**	**0.0**	**5.4**	**-**	**-**	**-**	**-**
1/1	316	316	0	262	4	1.4	0.6	0.0	2.0	22.3	4.2	0.6	4.8
2/1	275	275	0	34	1	1.1	0.3	0.0	1.4	18.5	3.4	0.3	3.7
3/1	32	32	0	8	0	0.1	0.0	0.0	0.1	12.0	0.3	0.0	0.3
4/1	423	423	0	6	0	1.4	0.5	0.0	1.9	16.4	5.1	0.5	5.6
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	310	310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 67.0 Total Delay for Signalled Lanes (pcuHr): 5.40 Cycle Time (s): 60
PRC Over All Lanes (%): 67.0 Total Delay Over All Lanes(pcuHr): 5.40

Full Input Data And Results

Scenario 2: '2022 PM - Base Flows' (FG2: '2022 PM - Base Flows', Plan 1: 'Network Control Plan 1')

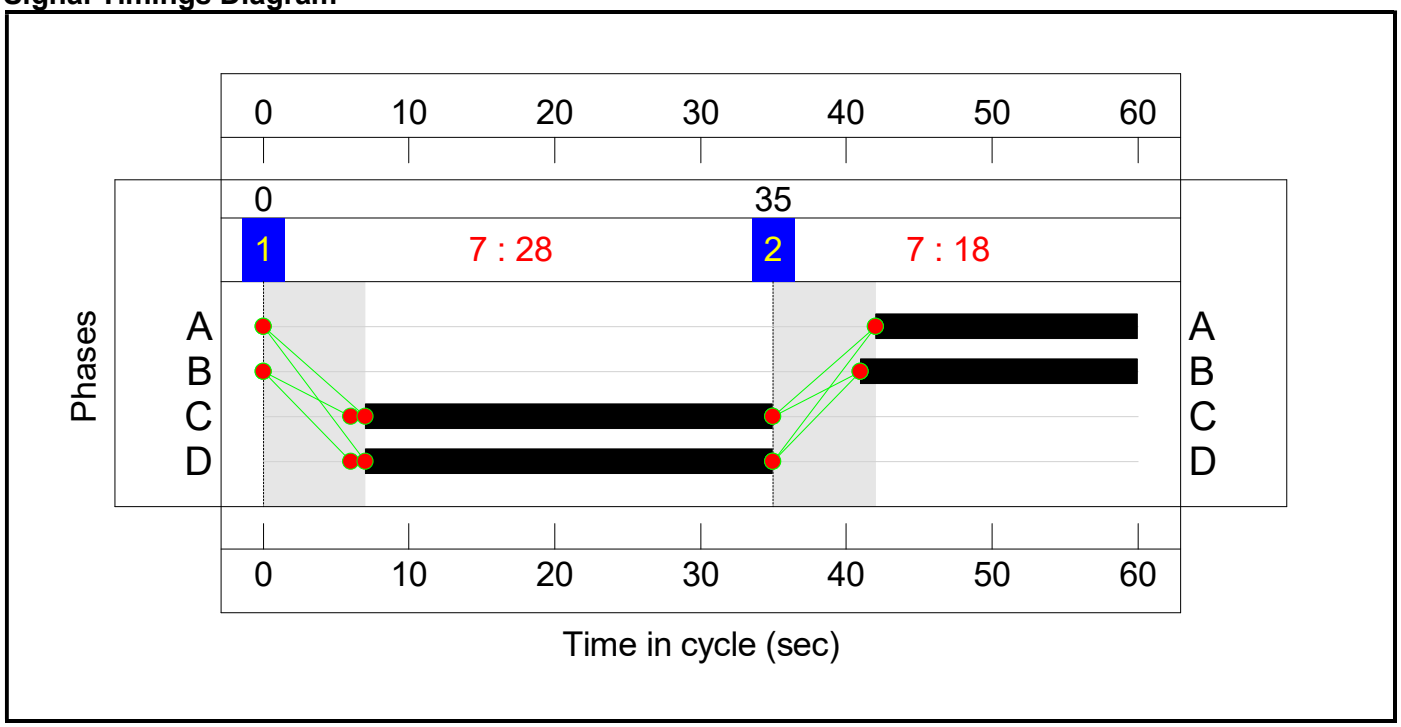
Stage Sequence Diagram



Stage Timings

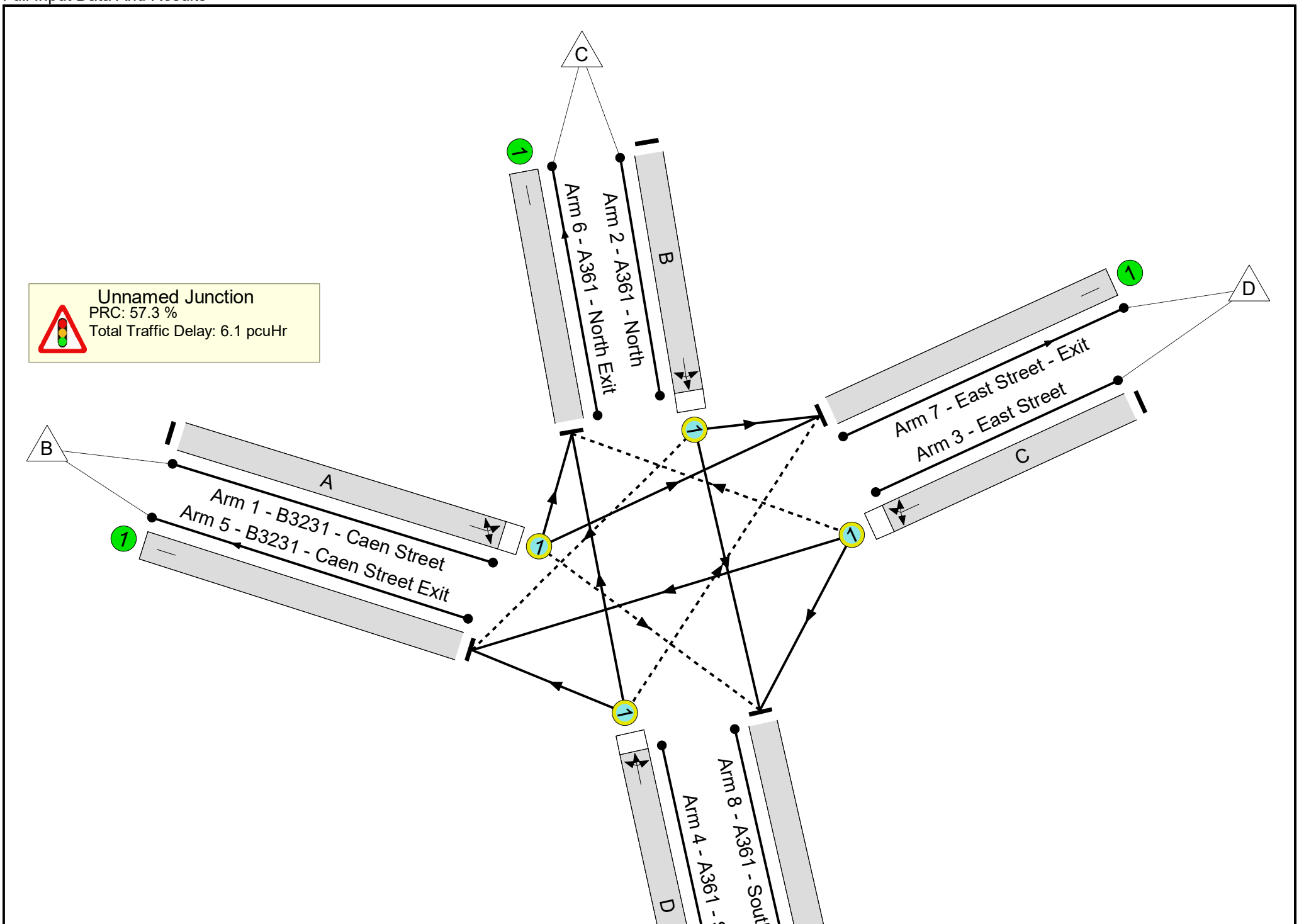
Stage	1	2
Duration	28	18
Change Point	0	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 57.3 %
Total Traffic Delay: 6.1 pcuHr
C
B
Arm 2 - A361 - North
Arm 6 - A361 - North Exit
D
Arm 7 - East Street - Exit
Arm 3 - East Street
C
B
A
Arm 1 - B3231 - Caen Street
Arm 5 - B3231 - Caen Street Exit
D
Arm 8 - A361 - South
Arm 4 - A361 - South Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EIA	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.2%**
1/1	B3231 - Caen Street Left Ahead Right	O	N/A	N/A	A		1	18	-	303	1675	530	57.1%
2/1	A361 - North Right Left Ahead	O	N/A	N/A	B		1	19	-	294	1842	614	47.9%
3/1	East Street Ahead Right Left	O	N/A	N/A	C		1	28	-	31	1657	801	3.9%
4/1	A361 - South Left Ahead Right	O	N/A	N/A	D		1	28	-	491	1775	858	57.2%
5/1	B3231 - Caen Street Exit	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
6/1	A361 - North Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
7/1	East Street - Exit	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
8/1	A361 - South - Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%

Full Input Data And Results

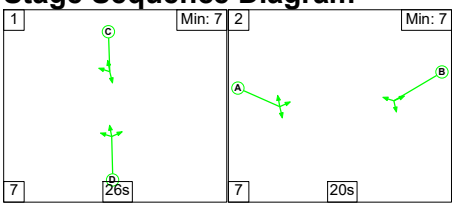
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: EIA	**-**	**-**	**0**	**319**	**5**	**4.3**	**1.8**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**319**	**5**	**4.3**	**1.8**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/1	303	303	0	235	4	1.4	0.7	0.0	2.1	25.0	4.2	0.7	4.9
2/1	294	294	0	59	1	1.3	0.5	0.0	1.8	21.5	3.8	0.5	4.3
3/1	31	31	0	3	0	0.1	0.0	0.0	0.1	10.6	0.3	0.0	0.3
4/1	491	491	0	22	0	1.5	0.7	0.0	2.2	16.0	5.7	0.7	6.4
5/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 57.3 Total Delay for Signalled Lanes (pcuHr): 6.12 Cycle Time (s): 60
PRC Over All Lanes (%): 57.3 Total Delay Over All Lanes(pcuHr): 6.12

Full Input Data And Results

Scenario 3: '2025 AM - Forecast Flows' (FG3: '2025 AM - Forecast Flows', Plan 1: 'Network Control Plan 1')

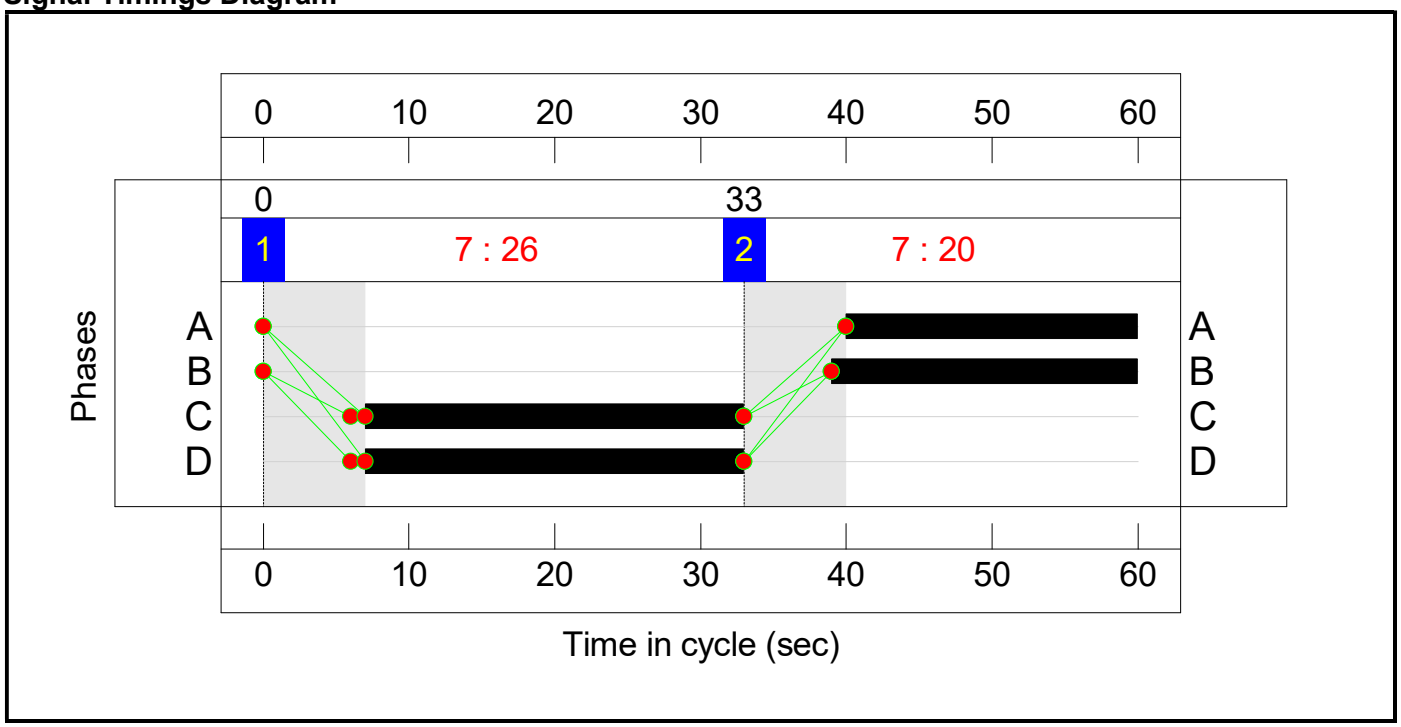
Stage Sequence Diagram



Stage Timings

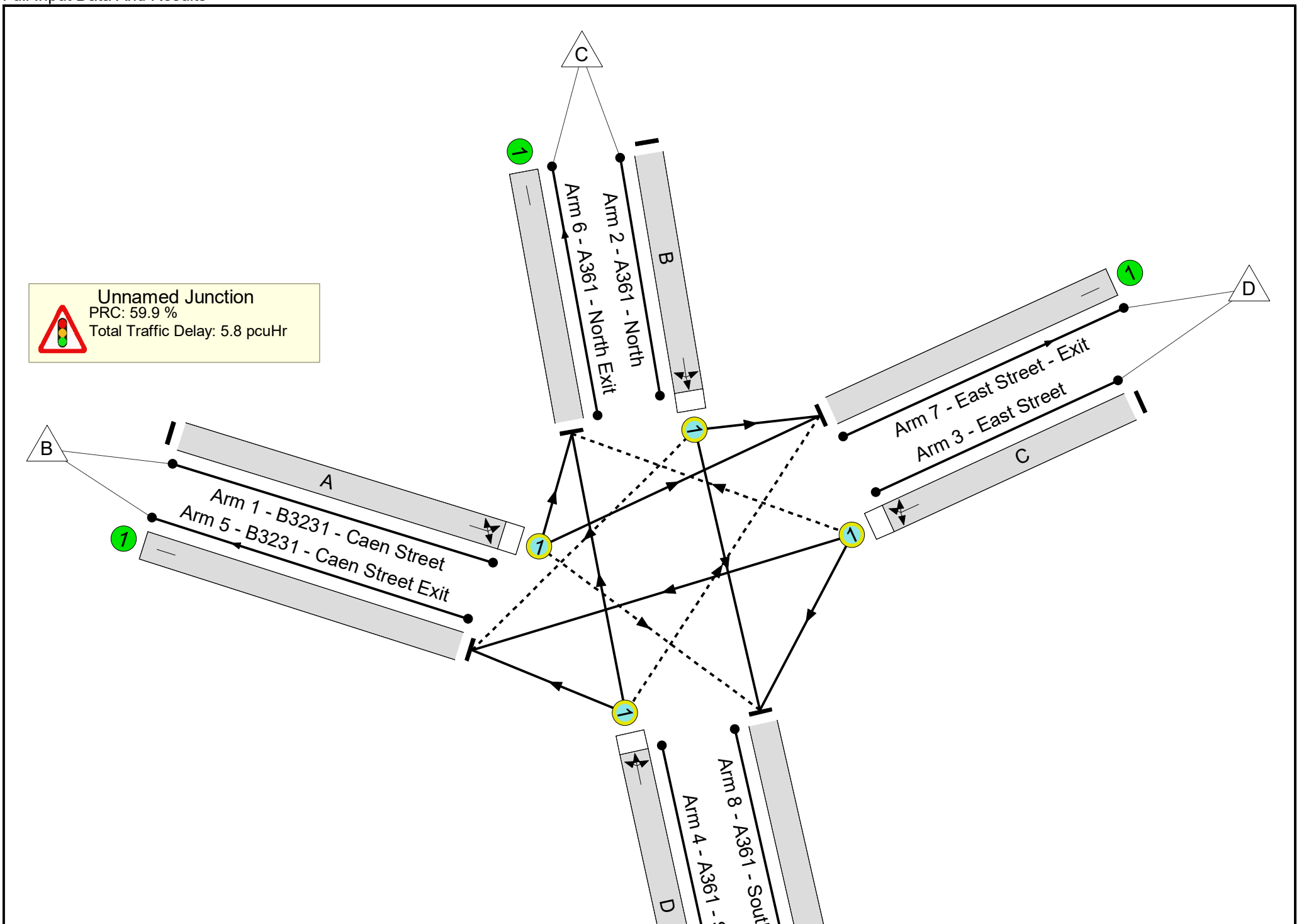
Stage	1	2
Duration	26	20
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 59.9 %
Total Traffic Delay: 5.8 pcuHr
C
B
Arm 2 - A361 - North
Arm 6 - A361 - North Exit
D
Arm 7 - East Street - Exit
Arm 3 - East Street
C
B
A
Arm 1 - B3231 - Caen Street
Arm 5 - B3231 - Caen Street Exit
D
Arm 8 - A361 - South
Arm 4 - A361 - South Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EIA	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.3%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.3%**
1/1	B3231 - Caen Street Left Ahead Right	O	N/A	N/A	A		1	20	-	330	1675	586	56.3%
2/1	A361 - North Right Left Ahead	O	N/A	N/A	B		1	21	-	289	1876	688	42.0%
3/1	East Street Ahead Right Left	O	N/A	N/A	C		1	26	-	33	1608	724	4.6%
4/1	A361 - South Left Ahead Right	O	N/A	N/A	D		1	26	-	443	1810	815	54.4%
5/1	B3231 - Caen Street Exit	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
6/1	A361 - North Exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
7/1	East Street - Exit	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
8/1	A361 - South - Exit	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%

Full Input Data And Results

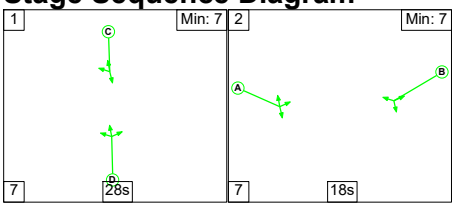
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: EIA	**-**	**-**	**0**	**324**	**5**	**4.2**	**1.6**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**324**	**5**	**4.2**	**1.6**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
1/1	330	330	0	273	5	1.4	0.6	0.0	2.1	22.8	4.4	0.6	5.0
2/1	289	289	0	36	1	1.1	0.4	0.0	1.5	18.7	3.5	0.4	3.9
3/1	33	33	0	8	0	0.1	0.0	0.0	0.1	12.0	0.3	0.0	0.3
4/1	443	443	0	6	0	1.5	0.6	0.0	2.1	16.9	5.3	0.6	5.9
5/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 59.9 Total Delay for Signalled Lanes (pcuHr): 5.78 Cycle Time (s): 60
PRC Over All Lanes (%): 59.9 Total Delay Over All Lanes(pcuHr): 5.78

Full Input Data And Results

Scenario 4: '2025 PM - Forecast Flows' (FG4: '2025 PM - Forecast Flows', Plan 1: 'Network Control Plan 1')

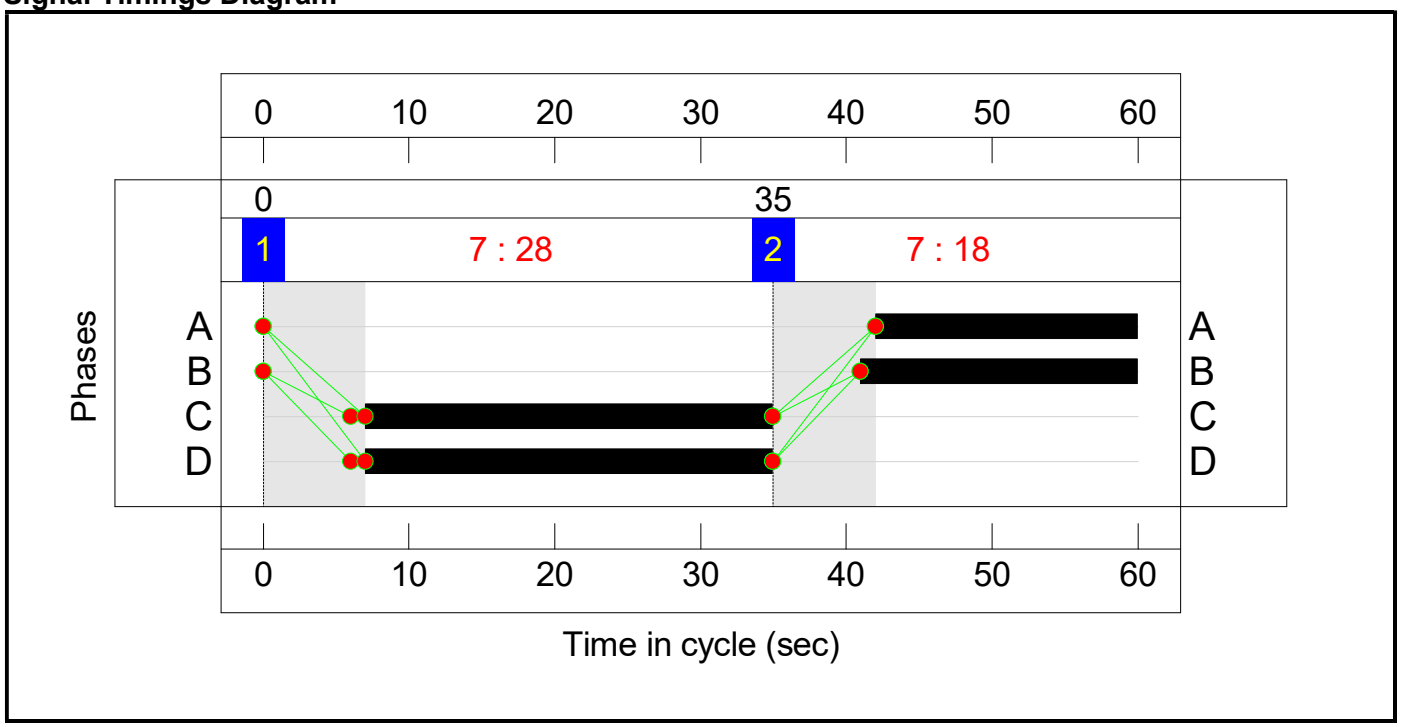
Stage Sequence Diagram



Stage Timings

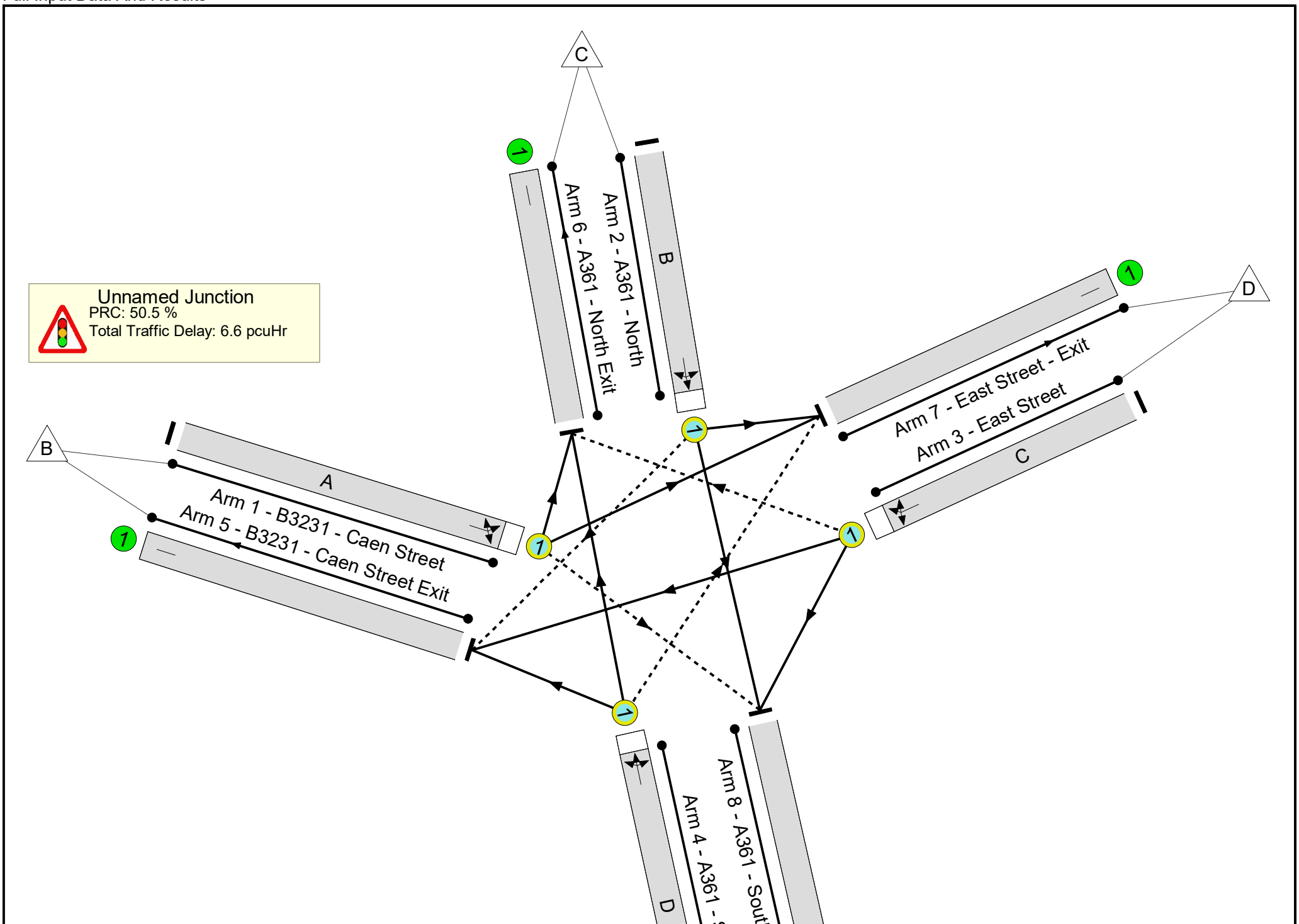
Stage	1	2
Duration	28	18
Change Point	0	35

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 50.5 %
Total Traffic Delay: 6.6 pcuHr
C
B
Arm 2 - A361 - North
Arm 6 - A361 - North Exit
D
Arm 7 - East Street - Exit
Arm 3 - East Street
C
B
A
Arm 1 - B3231 - Caen Street
Arm 5 - B3231 - Caen Street Exit
D
Arm 8 - A361 - South
Arm 4 - A361 - South Exit

	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
	-	-		-	-	-	-	-	-	**59.8%**
	-	-		-	-	-	-	-	-	**59.8%**
	N/A	A		1	18	-	317	1675	530	59.8%
	N/A	B		1	19	-	308	1842	614	50.2%
	N/A	C		1	28	-	33	1658	801	4.1%
	N/A	D		1	28	-	513	1775	858	59.8%
	N/A	-		-	-	-	316	Inf	Inf	0.0%
	N/A	-		-	-	-	304	Inf	Inf	0.0%
	N/A	-		-	-	-	52	Inf	Inf	0.0%
	N/A	-		-	-	-	499	Inf	Inf	0.0%

Full Input Data And Results

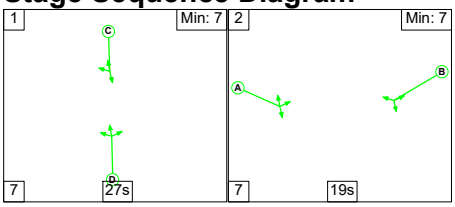
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: EIA	**-**	**-**	**0**	**333**	**6**	**4.6**	**2.0**	**0.0**	**6.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**333**	**6**	**4.6**	**2.0**	**0.0**	**6.6**	**-**	**-**	**-**	**-**
1/1	317	317	0	246	4	1.5	0.7	0.0	2.3	25.7	4.4	0.7	5.1
2/1	308	308	0	62	1	1.4	0.5	0.0	1.9	21.9	4.1	0.5	4.6
3/1	33	33	0	3	0	0.1	0.0	0.0	0.1	10.6	0.3	0.0	0.3
4/1	513	513	0	23	0	1.6	0.7	0.0	2.3	16.5	6.1	0.7	6.9
5/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 50.5 Total Delay for Signalled Lanes (pcuHr): 6.57 Cycle Time (s): 60
PRC Over All Lanes (%): 50.5 Total Delay Over All Lanes(pcuHr): 6.57

Full Input Data And Results

Scenario 5: '2025 AM - Forecast + Development Flows' (FG7: '2025 AM - Forecast Flows + Development Flows', Plan 1: 'Network Control Plan 1')

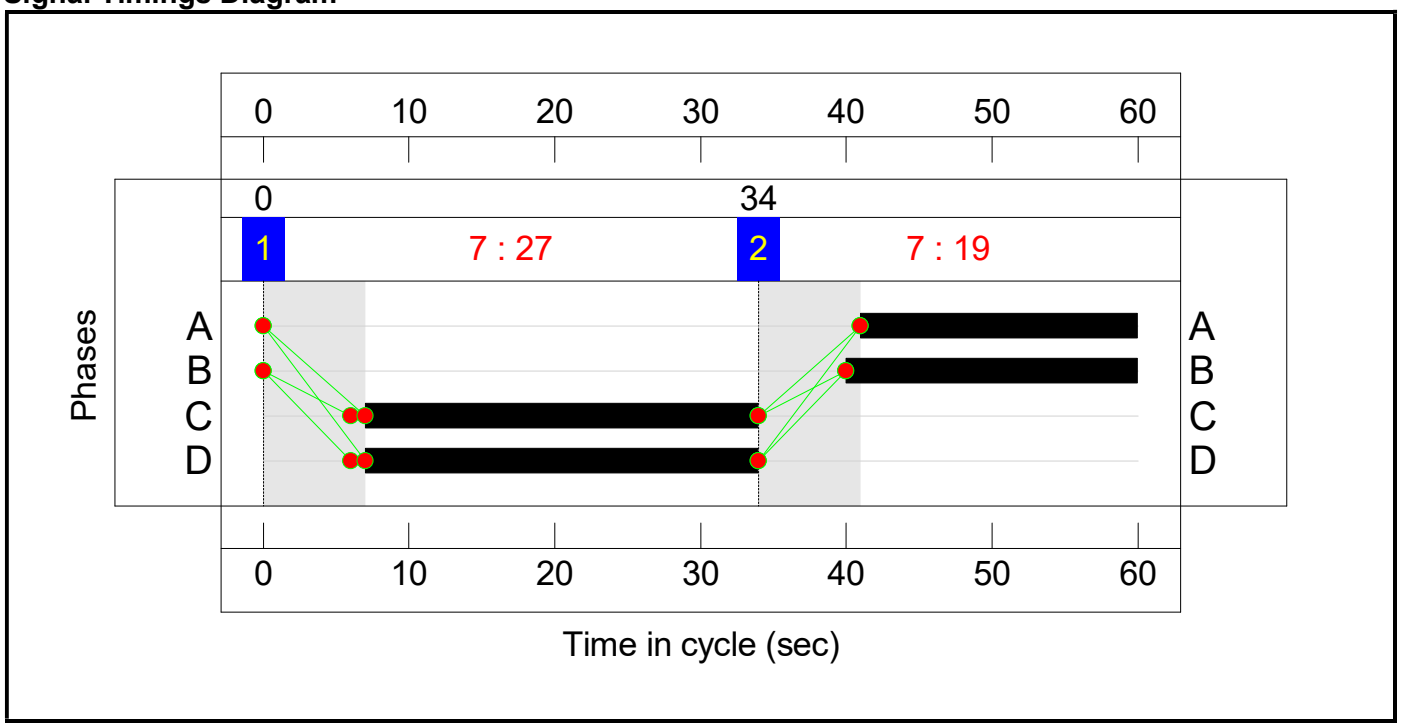
Stage Sequence Diagram



Stage Timings

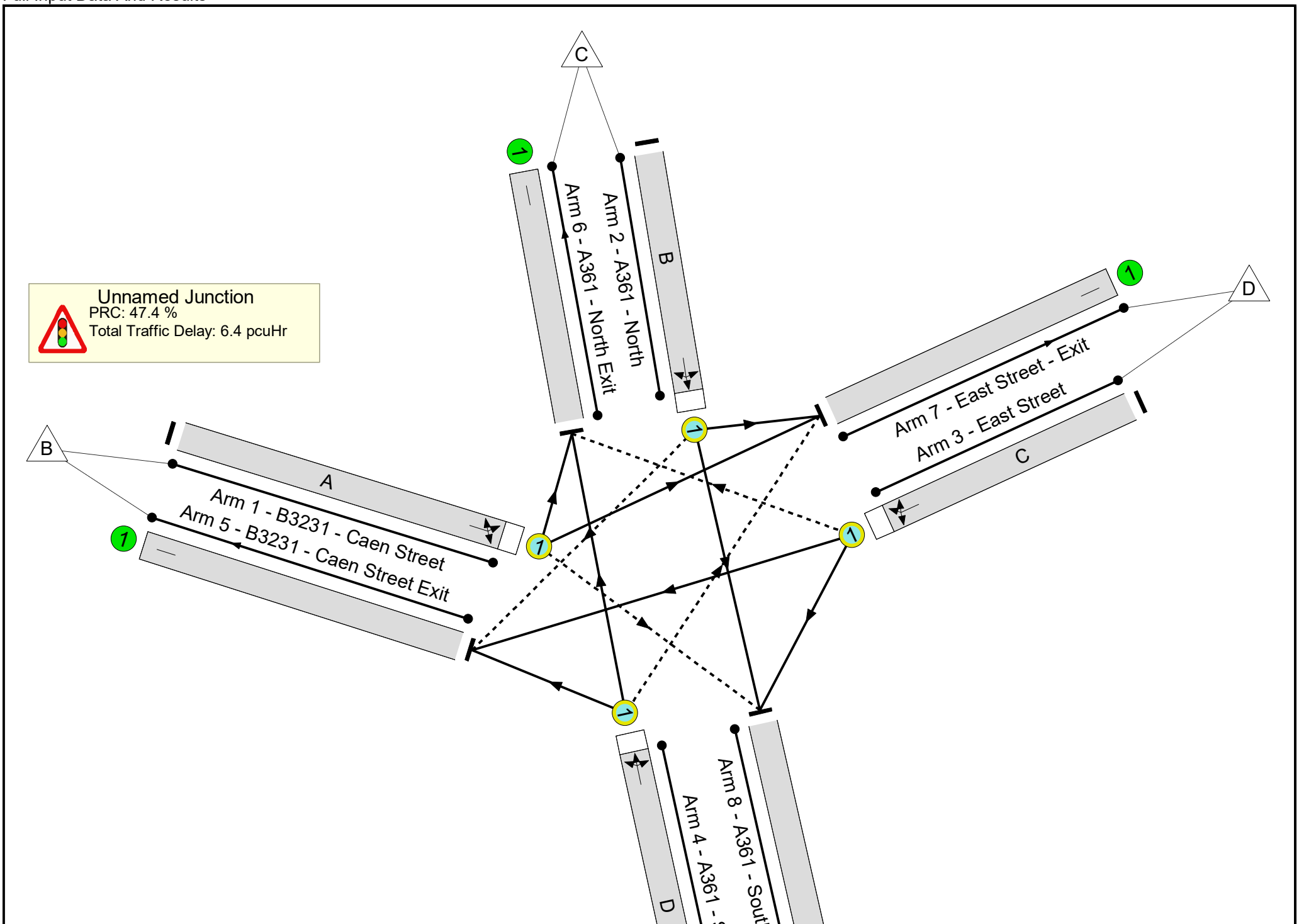
Stage	1	2
Duration	27	19
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 47.4 %
Total Traffic Delay: 6.4 pcuHr
C
B
Arm 2 - A361 - North
Arm 6 - A361 - North Exit
D
Arm 7 - East Street - Exit
Arm 3 - East Street
C
B
A
Arm 1 - B3231 - Caen Street
Arm 5 - B3231 - Caen Street Exit
D
Arm 4 - A361 - South
Arm 8 - A361 - South Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EIA	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.0%**
1/1	B3231 - Caen Street Left Ahead Right	O	N/A	N/A	A		1	19	-	341	1676	559	61.0%
2/1	A361 - North Right Left Ahead	O	N/A	N/A	B		1	20	-	289	1876	657	44.0%
3/1	East Street Ahead Right Left	O	N/A	N/A	C		1	27	-	33	1608	750	4.4%
4/1	A361 - South Left Ahead Right	O	N/A	N/A	D		1	27	-	494	1790	835	59.1%
5/1	B3231 - Caen Street Exit	U	N/A	N/A	-		-	-	-	264	Inf	Inf	0.0%
6/1	A361 - North Exit	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
7/1	East Street - Exit	U	N/A	N/A	-		-	-	-	10	Inf	Inf	0.0%
8/1	A361 - South - Exit	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%

Full Input Data And Results

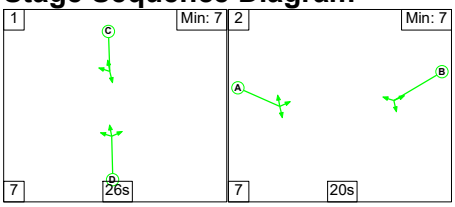
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: EIA	**-**	**-**	**0**	**334**	**6**	**4.5**	**1.9**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**334**	**6**	**4.5**	**1.9**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
1/1	341	341	0	284	5	1.6	0.8	0.0	2.4	25.0	4.7	0.8	5.5
2/1	289	289	0	36	1	1.2	0.4	0.0	1.6	19.9	3.7	0.4	4.1
3/1	33	33	0	8	0	0.1	0.0	0.0	0.1	11.3	0.3	0.0	0.3
4/1	494	494	0	6	0	1.6	0.7	0.0	2.3	17.0	6.0	0.7	6.8
5/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 47.4 Total Delay for Signalled Lanes (pcuHr): 6.40 Cycle Time (s): 60
PRC Over All Lanes (%): 47.4 Total Delay Over All Lanes(pcuHr): 6.40

Full Input Data And Results

Scenario 6: '2025 PM - Forecast + Development Flows' (FG8: '2025 PM - Forecast Flows + Development Flows', Plan 1: 'Network Control Plan 1')

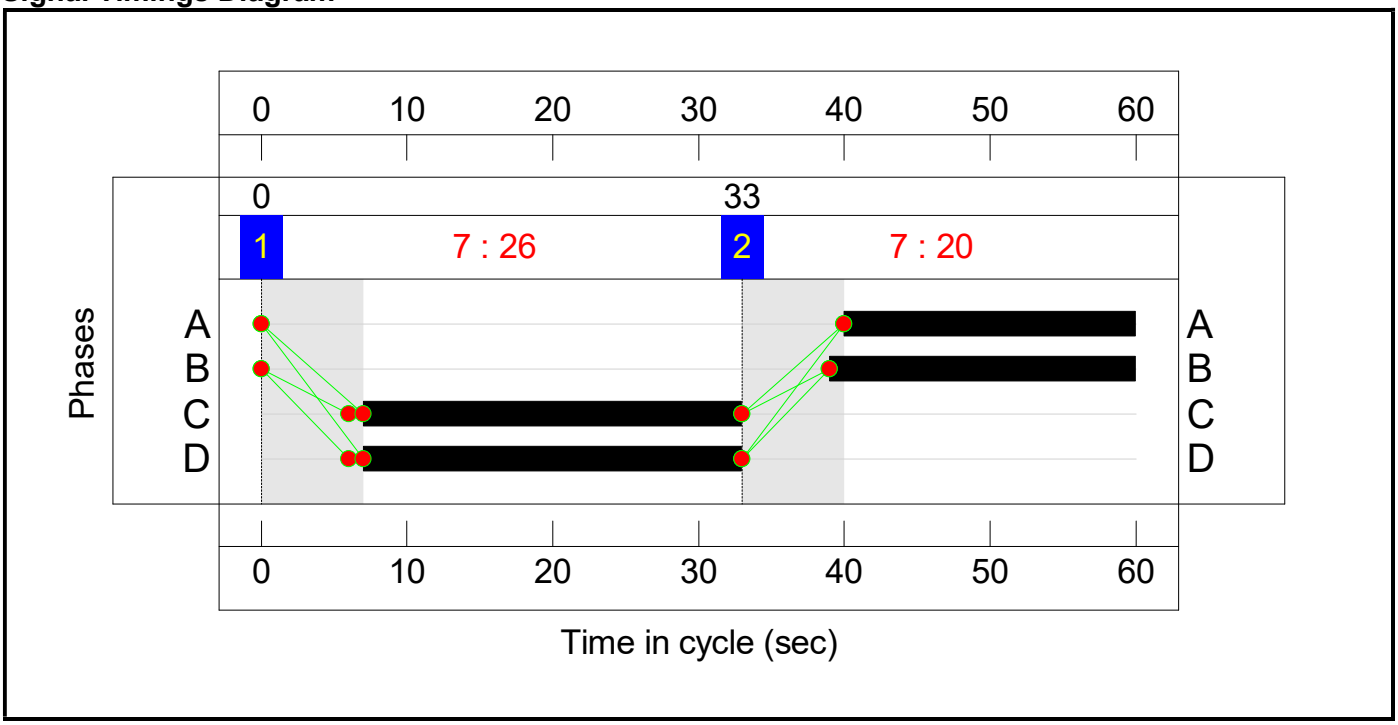
Stage Sequence Diagram



Stage Timings

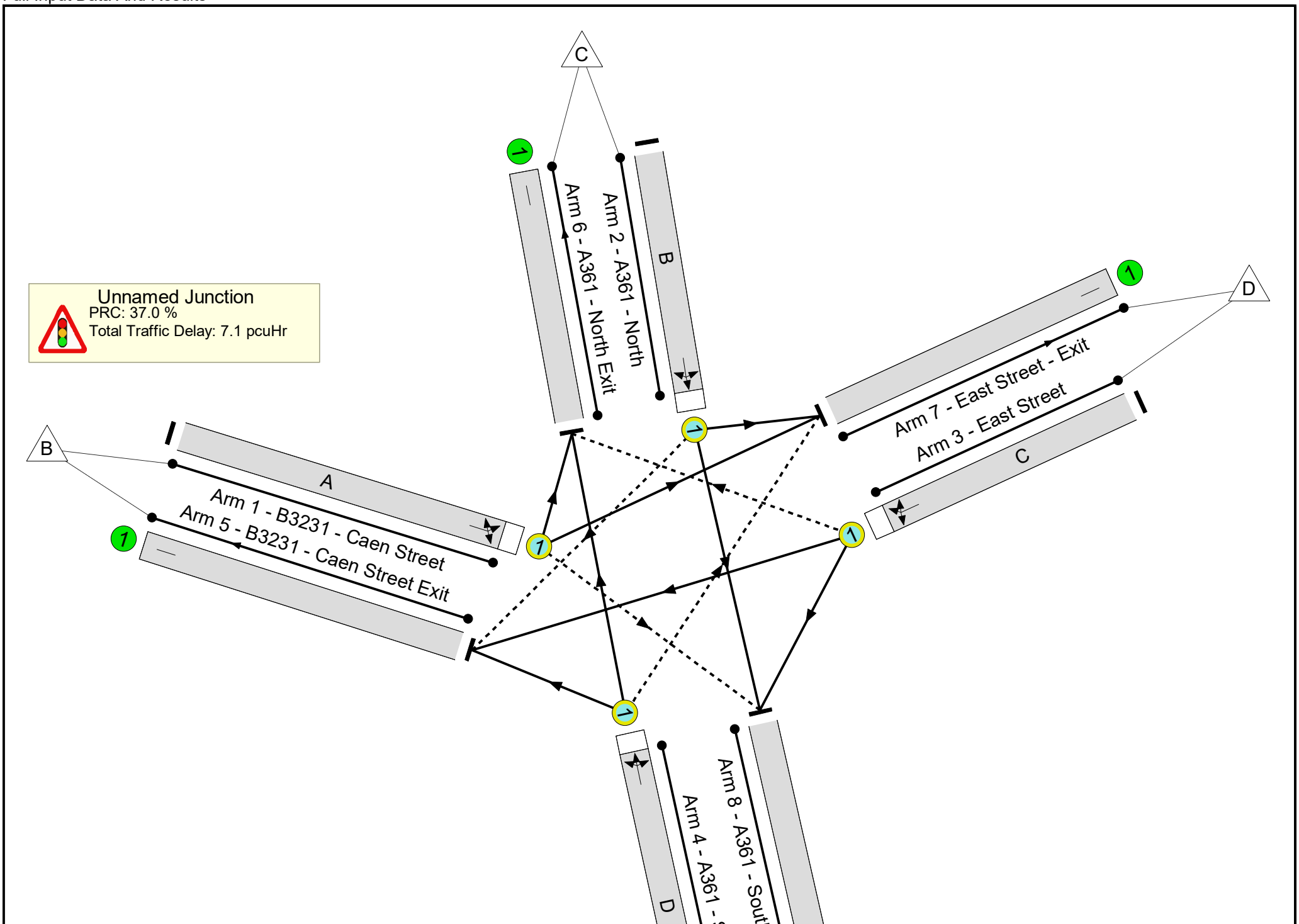
Stage	1	2
Duration	26	20
Change Point	0	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Unnamed Junction
PRC: 37.0 %
Total Traffic Delay: 7.1 pcuHr
C
B
Arm 2 - A361 - North
Arm 6 - A361 - North Exit
D
Arm 7 - East Street - Exit
Arm 3 - East Street
C
B
A
Arm 1 - B3231 - Caen Street
Arm 5 - B3231 - Caen Street Exit
D
Arm 4 - A361 - South
Arm 8 - A361 - South Exit

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EIA	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	B3231 - Caen Street Left Ahead Right	O	N/A	N/A	A		1	20	-	368	1680	588	62.6%
2/1	A361 - North Right Left Ahead	O	N/A	N/A	B		1	21	-	308	1842	675	45.6%
3/1	East Street Ahead Right Left	O	N/A	N/A	C		1	26	-	33	1658	746	4.4%
4/1	A361 - South Left Ahead Right	O	N/A	N/A	D		1	26	-	524	1772	797	65.7%
5/1	B3231 - Caen Street Exit	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
6/1	A361 - North Exit	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
7/1	East Street - Exit	U	N/A	N/A	-		-	-	-	52	Inf	Inf	0.0%
8/1	A361 - South - Exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: EIA	**-**	**-**	**0**	**383**	**6**	**4.9**	**2.2**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**383**	**6**	**4.9**	**2.2**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1	368	368	0	296	5	1.7	0.8	0.0	2.5	24.4	5.0	0.8	5.8
2/1	308	308	0	62	1	1.2	0.4	0.0	1.7	19.3	3.8	0.4	4.3
3/1	33	33	0	3	0	0.1	0.0	0.0	0.1	11.9	0.3	0.0	0.3
4/1	524	524	0	23	0	1.9	1.0	0.0	2.8	19.4	6.7	1.0	7.6
5/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 37.0 Total Delay for Signalled Lanes (pcuHr): 7.08 Cycle Time (s): 60
PRC Over All Lanes (%): 37.0 Total Delay Over All Lanes(pcuHr): 7.08

WHITE CROSS

White Cross Offshore Windfarm Environmental Statement

Chapter 19: Traffic and Transport

Appendix 19.B: Outline Construction Traffic Management Plan

Document Code:	FLO-WHI-REP-0016-23	
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Date:	*Issue Date 08/08/2023*	
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Checked by:	AR	*Electronic Signature*
Owned by:	CB	*Electronic Signature*
Approved by Client :	OG	*Electronic Signature*

Version Number	Reason for Issue / Major Changes	Date of Change
00	For issue	08/08/2023

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Glossary of Acronyms

Acronym	Definition
CCS	Construction Consolidation Site
CTMP	Construction Traffic Management Plan
DCC	Devon County Council
ES	Environmental Statement
HGV	Heavy Goods Vehicle
LV	Light Vehicle
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
OCTMP	Outline Construction Traffic Management Plan
WCOWL	White Cross Offshore Windfarm Limited
PC	Principal Contractor
TCPA	Town and Country Planning Act, 1990
TMCo	Traffic Management Coordinator
TTSA	Traffic and Transport Study Area

Glossary of Terminology

Defined Term	Description
Applicant	White Cross Offshore Windfarm Limited
Environmental Impact Assessment (EIA)	Assessment of the potential impact of the proposed Project on the physical, biological and human environment during construction, operation and decommissioning.
Generation Assets	The infrastructure of the Project related to the generation of electricity within the windfarm site, including wind turbine generators, substructures, mooring lines, seabed anchors and inter-array cables
Heavy Goods Vehicle (HGV)	HGV is the term for any vehicle with a Gross Weight over 3.5 tonnes. This is also used as a proxy for HGVs and buses / coaches recognising the similar size and environmental characteristics of the respective vehicle types.
Jointing bay	Underground structures constructed at regular intervals along the Onshore Export Cable Corridor to join sections of cable and facilitate installation of the cables into the buried ducts
Landfall	Where the offshore export cables come ashore
Light Vehicle (LV)	The term 'light vehicle' is used to describe the range of vehicles that would be used by construction employees, i.e. cars, vans, pick-ups, minibuses, etc.
Link boxes	Underground chambers or above ground cabinets next to the cable trench housing electrical earthing links
Mean high water springs	The average tidal height throughout the year of two successive high waters during those periods of 24 hours when the range of the tide is at its greatest.
Mean low water springs	The average tidal height throughout a year of two successive low waters during those periods of 24 hours when the range of the tide is at its greatest.
Mitigation	A term used interchangeably with Commitment(s). Mitigation measures (Commitments) are embedded within the assessment at the relevant point in the EIA (e.g. at Scoping).
Offshore Project	The Offshore Project for the offshore Section 36 and Marine Licence application includes all elements offshore of MHWS. This includes the infrastructure within the windfarm site (e.g. wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and all infrastructure associated with the export cable route and landfall (up to MHWS) including the cables and associated cable protection (if required).
Onshore Export Cables	The cables which bring electricity from MLWS at the Landfall to the White Cross Onshore Substation and onward to the WPD grid connection at East Yelland
Onshore Infrastructure	The combined name for all infrastructure associated with the Project from MLWS at the Landfall to the WPD grid connection point at East Yelland. The onshore infrastructure will form part of a separate Planning

Defined Term	Description
	application to the Local Planning Authority (LPA) under the Town and Country Planning Act 1990
The Onshore Project	The Onshore Project for the onshore Town and Country Planning Act application includes all elements onshore of MLWS. This includes the infrastructure associated with the offshore export cable (from MLWS), landfall, onshore export cable and associated infrastructure and new White Cross Onshore Substation.
Onshore Transmission Assets	The aspects of the project related to the transmission of electricity from MLWS at the Landfall to the WPD grid connection at East Yelland including the Onshore Export Cable, the White Cross Onshore Substation and onward connection to the WPD grid connection at East Yelland
The Project	The Project for the offshore Section 36 and Marine Licence application includes all elements offshore of MHWS. This includes the infrastructure within the windfarm site (e.g. wind turbine generators, substructures, mooring lines, seabed anchors, inter-array cables and Offshore Substation Platform (as applicable)) and all infrastructure associated with the export cable route and landfall (up to MHWS) including the cables and associated cable protection (if required).
Traffic and Transport Study Area (TTSA)	Area where potential impacts from the Onshore Project could occur, as defined for the traffic and transport EIA topic.
White Cross Offshore Windfarm	100MW capacity offshore windfarm including associated onshore and offshore infrastructure
White Cross Onshore Substation	A new substation built specifically for the White Cross project. It is required to ensure electrical power produced by the offshore windfarm is compliant with National Grid electrical requirements at the Grid Connection Point at East Yelland.
Vehicle trips/movement	A vehicle trip, either the arrival or departure from site, for the transfer of employees or goods. (i.e. one HGV arrival and one HGV departure is equal to two movements). The term movement and trip are interchangeable.

1. Introduction

1.1 Background

1. White Cross Offshore Windfarm is a proposed floating offshore windfarm located in the Celtic Sea with a capacity of up to 100MW. All components of the project landward of Mean Low Water Springs (MLWS) are referred to as 'the Onshore Project'. The Onshore Project is a separate Town and Country Planning Act (TCPA) application to the Offshore Project components, which have been submitted as a separate Section 36 (under the Electricity Act) and Marine Licence (ML) application to the Marine Management Organisation (MMO) following the MMO statement to not consider the Onshore Infrastructure of the Windfarm Project. This includes the infrastructure associated with the Landfall at Saunton Sands (to MLWS) where the onshore elements connect to the Offshore Project infrastructure, Onshore Export Cable (including joint bays and link boxes), Taw Estuary Crossing, a new White Cross Onshore Substation, and an Interconnecting Cable to the Grid Connection Point at the existing East Yelland Substation.

2. The White Cross Offshore Windfarm Project is being developed by White Cross Offshore Windfarm Ltd (WCOWL) a joint venture between Cobra Instalaciones Servicios, S.A., and Flotation Energy Ltd.

3. **Chapter 5: Project Description** provides a full description of components and installation required for construction, operation, and decommissioning of the Project.

1.2 Purpose of the Outline Construction Traffic Management Plan

4. **Chapter 19: Traffic and Transport** of the Environmental Statement (ES) contains an assessment of the potential effects and associated mitigation for the construction, operation, and decommissioning phases of the Onshore Project.

5. This Outline Construction Traffic Management Plan (OCTMP) contains the control measures and monitoring procedures for managing the potential traffic and transport effects of constructing the Onshore Project. The objective of the OCTMP is to define a strategy to ensure that the construction traffic parameters (e.g. traffic numbers and routes) assessed within the ES **Chapter 19: Traffic and Transport** are managed and not exceeded.

6. This OCTMP does not extend to consideration of the Offshore Project as it is expected that a separate pre-commencement condition to produce a Port Traffic Management Plan would be applied to the Offshore Projects consents/permission.

7. It is anticipated that the requirement to produce a final Construction Traffic Management Plan (CTMP) will be secured by planning condition and that the OCTMP will form the basis of the final CTMP, which will be prepared and submitted prior to the commencement of construction for approval by Devon County Council (DCC).

8. The final CTMP will set the standards and procedures that will be adopted by the appointed Principal Contractor (PC), including:

   - Managing the numbers and routeing of Heavy Goods Vehicles (HGVs) during the construction phase
   - Managing the movement of employee traffic during the construction phase
   - Details of access works necessary to facilitate safe access and egress from the existing road network.

1.3 OCTMP Governance

9. Prior to the commencement of construction a traffic management co-ordinator (TMCo) will be appointed by the PC. Their key responsibilities will include:

   - Managing the implementation of the approved CTMP
   - Collating monitoring data and preparing a monitoring report (as outlined **in Section 5**)
   - Acting as a point of contact for the local community
   - Regular liaison and reporting to the Applicant
   - Supporting the Applicant with Highway Stakeholder engagement
   - Acting as a point of contact for construction workers and sub-contractors.

10. To ensure clarity of the responsibilities of the OCTMP, its governance structure is set out in **Plate 1.1**.

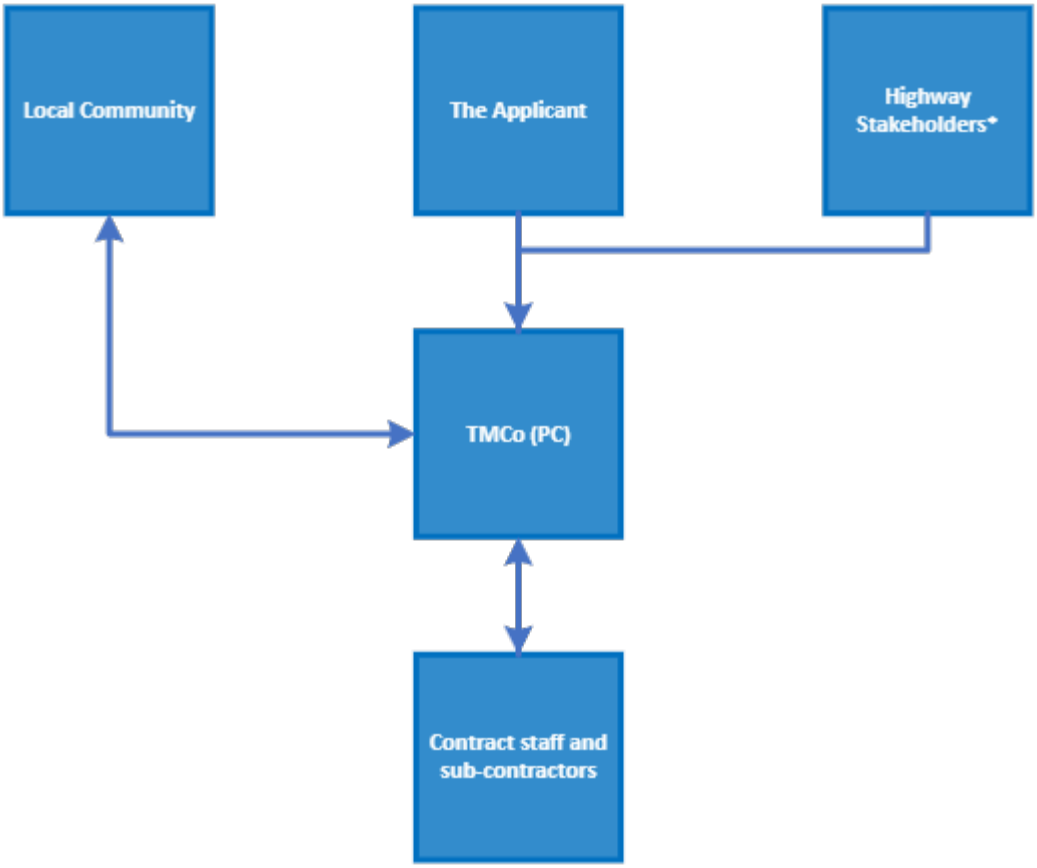

Plate 1.1 CTMP Governance Structure

** Highways Stakeholders will include Devon County Council, relevant local District, Town and Parish Councils.*

11. Full details of all the responsibilities of the TMCo and associated timescales are provided as an Action Plan in **Section 5.4**. Contact details for the TMCo will be submitted to the highway stakeholders for their records prior to the commencement of construction.

1.4 OCTMP Structure

12. Following this introduction, the structure of the OCTMP is as follows:

- **Section 2** defines targets and outlines measures to manage HGV demand
- **Section 3** outlines measures to manage employee traffic demand
- **Section 4** sets out access and traffic management proposals
- **Section 5** sets-out how the OCTMP will be monitored and provides an Action Plan for its implementation.

2. Control of HGV trips

2.1 Introduction

13. The OCTMP provides a level of detail as to the traffic management measures that will be implemented to control HGV trips during the construction phase. In doing so, the OCTMP will set the management measures and performance required of the PC.

14. These measures are an absolute requirement established from the parameters outlined in **Section 19.5** of ES **Chapter 19: Traffic and Transport**, to be adopted by the appointed PC and only revised with the prior agreement of Devon County Council.

2.2 HGV Traffic Generation

15. **Table 19.19** of **Chapter 19: Traffic and Transport** of the ES sets out the forecast number of peak and average daily construction HGV trips (for all of the 12 links within the Traffic and Transport Study Area (TTSA)).

16. The resultant peak and average daily HGV trips per link are summarised in **Table 2.1** of this OCTMP.

Table 2.1 Peak and average HGV trips per link

Link ID	Link Description	Peak HGV trips per day	Average HGV trips per day
1	B3231 west of the Consolidated Construction Site (CCS)	38	7
2	B3231 east of the CCS	92	36
3	Blind Acres Lane to Moor Lane	No HGV traffic would be permitted via these links	
4	Moor Lane		
5	Sandy Lane south of Moor Lane		
6	A361 south of B3231 to link 11	92	36
7	Unnamed road to Yelland Substation	91	43
8	B3233 east of Link 7	No HGV traffic would be permitted via this link	
9	B3233 west of Link 7	91	43
10	A3125 south of B3233	No HGV traffic would be permitted via these links	
11	Vellator Way to Sandy Lane		
12	A361 south of Link 11	92	36

2.2.1 HGV numbers

17. To ensure compliance with the assessed peak HGV trips (**Table 2.1**), a booking system for deliveries would be established by the TMCo. The booking system would enable a daily profile of deliveries to be maintained and allow the TMCo to ensure that the required deliveries are forecast and planned.

18. **Chapter 19: Traffic and Transport** of the ES identifies the requirement to mitigate potential amenity impacts by reducing the peak daily HGV trips on Links 2 and 9 (estimated to be required for a duration of one month). Measures to reduce peak daily HGV trips could include:

    - Stockpiling of materials to reduce peak daily HGV demand
    - Backhauling, i.e. using laden vehicles to import stone and export excavated material
    - Optimising the size of HGVs to reduce the total number
    - Identify opportunities for reuse of materials onsite to reduce offsite HGV trips, e.g. using excavated materials to form bunds, etc.

19. The reduced HGV demand numbers (for Links 2 and 9) and the associated mitigation strategy would be developed by the PC and included in the final CTMP.

2.2.2 HGV timings

20. The proposed working hours for the Onshore Project would be 07:00 – 19:00 Monday to Friday and 07:00 – 13:00 on Saturday. No working is proposed on Sundays or Bank Holidays.

21. HGV construction traffic movements will not be permitted outside of the proposed working hours. This would not however preclude HGV travel to and from site via the wider highway network which may occur prior to or after the proposed working hours.

22. Any HGVs which are projected to arrive on site outside of working hours will be required to park at an appropriate lorry park, services and other designated overnight parking locations until they can complete their journey within appropriate restrictions. These locations will be agreed with DCC prior to the commencement of construction and will be communicated to drivers within their delivery instructions (outlined within **Section 2.4**).

2.3 Control of HGV Routes

23. The proposed routes to be used by HGVs have been carefully selected to minimise impacts on sensitive receptors.

24. The proposed HGV routes to each access will be limited to the assessed links within the ES **Chapter 19: Traffic and Transport**, as detailed in **Table 2.1** of this OCTMP. To ensure compliance with the HGV delivery routes, the following measures are proposed:

- Signing will be implemented to direct construction traffic to the respective accesses along the assessed delivery routes (the location and design of these signs will be agreed with DCC prior to the commencement of construction).
- The delivery routes and timings will be communicated (by the TMCo) through the issuing of delivery instructions to all companies and/or drivers involved in the transport of materials and plant to and from site by HGV construction vehicles.
- The registration numbers for all HGVs making deliveries will be recorded by the TMCo. This will allow for checking and enforcement of any reported breaches of the agreed delivery routes.
- The TMCo will require that where vehicle tracking is fitted to vehicles, that the systems are operational and the suppliers/drivers make the data available to the TMCo. Vehicle tracking will allow the TMCo to investigate any breaches.
- The TMCo will provide an 'identifier' that will be placed within the window of all delivery vehicles to enable residents to identify if an HGV is engaged on work on the Onshore Project and will be submitted to and approved by DCC as part of the final CTMP.

2.4 Driver inductions

25. All HGV drivers for the Onshore Project will be formally inducted. The induction will establish a clear set of responsibilities that all drivers will be required to follow, such as:

- Timings, pre-booked slots
- Clarification of approved HGV routes
- Road safety concerns
- Adherence to speed limits
- Details of reporting accidents and 'near misses'.

2.4.1 Delivery packs

26. To support the strategy to control HGV routes, each driver will be issued with a delivery pack. This pack will be a convenient size so that it can be stored in the truck cab and include the following information:

- A plan showing the delivery routes and the location of the site access
- Details of appropriate lorry park, services and other designated overnight parking locations where drivers are permitted to stop

- A copy of the identifier to display in the vehicle window
- Details of restrictions on delivery hours (set out in **Section 2.2.2**)
- Details of disciplinary measures for non-compliance (set out in **Section 5.3**).

27. Compliance with the agreed HGV delivery routes will be subject to the monitoring and enforcement measures set out in **Section 5**.

3. Control of Employee Trips

3.1 Introduction and background

28. **Chapter 19: Traffic and Transport** of the ES assessed a worst-case scenario of all employees travelling by car on their own (i.e. single occupancy). No allowance for employees to car-share or use other sustainable modes of transport were applied to the assessment.

29. Employee vehicle trips are expressed as light vehicles (LV) trips. The term LVs is a collective term used to describe the range of vehicle types that could be used by construction employees (e.g. cars, vans, pick-ups, minibuses, etc).

30. The OCTMP sets out measures to secure the adoption of more sustainable travel options (than single occupancy LVs).

3.2 Measures

31. **Table 3.1** outlines a range of best practice measures that could be adopted to reduce the number of single occupancy car trips.

Table 3.1 Personnel travel plan measures

Measure	Rationale
Identify car-share, pickup locations	The TMCo will identify and group employees who are in nearby accommodation and explore opportunities for car-sharing including the assignment of crew vehicles and designated drivers.
Site transfer vehicles	The provision of site transfer vehicles to transport employees from compounds to onshore export cable corridor working locations.
Drivers required to park within designated areas	All drivers will be required to park within designated areas. Drivers not parking within the designated areas, will be subject to enforcement action as set out in **Section 5.3**.
Walking/cycling facilities	It is recognised that the transient nature of the construction workforce will reduce the potential opportunities for walking and cycling. However, the TMCo will encourage employees to walk and cycle by providing changing facilities and secure cycle parking. The level of cycle parking requirements will be

Measure	Rationale
	established by the TMCo based upon personnel origins and reviewed throughout construction.
Guaranteed lift home	To allow personnel who car-share to get home in an emergency, a guaranteed lift home will be offered.
Staff noticeboard	Staff notice boards will be provided within communal areas, these will include details of the car-sharing options including details of parking requirements and the guaranteed lift home. The notice boards will also include details of local walking and cycling routes and bus and train times (where options exist).
Welfare facilities	To reduce the need for employees to drive off site during the working day, the TMCo will ensure welfare facilities are available where workers can store, prepare and eat lunch.

4. Traffic Management

4.1 Introduction

32. This section sets out the standards and procedures for managing the interaction between construction traffic, existing highway users and local communities.

4.2 Control of material on the highway

33. To prevent detritus and other material being deposited on the public highway the TMCo would be required to implement a series of site-specific measures. Prior to the commencement of construction, the details of the measures that will be used for each access will be submitted to and agreed with DCC as part of the final CTMP.

34. It is envisaged that as a minimum, measures would include the following:

- All accesses and crossings will be provided with a bound surface (asphalt/concrete) to prevent mud and dirt being tracked onto the highway
- Regular inspections of the public highway in the vicinity of the active site accesses to ensure cleanliness
- Road sweepers on call to clear any detritus and other material from the public highway.

35. Where deliveries are likely to be more intense, such as at compounds, further measures such as wheel washing facilities and dust suppression measures may also be provided.

4.3 Accesses and road crossings

36. Outline access and road crossing designs have been developed for the Onshore Project and are detailed within the ES **Appendix 19.A Transport Assessment**.

37. Prior to the commencement of construction, the technical approvals for the access and crossing designs will be submitted to and agreed with DCC under Section 184 of the Highways Act 1980.

38. The technical approval process will include submission of finalised drawings, showing full details of access and crossing improvements, including drainage, lighting, signing, and standard construction details.

39. The technical approval documentation will also include a Stage 2 Road Safety Audit and a Road Safety Audit Response Report (on behalf of the designers).

40. Relevant powers under the Road Traffic Regulation Act 1984 will be sought to implement any temporary speed limit changes required.

4.4 Roadworks Restrictions

41. To construct each of the accesses and crossings, temporary traffic management would need to be implemented to maintain highway safety.

42. To ensure minimal delays to existing road users (noting the seasonal changes to background traffic) the timing of these road works would be agreed with DCC prior to applying for 'Road Space'.

4.5 Parking and loading

43. Appropriate loading/unloading and parking areas for construction vehicles would be designated within the construction consolidation sites to avoid the need for parking or waiting on the highway. The planning of deliveries via the booking system would assist the TMCo to allocate sufficient space to accommodate the planned number of deliveries.

4.6 Traffic incident management

44. To reduce the potential for construction traffic to have an adverse impact upon the highway network during planned and unplanned events, the measures set out in **Table 4.1** would be adopted.

Table 4.1 Traffic incident management measures to be adopted during events

Measure	Rationale
Managing traffic demand during major events that impact on the highway (e.g. bike races, parades, etc.) and around public holidays.	The TMCo will liaise with local stakeholders to understand when major events may occur. To ensure there are limited HGV trips during planned major events, the TMCo will undertake advanced planning to reschedule activities and stockpile of materials in advance.
Managing traffic demand during major incidents such as accidents on the highway.	The TMCo will monitor traffic conditions. Should the TMCo become aware of an incident then the PC will

Measure	Rationale
	liaise directly with suppliers to suspend HGV deliveries along affected routes where required.
Incidents involving PC HGV traffic blocking the highway, such as, breakdowns, accidents, etc.	The PC and their suppliers' fleets will have arrangements with recovery companies to allow breakdowns and accidents to be cleared as quickly as possible. All breakdowns and accidents will be reported to the TMCo.

4.7 Highway condition surveys

45. Highway condition surveys would be undertaken by the TMCo prior to the commencement of construction and after the substantial completion of construction works. The surveys would include all roads and verges within the TTSA that are not specifically designated for HGV movements, i.e. excluding all A roads.

46. Any damage to the existing highway network as a consequence of the Onshore Project would be repaired by the PC or a financial contribution made to DCC to cover the cost of remedial works.

47. The survey would most likely comprise of a Coarse Visual Inspection survey (in accordance with the UK Pavement Management System standard). Prior to the commencement of construction, the extent and scope of surveys would be agreed between the TMCo and DCC and outlined within the final CTMP.

48. In addition to undertaking surveys prior to, and on completion of the construction works, the TMCo would also undertake regular inspections of the highway network to identify any emerging issues (such as damage to verges or potholes forming).

49. Where emerging issues are identified as a result of the Onshore Projects' construction traffic, the TMCo would notify DCC and either repair the issue or ask DCC to undertake the repairs (with costs being recharged to the PC).

5. Monitoring, enforcement and action plan

5.1 Introduction

50. The following section sets out how the targets and measures contained within this OCTMP would be monitored to ensure compliance.

5.2 Monitoring

5.2.1 Community Liaison

51. The Applicant would appoint a nominated person to act as the first point of contact for all concerns raised. Contact details would be circulated to local communities.

52. In accordance with the requirements of 'Safety at Street Works and Road Works: A Code of Practice' (Department for Transport, 2013), signs would also be erected at road works with the relevant contact number clearly displayed for public enquiries.

53. All enquiries would be recorded and responded to within seven working days. The enquirer would receive a written response detailing what action (if necessary) has been taken.

5.2.2 HGV numbers

54. To ensure compliance with the assessed daily HGV trips (outlined in **Section 2.2**), the TMCo would operate a booking system for all deliveries. The booking system would be continuously monitored (by the TMCo) to ensure the assessed number of trips are adhered to.

5.2.3 HGV routeing

55. The TMCo would implement a system to help the public distinguish HGV construction vehicles associated with the Onshore Project from other traffic on the network. Each vehicle would be required to display a unique identifier within the window of the cab (a recognisable logo) that would allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

56. The TMCo would also ensure that weighting is given to the selection of suppliers with vehicle tracking software. Vehicle tracking software, together with delivery records would serve to augment the unique identifier to allow the TMCo to respond to any complaints and provide a complete evidence base.

5.2.4 Employee monitoring

57. The TMCo would require all employees and visitors to sign in and out. This process will capture the details such as, the employee's method of travel and arrival/departure times.

5.2.5 Road safety

58. The TMCo would operate a 'near miss' reporting system for all highways incidents. The TMCo would ensure that all accidents and near misses are recorded within this system and that drivers are reminded to report all issues through inductions. Any accidents or near misses would be recorded, investigated, and reported to DCC by the TMCo.

59. The TMCo would retain records of all incidents and submit to DCC upon request. If emerging issues are identified, the TMCo would initiate discussions with stakeholders to promote a 'Zero Harm Culture'.

5.2.6 Monitoring reports

60. Data recorded from the monitoring processes outlined above would be drawn together by the TMCo to produce a monthly monitoring report and made available to DCC on request.

61. In compiling the monitoring report, the TMCo would be able to identify effective / ineffective measures and the requirement for any remedial action to achieve the agreed targets. A typical structure for the monitoring report would be as follows:

- Introduction and Background – this would provide detail with regards to the types of works being undertaken and number of construction workers.
- Results of Surveys and Monitoring – the TMCo would collate the results of surveys and monitoring that have been undertaken. Where appropriate, the results of the surveys undertaken would be compared to the targets defined in the OCTMP. Data obtained from the surveys would be included as an appendix.
- Achievements – this would include the work undertaken over the previous period with evidence and examples.
- Specific Measures – this would detail how all measures from the CTMP have been implemented.
- Summary – the TMCo would detail whether the CTMP is on track to meet its targets and if not, why not.
- Future Plan – this would detail the CTMP for the next period to include any specific outcomes or desired results with any additional measures that are to be included to remediate action.

5.3 Enforcement

62. To ensure that the final CTMP is effectively enforced, it is important to define what would constitute a breach. The following actions would constitute a breach of the CTMP, whereby corrective measures would be required:

- Exceedance of target daily HGV numbers
- Construction workers overspill parking on the public highway
- Construction traffic operating outside of agreed hours
- Construction HGVs not adhering to the agreed routes/times.

63. On receipt of a report of a potential breach, the TMCo would investigate the circumstances and compile a report for DCC as soon as reasonably practicable. The report would outline the outcome of the investigation and what corrective action (as necessary) has been implemented.

64. If the breach is found to be material, the TMCo would take appropriate action within the jurisdiction of the contract and report back to DCC.

65. Individual employee breaches would be addressed through UK employment law whereby the process outlined above will form the basis for disciplinary proceedings.

5.4 Action plan

66. The action plan set out in **Table 5.1** summarises the commitments and measures that will be implemented by the Applicant, PC and TMCo.

67. **Table 5.1** also provides an indicative timescale for the implementation of each of the measures. The exact details and associated timescales would be established in consultation with DCC as part of the preparation of the final CTMP.

Table 5.1 OCTMP Action Plan

Measure ID	Measure	Responsibility	Indicative Timescales
M001	Appointment of a TMCo.	PC	Prior to commencement of construction.
M002	Obtain technical approval for construction of accesses and crossings.	The Applicant	Prior to commencement of construction.
M003	Implement direction signing.	TMCo	Prior to commencement of construction.
M004	Establish monitoring systems: • Delivery booking system • Highway condition • Unique vehicle identifier • Telephone reporting system.	TMCo	Prior to commencement of construction.
M005	Agree scope of and undertake pre-commencement highway condition surveys.	TMCo	Prior to commencement of construction.
M006	Agree and implement measures for each access to control the deposition of detritus on the public highway.	TMCo	Prior to commencement of construction.
M007	Inspect the highway for detritus and request regular cleansing as required.	TMCo	Ongoing throughout construction.
M008	Monitoring of CTMP measures: • HGV trips • Accidents and near misses • Employee mode share • Complaints.	TMCo	Ongoing throughout construction.

Measure ID	Measure	Responsibility	Indicative Timescales
M009	Produce monthly monitoring reports	TMCo	Ongoing throughout construction.
M010	Update condition surveys and agree any remedial works.	TMCo	Following completion of construction.

6. References

Electricity Act (1989). Available at: https://www.legislation.gov.uk/ukpga/1989/29/contents [Accessed June 2023]

Highways Act (1980). Available at: https://www.legislation.gov.uk/ukpga/1980/66/contents/1991-11-01 [Accessed June 2023]

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