



HAZLETON GROUP.

LAND OFF CEDAR DRIVE
BOURNE, LINCOLNSHIRE

PE10

TRANSPORT STATEMENT

DECEMBER 2021

FW2038_TS_001 V2

REVISION HISTORY

Revision	Reason for Issue	Author	Checker	Approved	Date
v1	First Issue	CF	JD	JD	22.03.2021
v2	Second Issue	CF	JD		16.12.2021

EXECUTIVE SUMMARY

1. This Transport Assessment has been prepared in support of a planning application for a residential development of up to 45 market and affordable dwellings on land off Cedar Drive, Bourne, Lincolnshire.
2. There would be a net increase in daily two-way traffic flows from the proposed land use over the existing land use.
3. The site will be accessible to pedestrians using the existing infrastructure on Cedar Drive, Bourne and the surrounding streets.
4. The site is accessible to cycle based travel, with good opportunities for cycle journeys in place of journeys by private car.
5. In terms of public transport provision, the nearest bus stops to the site are located on Beech Avenue approximately 425m to the South of the site.
6. The proposed development would generate increased levels of pedestrian and cycle trips from residents and visitors, and additional public transport users. The development is well located to take advantage of existing bus services running in the vicinity of the site while the surrounding infrastructure is considered of good quality.

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1.0 INTRODUCTION

- 1.1. Farrow Walsh Consulting has been engaged to produce a Transport Statement in support of a proposed residential development on land off Cedar Drive, Bourne, Lincolnshire, PE10.
- 1.2. This Transport Statement (TS) report has been produced to accompany an outline planning application and the report has been informed by the guidance contained within the National Planning Policy Framework (NPPF) - Travel plans, transport assessments and statements in decision-taking, updated in July 2018.
- 1.3. This TS will evaluate a range of highway factors pertaining to the development and its effect on the surrounding highway network, providing an appraisal of the proposed development site's accessibility to local amenities and to sustainable transport modes in the local area. A summary of these facilities is provided and any potential improvements are discussed. The report will consider trip generation from the proposed land use and, along with proposals to monitor the chosen method of travel to and from the site, where appropriate recommend measures to further encourage sustainable travel.
- 1.4. This report considers the core principles and objectives of the NPPF, where the development should positively contribute to:
 - encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.

2.0 EXISTING SITUATION

2.1 SITE LOCATION

2.1.1 The site is located on the northern western outskirts of Bourne, Lincolnshire. The site is bounded by a mixture of residential and leisure land uses.

2.1.2 Running South East from the site, Cedar Drive forms a priority junction with the Beech Avenue. This provides links to Bourne town centre and other parts of Lincolnshire.

2.1.3 The site is currently occupied by open land.

2.1.4 The site location is indicated in Figure 1 below.

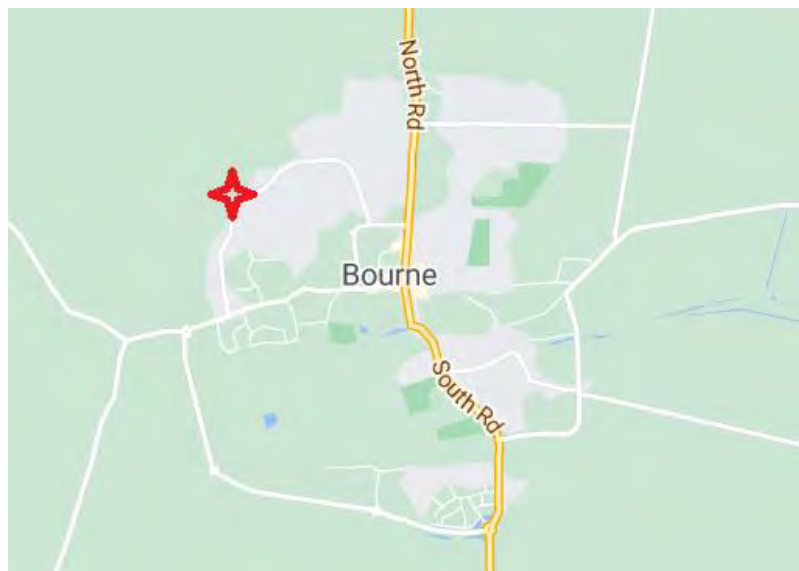


Figure 1 – Site Location

2.2 SITE DESCRIPTION

2.2.1 The site is located at the north western side of Bourne, and is centred on National Grid reference 52.77398,-03.9058.

2.2.2 The site is bounded to the South by residential properties fronting onto Cedar Drive, to the West by residential properties fronting Hazlewood Drive, to the East by Bourne Wood and to the North by open land.

2.2.3 Vehicular access to the site will be taken from Cedar Drive through a radius kerb bell mouth formed at the location of the existing dropped kerb crossing. This road will be realigned to accommodate the proposed residential development. A proposed indicative site layout is indicated in Figure 2 below.



Figure 2 – Proposed site layout



Figure 3 – Proposed Development Site Layout

2.3 EXISTING HIGHWAY NETWORK

Cedar drive

- 2.3.1 Cedar Drive is a single carriageway cul-de-sac street serving the residential properties. For the entirety of its length traffic flow is two-way. There are no parking restrictions present on Cedar Drive.
- 2.3.2 The carriageway in the vicinity of the site has a width of approximately 4.80m. Footways are present to both side's of the carriageway, along with street lighting.
- 2.3.3 ATC surveys were carried out by Road Data Services on Cedar Drive for a period of seven days commencing xx December 2020. Counters were positioned at a point close to the position of the proposed development access.
- 2.3.4 For Cedar Drive, the observed 7-day eastbound 85th percentile speed was 21 mph with a westbound 85th percentile speed of 22 mph.

2.4 EXISTING PEDESTRIAN FACILITIES

- 2.4.1 According to the National Travel Survey (2017), walking constitutes 26% of all journeys made in a year on a national scale. Furthermore, of all trips made which were less than one mile (1.6 km) during 2016, 4 out of 5 (81%) were walking trips.
- 2.4.2 NPPF states that “walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2 kilometres”. The distances in the IHT ‘Guidelines for Providing for Journeys on Foot’ document describe acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres is the desirable walking distance, up to 1000 metres is an acceptable walking distance, and up to 1500 metres is the preferred maximum walking distance while 2000 metres is the threshold distance.
- 2.4.3 The Manual for Streets (MfS) states that “walkable neighbourhoods” have a range of facilities within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the criterion that walking offers the greatest potential to replace short car trips, particularly those under 2km. This figure was derived from guidance first published in PPG13. Although this document has now been withdrawn, there is no empirical evidence to suggest that this is not still an appropriate measurement. MfS also states that the propensity to walk is influenced not only by distance, but also the quality of the walking experience, as influenced by the overall environment, vehicular traffic flows/speeds etc.
- 2.4.4 The current footway provision links the site to the many local amenities present in the area including a supermarket, convenience stores, places of worship, takeaway, primary schools, nursery, community centre, and a medical centre.

- 2.4.5 Figure 4 shows walk isochrones of 500m, 1000m, 1500m and 2000m from the centre of the site. This shows that all the current local amenities available in Bourne would be well within the preferred walking distances from the site.

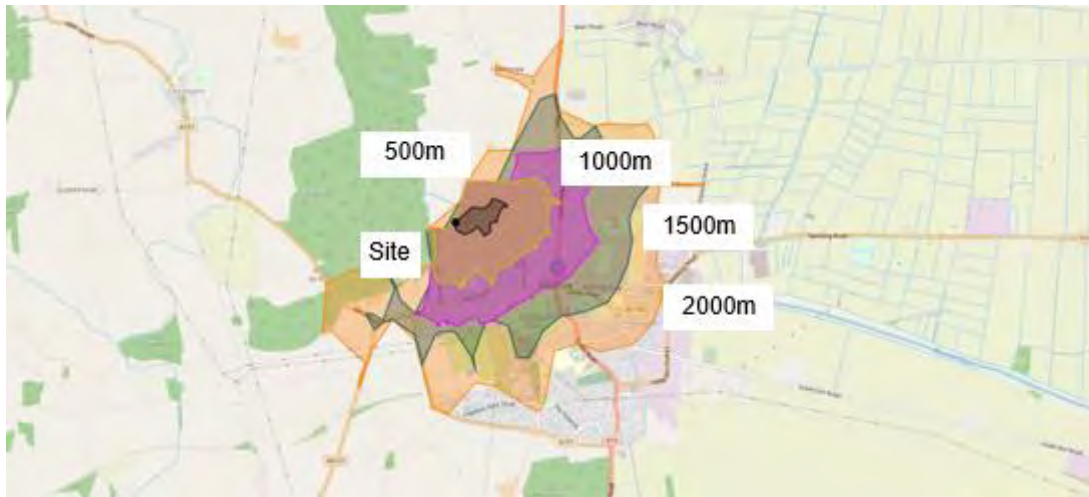


Figure 4 – Pedestrian Catchment

- 2.4.6 Overall the site is considered to be accessible to pedestrians using the existing footways while observing safe behaviour in sharing the public highway with other road users

2.5 EXISTING CYCLING FACILITIES

- 2.5.1 The 2011 Census found that, nationally, approximately 2% of people who commute do so principally by cycle. DfT's "Local Area Walking and Cycling Statistics 2014 – 2015" noted that approximately 15% of the population cycle at least once a month as part of a utility or recreational journey.
- 2.5.2 DfT National Statistics fact sheet "Cycling in Great Britain "(January 2003) states that the average length of a cycle stage was 2.4 miles (3.86km) and that 90% of cycle trips were under 5 miles (8km) in length. These distances are consistent with NPPF guidance, which identifies cycling as having a "...potential to substitute for short car trips, particularly those under 5.0 kilometres, and to form part of a longer journey by public transport." Figure 5 shows the area surrounding the site with a 5.0 kilometre catchment, based on a straight-line distance from the centre of the site.

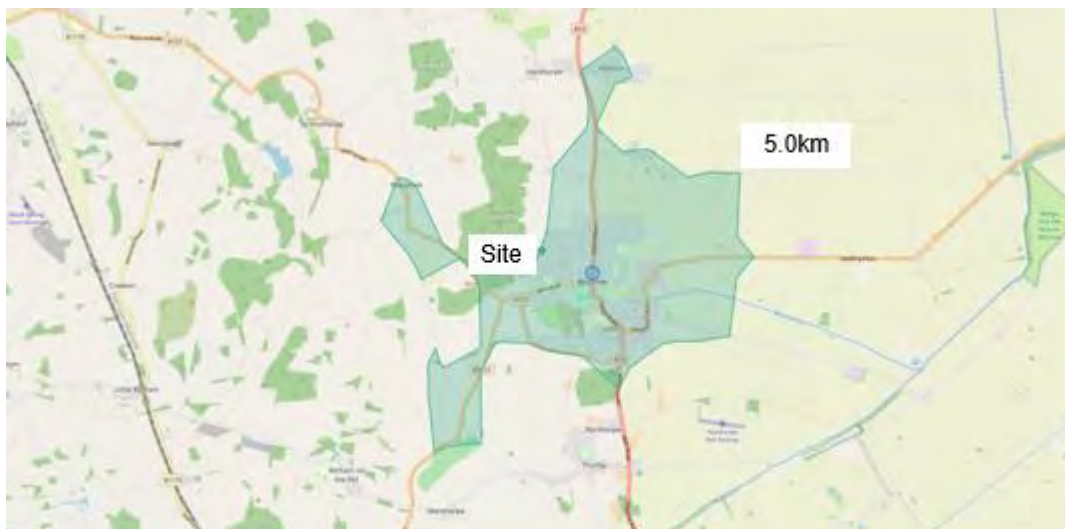


Figure 5 – Cycle Catchment

2.5.3 Based on the 5.0-kilometre isochrone shown on Figure 5, Bourne, Dyke, Edenham, Hanthorpe, Morton, Thurlby, Toft are within reach.

2.5.4 The Sustrans National Cycle Network (NCN) area cycle map has been interrogated and an extract is shown in Figure 6. The map indicates that National Cycle Route 12 runs in a northwest - southeast direction approximately 15 km East of the site.

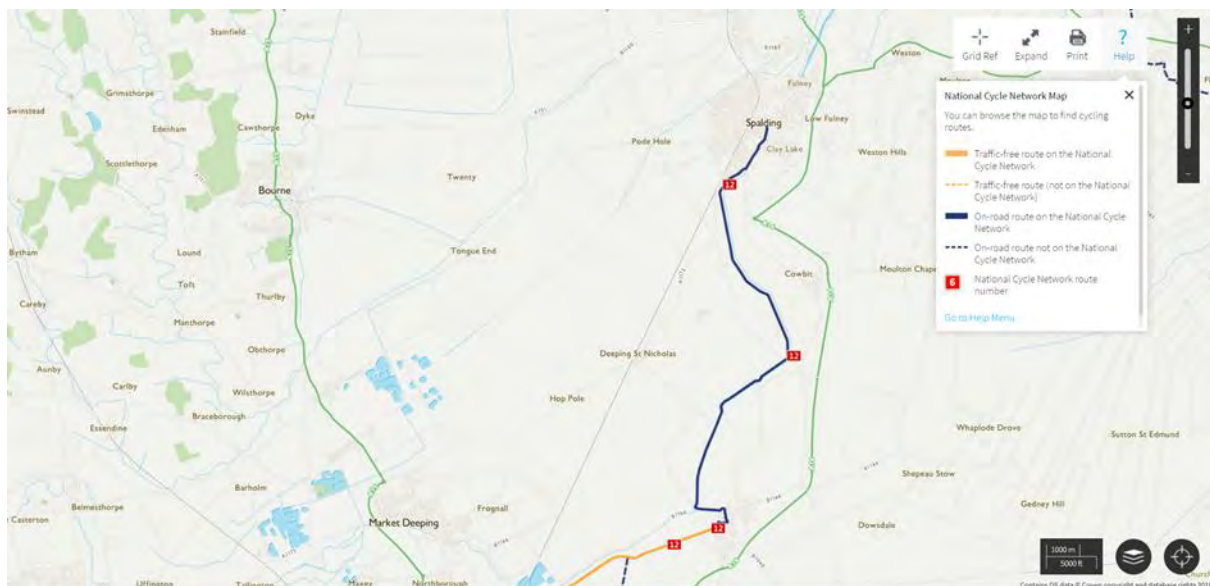


Figure 6 - Sustrans Cycle Route Map Extract

2.5.3 Overall the site benefits from good opportunities for local cycle-based journeys while utilising the existing infrastructure connecting to the local routes in Bourne.

2.6 EXISTING BUS BASED PUBLIC TRANSPORT

2.6.1 The nearest bus stops to the site are located approximately 1000m (14 minutes) South of the site on St Gilberts Road junction. Other stops in the vicinity of the site are located on West Road 1400 metres (17 minutes). These stops are flagged with up to date timetables and the routes served by these and other bus stops in the vicinity of the site are set out in Table 1 below. Full timetables for these services are included in Appendix A.

Service Number	Operating Times	Frequency	Route
201/202	Mon – Sat 0612-1648	Hourly	Bourne – Stamford - Peterborough
404	Mon – Fri 0730-1624	School Bus	Bourne – Little Bytham – Corby Glen – Bourne

Table 1 – Local Bus Services

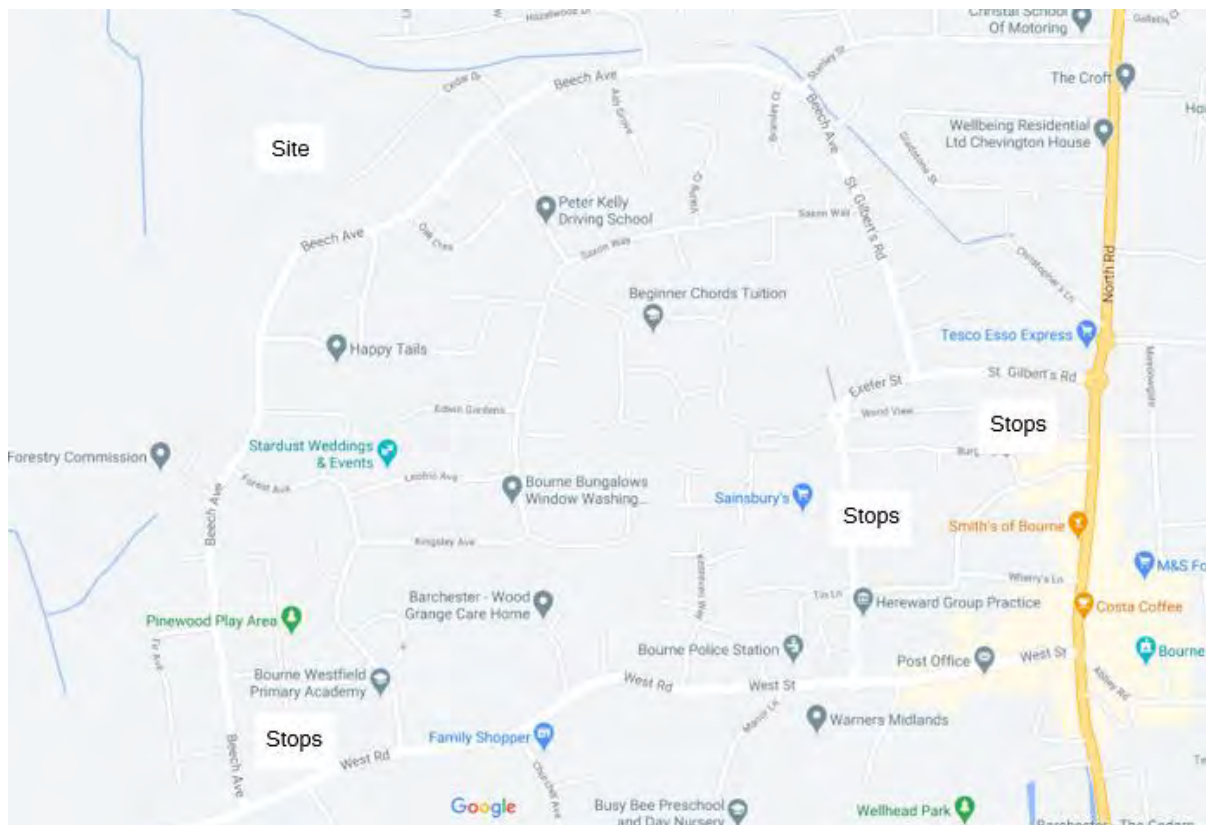


Figure 7 – Bus Stops Near the Site

2.6.2 Overall it is felt that the site is well located to encourage journeys by bus.

2.7 EXISTING RAIL BASED PUBLIC TRANSPORT

2.7.1 The nearest station to the site is Stamford Railway Station 17km South West of the site a 59 minute cycle journey or Spalding Railway Station 19km to the East of the site a 59 minute cycle journey. From both stations, regular services run to Leicester, Nottingham, Grantham, Sleaford and Skegness.

2.8 ACCIDENT HISTORY

2.8.1 Personal Injury Accident (PIA) information has been requested from Lincolnshire County Council for the most recently available five-year period (31/12/2015 – 31/12/2020). The area for which data was requested returned no PIA records.

2.9 SUMMARY

2.9.1 The site is accessible to pedestrian and cycle based travel, with opportunities for pedestrian and cycle journeys in place of journeys by private car.

3.0 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT

- 3.1.1 The proposed development may comprise of up to 45 market and affordable residential units. The Master Plan illustrating the proposed development layout has been included with the application.

3.2 ACCESS

- 3.2.1 Access to the proposed development will be taken from Cedar Drive by way of a priority junction, the access will have a width of 4.8m with footway to both sides to a width of 2m.
- 3.2.2 This will be covered in greater detail in Section 6 of this report.

3.3 ACCESS FOR SUSTAINABLE MODES OF TRAVEL

- 3.3.1 Access to the proposed development by pedestrians and cyclists will be achieved via the access point onto Cedar Drive.

3.4 OFF-SITE PARKING

- 3.4.1 No offsite parking will be provided for this development. It is anticipated that the Parking proposed within the site for the development will be sufficient for this development.

3.5 JUNCTION SAFETY

- 3.5.1 Following visual inspection of the junctions adjacent to the site it is apparent that all operate within design guidelines and as such it is considered that no detrimental impact will be introduced through the development of the site.

3.6 PROPOSED HIGHWAY IMPROVEMENTS

- 3.6.1 It is understood that there are no impending highway improvement schemes proposed adjacent to the application site.

4.0 VEHICULAR TRIP GENERATION

4.1 METHODOLOGY

4.1.1 The proposed development consists of up to 45 market and affordable residential dwellings. The proposed development land use is such that its transport impact is likely to be of greatest significance during the weekday AM and PM peak hours. When carrying out the junction assessments, a development quantum of 50 dwellings has been assumed.

4.1.2 The TRICS database has been used to derive the predicted vehicular trip generation for the proposed land use category and the predicted vehicular trip generation figures are shown below in Table 2. The full TRICS output has been included as Appendix C.

Land Use: Residential – Houses Privately owned	Weekday AM Peak (0800 – 0900)			Weekday PM Peak (1700 – 1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip Rate per Dwelling	0.141	0.406	0.547	0.376	0.211	0.587
Trip Generation	7.0	20.0	27.0	19.0	10.0	29.0

Table 2 – Vehicle Trip Generation

4.1.3 Table 2 shows the development traffic generation would be expected to result in a net increase of 27 trips in the AM peak hour and 29 trips in the PM peak hour on the local highway network. This equates to approximately 1 vehicle every 2 minutes during the AM and PM Peaks.

4.1.4 The DfT's Guidance for Transport Assessment states that standalone capacity assessments will be necessary if a development 'generates 30 or more 2-way vehicular movements' in the AM or PM peak hour. This guidance has now officially been withdrawn; however, in the absence of further guidance, it is still considered a reasonable basis for assessment. The proposed development is expected to generate 27 traffic movements in the AM peak hour and 29 movements in the PM peak hour, which is under the DfT threshold.

4.1.5 It is considered, based on the level of traffic flow proposed, that a detailed traffic impact assessment of the proposed development on the local highway network is not justified or required.

5.0 OPPORTUNITIES FOR SUSTAINABLE TRAVEL

- 5.1 NPPF requires developers and local planning authorities to place greater emphasis on travel by sustainable modes of transport. This means that unnecessary use of the private car should be discouraged, and the use of other modes such as walking, cycling and public transport should be promoted to a much greater degree.

- 5.2 Section 2.0 of this report details the existing opportunities for accessing the site by walking, cycling and public transport and identifies the existing infrastructure that would support the proposed development.

OPPORTUNITIES FOR PEDESTRIAN-BASED JOURNEYS

- 5.3 The proposed development will result in an increase in pedestrian trips when compared to the previous site use. The surrounding pedestrian infrastructure is adequate with opportunity for linking to the local amenities and hence due to the location of the site, no off-site improvements would be considered appropriate.

OPPORTUNITIES FOR CYCLE-BASED JOURNEYS

- 5.4 It is anticipated that the proposed development would generate an increased amount of two-way cycle movements daily. Nevertheless, there are reasonable cycle facilities near to the site and the roads surrounding the site provide adequate width and forward visibility for use by cyclists behaving responsibly with medium to high level of skill and ability.

OPPORTUNITIES FOR PUBLIC-TRANSPORT BASED JOURNEYS

- 5.5 It is anticipated that the proposed development will generate an increase in public transport trips during peak hours. Details of the existing bus services are given in Section 2.0 of this report.
- 5.6 The existing services will be accessible from the development using the existing bus stop provision and hence no further off-site improvements would be required.

SUMMARY

- 5.7 The proposed development would generate increased levels of pedestrian, cycle and public transport movements when compared against the current land use. The application site would be well located to take advantage of the existing bus services which pass the site while the infrastructure surrounding the site is of good quality to service users.

6.0 ACCESS

- 6.1 Access to the application site will be achieved via a new site access road taken off Cedar Drive. The access road will have a width of 5.5m and a 2m footway will be provided.
- 6.2 ATC surveys were carried out on Cedar Drive in the vicinity of the proposed site location in order to determine the speed of traffic passing the site on Cedar Drive. These surveys were carried out over a seven-day period commencing 01.02.2020. The observed 85th percentile eastbound speed was 21 mph and the observed westbound speed was 22 mph. These speeds indicate that visibility splays of 2.4 by 45m are appropriate for both directions.
- Total 2-way vehicles in 7 days = 383 (of which, NB = 192, SB = 191)
 - 7-day 85th percentile speeds = NB 21mph, SB 22mph (site speed limit is 30mph)

7.0 CONCLUSION

- 7.1 Farrow Walsh Consulting has been engaged to produce a Transport Statement in support of a planning application for a residential development of up to 45 market and affordable residential dwellings on land off, Cedar Drive, Bourne, Lincolnshire, PE10.
- 7.2 Public transport provision is good with many bus services running on the infrastructure close to the site. The nearest bus stops to the site are located approximately 425m South of the site on Beech Avenue.
- 7.3 Many key amenities and facilities are located within acceptable walking distance of the site. These include a supermarket, convenience stores, places of worship, takeaways, primary schools, a nursery, a community centre, a medical centre.
- 7.4 The Highway Authority confirms that there are no Personal Injury Accidents recorded in the vicinity of the site.
- 7.5 It is anticipated that there will be a net increase in daily two-way traffic flows on the local highway network from the proposed land use. The proposed development will generate increased levels of pedestrian, cycle and public transport trips and is well located to take advantage of the existing bus services while the surrounding infrastructure is considered of a good quality.
- 7.6 The site is accessible to pedestrian and cycle-based travel, with good opportunities for cycle journeys in place of journeys by private car.
- 7.7 Vehicular access to the development will be taken from Cedar Drive through a new priority junction.
- 7.8 The transportation issues relating to the proposed residential development on land adjacent to Cedar Drive, Bourne, Lincolnshire, have been discussed and a range of issues have been considered and addressed. It is considered that there would be no outstanding transport related issues that would need to be addressed prior to the granting of planning permission.

APPENDICES

APPENDIX A – LOCAL BUS TIMETABLES

201 202 BOURNE – STAMFORD – PETERBOROUGH

Mondays to Saturdays

	ROUTE	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201
	CODE	NS		Sch													Sch	NS
Bourne	Bus Station Bay 2	0610	0645	-	0810	0915	1015	1115	1215	1315	1415	1530a	-	1640b				
Bourne	South Road/Austerby	-	-	-	-	-	-	-	-	-	-	1545c	1545	1645c				
Bourne	West Street	0612	0647	0715	0813	0918	1018	1118	1218	1318	1418	1548	-	1648				
Bourne	West Road	0614	0649	0717	0816	0920	1020	1120	1220	1320	1420	1550	-	1650				
Toft	Bus Stop	0617	0653	0721	0820	0924	1024	1124	1224	1324	1424	1554	1554	1654				
Manthorpe & Witham	Cross Roads	0618	0655	0723	0822	0926	1026	1126	1226	1326	1426	1556	1556	1656				
Carlby	Bus Stop	0620	0657	0726	0825	0929	1029	1129	1229	1329	1429	1559	1559	1659				
Essendine	Bridge	0622	0659	0728	0827	0931	1031	1131	1231	1331	1431	1601	1601	1701				
Ryhall	Turnpike Road/Mill Street	0624	0701	0730	0829	0933	1033	1133	1233	1333	1433	1603	1603	1703				
Ryhall	Coppice Road End	0626	0703	0732	0831	0935	1035	1135	1235	1335	1435	1605	1605	1705				
Stamford	Ryhall Rd/Markham Retail Pk	0628	0705	0734	0833	0937	1037	1137	1237	1337	1437	1607	1607	1707				
Stamford	Ryhall Road/Hospital	0630	0707	0736	0837	0940	1040	1140	1240	1340	1440	1610	1610	1710				
Stamford	St Pauls Street	0631	0708	0737	0838	0941	1041	1141	1241	1341	1441	1611	1611	1711				
Stamford	Town Centre/North St	0633	0710	0740	0841	0943	1043	1143	1243	1343	1443	1614	1614	1714				
Stamford	Casterton Rd/Waverley Gdns	0636	0714	0744	0847	0947	1047	1147	1247	1347	1447	-	1619	-				
Stamford	Arran Road	0638	0716	0746	0849	0949	1049	1149	1249	1349	1449	-	1621	-				
Stamford	Empingham Rd/Danish Invader	0640	0719	0749	0852	0952	1052	1152	1252	1352	1452	-	1624	-				
Stamford	Roman Bank	0641	0721	0751	0854	0954	1054	1154	1254	1354	1454	-	1626	-				
Stamford	Bus Station Bay 2	0645	0730	-	0900	1000	1100	1200	1300	1400	1500	1620	-	1720				
Stamford	Water Street	0648	0733	-	0904	1004	1104	1204	1304	1404	1504	1624	-	1724				
Burghley House	Visitors Entrance	0651	0736	-	0907	1007	1107	1207	1307	1407	1507	1627	-	1727				
Pilsgate	Bus Stop	0653	0738	-	0909	1009	1109	1209	1309	1409	1509	1629	-	1729				
Barnack	Bus Stop	0655	0740	-	0911	1011	1111	1211	1311	1411	1511	1631	-	1731				
Bainton	Church	0658	0743	-	0914	1014	1114	1214	1314	1414	1514	1634	-	1734				
Helpston	The Cross	0702	0747	-	0918	1018	1118	1218	1318	1418	1518	1638	-	1738				
Glington	Helpston Road Bridge	0706	0751	-	0922	1022	1122	1222	1322	1422	1522	1642	-	1742				
Werrington	Lincoln Road	0711	0758	-	0928	1028	1128	1228	1328	1428	1528	1648	-	1748				
Walton	Lincoln Road/Shopping Park	0715	0803	-	0933	1033	1133	1233	1333	1433	1533	1653	-	1753				
New England	Bourges Blvd/Retail Park	0717	0805	-	0935	1035	1135	1235	1335	1435	1535	1655	-	1755				
Peterborough	Queensgate Bay 9	0721	0811	-	0939	1039	1139	1239	1339	1439	1539	1659	-	1759				
Peterborough	Burghley Road	-	0816c	-	-	-	-	-	-	-	-	-	-	-				

201 202 PETERBOROUGH – STAMFORD – BOURNE

Mondays to Saturdays

	ROUTE	202	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201	201
	CODE	NS	Sch	NS									S/C					NS
Peterborough	Burghley Road	-	-	-	-	-	-	-	-	-	-	-	-	1600c	-	-	-	-
Peterborough	Queensgate Bay 9	0710	-	-	0900	1000	1100	1200	1300	1400	1500	-	1615	1715	1815			
New England	Bourges Blvd/Retail Park	0714	-	-	0904	1004	1104	1204	1304	1404	1504	-	1619	1719	1819			
Walton	Lincoln Road/Shopping Park	0717	-	-	0907	1007	1107	1207	1307	1407	1507	-	1622	1722	1822			
Werrington	Lincoln Road	0721	-	-	0911	1011	1111	1211	1311	1411	1511	-	1626	1726	1826			
Glington	Helpston Road Bridge	0726	-	-	0916	1016	1116	1216	1316	1416	1516	-	1631	1731	1831			
Helpston	The Cross	0731	-	-	0921	1021	1121	1221	1321	1421	1521	-	1636	1736	1836			
Bainton	Church	0735	-	-	0925	1025	1125	1225	1325	1425	1525	-	1640	1740	1840			
Barnack	Bus Stop	0738	-	-	0928	1028	1128	1228	1328	1428	1528	-	1643	1743	1843			
Pilsgate	Bus Stop	0740	-	-	0930	1030	1130	1230	1330	1430	1530	-	1645	1745	1845			
Burghley House	Visitors Entrance	0742	-	-	0932	1032	1132	1232	1332	1432	1532	-	1647	1747	1847			
Stamford	Water Street	0745	-	-	0935	1035	1135	1235	1335	1435	1535	-	1650	1750	1850			
Stamford	Town Centre/Red Lion Sq	0749	-	-	0940	1040	1140	1240	1340	1440	1540	-	1655	1755	1854			
Stamford	Casterton Rd/Waverley Gdns	-	0744	0849	0944	1044	1144	1244	1344	1444	1544	-	1659	1759	1857			
Stamford	Arran Road	-	0746	0851	0946	1046	1146	1246	1346	1446	1546	-	1701	1801	1859			
Stamford	Empingham Rd/Danish Invader	-	0749	0854	0949	1049	1149	1249	1349	1449	1549	-	1704	1804	1901			
Stamford	Roman Bank	-	0751	0856	0951	1051	1151	1251	1351	1451	1551	-	1706	1806	1903			
Stamford	Town Centre/North St	0755	0755	0902	0957	1057	1157	1257	1357	1457	1557	1635	1710	1810	1905			
Stamford	St Pauls Street	0757	0757	0904	0959	1059	1159	1259	1359	1459	1559	1638	1712	1812	1906			
Stamford	Ryhall Road/Hospital	0758	0758	0905	1000	1100	1200	1300	1400	1500	1600	1640	1713	1813	1907			
Stamford	Ryhall Rd/Markham Retail Pk	0800	0800	0907	1002	1102	1202	1302	1402	1502	1602	1642	1715	1815	1909			
Ryhall	Coppice Road End	0803	0803	0909	1004	1104	1204	1304	1404	1504	1604	1644	1717	1817	1911			
Ryhall	Turnpike Road/Mill Street	0805	0805	0911	1006	1106	1206	1306	1406	1506	1606	1646	1719	1819	1913			
Essendine	Bridge	0807	0807	0913	1008	1108	1208	1308	1408	1508	1608	1648	1721	1821	1915			
Carlby	Bus Stop	0809	0809	0915	1010	1110	1210	1310	1410	1510	1610	1650	1723	1823	1917			
Manthorpe & Witham	Cross Roads	0812	0812	0918	1013	1113	1213	1313	1413	1513	1613	1653	1726	1826	1920			
Toft	Bus Stop	0814	0814	0920	1015	1115	1215	1315	1415	1515	1615	1655	1728	1828	1922			
Bourne	West Road	0818	-	0924	1019	1119	1219	1319	1419	1519	1619	1659	1732	1832	1926			
Bourne	West Street	0820d	-	0926	1021	1121	1221	1321	1421	1521	1621	1702	1734	1834	1928			
Bourne	Bus Station Bay 2	0822e	-	0928	1023	1123	1223	1323	1423	1523	1623	1705	1736	1836	1930			
Bourne	South Road/Austerby	0826c	0823	-	-	-	-	-	-	-	-	-	-	-	-			

CODES & NOTES

NS	- Not Saturdays	SUNDAYS & BANK HOLIDAYS
Sch	- Schooldays Only	No Service
S/C	- School and/or College days only	Except: Good Friday - Saturday Service (from B-P 0810 & P-B 1000)
a	- 1545 on Saturdays and during School Holidays	DECEMBER 24-31 - Except Sundays & Bank Holidays
b	- 1645 during School Holidays	Saturday Service
c	- Calls on Schooldays only	
d	- Does not call on Schooldays	
e	- Point is St Gilberts Road on Schooldays	

CONTACTLESS ACCEPTED)))

INFORMATION UPDATES

Updates on any major problems affecting Delaine Services
at www.delainebuses.com or [twitter@delainebuses](https://twitter.com/delainebuses)

STAMFORD HOSPITAL

All Buses call at Stamford Hospital

STAMFORD CROSSTOWN

All 201 Buses link Casterton Road, Arran Road, Empingham Road, Roman Bank,
with North Street for Town Centre and Ryhall Road for Hospital & Retail Parks

APPENDIX B – TRICS OUTPUT

Calculation Reference: AUDIT-650801-211216-1227

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 180 (units:)
 Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre

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

Selected Location Sub Categories:

Residential Zone	14
Village	5

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

Secondary Filtering selection:

Use Class:

C3	19 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	7 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days

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

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	13 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	6 days
No	13 days

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

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE
	FIELD END		
	NEAR ELY		
	WITCHFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	27/05/21	Survey Type: MANUAL
2	CB-03-A-05	DETACHED/TERRACED HOUSING	CUMBRIA
	MACADAM WAY		
	PENRITH		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
3	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
6	ES-03-A-04	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW LYDD ROAD		
	CAMBER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
7	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	Survey date: MONDAY		08/07/19	Survey Type: MANUAL
9	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		159	
	Survey date: TUESDAY		22/05/18	Survey Type: MANUAL
10	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		180	
	Survey date: TUESDAY		20/05/14	Survey Type: MANUAL
11	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
12	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		70	
	Survey date: WEDNESDAY		18/09/19	Survey Type: MANUAL
13	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	Survey Type: MANUAL
14	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
15	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		47	
	Survey date: TUESDAY		27/09/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	SC-03-A-06 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 116 Survey date: THURSDAY 08/10/20		Survey Type: MANUAL
17	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
18	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI -DETACHED/TERRACED	SHROPSHIRE
19	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: THURSDAY 19/10/17	BUNGALOWS	WEST SUSSEX
			Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	81	0.056	19	81	0.231	19	81	0.287
08:00 - 09:00	19	81	0.115	19	81	0.273	19	81	0.388
09:00 - 10:00	19	81	0.148	19	81	0.150	19	81	0.298
10:00 - 11:00	19	81	0.128	19	81	0.169	19	81	0.297
11:00 - 12:00	19	81	0.131	19	81	0.154	19	81	0.285
12:00 - 13:00	19	81	0.135	19	81	0.143	19	81	0.278
13:00 - 14:00	19	81	0.131	19	81	0.137	19	81	0.268
14:00 - 15:00	19	81	0.139	19	81	0.152	19	81	0.291
15:00 - 16:00	19	81	0.214	19	81	0.126	19	81	0.340
16:00 - 17:00	19	81	0.220	19	81	0.145	19	81	0.365
17:00 - 18:00	19	81	0.250	19	81	0.136	19	81	0.386
18:00 - 19:00	19	81	0.210	19	81	0.129	19	81	0.339
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.877			1.945			3.822

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 180 (units:)
Survey date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	81	0.038	19	81	0.197	19	81	0.235
08:00 - 09:00	19	81	0.092	19	81	0.248	19	81	0.340
09:00 - 10:00	19	81	0.114	19	81	0.126	19	81	0.240
10:00 - 11:00	19	81	0.095	19	81	0.135	19	81	0.230
11:00 - 12:00	19	81	0.108	19	81	0.121	19	81	0.229
12:00 - 13:00	19	81	0.111	19	81	0.119	19	81	0.230
13:00 - 14:00	19	81	0.100	19	81	0.107	19	81	0.207
14:00 - 15:00	19	81	0.116	19	81	0.128	19	81	0.244
15:00 - 16:00	19	81	0.186	19	81	0.099	19	81	0.285
16:00 - 17:00	19	81	0.195	19	81	0.120	19	81	0.315
17:00 - 18:00	19	81	0.217	19	81	0.121	19	81	0.338
18:00 - 19:00	19	81	0.191	19	81	0.111	19	81	0.302
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.563			1.632			3.195

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

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

Calculation Reference: AUDIT-650801-211216-1257

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 16 to 321 (units:)
 Range Selected by User: 9 to 1751 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 11/06/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	10
Village	2

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

Secondary Filtering selection:

Use Class:

C3 13 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	8 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	9 days
No	4 days

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

PTAL Rating:

No PTAL Present	13 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DC-03-M-02 KINGS ROAD DORCHESTER FORDINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: FRIDAY 16/09/16	TERRACED & BUNGALOWS	DORSET	Survey Type: MANUAL
2	DV-03-M-02 SAINT PETER' SQUAY TOTNES Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: FRIDAY 29/03/19	MIXED HOUSES & FLATS	DEVON	Survey Type: MANUAL
3	ES-03-M-05 A26 CROWBOROUGH RD NEAR UCKFIELD FIVE ASH DOWN VILLAGE Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 138 Survey date: MONDAY 30/06/14	HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
4	ES-03-M-09 STATION ROAD NORTHIAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 16 Survey date: WEDNESDAY 17/05/17	DETACHED/SEMI -DETACHED	EAST SUSSEX	Survey Type: MANUAL
5	ES-03-M-15 FIELD END MARESFIELD Edge of Town Residential Zone Total No of Dwellings: 80 Survey date: WEDNESDAY 13/03/19	MIXED HOUSES	EAST SUSSEX	Survey Type: MANUAL
6	HC-03-M-10 RAWLINGS LANE ALTON Edge of Town Residential Zone Total No of Dwellings: 176 Survey date: TUESDAY 05/03/19	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
7	MS-03-M-02 LOVEL ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: 27 Survey date: FRIDAY 21/06/13	TERRACED	MERSEYSIDE	Survey Type: MANUAL
8	MS-03-M-03 LOVEL ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: FRIDAY 21/06/13	SEMI DETACHED/TERRACED	MERSEYSIDE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-M-02 CAWSTON ROAD AYLSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 17/09/19		Survey Type: MANUAL
10	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
11	NF-03-M-14 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 321 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
12	NF-03-M-39 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 61 Survey date: WEDNESDAY 14/10/20		Survey Type: MANUAL
13	WS-03-M-21 CLAPPERS LANE BRACKLESHAM BAY	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: THURSDAY 14/11/19		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	104	0.063	13	104	0.308	13	104	0.371
08:00 - 09:00	13	104	0.098	13	104	0.345	13	104	0.443
09:00 - 10:00	13	104	0.100	13	104	0.166	13	104	0.266
10:00 - 11:00	13	104	0.115	13	104	0.133	13	104	0.248
11:00 - 12:00	13	104	0.148	13	104	0.152	13	104	0.300
12:00 - 13:00	13	104	0.160	13	104	0.136	13	104	0.296
13:00 - 14:00	13	104	0.140	13	104	0.154	13	104	0.294
14:00 - 15:00	13	104	0.143	13	104	0.166	13	104	0.309
15:00 - 16:00	13	104	0.246	13	104	0.157	13	104	0.403
16:00 - 17:00	13	104	0.267	13	104	0.139	13	104	0.406
17:00 - 18:00	13	104	0.327	13	104	0.157	13	104	0.484
18:00 - 19:00	13	104	0.334	13	104	0.139	13	104	0.473
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.141			2.152			4.293

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 321 (units:)
Survey date range:	01/01/13 - 11/06/21
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

APPENDIX C – DEVELOPMENT LAYOUT



APPENDIX D – ATC RESULTS



[Google Maps](#)
[\(click here\)](#)

Client	Farrow Walsh
Survey Time	Full Day, 24 Hours
Survey Method	Automatic Traffic Counter (ATC)
Classifications	See Report Summary



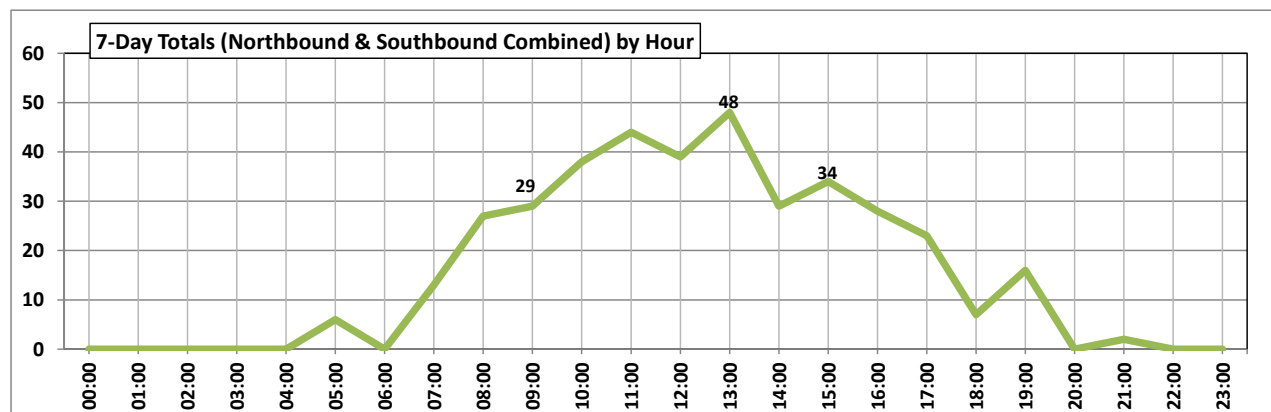
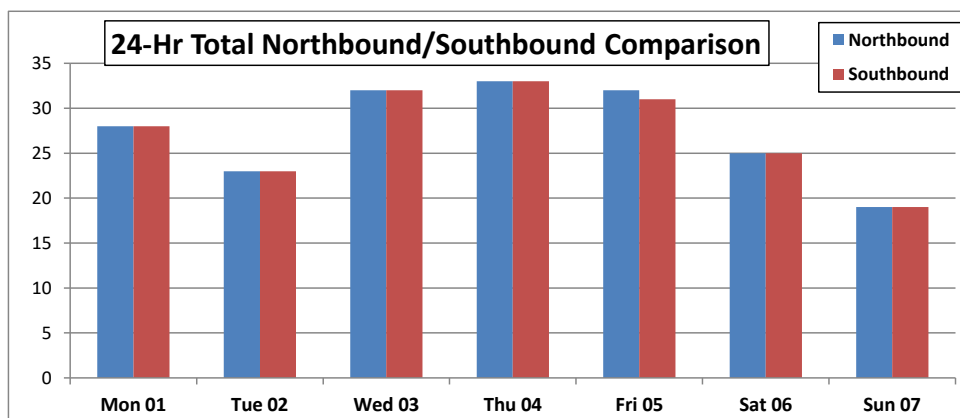
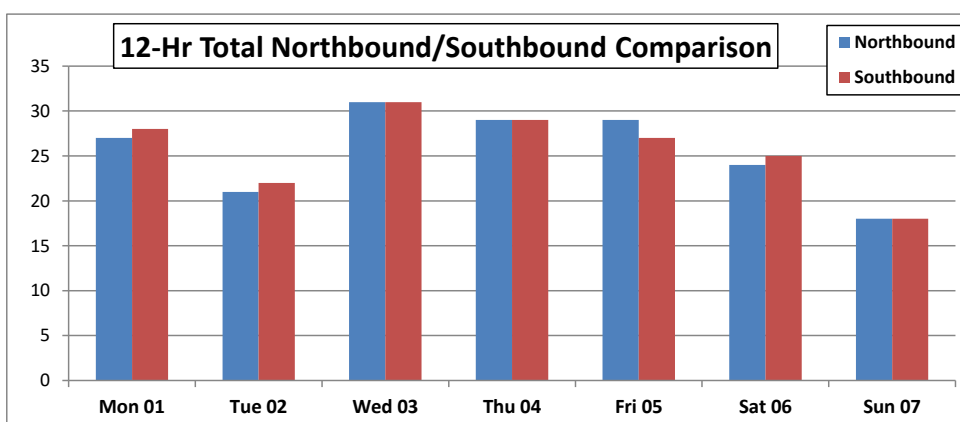
Report Summary - Volume

Daily Total Traffic Flow 12/24 Hr Comparison						
Day	Northbound			Southbound		
	12 Hr	%	24 Hr	12 Hr	%	24 Hr
Day 1: Monday 01	27	96%	28	28	100%	28
Day 2: Tuesday 02	21	91%	23	22	96%	23
Day 3: Wednesday 03	31	97%	32	31	97%	32
Day 4: Thursday 04	29	88%	33	29	88%	33
Day 5: Friday 05	29	91%	32	27	87%	31
Day 6: Saturday 06	24	96%	25	25	100%	25
Day 7: Sunday 07	18	95%	19	18	95%	19
7-Day Total	179	93%	192	180	94%	191

12 Hr = 0700 - 1900

"%" relates to the 12 hour flow as a percentage of the 24 hour volume.

7-Day Northbound & Southbound Combined Totals	
00:00	0
01:00	0
02:00	0
03:00	0
04:00	0
05:00	6
06:00	0
07:00	13
08:00	27
09:00	29
10:00	38
11:00	44
12:00	39
13:00	48
14:00	29
15:00	34
16:00	28
17:00	23
18:00	7
19:00	16
20:00	0
21:00	2
22:00	0
23:00	0
12Hr, 7 - 19	359
16Hr, 6 - 22	377
18Hr, 6 - 24	377
24Hr, 0 - 24	383

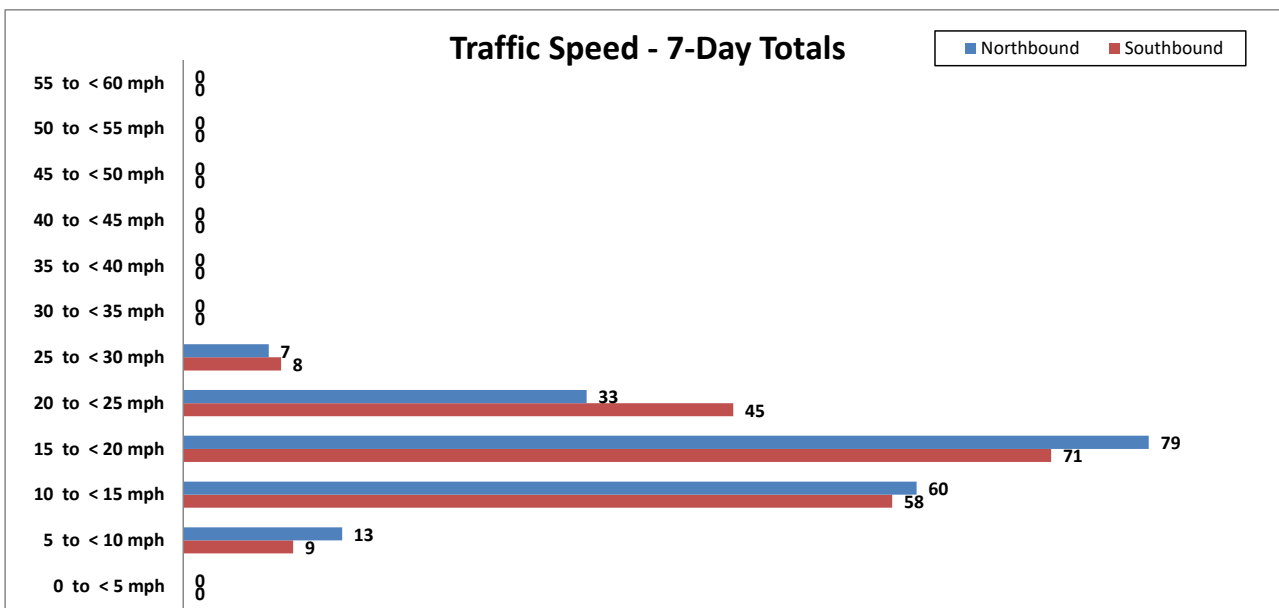




Report Summary - Speed

Site Speed Limit: 30 mph

Traffic Speed - 7-Day Totals					
Speed Categories		Northbound, %		Southbound, %	
Bin 1	0 to < 5 mph	0	0.00%	0	0.00%
Bin 2	5 to < 10 mph	13	6.77%	9	4.71%
Bin 3	10 to < 15 mph	60	31.25%	58	30.37%
Bin 4	15 to < 20 mph	79	41.15%	71	37.17%
Bin 5	20 to < 25 mph	33	17.19%	45	23.56%
Bin 6	25 to < 30 mph	7	3.65%	8	4.19%
Bin 7	30 to < 35 mph	0	0.00%	0	0.00%
Bin 8	35 to < 40 mph	0	0.00%	0	0.00%
Bin 9	40 to < 45 mph	0	0.00%	0	0.00%
Bin 10	45 to < 50 mph	0	0.00%	0	0.00%
Bin 11	50 to < 55 mph	0	0.00%	0	0.00%
Bin 12	55 to < 60 mph	0	0.00%	0	0.00%
Bin 13	60 to < 65 mph	0	0.00%	0	0.00%
Bin 14	65 to < 70 mph	0	0.00%	0	0.00%
Bin 15	70 to < 75 mph	0	0.00%	0	0.00%
Bin 16	75 to < 80 mph	0	0.00%	0	0.00%
Bin 17	80 to < 85 mph	0	0.00%	0	0.00%
Bin 18	85 to < 90 mph	0	0.00%	0	0.00%
Bin 19	90 to < 95 mph	0	0.00%	0	0.00%
Bin 20	95 to < 100 mph	0	0.00%	0	0.00%
Total		192		191	

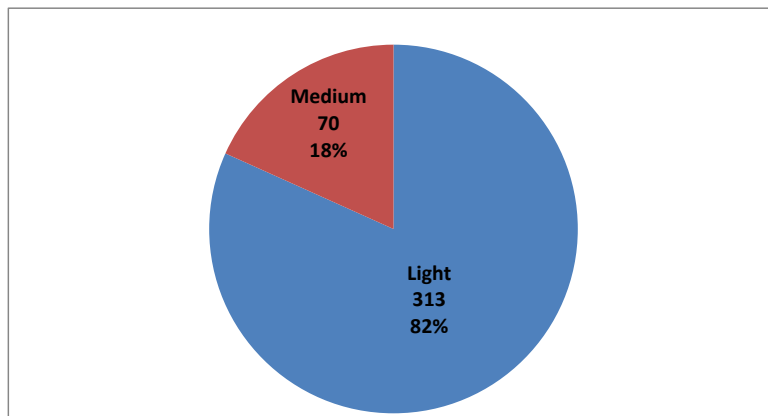


12/24 Hour 85th Percentile Speed, 7 Days (mph)				
Day	Northbound		Southbound	
	12-Hour	24-Hour	12-Hour	24-Hour
Day 1: Monday 01	20.2	20.1	22.1	22.1
Day 2: Tuesday 02	21.4	21.2	23.1	23.1
Day 3: Wednesday 03	21.4	21.3	24.2	24.2
Day 4: Thursday 04	21.0	20.9	21.6	21.5
Day 5: Friday 05	21.1	21.1	22.3	22.6
Day 6: Saturday 06	20.8	20.6	21.8	21.8
Day 7: Sunday 07	19.6	19.5	17.8	17.8
7-Day Average	20.8	20.7	21.8	21.9



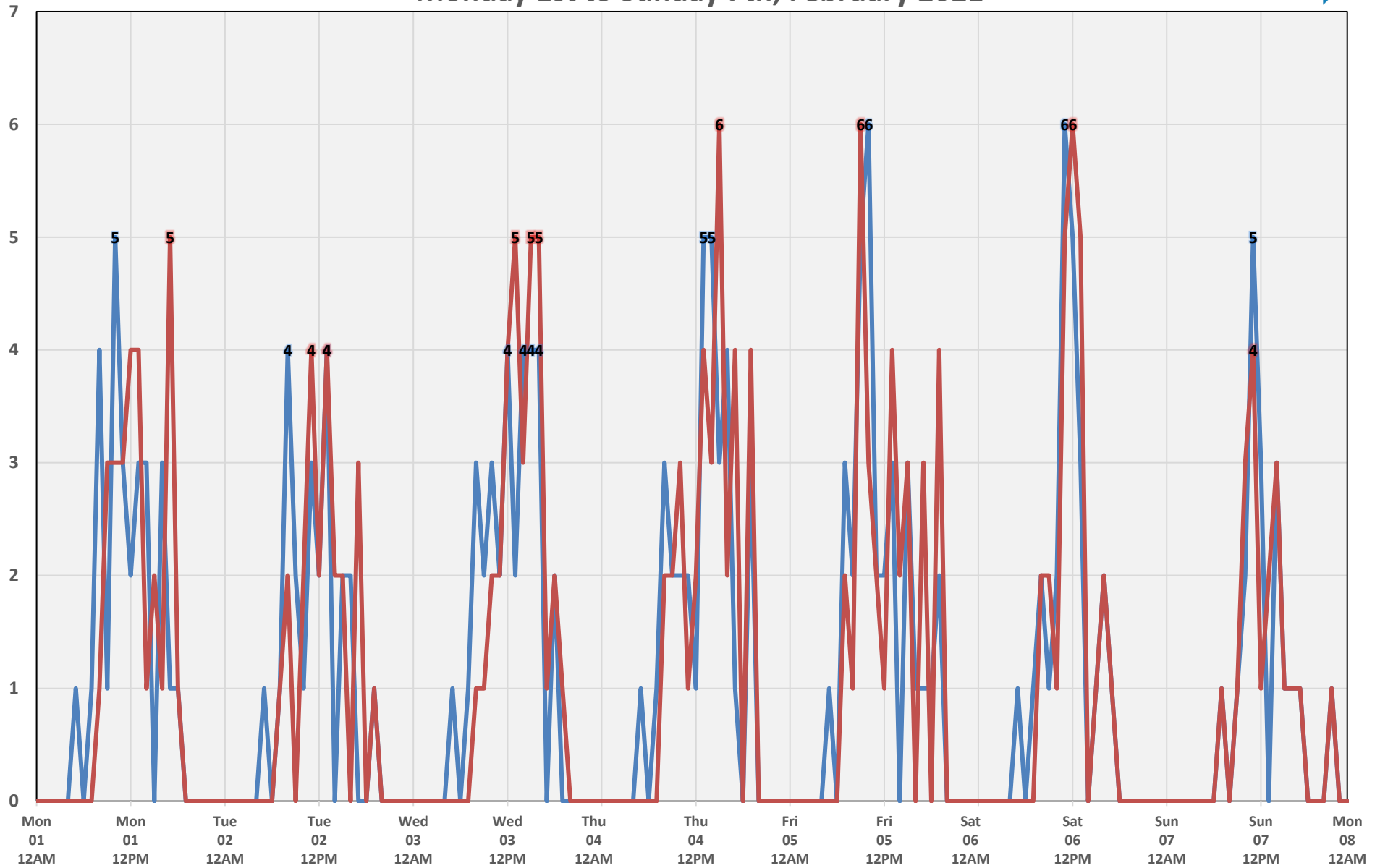
Report Summary - Class

Class, Category, Description			Northbound, %		Southbound, %		Total, %		
Class 1	Light	Short - Car, Light Van	151	78.65%	157	82.20%	308	80.42%	
Class 2		Short Towing - Trailer, Caravan, Boat, etc.	3	1.56%	1	0.52%	4	1.04%	
Class 3	Medium	Two axle truck or Bus	36	18.75%	32	16.75%	68	17.75%	
Class 4		Three axle truck or Bus	0	0.00%	1	0.52%	1	0.26%	
Class 5		Four axle truck	1	0.52%	0	0.00%	1	0.26%	
Class 6	Heavy	Three axle articulated vehicle or Rigid vehicle and trailer	0	0.00%	0	0.00%	0	0.00%	
Class 7		Four axle articulated vehicle or Rigid vehicle and trailer	0	0.00%	0	0.00%	0	0.00%	
Class 8		Five axle articulated vehicle or Rigid vehicle and trailer	0	0.00%	0	0.00%	0	0.00%	
Class 9		Six (or more) axle articulated vehicle or Rigid vehicle and trailer	0	0.00%	0	0.00%	0	0.00%	
Class 10		B-Double or Heavy truck and trailer	0	0.00%	0	0.00%	0	0.00%	
Class 11		Double road train or Heavy truck and two trailers	0	0.00%	0	0.00%	0	0.00%	
Class 12		Triple road train or Heavy truck and three (or more) trailers	0	0.00%	0	0.00%	0	0.00%	
Class 13	Light	Motorcycle	0	0.00%	0	0.00%	0	0.00%	
Class 14		Cycle	1	0.52%	0	0.00%	1	0.26%	
			Total	192		191		383	





Cedar Dr, Bourne ATC Report: 7-Day Profile Monday 1st to Sunday 7th, February 2021





Class Data, Day 1 - Monday 1st, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0

Class Data, Day 1 - Monday 1st, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0



Class Data, Day 2 - Tuesday 2nd, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0

Class Data, Day 2 - Tuesday 2nd, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0



Class Data, Day 3 - Wednesday 3rd, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	31	24	0	7	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	31	24	0	7	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	31	24	0	7	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	32	25	0	7	0	0	0	0	0	0	0	0	0	0	0

Class Data, Day 3 - Wednesday 3rd, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	31	22	0	9	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	32	23	0	9	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	32	23	0	9	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	32	23	0	9	0	0	0	0	0	0	0	0	0	0	0



Class Data, Day 4 - Thursday 4th, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	29	19	0	10	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	32	22	0	10	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	32	22	0	10	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	33	23	0	10	0	0	0	0	0	0	0	0	0	0	0

Class Data, Day 4 - Thursday 4th, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	29	21	0	8	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	33	25	0	8	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	33	25	0	8	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	33	25	0	8	0	0	0	0	0	0	0	0	0	0	0



Class Data, Day 5 - Friday 5th, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	5	3	0	0	0	1	0	0	0	0	0	0	0	0	1
10:00	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	29	24	0	3	0	1	0	0	0	0	0	0	0	0	1
16Hr, 6 - 22	31	26	0	3	0	1	0	0	0	0	0	0	0	0	1
18Hr, 6 - 24	31	26	0	3	0	1	0	0	0	0	0	0	0	0	1
24Hr, 0 - 24	32	27	0	3	0	1	0	0	0	0	0	0	0	0	1

Class Data, Day 5 - Friday 5th, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	27	22	0	4	1	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	31	26	0	4	1	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	31	26	0	4	1	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	31	26	0	4	1	0	0	0	0	0	0	0	0	0	0



Class Data, Day 6 - Saturday 6th, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0

Class Data, Day 6 - Saturday 6th, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0



Class Data, Day 7 - Sunday 7th, February 2021												Direction:		Northbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0
12:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	18	10	3	5	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	19	11	3	5	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	19	11	3	5	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	19	11	3	5	0	0	0	0	0	0	0	0	0	0	0

Class Data, Day 7 - Sunday 7th, February 2021												Direction:		Southbound	
Time Beginning	Total Volume	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	18	14	1	3	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	19	15	1	3	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	19	15	1	3	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	19	15	1	3	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 1 - Monday 1st, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	15.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	15.2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	-	13.4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	-	11.4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	5	-	15.8	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	-	15.7	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	-	14.3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	-	16.8	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	-	17.1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	3	-	15.5	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	18.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	-	9.7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	27	20.2	15.2	0	2	12	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	27	20.2	15.2	0	2	12	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	27	20.2	15.2	0	2	12	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	28	20.1	15.2	0	2	13	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 1 - Monday 1st, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	16.2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	3	-	14.9	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	-	12.9	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	-	19.7	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	-	16.9	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	-	18.8	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	-	12.8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	-	16.8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	-	17.5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	5	-	18.3	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	-	14.5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	28	22.1	16.8	0	1	12	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	28	22.1	16.8	0	1	12	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	28	22.1	16.8	0	1	12	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	28	22.1	16.8	0	1	12	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 2 - Tuesday 2nd, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	14.8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	14.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	4	-	18.9	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	-	17.3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	-	16.8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	-	16.4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	-	18.7	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	-	17.2	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	-	15.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	-	14.6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	-	14.5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	21	21.4	17.0	0	0	8	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	22	21.3	16.9	0	0	9	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	22	21.3	16.9	0	0	9	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	23	21.2	16.8	0	0	10	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 2 - Tuesday 2nd, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	19.8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	-	18.6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	-	19.2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	4	-	17.2	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	-	16.6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	-	16.5	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	2	-	20.2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	-	16.9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	-	20.7	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	-	9.1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	22	23.1	18.2	0	0	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	23	23.1	17.8	0	1	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	23	23.1	17.8	0	1	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	23	23.1	17.8	0	1	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 3 - Wednesday 3rd, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	11.5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	16.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	-	17.4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	-	14.7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	-	14.3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	-	11.2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	-	17.6	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	2	-	20.4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	-	15.5	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	4	-	18.8	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	4	-	21.5	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	-	17.5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	31	21.4	17.2	0	1	9	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	31	21.4	17.2	0	1	9	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	31	21.4	17.2	0	1	9	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	32	21.3	17.0	0	1	10	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 3 - Wednesday 3rd, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	21.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	-	13.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	-	13.0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	-	14.7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	-	22.3	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	5	-	20.1	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	-	22.0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	5	-	18.7	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	5	-	18.0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	23.1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2	-	14.2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	-	19.0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	31	24.2	18.8	0	1	8	8	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	32	24.2	18.8	0	1	8	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	32	24.2	18.8	0	1	8	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	32	24.2	18.8	0	1	8	9	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 4 - Thursday 4th, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	15.1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	-	16.2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	-	11.6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	-	20.7	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	-	15.1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	-	25.6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	5	-	16.3	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	5	-	16.7	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	-	16.7	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	4	-	14.7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	22.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	3	-	14.8	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	29	21.0	16.7	0	3	7	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	32	20.9	16.5	0	3	9	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	32	20.9	16.5	0	3	9	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	33	20.9	16.4	0	3	9	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 4 - Thursday 4th, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	-	18.3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	-	17.2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	-	12.6	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	1	-	13.3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	-	16.2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	-	17.8	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	-	18.4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	6	-	18.1	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	-	10.2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	4	-	20.2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	-	15.4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	29	21.6	16.9	0	1	9	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	33	21.5	16.7	0	2	10	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	33	21.5	16.7	0	2	10	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	33	21.5	16.7	0	2	10	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 5 - Friday 5th, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	15.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	-	15.8	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	-	17.4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	5	-	17.1	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	6	-	16.4	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	-	21.0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2	-	17.4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	-	18.9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	-	16.5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	-	16.0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	16.2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	-	15.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	2	-	14.8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	29	21.1	17.1	0	1	7	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	31	21.1	17.0	0	2	7	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	31	21.1	17.0	0	2	7	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	32	21.1	16.9	0	2	7	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 5 - Friday 5th, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	-	13.5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	-	14.4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	6	-	16.8	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	-	13.8	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	2	-	21.3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	-	8.1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	4	-	17.4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	2	-	18.2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3	-	16.4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	-	21.3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	4	-	17.1	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	27	22.3	16.8	0	2	8	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	31	22.6	16.8	0	2	10	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	31	22.6	16.8	0	2	10	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	31	22.6	16.8	0	2	10	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 6 - Saturday 6th, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	12.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	14.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	-	15.7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	-	16.5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	-	19.2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	6	-	17.2	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	5	-	17.2	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	3	-	15.9	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	-	14.7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	-	16.6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	28.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	24	20.8	17.2	0	2	4	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	24	20.8	17.2	0	2	4	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	24	20.8	17.2	0	2	4	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	25	20.6	17.1	0	2	5	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 6 - Saturday 6th, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	-	17.4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	2	-	16.0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	-	21.6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	5	-	16.5	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	6	-	21.1	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	5	-	17.9	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	-	18.3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	2	-	18.3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	27.5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	25	21.8	18.8	0	0	4	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	25	21.8	18.8	0	0	4	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	25	21.8	18.8	0	0	4	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	25	21.8	18.8	0	0	4	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 7 - Sunday 7th, February 2021																				Direction:		Northbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	15.8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	-	19.0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	-	12.6	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	5	-	11.8	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	3	-	14.7	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	-	19.5	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	-	11.7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	-	16.4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	19.0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	17.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	18	19.6	14.9	0	3	6	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	19	19.5	15.1	0	3	6	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	19	19.5	15.1	0	3	6	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	19	19.5	15.1	0	3	6	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Speed Data, Day 7 - Sunday 7th, February 2021																				Direction:		Southbound	
Time Beginning	Total Volume	85th Percentile	Mean Average	Bin 1: <5 mph	Bin 2: 5 - <10	Bin 3: 10 - <15	Bin 4: 15 - <20	Bin 5: 20 - <25	Bin 6: 25 - <30	Bin 7: 30 - <35	Bin 8: 35 - <40	Bin 9: 40 - <45	Bin 10: 45 - <50	Bin 11: 50 - <55	Bin 12: 55 - <60	Bin 13: 60 - <65	Bin 14: 65 - <70	Bin 15: 70 - <75	Bin 16: 75 - <80	Bin 17: 80 - <85	Bin 18: 85 - <90	Bin 19: 90 - <95	Bin 20: 95 - <100
00:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	18.1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	-	16.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3	-	16.3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	4	-	12.5	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	-	14.0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	2	-	15.3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	3	-	13.1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	-	11.8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	1	-	5.3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	1	-	17.6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	-	17.8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12Hr, 7 - 19	18	17.8	14.0	0	2	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16Hr, 6 - 22	19	17.8	14.2	0	2	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18Hr, 6 - 24	19	17.8	14.2	0	2	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24Hr, 0 - 24	19	17.8	14.2	0	2	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0