Annex F – Speed Surveys

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-001 - Newmarket Road
LOC. DESC.	Newmarket Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Newmarket Road, commencing Fri 15 Oct 2021, recorded a total of 29,854 vehicles. The posted speed limit of 60mph was exceeded by 4.3% of vehicles, and the seasonally adjusted, combined AADT value is 4,476 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**29,854**
Avg daily volume (based on 7 days)	4,264.9
Average daily speed (7 days)	46.3mph
Average daily 85%ile (7 days)	53.8mph
AADT (annual average daily traffic)	4,476
Avg weekday volume (Mon-Fri, 24hrs)	4,603.8
Avg weekday speed (Mon-Fri, 24hrs)	45.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,942.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**14,952**
Avg daily volume (based on 7 days)	2,136.0
Average daily speed (7 days)	47.0mph
Average daily 85%ile (7 days)	54.3mph
% of vehicles exceeding 60mph	4.8%
Avg weekday volume (Mon-Fri, 24hrs)	2,294.0
Avg weekday speed (Mon-Fri, 24hrs)	46.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,975.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	46.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	53.3mph

SOUTHBOUND ↓

Total recorded volume	**14,902**
Avg daily volume (based on 7 days)	2,128.9
Average daily speed (7 days)	45.7mph
Average daily 85%ile (7 days)	53.2mph
% of vehicles exceeding 60mph	3.8%
Avg weekday volume (Mon-Fri, 24hrs)	2,309.8
Avg weekday speed (Mon-Fri, 24hrs)	45.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,966.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	52.1mph

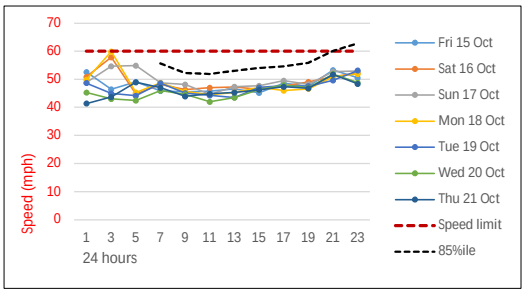
SITE LOCATION



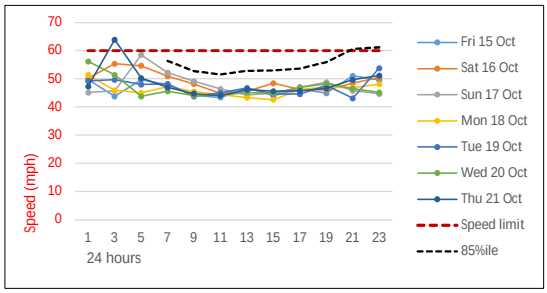
Location	Newmarket Road
Lat, lng.	52°17'52.24"N,0°23'17.30"E
Project & site	28925-001
PSL	60mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

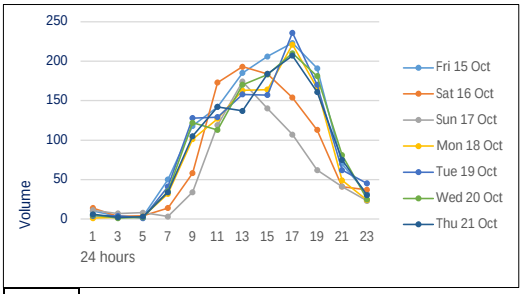


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 56.1mph at 18:15 on Sun 17 Oct, whilst the peak average southbound speed was 57.5mph at 07:00 on Sun 17 Oct (based on 15min averages between 0700 & 1900).

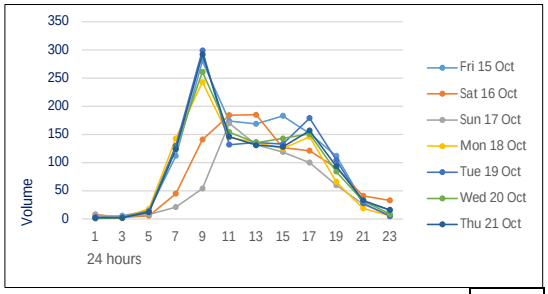
HOURLY VOLUMES

NORTHBOUND ↑



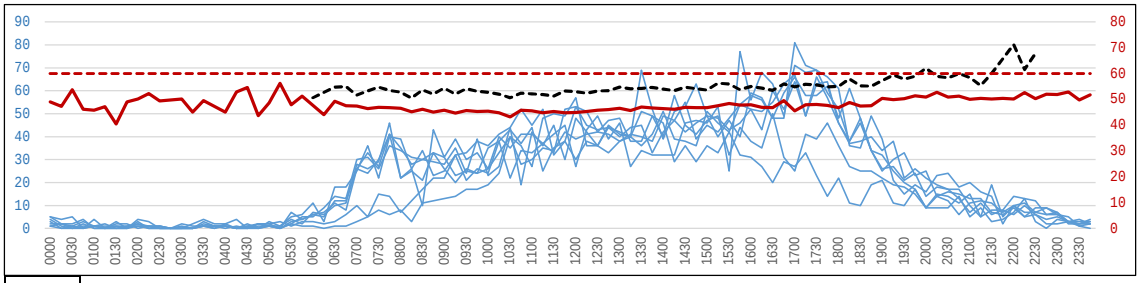
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

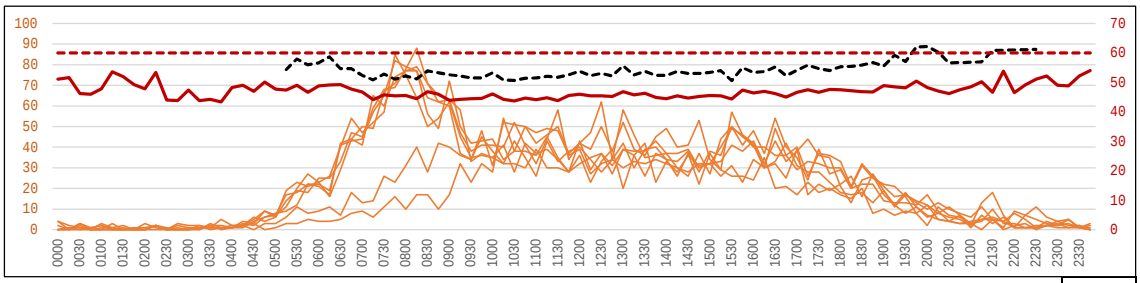


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



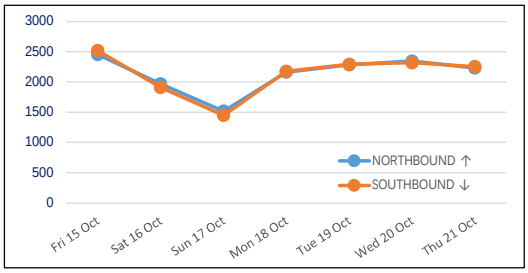
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

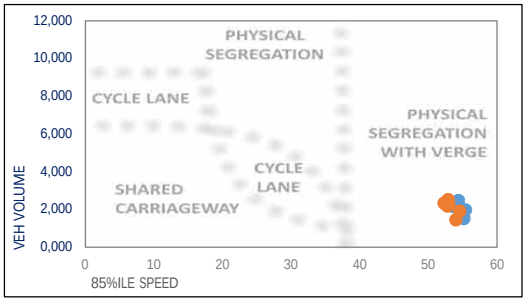
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	7.1	0.0	0.0	0.0	**7.3**
0100	0.1	3.0	0.0	0.0	0.0	**3.1**
0200	0.0	3.1	0.0	0.0	0.0	**3.1**
0300	0.0	3.1	0.4	0.0	0.0	**3.6**
0400	0.0	2.6	0.6	0.3	0.0	**3.4**
0500	0.7	8.4	0.0	0.1	0.0	**9.3**
0600	0.3	26.4	1.3	1.4	0.4	**29.9**
0700	0.1	90.7	5.1	1.9	0.6	**98.4**
0800	0.1	85.1	5.1	2.7	2.0	**95.1**
0900	0.9	96.4	5.4	3.6	0.6	**106.9**
1000	1.7	123.6	5.7	2.9	1.1	**135.0**
1100	0.7	145.7	6.9	3.0	0.3	**156.6**
1200	1.4	156.4	5.4	4.6	0.7	**168.6**
1300	1.3	158.3	4.1	2.7	0.7	**167.1**
1400	1.4	164.4	5.0	2.7	0.4	**174.0**
1500	0.7	168.1	5.0	5.0	1.1	**180.0**
1600	1.6	183.3	3.0	4.4	1.7	**194.0**
1700	3.0	209.0	2.4	2.7	0.7	**217.9**
1800	1.0	142.7	2.0	3.1	0.3	**149.1**
1900	0.6	89.3	1.0	2.0	0.0	**92.9**
2000	0.1	58.1	1.0	0.1	0.4	**59.9**
2100	0.3	35.9	0.4	0.3	0.3	**37.1**
2200	0.6	29.7	0.6	0.0	0.0	**30.9**
2300	0.3	12.4	0.1	0.0	0.0	**12.9**
12hr TTL	**14.0**	**1723.9**	**55.3**	**39.3**	**10.3**	**1842.7**
24hr TTL	**17.1**	**2003.1**	**60.7**	**43.6**	**11.4**	**2136.0**
	1%	94%	3%	2%	1%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	3.6	0.1	0.0	0.0	**3.7**
0100	0.0	2.1	0.3	0.1	0.0	**2.6**
0200	0.0	3.0	0.0	0.1	0.0	**3.1**
0300	0.0	3.4	0.4	0.7	0.0	**4.6**
0400	0.0	8.7	0.6	2.9	0.0	**12.1**
0500	0.9	40.4	1.7	6.4	0.0	**49.4**
0600	1.4	89.9	1.7	6.0	1.0	**100.0**
0700	0.9	178.4	4.7	3.9	1.4	**189.3**
0800	1.3	214.0	5.0	3.6	0.4	**224.3**
0900	1.1	161.1	4.7	3.9	1.0	**171.9**
1000	0.6	147.1	5.7	2.9	1.6	**157.9**
1100	0.9	141.6	7.0	3.3	0.4	**153.1**
1200	1.0	136.4	5.7	2.6	0.6	**146.3**
1300	1.3	141.3	4.0	2.1	0.4	**149.1**
1400	1.0	127.7	5.0	2.0	1.1	**136.9**
1500	0.7	139.7	4.6	2.6	0.7	**148.3**
1600	0.6	138.3	3.3	1.4	0.1	**143.7**
1700	0.6	114.6	2.0	0.6	0.3	**118.0**
1800	0.7	84.6	1.3	0.7	0.1	**87.4**
1900	0.0	54.7	0.4	0.4	0.0	**55.6**
2000	0.0	29.6	0.3	0.1	0.0	**30.0**
2100	0.4	19.6	0.3	0.0	0.3	**20.6**
2200	0.0	13.0	0.1	0.0	0.0	**13.1**
2300	0.1	7.1	0.3	0.3	0.0	**7.9**
12hr TTL	**10.6**	**1724.9**	**53.0**	**29.4**	**8.3**	**1826.1**
24hr TTL	**13.4**	**2000.0**	**59.3**	**46.6**	**9.6**	**2128.9**
	1%	94%	3%	2%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-002 - Fordham Road
LOC. DESC.	Fordham Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Fordham Road, commencing Fri 15 Oct 2021, recorded a total of 5,568 vehicles. The posted speed limit of 60mph was exceeded by 0.2% of vehicles, and the seasonally adjusted, combined AADT value is 848 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**5,568**
Avg daily volume (based on 7 days)	795.4
Average daily speed (7 days)	29.6mph
Average daily 85%ile (7 days)	33.6mph
AADT (annual average daily traffic)	848
Avg weekday volume (Mon-Fri, 24hrs)	930.2
Avg weekday speed (Mon-Fri, 24hrs)	29.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	845.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**2,791**
Avg daily volume (based on 7 days)	398.7
Average daily speed (7 days)	28.8mph
Average daily 85%ile (7 days)	32.9mph
% of vehicles exceeding 60mph	0.1%
Avg weekday volume (Mon-Fri, 24hrs)	470.8
Avg weekday speed (Mon-Fri, 24hrs)	29.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	426.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	32.6mph

SOUTHBOUND ↓

Total recorded volume	**2,777**
Avg daily volume (based on 7 days)	396.7
Average daily speed (7 days)	30.4mph
Average daily 85%ile (7 days)	34.3mph
% of vehicles exceeding 60mph	0.2%
Avg weekday volume (Mon-Fri, 24hrs)	459.4
Avg weekday speed (Mon-Fri, 24hrs)	30.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	418.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	30.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	34.1mph

SITE LOCATION

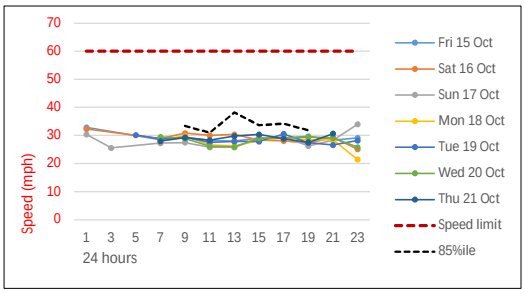
SITE PLAN



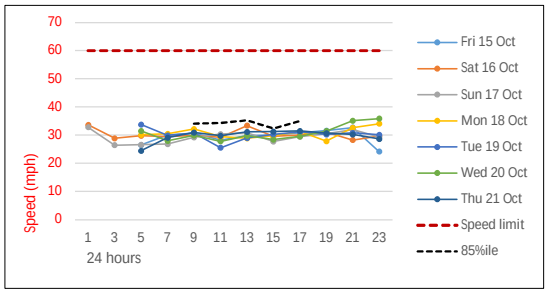
Location	Fordham Road
Lat, lng.	52°17'11.31"N,0°24'21.68"E
Project & site	28925-002
PSL	60mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

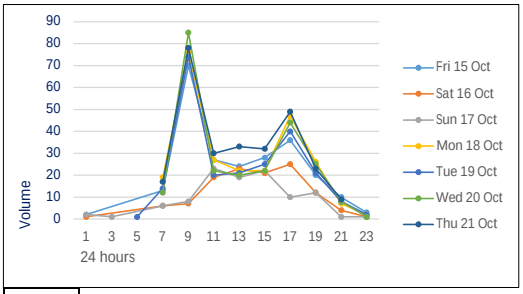


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 36.8mph at 09:15 on Sat 16 Oct, whilst the peak average southbound speed was 39.5mph at 15:00 on Fri 15 Oct (based on 15min averages between 0700 & 1900).

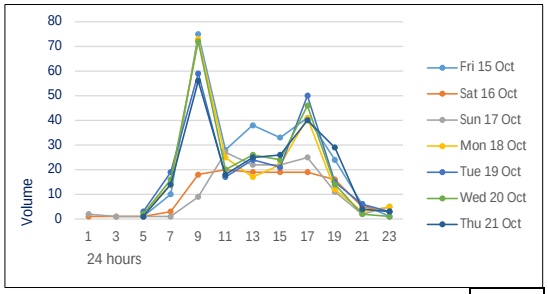
HOURLY VOLUMES

NORTHBOUND ↑



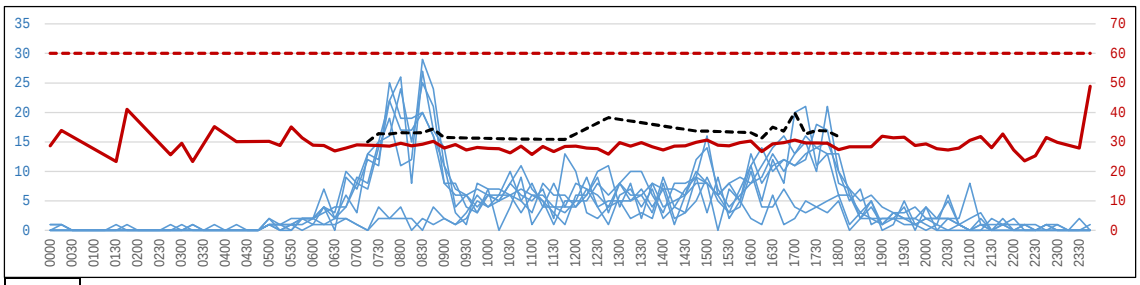
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

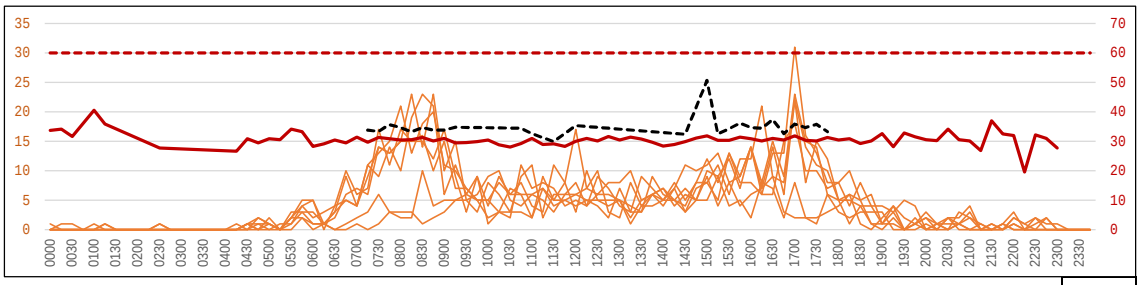


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



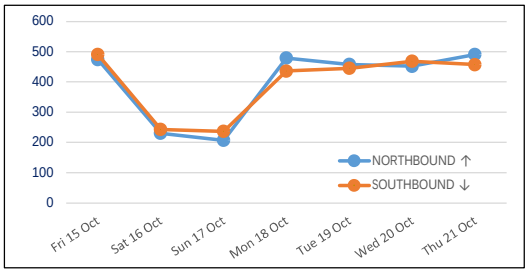
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

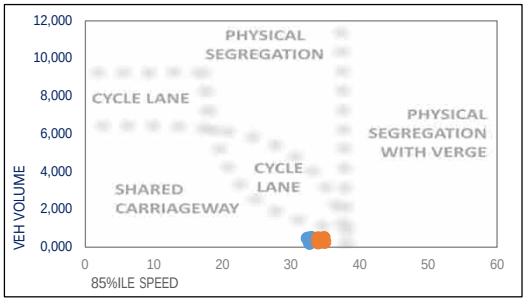
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.7	0.0	0.0	0.0	**0.7**
0100	0.0	0.3	0.0	0.0	0.0	**0.3**
0200	0.0	0.1	0.0	0.0	0.0	**0.1**
0300	0.0	0.6	0.0	0.0	0.0	**0.6**
0400	0.0	0.1	0.0	0.0	0.0	**0.1**
0500	0.3	4.0	0.0	0.0	0.0	**4.3**
0600	0.4	12.0	0.0	0.0	0.0	**12.4**
0700	1.1	37.3	0.3	0.0	0.0	**38.7**
0800	0.9	55.0	0.9	0.1	0.0	**56.9**
0900	0.3	20.4	0.7	0.0	0.0	**21.4**
1000	1.4	20.7	1.4	0.4	0.0	**24.0**
1100	1.3	18.0	0.4	0.1	0.0	**19.9**
1200	1.0	21.6	0.4	0.1	0.0	**23.1**
1300	1.0	21.0	1.1	0.1	0.0	**23.3**
1400	0.9	22.7	0.7	0.3	0.0	**24.6**
1500	0.0	25.1	0.6	0.0	0.1	**25.9**
1600	0.9	34.6	0.4	0.0	0.0	**35.9**
1700	0.4	45.1	0.3	0.0	0.0	**45.9**
1800	0.1	19.4	0.1	0.1	0.0	**19.9**
1900	0.0	7.9	0.1	0.1	0.0	**8.1**
2000	0.0	6.6	0.1	0.0	0.0	**6.7**
2100	0.0	3.9	0.0	0.0	0.0	**3.9**
2200	0.1	1.3	0.0	0.0	0.0	**1.4**
2300	0.0	0.7	0.0	0.0	0.0	**0.7**
12hr TTL	**9.3**	**341.0**	**7.4**	**1.4**	**0.1**	**359.3**
24hr TTL	**10.1**	**379.1**	**7.7**	**1.6**	**0.1**	**398.7**
	3%	95%	2%	0%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.4	0.0	0.0	0.0	**0.4**
0100	0.0	0.4	0.0	0.0	0.0	**0.4**
0200	0.0	0.3	0.0	0.0	0.0	**0.3**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	1.6	0.0	0.0	0.0	**1.6**
0500	0.1	5.7	0.0	0.0	0.0	**5.9**
0600	0.0	11.0	0.0	0.0	0.0	**11.0**
0700	0.0	30.7	0.1	0.0	0.7	**31.6**
0800	1.1	50.1	0.3	0.1	0.0	**51.7**
0900	0.7	28.1	1.0	0.1	0.0	**30.0**
1000	1.0	19.9	0.9	0.4	0.0	**22.1**
1100	0.9	21.7	0.4	0.0	0.1	**23.1**
1200	1.0	22.9	0.4	0.1	0.0	**24.4**
1300	0.6	19.3	0.7	0.0	0.0	**20.6**
1400	0.6	22.9	0.4	0.0	0.0	**23.9**
1500	0.4	32.9	0.7	0.3	0.0	**34.3**
1600	0.3	36.3	0.7	0.1	0.0	**37.4**
1700	1.4	42.7	0.1	0.1	0.0	**44.4**
1800	0.0	17.1	0.1	0.0	0.0	**17.3**
1900	0.0	6.6	0.0	0.0	0.0	**6.6**
2000	0.1	3.9	0.0	0.0	0.0	**4.0**
2100	0.0	2.6	0.0	0.0	0.0	**2.6**
2200	0.1	2.9	0.0	0.0	0.0	**3.0**
2300	0.0	0.1	0.0	0.0	0.0	**0.1**
12hr TTL	**8.0**	**344.6**	**6.0**	**1.4**	**0.9**	**360.9**
24hr TTL	**8.4**	**380.0**	**6.0**	**1.4**	**0.9**	**396.7**
	2%	96%	2%	0%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Norfolk
LOCATION	28925-002 - Elms Road (East)
LOC. DESC.	Elms Road (East)
START DATE	Tue 28 Sep, 2021
END DATE	Mon 04 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Elms Road (East), commencing Tue 28 Sep 2021, recorded a total of 9,366 vehicles. The posted speed limit of 60mph was exceeded by 0.5% of vehicles, and the seasonally adjusted, combined AADT value is 1,317 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**9,366**
Avg daily volume (based on 7 days)	1,338.0
Average daily speed (7 days)	39.7mph
Average daily 85%ile (7 days)	46.8mph
AADT (annual average daily traffic)	1,317
Avg weekday volume (Mon-Fri, 24hrs)	1,461.6
Avg weekday speed (Mon-Fri, 24hrs)	39.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,187.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	39.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**4,978**
Avg daily volume (based on 7 days)	711.1
Average daily speed (7 days)	40.9mph
Average daily 85%ile (7 days)	48.0mph
% of vehicles exceeding 60mph	0.6%
Avg weekday volume (Mon-Fri, 24hrs)	778.4
Avg weekday speed (Mon-Fri, 24hrs)	41.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	642.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	40.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	47.7mph

SOUTHBOUND ↓

Total recorded volume	**4,388**
Avg daily volume (based on 7 days)	626.9
Average daily speed (7 days)	38.5mph
Average daily 85%ile (7 days)	45.6mph
% of vehicles exceeding 60mph	0.3%
Avg weekday volume (Mon-Fri, 24hrs)	683.2
Avg weekday speed (Mon-Fri, 24hrs)	38.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	545.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	38.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	45.7mph

SITE LOCATION

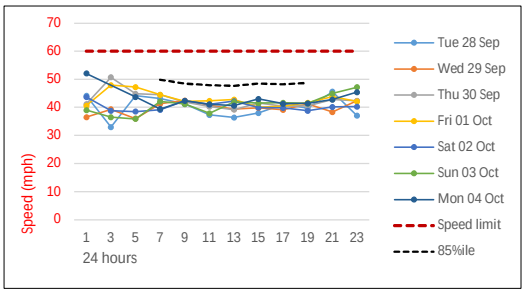
SITE PLAN



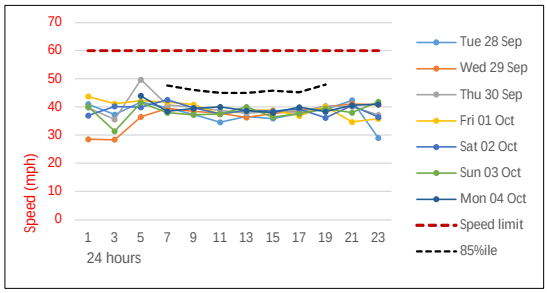
Location	Elms Road (East)
Lat, lng.	52°19'33.68"N/52°19'33.68" N
Project & site	28925-002
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

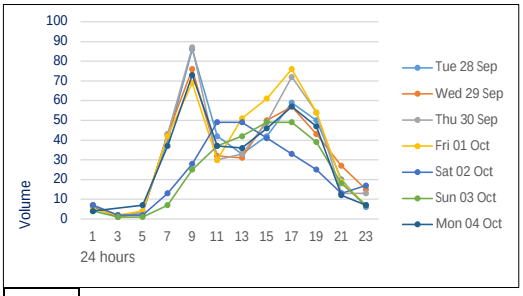


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 47.7mph at 15:00 on Sun 03 Oct, whilst the peak average southbound speed was 50.7mph at 07:30 on Sun 03 Oct (based on 15min averages between 0700 & 1900).

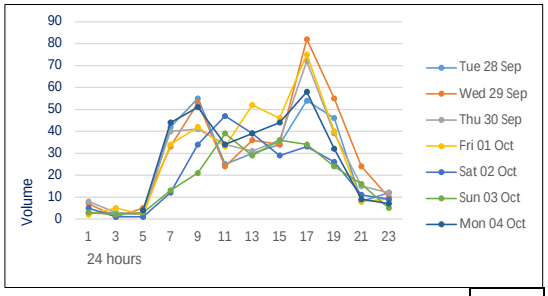
HOURLY VOLUMES

NORTHBOUND ↑



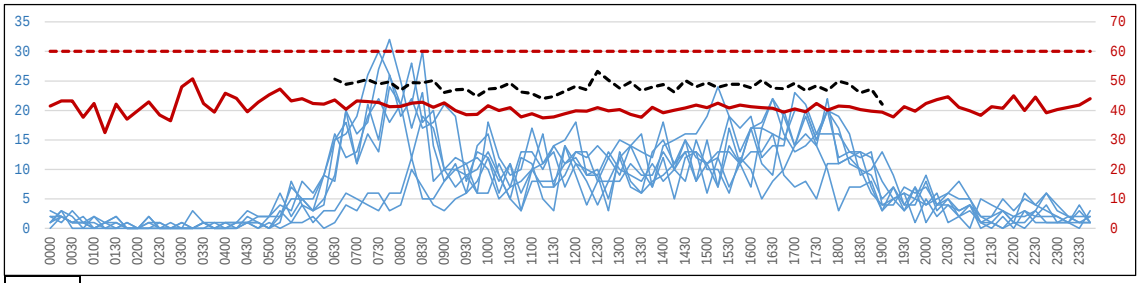
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

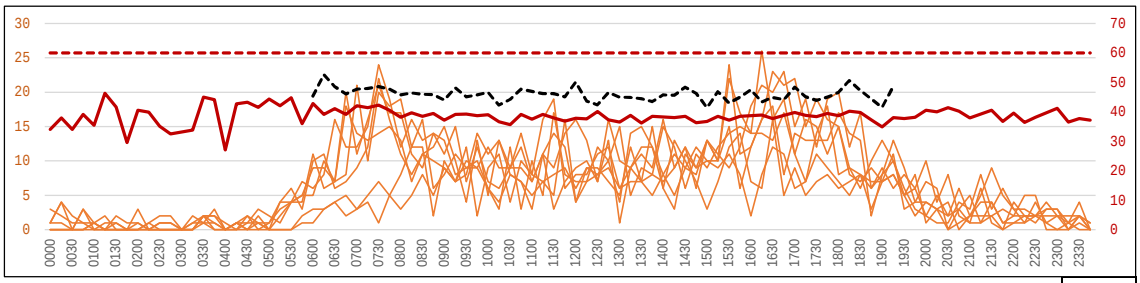


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



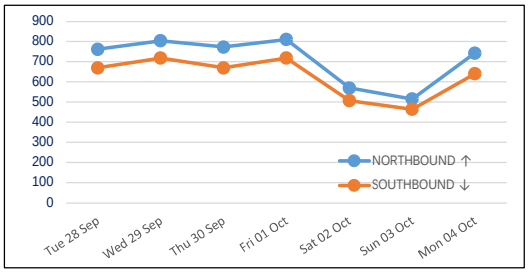
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

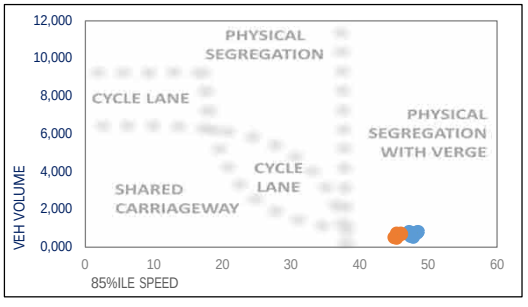
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	5.7	0.0	0.0	0.0	**5.7**
0100	0.0	2.4	0.0	0.0	0.0	**2.4**
0200	0.0	1.0	0.1	0.0	0.1	**1.3**
0300	0.0	1.6	0.0	0.1	0.0	**1.7**
0400	0.0	3.1	0.0	0.3	0.0	**3.4**
0500	0.0	11.3	0.6	0.1	0.0	**12.0**
0600	0.3	30.1	1.1	0.4	0.1	**32.1**
0700	0.3	59.0	3.0	0.4	0.0	**62.7**
0800	0.3	60.9	1.6	0.7	0.0	**63.4**
0900	0.4	37.1	1.1	0.3	0.0	**39.0**
1000	0.6	34.3	1.1	0.6	0.1	**36.7**
1100	1.1	39.0	1.4	0.4	0.0	**42.0**
1200	0.1	37.9	1.0	0.3	0.0	**39.3**
1300	0.7	39.3	1.3	0.3	0.0	**41.6**
1400	0.1	46.1	1.9	0.1	0.0	**48.3**
1500	0.6	48.1	1.0	0.1	0.0	**49.9**
1600	0.1	56.0	0.6	0.4	0.4	**57.6**
1700	1.6	60.3	0.3	0.3	0.0	**62.4**
1800	0.4	43.9	0.3	0.0	0.0	**44.6**
1900	0.1	21.3	0.0	0.0	0.0	**21.4**
2000	0.0	17.3	0.1	0.0	0.0	**17.4**
2100	0.0	9.1	0.0	0.0	0.0	**9.1**
2200	0.0	10.1	0.0	0.1	0.0	**10.3**
2300	0.0	6.6	0.1	0.0	0.0	**6.7**
12hr TTL	**6.4**	**561.9**	**14.6**	**4.0**	**0.6**	**587.4**
24hr TTL	**6.9**	**681.6**	**16.7**	**5.1**	**0.9**	**711.1**
	1%	96%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	2.9	0.6	0.4	0.0	**4.0**
0100	0.0	1.6	0.1	0.0	0.0	**1.7**
0200	0.0	2.0	0.1	0.0	0.0	**2.1**
0300	0.0	3.4	0.0	0.0	0.0	**3.4**
0400	0.0	2.7	0.0	0.0	0.0	**2.7**
0500	0.1	9.0	0.4	0.0	0.0	**9.6**
0600	0.0	31.0	0.0	0.1	0.0	**31.1**
0700	1.1	47.0	1.3	0.1	0.7	**50.3**
0800	0.4	40.6	0.9	0.6	0.0	**42.4**
0900	0.4	35.9	1.4	0.6	0.0	**38.3**
1000	0.1	32.1	1.3	0.1	0.0	**33.7**
1100	1.3	34.1	1.3	0.9	0.0	**37.6**
1200	0.3	34.7	1.3	0.3	0.0	**36.6**
1300	0.1	34.3	0.6	0.6	0.0	**35.6**
1400	0.6	35.1	0.6	0.7	0.0	**37.0**
1500	0.1	46.0	0.6	0.4	0.0	**47.1**
1600	0.6	56.7	0.7	0.3	0.0	**58.3**
1700	0.6	50.0	0.1	0.0	0.0	**50.7**
1800	0.1	37.3	0.0	0.0	0.0	**37.4**
1900	0.0	28.3	0.1	0.0	0.0	**28.4**
2000	0.0	12.9	0.0	0.1	0.0	**13.0**
2100	0.0	12.0	0.0	0.0	0.0	**12.0**
2200	0.1	9.0	0.0	0.0	0.0	**9.1**
2300	0.0	4.4	0.1	0.0	0.0	**4.6**
12hr TTL	**5.9**	**483.9**	**10.0**	**4.6**	**0.7**	**505.0**
24hr TTL	**6.3**	**603.0**	**11.6**	**5.3**	**0.7**	**626.9**
	1%	96%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	28925 Norfolk
LOCATION	28925-003 - Elms Road (West)
LOC. DESC.	Elms Road (West)
START DATE	Tue 28 Sep, 2021
END DATE	Mon 04 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Elms Road (West), commencing Tue 28 Sep 2021, recorded a total of 9,203 vehicles. The posted speed limit of 60mph was exceeded by 7.5% of vehicles, and the seasonally adjusted, combined AADT value is 1,294 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**9,203**
Avg daily volume (based on 7 days)	1,314.7
Average daily speed (7 days)	47.6mph
Average daily 85%ile (7 days)	56.3mph
AADT (annual average daily traffic)	1,294
Avg weekday volume (Mon-Fri, 24hrs)	1,436.2
Avg weekday speed (Mon-Fri, 24hrs)	47.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,167.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	47.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**4,892**
Avg daily volume (based on 7 days)	698.9
Average daily speed (7 days)	48.9mph
Average daily 85%ile (7 days)	57.7mph
% of vehicles exceeding 60mph	9.5%
Avg weekday volume (Mon-Fri, 24hrs)	764.4
Avg weekday speed (Mon-Fri, 24hrs)	49.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	632.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	48.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.6mph

SOUTHBOUND ↓

Total recorded volume	**4,311**
Avg daily volume (based on 7 days)	615.9
Average daily speed (7 days)	46.2mph
Average daily 85%ile (7 days)	55.0mph
% of vehicles exceeding 60mph	5.5%
Avg weekday volume (Mon-Fri, 24hrs)	671.8
Avg weekday speed (Mon-Fri, 24hrs)	46.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	535.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	46.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	55.3mph

SITE LOCATION

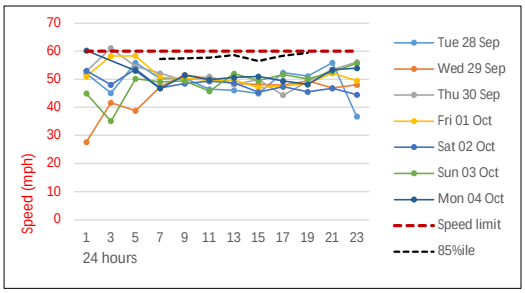
SITE PLAN



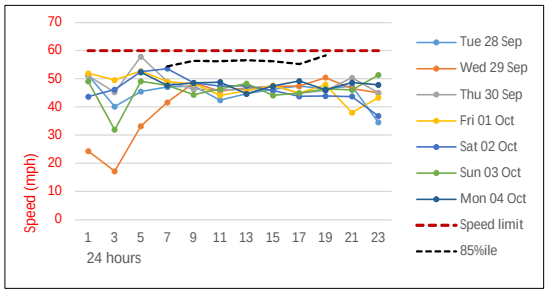
Location	Elms Road (West)
Lat, lng.	52°19'33.68"N/52°19'33.68" N
Project & site	28925-003
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

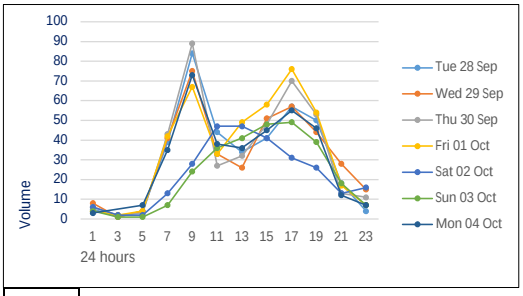


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 60.3mph at 07:15 on Sat 02 Oct, whilst the peak average southbound speed was 56.6mph at 18:15 on Sat 02 Oct (based on 15min averages between 0700 & 1900).

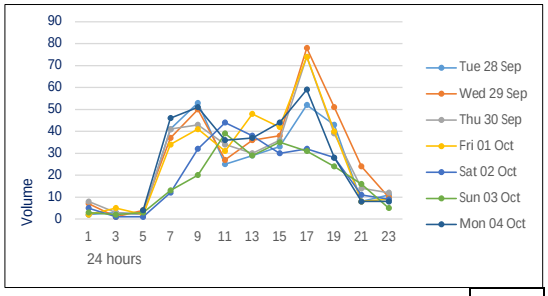
HOURLY VOLUMES

NORTHBOUND ↑



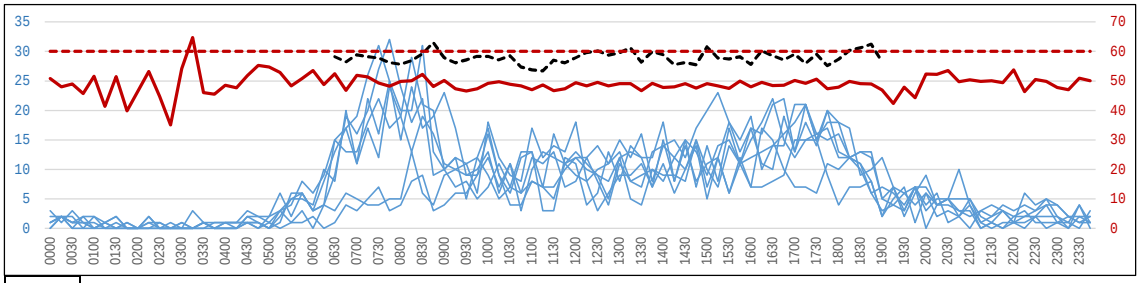
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

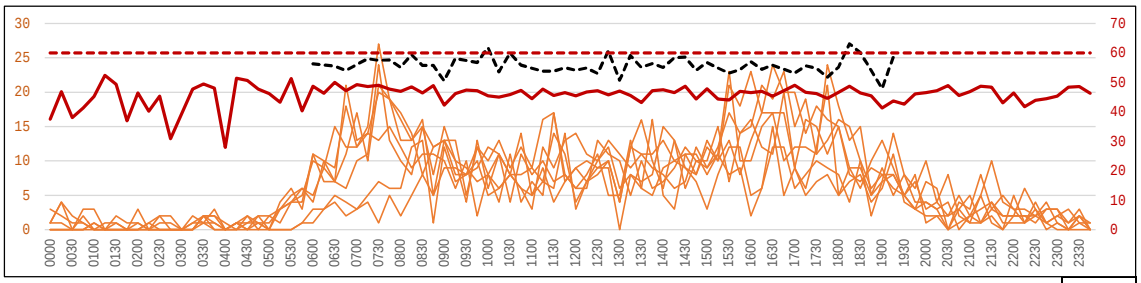


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



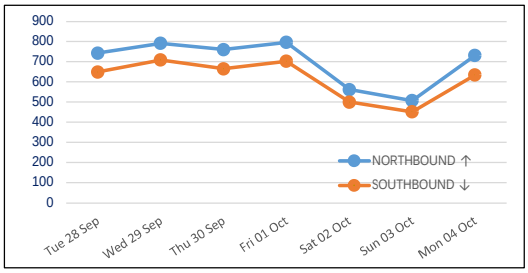
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Wednesday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

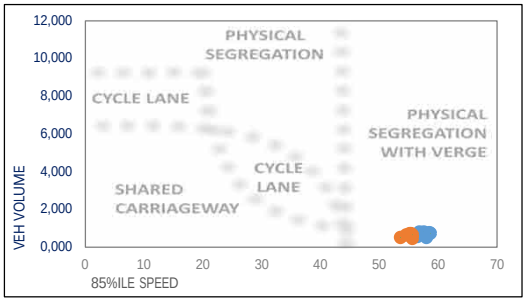
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	5.1	0.0	0.0	0.0	**5.1**
0100	0.0	2.3	0.0	0.0	0.0	**2.3**
0200	0.0	1.0	0.1	0.0	0.1	**1.3**
0300	0.0	1.6	0.0	0.1	0.0	**1.7**
0400	0.0	2.7	0.6	0.3	0.0	**3.6**
0500	0.0	11.3	0.6	0.0	0.0	**11.9**
0600	0.3	29.7	1.4	0.0	0.0	**31.4**
0700	0.3	56.6	4.7	1.1	0.1	**62.9**
0800	0.3	58.1	3.3	1.1	0.0	**62.9**
0900	0.4	35.6	2.4	0.6	0.0	**39.0**
1000	0.7	32.7	2.3	1.0	0.1	**36.9**
1100	0.9	36.1	1.7	1.3	0.9	**40.9**
1200	0.1	34.4	2.7	0.6	0.0	**37.9**
1300	0.6	37.9	2.0	0.4	0.1	**41.0**
1400	0.0	43.9	2.6	0.1	0.9	**47.4**
1500	0.3	46.6	1.9	0.1	0.0	**48.9**
1600	0.1	54.4	0.9	0.3	0.7	**56.4**
1700	1.6	57.4	1.0	0.4	0.1	**60.6**
1800	0.4	43.6	0.6	0.0	0.0	**44.6**
1900	0.1	20.3	0.3	0.1	0.0	**20.9**
2000	0.0	16.7	0.3	0.0	0.0	**17.0**
2100	0.0	8.3	0.0	0.0	0.0	**8.3**
2200	0.0	9.4	0.0	0.1	0.0	**9.6**
2300	0.0	6.6	0.1	0.0	0.0	**6.7**
12hr TTL	**5.7**	**537.3**	**26.0**	**7.1**	**3.0**	**579.1**
24hr TTL	**6.1**	**652.3**	**29.4**	**7.9**	**3.1**	**698.9**
	1%	93%	4%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.9	0.6	0.4	0.0	**3.9**
0100	0.0	1.1	0.4	0.0	0.0	**1.6**
0200	0.0	1.9	0.3	0.0	0.0	**2.1**
0300	0.0	3.1	0.3	0.0	0.0	**3.4**
0400	0.0	2.6	0.0	0.0	0.0	**2.6**
0500	0.1	9.1	0.4	0.0	0.0	**9.7**
0600	0.0	31.3	0.4	0.3	0.0	**32.0**
0700	0.6	47.0	1.6	0.4	0.7	**50.3**
0800	0.3	39.1	1.4	0.6	0.0	**41.4**
0900	0.6	35.0	1.4	0.6	0.3	**37.9**
1000	0.3	30.7	2.4	0.1	0.1	**33.7**
1100	0.7	32.7	2.3	0.6	0.0	**36.3**
1200	0.0	33.1	0.9	0.4	0.9	**35.3**
1300	0.4	32.0	1.0	0.7	0.0	**34.1**
1400	0.4	33.9	1.9	0.7	0.0	**36.9**
1500	0.1	44.9	1.3	0.4	0.0	**46.7**
1600	0.3	56.0	0.7	0.1	0.0	**57.1**
1700	0.3	47.9	1.0	0.3	0.0	**49.4**
1800	0.1	36.0	0.0	0.0	0.0	**36.1**
1900	0.0	27.3	0.3	0.0	0.0	**27.6**
2000	0.0	12.6	0.0	0.1	0.0	**12.7**
2100	0.0	11.4	0.1	0.0	0.0	**11.6**
2200	0.1	9.0	0.0	0.0	0.0	**9.1**
2300	0.0	4.0	0.3	0.0	0.0	**4.3**
12hr TTL	**4.1**	**468.3**	**15.9**	**5.0**	**2.0**	**495.3**
24hr TTL	**4.4**	**584.6**	**19.0**	**5.9**	**2.0**	**615.9**
	1%	95%	3%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-003 - Chippenham Road
LOC. DESC.	Chippenham Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Chippenham Road, commencing Fri 15 Oct 2021, recorded a total of 12,163 vehicles. The posted speed limit of 60mph was exceeded by 2.0% of vehicles, and the seasonally adjusted, combined AADT value is 1,848 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**12,163**
Avg daily volume (based on 7 days)	1,737.6
Average daily speed (7 days)	43.4mph
Average daily 85%ile (7 days)	50.5mph
AADT (annual average daily traffic)	1,848
Avg weekday volume (Mon-Fri, 24hrs)	1,938.8
Avg weekday speed (Mon-Fri, 24hrs)	43.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,755.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**6,322**
Avg daily volume (based on 7 days)	903.1
Average daily speed (7 days)	44.1mph
Average daily 85%ile (7 days)	51.0mph
% of vehicles exceeding 60mph	2.0%
Avg weekday volume (Mon-Fri, 24hrs)	989.4
Avg weekday speed (Mon-Fri, 24hrs)	44.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	879.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.8mph

WESTBOUND ←

Total recorded volume	**5,841**
Avg daily volume (based on 7 days)	834.4
Average daily speed (7 days)	42.7mph
Average daily 85%ile (7 days)	49.9mph
% of vehicles exceeding 60mph	2.1%
Avg weekday volume (Mon-Fri, 24hrs)	949.4
Avg weekday speed (Mon-Fri, 24hrs)	42.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	876.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	49.6mph

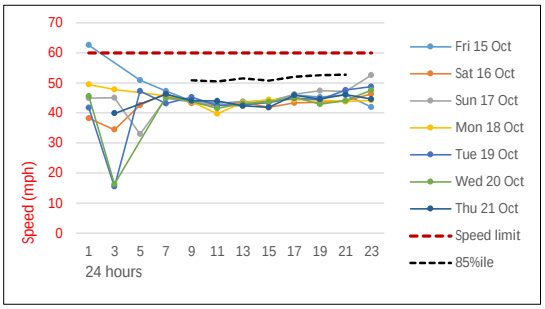
SITE LOCATION



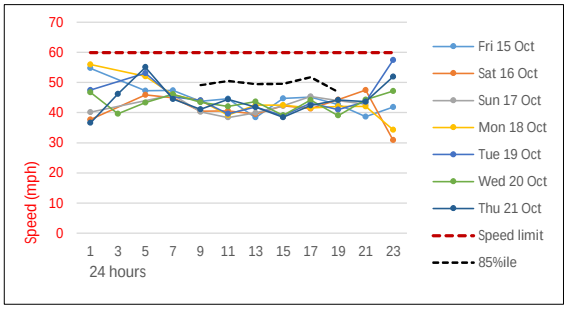
Location	Chippenham Road
Lat, lng.	52°16'56.03"N,0°24'50.85"E
Project & site	28925-003
PSL	60mph
Bus route	Yes
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

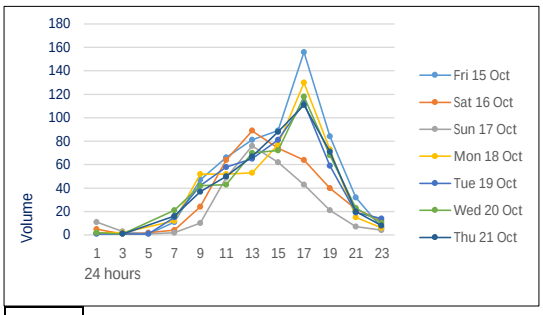


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 52.6mph at 07:00 on Fri 15 Oct, whilst the peak average westbound speed was 56.5mph at 17:15 on Sun 17 Oct (based on 15min averages between 0700 & 1900).

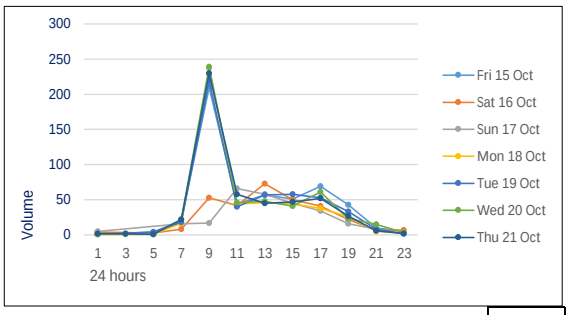
HOURLY VOLUMES

EASTBOUND →



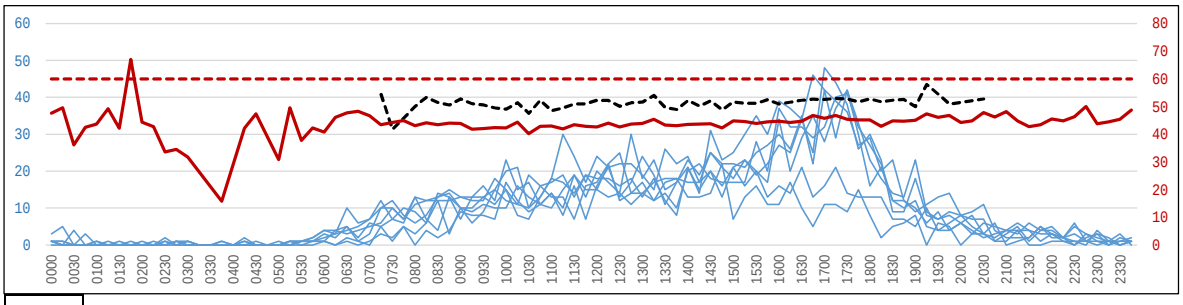
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

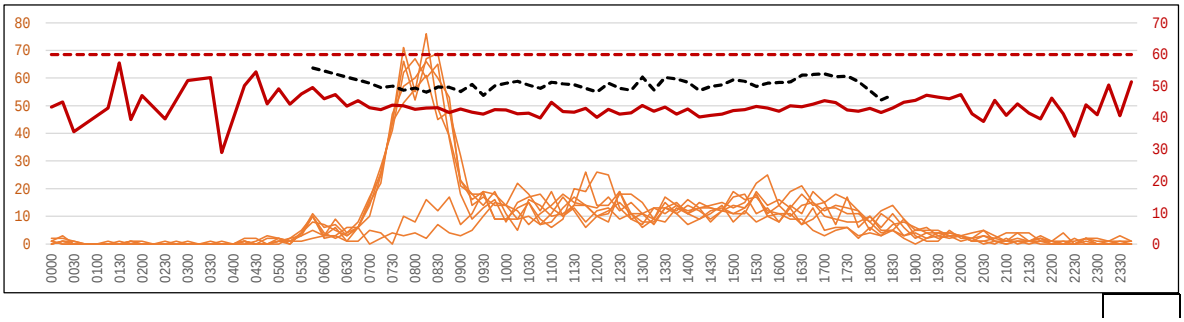


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

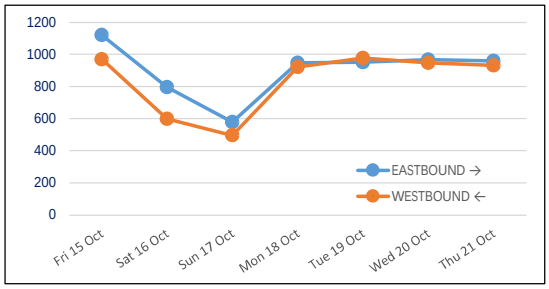


15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

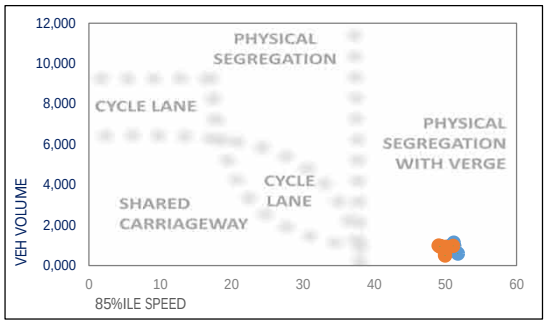
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	3.0	0.0	0.0	0.0	**3.1**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.3	0.9	0.1	0.0	0.0	**1.3**
0300	0.4	0.3	0.0	0.0	0.0	**0.7**
0400	0.0	0.4	0.3	0.0	0.0	**0.7**
0500	0.0	2.4	0.0	0.0	0.0	**2.4**
0600	0.0	11.1	0.4	0.0	0.0	**11.6**
0700	0.0	24.6	0.7	0.0	0.0	**25.3**
0800	0.1	34.4	1.7	0.0	0.0	**36.3**
0900	0.7	41.7	2.0	0.3	0.0	**44.7**
1000	1.9	51.0	1.4	0.3	0.0	**54.6**
1100	0.6	61.0	0.3	0.1	0.0	**62.0**
1200	1.6	69.3	0.6	0.1	0.0	**71.6**
1300	0.6	63.6	0.9	0.3	0.1	**65.4**
1400	0.9	75.3	1.3	0.1	0.0	**77.6**
1500	1.3	79.7	1.1	0.1	0.1	**82.4**
1600	0.9	103.0	1.1	0.0	0.0	**105.0**
1700	0.7	118.7	0.3	0.0	0.0	**119.7**
1800	0.9	58.0	0.6	0.0	0.0	**59.4**
1900	0.1	33.1	0.1	0.0	0.0	**33.4**
2000	0.6	19.0	0.1	0.0	0.0	**19.7**
2100	0.0	12.0	0.0	0.0	0.0	**12.0**
2200	0.0	8.6	0.0	0.0	0.0	**8.6**
2300	0.0	4.9	0.0	0.0	0.0	**4.9**
12hr TTL	**10.0**	**780.3**	**12.0**	**1.4**	**0.3**	**804.0**
24hr TTL	**11.6**	**876.7**	**13.1**	**1.4**	**0.3**	**903.1**
	1%	97%	1%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.1	0.0	0.0	0.0	**2.1**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.4	0.0	0.0	0.0	**0.4**
0300	0.0	0.3	0.1	0.0	0.0	**0.4**
0400	0.0	1.4	0.6	0.0	0.0	**2.0**
0500	0.4	13.3	0.0	0.0	0.0	**13.7**
0600	0.0	17.1	0.4	0.1	0.0	**17.7**
0700	0.6	105.4	1.4	0.1	0.0	**107.6**
0800	0.7	168.1	2.1	1.1	0.0	**172.1**
0900	0.0	59.3	1.4	0.4	0.0	**61.1**
1000	1.4	45.6	1.1	0.1	0.3	**48.6**
1100	1.4	50.4	1.3	0.3	0.1	**53.6**
1200	1.4	52.1	1.0	0.3	0.0	**54.9**
1300	1.1	43.6	0.6	0.0	0.0	**45.3**
1400	1.1	46.3	0.3	0.3	0.0	**48.0**
1500	1.0	54.3	1.0	0.6	0.1	**57.0**
1600	0.7	48.3	0.6	0.1	0.0	**49.7**
1700	1.1	37.6	0.4	0.3	0.0	**39.4**
1800	0.3	26.9	0.0	0.0	0.0	**27.1**
1900	0.0	13.1	0.3	0.1	0.0	**13.6**
2000	0.0	8.3	0.1	0.0	0.0	**8.4**
2100	0.0	5.6	0.3	0.0	0.0	**5.9**
2200	0.0	3.1	0.0	0.0	0.0	**3.1**
2300	0.0	1.9	0.0	0.0	0.0	**1.9**
12hr TTL	**11.0**	**737.9**	**11.3**	**3.7**	**0.6**	**764.4**
24hr TTL	**11.4**	**805.3**	**13.1**	**4.0**	**0.6**	**834.4**
	1%	97%	2%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

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The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

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- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

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Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

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ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-004 - Chippenham Road
LOC. DESC.	Chippenham Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Chippenham Road, commencing Fri 15 Oct 2021, recorded a total of 12,147 vehicles. The posted speed limit of 60mph was exceeded by 5.3% of vehicles, and the seasonally adjusted, combined AADT value is 1,844 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**12,147**
Avg daily volume (based on 7 days)	1,735.3
Average daily speed (7 days)	47.9mph
Average daily 85%ile (7 days)	55.2mph
AADT (annual average daily traffic)	1,844
Avg weekday volume (Mon-Fri, 24hrs)	1,939.0
Avg weekday speed (Mon-Fri, 24hrs)	48.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,756.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	47.9mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**6,316**
Avg daily volume (based on 7 days)	902.3
Average daily speed (7 days)	48.4mph
Average daily 85%ile (7 days)	55.7mph
% of vehicles exceeding 60mph	5.7%
Avg weekday volume (Mon-Fri, 24hrs)	989.6
Avg weekday speed (Mon-Fri, 24hrs)	48.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	879.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	48.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	55.7mph

WESTBOUND ←

Total recorded volume	**5,831**
Avg daily volume (based on 7 days)	833.0
Average daily speed (7 days)	47.3mph
Average daily 85%ile (7 days)	54.7mph
% of vehicles exceeding 60mph	5.0%
Avg weekday volume (Mon-Fri, 24hrs)	949.4
Avg weekday speed (Mon-Fri, 24hrs)	47.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	876.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	47.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	54.4mph

SITE LOCATION

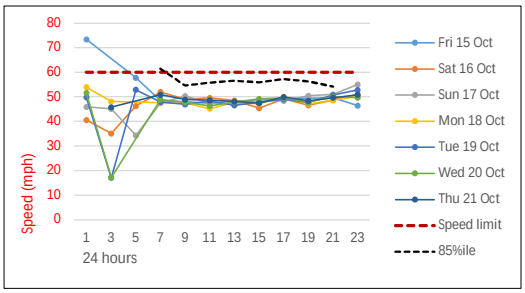
SITE PLAN



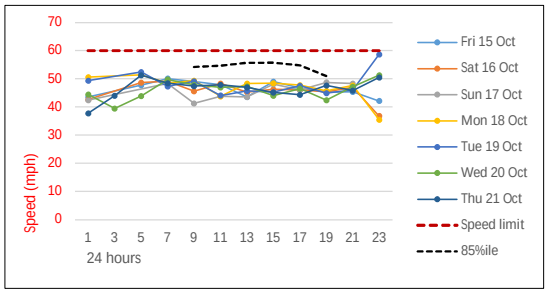
Location	Chippenham Road
Lat, lng.	52°17'9.14"N,0°25'18.85"E
Project & site	28925-004
PSL	60mph
Bus route	Yes
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

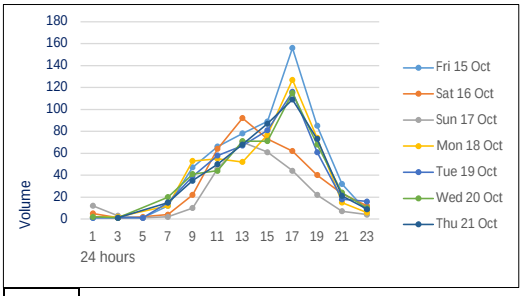


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 56.2mph at 07:45 on Mon 18 Oct, whilst the peak average westbound speed was 56.6mph at 18:45 on Thu 21 Oct (based on 15min averages between 0700 & 1900).

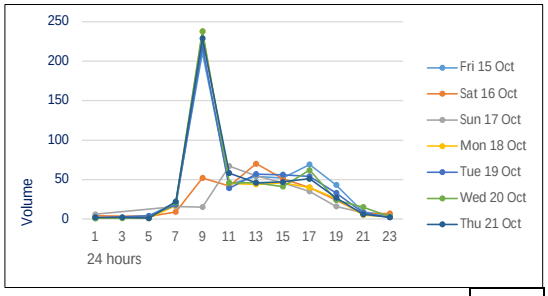
HOURLY VOLUMES

EASTBOUND →



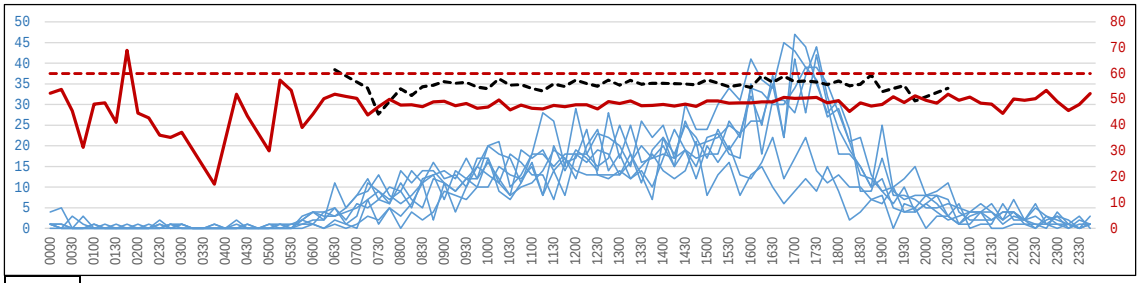
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

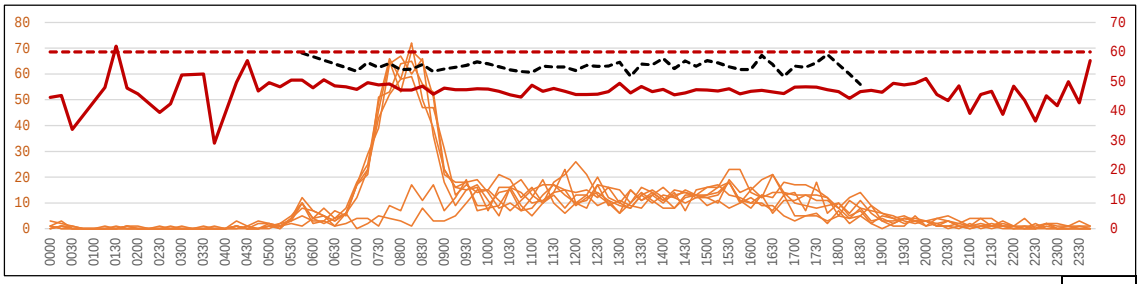


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



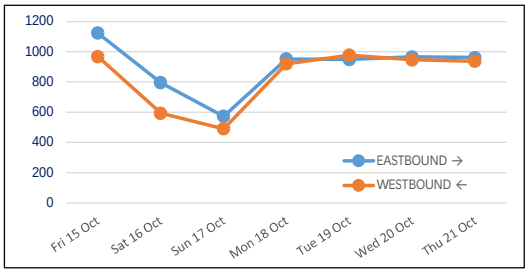
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

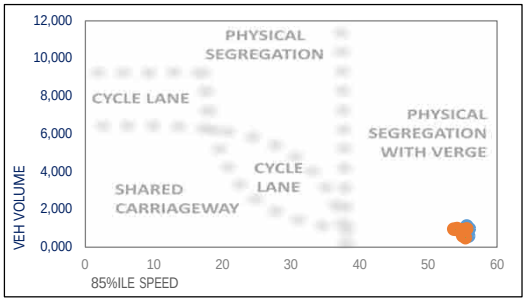
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	3.1	0.0	0.0	0.0	**3.3**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.3	0.9	0.1	0.0	0.0	**1.3**
0300	0.4	0.3	0.0	0.0	0.0	**0.7**
0400	0.0	0.4	0.3	0.0	0.0	**0.7**
0500	0.1	2.4	0.0	0.0	0.0	**2.6**
0600	0.0	11.0	0.4	0.0	0.0	**11.4**
0700	0.3	24.6	0.9	0.0	0.0	**25.7**
0800	0.3	33.1	1.7	0.1	0.0	**35.3**
0900	0.9	41.4	2.1	0.6	0.0	**45.0**
1000	2.3	50.7	1.4	0.3	0.0	**54.7**
1100	1.1	60.6	0.3	0.3	0.0	**62.3**
1200	1.9	68.7	0.4	0.1	0.0	**71.1**
1300	0.7	63.6	1.1	0.3	0.1	**65.9**
1400	1.0	74.7	1.1	0.1	0.0	**77.0**
1500	1.1	78.6	1.3	0.4	0.1	**81.6**
1600	1.1	101.6	1.3	0.1	0.0	**104.1**
1700	0.7	118.6	0.3	0.0	0.0	**119.6**
1800	0.9	59.0	0.6	0.0	0.0	**60.4**
1900	0.1	32.9	0.3	0.0	0.0	**33.3**
2000	0.6	19.3	0.1	0.0	0.0	**20.0**
2100	0.0	11.6	0.0	0.0	0.0	**11.6**
2200	0.0	9.1	0.0	0.0	0.0	**9.1**
2300	0.0	4.9	0.0	0.0	0.0	**4.9**
12hr TTL	**12.3**	**775.1**	**12.6**	**2.4**	**0.3**	**802.7**
24hr TTL	**14.0**	**871.7**	**13.9**	**2.4**	**0.3**	**902.3**
	2%	97%	2%	0%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	2.3	0.0	0.0	0.0	**2.3**
0100	0.0	0.7	0.0	0.0	0.0	**0.7**
0200	0.0	0.4	0.0	0.0	0.0	**0.4**
0300	0.0	0.3	0.1	0.0	0.0	**0.4**
0400	0.0	1.4	0.6	0.0	0.0	**2.0**
0500	0.4	13.4	0.0	0.0	0.0	**13.9**
0600	0.0	17.1	0.4	0.1	0.0	**17.7**
0700	0.7	105.1	2.4	0.1	0.0	**108.4**
0800	0.7	168.0	2.0	1.0	0.0	**171.7**
0900	0.0	59.0	1.4	0.1	0.0	**60.6**
1000	1.6	45.6	1.1	0.1	0.3	**48.7**
1100	0.7	50.7	1.3	0.4	0.1	**53.3**
1200	0.6	51.0	1.0	0.6	0.0	**53.1**
1300	1.3	43.4	0.6	0.1	0.0	**45.4**
1400	1.1	46.7	0.4	0.1	0.0	**48.4**
1500	1.1	54.0	1.1	0.3	0.0	**56.6**
1600	0.7	48.7	0.6	0.1	0.0	**50.1**
1700	1.1	37.4	0.4	0.0	0.0	**39.0**
1800	0.4	27.0	0.1	0.0	0.0	**27.6**
1900	0.0	13.0	0.3	0.1	0.0	**13.4**
2000	0.0	8.1	0.1	0.0	0.0	**8.3**
2100	0.0	5.6	0.3	0.0	0.0	**5.9**
2200	0.0	3.1	0.0	0.0	0.0	**3.1**
2300	0.0	1.9	0.0	0.0	0.0	**1.9**
12hr TTL	**10.1**	**736.7**	**12.6**	**3.1**	**0.4**	**763.0**
24hr TTL	**10.6**	**804.1**	**14.4**	**3.4**	**0.4**	**833.0**
	1%	97%	2%	0%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

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AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

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4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	28925 Norfolk
LOCATION	28925-004 - Newmarket Road
LOC. DESC.	Newmarket Road
START DATE	Tue 28 Sep, 2021
END DATE	Mon 04 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Newmarket Road, commencing Tue 28 Sep 2021, recorded a total of 34,325 vehicles. The posted speed limit of 60mph was exceeded by 1.7% of vehicles, and the seasonally adjusted, combined AADT value is 4,944 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**34,325**
Avg daily volume (based on 7 days)	4,903.6
Average daily speed (7 days)	45.9mph
Average daily 85%ile (7 days)	51.9mph
AADT (annual average daily traffic)	4,944
Avg weekday volume (Mon-Fri, 24hrs)	5,462.2
Avg weekday speed (Mon-Fri, 24hrs)	45.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,639.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**15,256**
Avg daily volume (based on 7 days)	2,179.4
Average daily speed (7 days)	45.5mph
Average daily 85%ile (7 days)	51.4mph
% of vehicles exceeding 60mph	1.0%
Avg weekday volume (Mon-Fri, 24hrs)	2,416.2
Avg weekday speed (Mon-Fri, 24hrs)	45.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,044.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	50.9mph

SOUTHBOUND ↓

Total recorded volume	**19,069**
Avg daily volume (based on 7 days)	2,724.1
Average daily speed (7 days)	46.2mph
Average daily 85%ile (7 days)	52.4mph
% of vehicles exceeding 60mph	2.4%
Avg weekday volume (Mon-Fri, 24hrs)	3,046.0
Avg weekday speed (Mon-Fri, 24hrs)	46.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,594.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	51.7mph

SITE LOCATION

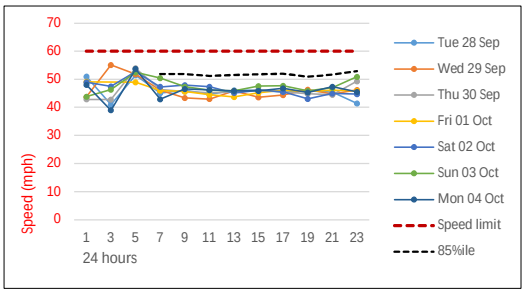
SITE PLAN



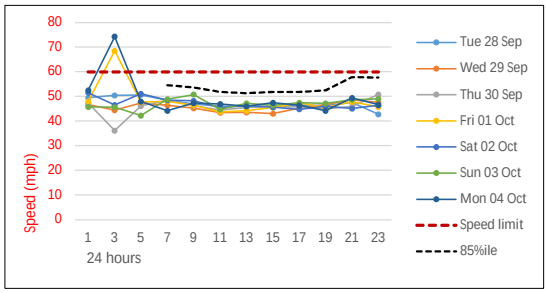
Location	Newmarket Road
Lat, lng.	52°19'33.68"N/52°19'33.68" N
Project & site	28925-004
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

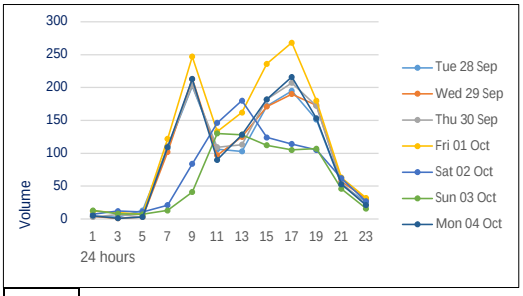


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 51.7mph at 08:15 on Sun 03 Oct, whilst the peak average southbound speed was 53.9mph at 08:45 on Sun 03 Oct (based on 15min averages between 0700 & 1900).

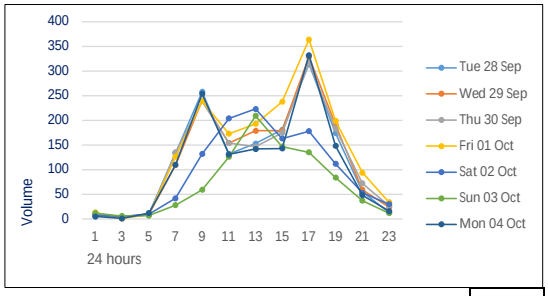
HOURLY VOLUMES

NORTHBOUND ↑



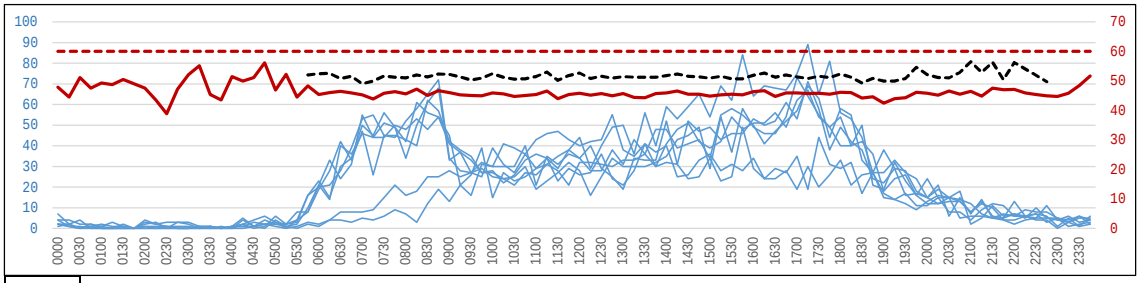
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

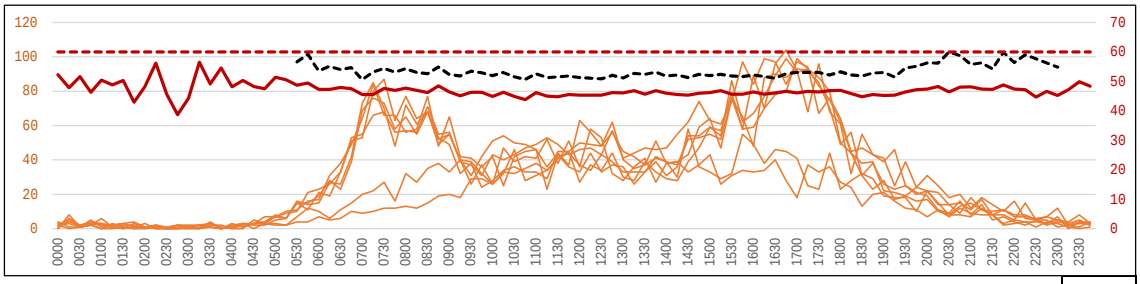


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



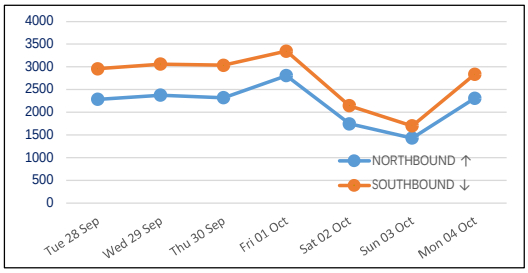
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

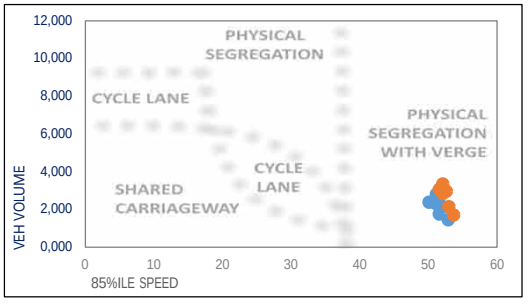
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.9	0.0	0.0	0.0	**6.9**
0100	0.0	1.9	0.0	0.0	0.0	**1.9**
0200	0.0	4.6	0.0	0.0	0.0	**4.6**
0300	0.0	1.9	0.0	0.1	0.0	**2.0**
0400	0.0	6.6	0.0	0.1	0.0	**6.7**
0500	0.0	16.0	0.0	0.1	0.1	**16.3**
0600	1.3	82.1	0.3	0.0	0.0	**83.7**
0700	0.4	142.4	2.0	0.7	0.1	**145.7**
0800	0.4	167.9	2.7	0.9	0.0	**171.9**
0900	1.0	116.1	3.3	0.1	0.0	**120.6**
1000	0.9	112.1	2.1	0.7	0.0	**115.9**
1100	1.1	123.0	2.7	0.9	0.0	**127.7**
1200	1.0	130.3	2.3	0.6	0.0	**134.1**
1300	2.0	134.9	2.6	1.0	0.1	**140.6**
1400	0.7	164.6	2.1	1.0	0.0	**168.4**
1500	1.9	176.9	1.1	1.3	0.3	**181.4**
1600	1.6	181.3	1.3	0.9	0.0	**185.0**
1700	1.1	204.9	1.7	0.9	0.0	**208.6**
1800	1.1	146.0	0.7	0.6	0.3	**148.7**
1900	0.4	83.3	0.3	0.4	0.0	**84.4**
2000	0.1	55.0	0.3	0.0	0.0	**55.4**
2100	0.1	29.7	0.0	0.0	0.0	**29.9**
2200	0.0	25.0	0.0	0.0	0.0	**25.0**
2300	0.0	14.1	0.0	0.0	0.0	**14.1**
12hr TTL	**13.3**	**1800.3**	**24.7**	**9.4**	**0.9**	**1848.6**
24hr TTL	**15.3**	**2127.3**	**25.6**	**10.3**	**1.0**	**2179.4**
	1%	98%	1%	0%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	9.7	0.0	0.0	0.0	**9.7**
0100	0.1	6.4	0.0	0.0	0.0	**6.6**
0200	0.0	3.1	0.0	0.0	0.0	**3.1**
0300	0.0	4.3	0.1	0.0	0.0	**4.4**
0400	0.0	8.9	0.3	0.4	0.0	**9.6**
0500	0.7	33.7	0.4	1.0	0.0	**35.9**
0600	1.4	93.7	1.4	1.0	0.0	**97.6**
0700	1.7	204.7	3.6	2.3	0.3	**212.6**
0800	0.4	198.6	2.1	1.7	0.1	**203.0**
0900	1.4	143.4	4.9	1.1	0.0	**150.9**
1000	1.3	146.1	4.6	1.3	0.1	**153.4**
1100	0.9	155.6	6.3	0.9	0.3	**163.9**
1200	1.6	170.3	5.3	0.9	0.0	**178.0**
1300	1.3	144.0	2.7	0.7	0.3	**149.0**
1400	1.6	168.1	4.6	0.9	0.0	**175.1**
1500	1.0	218.4	4.4	2.3	0.3	**226.4**
1600	0.7	275.1	4.4	0.6	0.4	**281.3**
1700	1.6	273.6	4.1	0.3	0.0	**279.6**
1800	0.6	153.6	1.6	0.1	0.0	**155.9**
1900	0.3	91.1	0.6	0.1	0.0	**92.1**
2000	0.6	58.4	0.7	0.0	0.0	**59.7**
2100	0.6	39.6	0.4	0.0	0.0	**40.6**
2200	0.4	21.3	0.6	0.0	0.0	**22.3**
2300	0.1	13.4	0.0	0.0	0.0	**13.6**
12hr TTL	**14.0**	**2251.6**	**48.6**	**13.0**	**1.9**	**2329.0**
24hr TTL	**18.3**	**2635.3**	**53.1**	**15.6**	**1.9**	**2724.1**
	1%	97%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-005 - La Hogue Road
LOC. DESC.	La Hogue Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on La Hogue Road, commencing Fri 15 Oct 2021, recorded a total of 4,584 vehicles. The posted speed limit of 60mph was exceeded by 1.6% of vehicles, and the seasonally adjusted, combined AADT value is 705 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**4,584**
Avg daily volume (based on 7 days)	654.9
Average daily speed (7 days)	43.0mph
Average daily 85%ile (7 days)	50.6mph
AADT (annual average daily traffic)	705
Avg weekday volume (Mon-Fri, 24hrs)	613.0
Avg weekday speed (Mon-Fri, 24hrs)	43.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	573.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**2,994**
Avg daily volume (based on 7 days)	427.7
Average daily speed (7 days)	42.4mph
Average daily 85%ile (7 days)	50.5mph
% of vehicles exceeding 60mph	1.7%
Avg weekday volume (Mon-Fri, 24hrs)	410.4
Avg weekday speed (Mon-Fri, 24hrs)	43.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	379.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	51.3mph

SOUTHBOUND ↓

Total recorded volume	**1,590**
Avg daily volume (based on 7 days)	227.1
Average daily speed (7 days)	43.7mph
Average daily 85%ile (7 days)	50.6mph
% of vehicles exceeding 60mph	1.4%
Avg weekday volume (Mon-Fri, 24hrs)	202.6
Avg weekday speed (Mon-Fri, 24hrs)	44.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	193.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	44.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	51.2mph

SITE LOCATION

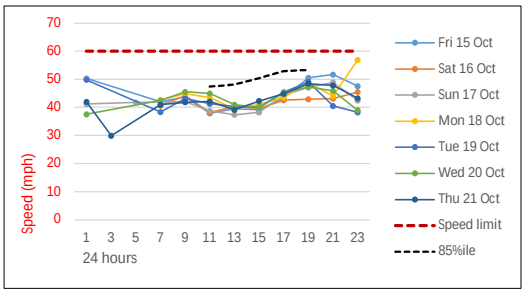
SITE PLAN



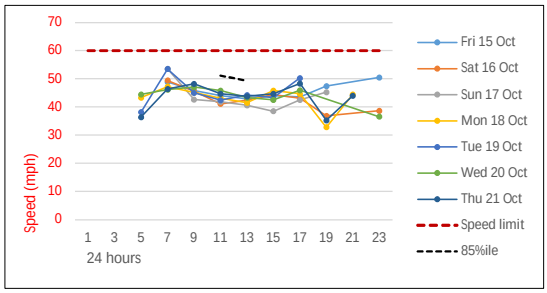
Location	La Hogue Road
Lat, lng.	52°17'7.30"N,0°27'15.49"E
Project & site	28925-005
PSL	60mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

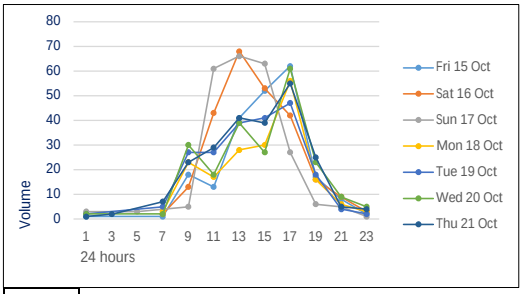


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 61.3mph at 18:45 on Fri 15 Oct, whilst the peak average southbound speed was 61.5mph at 07:45 on Sat 16 Oct (based on 15min averages between 0700 & 1900).

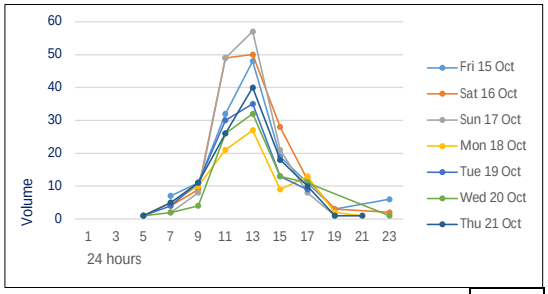
HOURLY VOLUMES

NORTHBOUND ↑



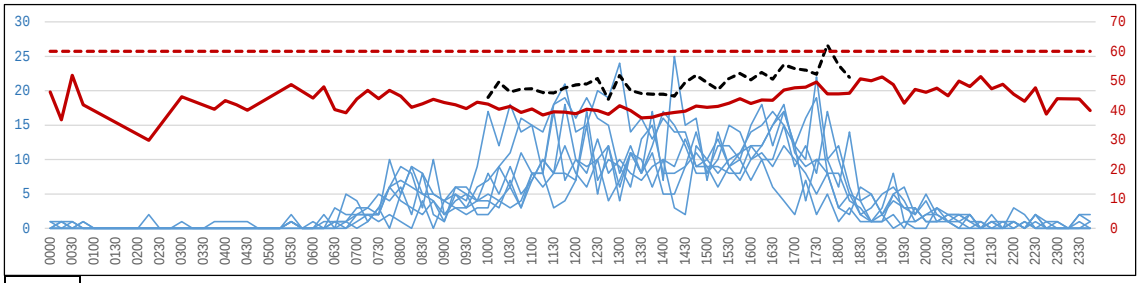
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

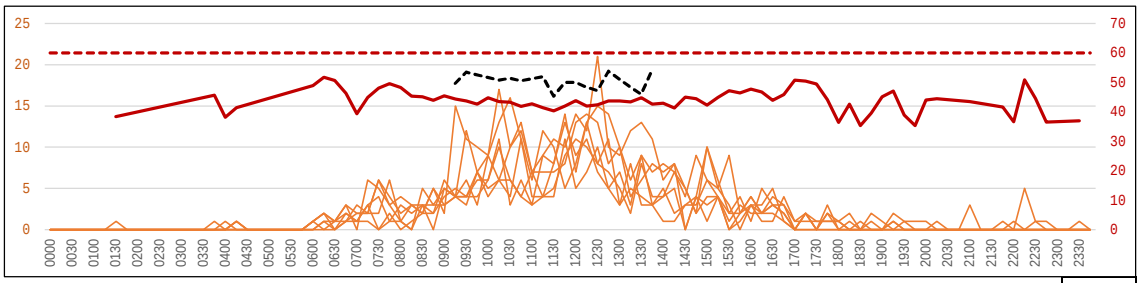


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



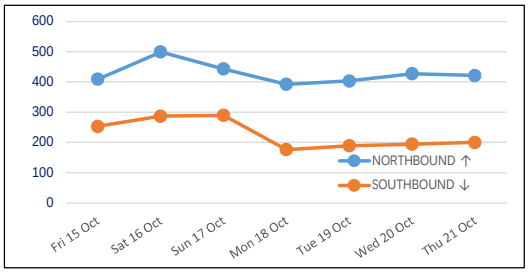
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

Unusually, the lowest volumes were NOT recorded on a Sunday but on the Monday, whilst the highest was on the Saturday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

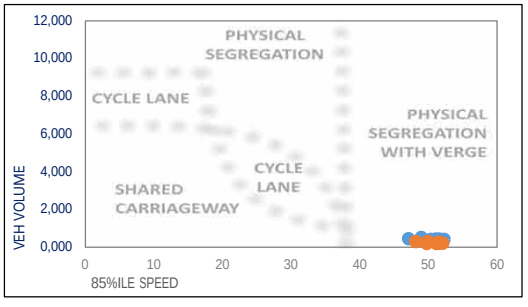
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.3	0.0	0.0	0.0	**1.3**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.3	0.0	0.0	0.0	**0.3**
0300	0.0	0.3	0.0	0.0	0.0	**0.3**
0400	0.0	0.4	0.0	0.0	0.0	**0.4**
0500	0.0	0.9	0.0	0.0	0.0	**0.9**
0600	0.0	2.6	0.3	0.0	0.0	**2.9**
0700	0.0	10.0	1.3	0.1	0.0	**11.4**
0800	0.0	18.3	1.0	0.6	0.0	**19.9**
0900	0.1	14.0	1.3	0.3	0.0	**15.7**
1000	0.6	27.6	1.3	0.3	0.0	**29.7**
1100	0.4	41.3	0.6	0.7	0.0	**43.0**
1200	1.0	43.7	0.4	0.9	0.0	**46.0**
1300	0.1	41.1	0.3	0.4	0.0	**42.0**
1400	0.1	42.0	0.9	0.6	0.0	**43.6**
1500	0.1	37.1	1.0	0.9	0.3	**39.4**
1600	0.3	47.4	0.3	0.7	1.3	**50.0**
1700	0.0	38.9	0.1	0.3	0.1	**39.4**
1800	0.0	17.0	0.3	0.0	0.0	**17.3**
1900	0.0	10.9	0.0	0.0	0.0	**10.9**
2000	0.0	6.6	0.0	0.0	0.0	**6.6**
2100	0.0	2.4	0.0	0.0	0.0	**2.4**
2200	0.0	2.9	0.0	0.0	0.0	**2.9**
2300	0.0	1.6	0.0	0.0	0.0	**1.6**
12hr TTL	**2.9**	**378.4**	**8.7**	**5.7**	**1.7**	**397.4**
24hr TTL	**2.9**	**408.4**	**9.0**	**5.7**	**1.7**	**427.7**
	1%	95%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.1	0.0	0.0	0.0	**0.1**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.1	0.0	0.0	**0.1**
0400	0.0	0.0	0.0	0.6	0.0	**0.6**
0500	0.0	0.0	0.0	0.0	0.0	**0.0**
0600	0.0	3.4	0.4	0.3	0.0	**4.1**
0700	0.4	9.0	0.6	0.3	0.0	**10.3**
0800	0.0	8.9	0.3	0.0	0.0	**9.1**
0900	0.0	21.7	0.3	0.3	0.0	**22.3**
1000	0.9	31.4	0.4	0.6	0.0	**33.3**
1100	0.3	28.7	0.7	0.0	0.1	**29.9**
1200	0.1	41.0	0.1	0.0	0.0	**41.3**
1300	0.0	24.6	0.6	0.3	0.0	**25.4**
1400	0.1	17.0	0.1	0.0	0.0	**17.3**
1500	0.1	14.4	0.1	0.0	0.0	**14.7**
1600	0.0	10.1	0.3	0.1	0.0	**10.6**
1700	0.0	3.1	0.0	0.0	0.0	**3.1**
1800	0.0	1.4	0.0	0.0	0.0	**1.4**
1900	0.0	1.1	0.0	0.0	0.0	**1.1**
2000	0.0	0.3	0.0	0.0	0.0	**0.3**
2100	0.0	0.6	0.0	0.0	0.0	**0.6**
2200	0.0	1.3	0.0	0.0	0.0	**1.3**
2300	0.0	0.1	0.0	0.0	0.0	**0.1**
12hr TTL	**2.0**	**211.4**	**3.6**	**1.6**	**0.1**	**218.7**
24hr TTL	**2.0**	**218.4**	**4.1**	**2.4**	**0.1**	**227.1**
	1%	96%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
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These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

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Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	28925 Norfolk
LOCATION	28925-005 - Freckenham Road
LOC. DESC.	Freckenham Road
START DATE	Tue 28 Sep, 2021
END DATE	Mon 04 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Freckenham Road, commencing Tue 28 Sep 2021, recorded a total of 17,588 vehicles. The posted speed limit of 60mph was exceeded by 11.5% of vehicles, and the seasonally adjusted, combined AADT value is 2,503 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**17,588**
Avg daily volume (based on 7 days)	2,512.6
Average daily speed (7 days)	49.6mph
Average daily 85%ile (7 days)	58.0mph
AADT (annual average daily traffic)	2,503
Avg weekday volume (Mon-Fri, 24hrs)	2,713.6
Avg weekday speed (Mon-Fri, 24hrs)	49.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,289.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.6mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**9,113**
Avg daily volume (based on 7 days)	1,301.9
Average daily speed (7 days)	48.9mph
Average daily 85%ile (7 days)	56.9mph
% of vehicles exceeding 60mph	9.6%
Avg weekday volume (Mon-Fri, 24hrs)	1,409.4
Avg weekday speed (Mon-Fri, 24hrs)	49.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,180.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.2mph

SOUTHBOUND ↓

Total recorded volume	**8,475**
Avg daily volume (based on 7 days)	1,210.7
Average daily speed (7 days)	50.2mph
Average daily 85%ile (7 days)	59.1mph
% of vehicles exceeding 60mph	13.5%
Avg weekday volume (Mon-Fri, 24hrs)	1,304.2
Avg weekday speed (Mon-Fri, 24hrs)	49.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,108.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	57.6mph

SITE LOCATION

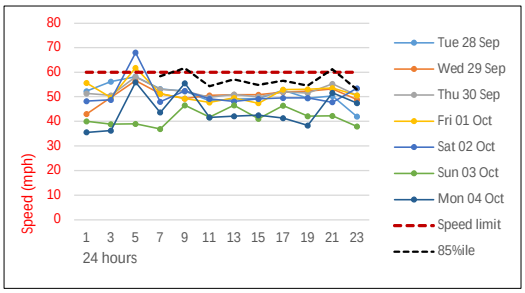
SITE PLAN



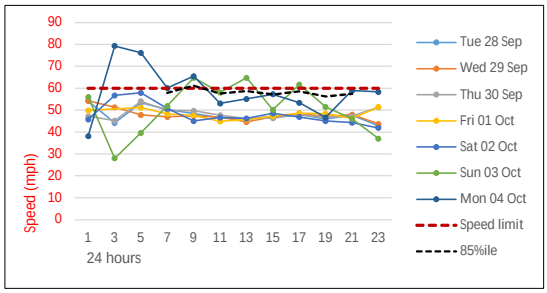
Location	Freckenham Road
	52°19'33.68"N/52°19'33.68"
Lat, lng.	N
Project & site	28925-005
PSL	60mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

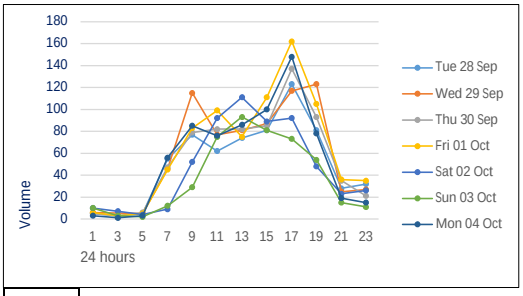


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

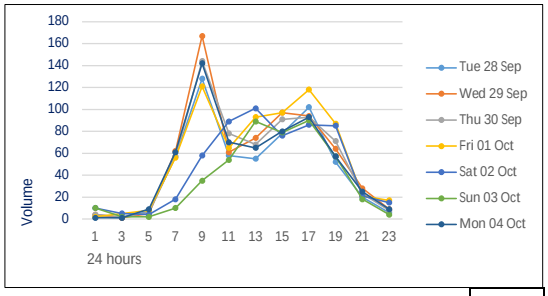
The peak average northbound daytime speed was 64.2mph at 08:00 on Mon 04 Oct, whilst the peak average southbound speed was 84.9mph at 12:00 on Sun 03 Oct (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



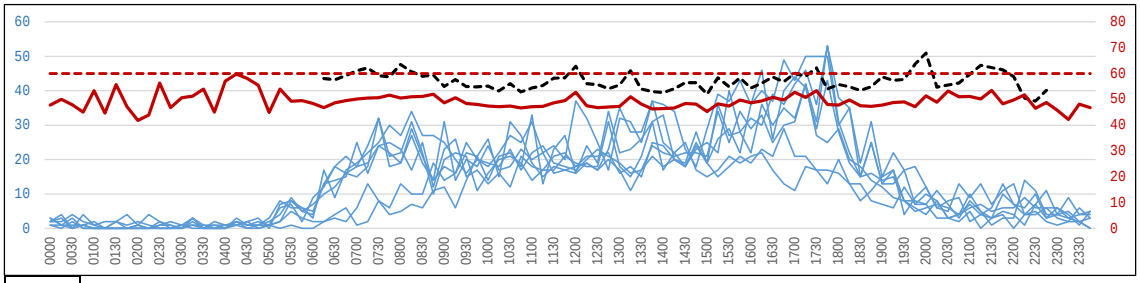
SOUTHBOUND ↓



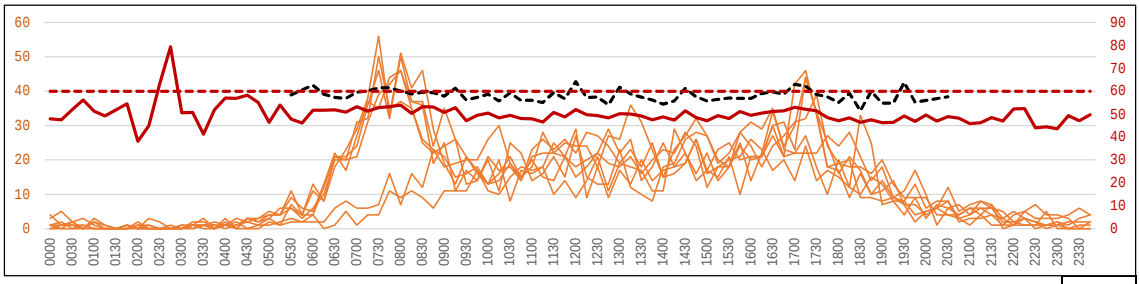
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



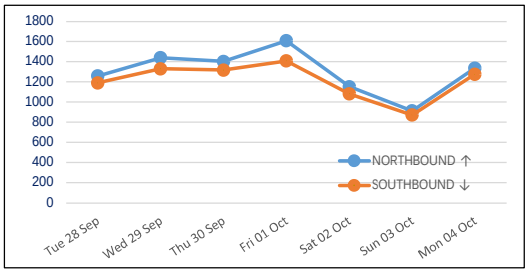
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

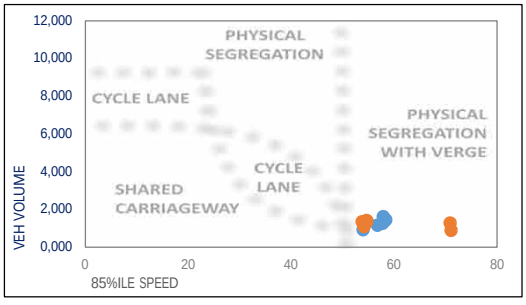
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.3	0.0	0.1	0.0	**6.4**
0100	0.0	2.3	0.1	0.0	0.0	**2.4**
0200	0.0	1.9	1.0	0.0	0.0	**2.9**
0300	0.0	2.0	0.7	0.4	0.0	**3.1**
0400	0.0	3.9	0.4	0.0	0.0	**4.3**
0500	0.1	15.3	0.0	0.1	0.0	**15.6**
0600	0.3	36.9	1.0	0.4	0.0	**38.6**
0700	0.1	67.6	2.6	0.4	0.0	**70.7**
0800	1.1	69.6	3.1	0.3	0.1	**74.3**
0900	0.9	69.4	3.6	1.0	0.0	**74.9**
1000	0.7	77.0	2.7	0.0	0.0	**80.4**
1100	2.0	73.7	3.0	1.1	1.1	**81.0**
1200	1.7	81.6	2.0	0.6	0.1	**86.0**
1300	2.3	88.3	2.6	0.3	0.3	**93.7**
1400	1.0	85.6	1.9	1.6	0.6	**90.6**
1500	2.9	96.0	2.3	2.0	0.9	**104.0**
1600	2.1	117.3	1.3	0.4	0.6	**121.7**
1700	2.0	131.6	1.4	0.0	0.0	**135.0**
1800	1.7	80.9	0.6	0.0	0.0	**83.1**
1900	0.3	45.4	0.1	0.1	0.0	**46.0**
2000	0.1	25.3	0.4	0.0	0.0	**25.9**
2100	0.0	23.1	0.1	0.3	0.0	**23.6**
2200	0.4	23.3	0.1	0.0	0.0	**23.9**
2300	0.4	13.0	0.1	0.3	0.0	**13.9**
12hr TTL	**18.6**	**1038.4**	**27.0**	**7.7**	**3.7**	**1095.4**
24hr TTL	**20.3**	**1237.0**	**31.3**	**9.6**	**3.7**	**1301.9**
	2%	95%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	4.7	0.0	0.0	0.0	**4.7**
0100	0.1	1.7	0.0	0.0	0.0	**1.9**
0200	0.0	1.6	0.1	0.0	0.0	**1.7**
0300	0.0	2.7	0.1	0.1	0.0	**3.0**
0400	0.1	5.6	0.1	0.0	0.0	**5.9**
0500	0.3	15.3	0.4	0.1	0.0	**16.1**
0600	0.1	45.0	0.7	0.0	0.0	**45.9**
0700	1.4	105.6	2.3	0.4	0.7	**110.4**
0800	1.0	107.1	4.6	0.9	0.0	**113.6**
0900	0.9	68.9	2.1	0.9	0.0	**72.7**
1000	0.9	65.1	1.4	0.4	0.0	**67.9**
1100	1.0	75.6	1.4	0.7	0.1	**78.9**
1200	1.3	73.4	2.4	0.7	0.0	**77.9**
1300	0.4	73.7	1.7	1.0	0.0	**76.9**
1400	1.4	81.6	1.3	1.0	0.1	**85.4**
1500	0.7	77.6	1.1	0.7	0.3	**80.4**
1600	0.1	94.7	1.0	0.7	0.0	**96.6**
1700	0.7	105.6	1.3	0.3	0.1	**108.0**
1800	1.1	66.3	0.0	0.1	0.0	**67.6**
1900	0.1	39.0	0.3	0.0	0.0	**39.4**
2000	0.0	21.9	0.0	0.3	0.1	**22.3**
2100	0.1	16.9	0.1	0.0	0.0	**17.1**
2200	0.4	9.3	0.0	0.0	0.0	**9.7**
2300	0.0	6.4	0.4	0.0	0.0	**6.9**
12hr TTL	**11.0**	**995.1**	**20.7**	**7.9**	**1.4**	**1036.1**
24hr TTL	**12.4**	**1165.1**	**23.1**	**8.4**	**1.6**	**1210.7**
	1%	96%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-006 - B1085 Dane Hill Road
LOC. DESC.	B1085 Dane Hill Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1085 Dane Hill Road, commencing Fri 15 Oct 2021, recorded a total of 30,241 vehicles. The posted speed limit of 60mph was exceeded by 1.8% of vehicles, and the seasonally adjusted, combined AADT value is 4,539 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**30,241**
Avg daily volume (based on 7 days)	4,320.1
Average daily speed (7 days)	44.3mph
Average daily 85%ile (7 days)	50.7mph
AADT (annual average daily traffic)	4,539
Avg weekday volume (Mon-Fri, 24hrs)	4,717.8
Avg weekday speed (Mon-Fri, 24hrs)	44.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,087.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**14,470**
Avg daily volume (based on 7 days)	2,067.1
Average daily speed (7 days)	42.8mph
Average daily 85%ile (7 days)	49.0mph
% of vehicles exceeding 60mph	1.2%
Avg weekday volume (Mon-Fri, 24hrs)	2,235.2
Avg weekday speed (Mon-Fri, 24hrs)	42.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,931.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	48.5mph

WESTBOUND ←

Total recorded volume	**15,771**
Avg daily volume (based on 7 days)	2,253.0
Average daily speed (7 days)	45.8mph
Average daily 85%ile (7 days)	52.4mph
% of vehicles exceeding 60mph	2.5%
Avg weekday volume (Mon-Fri, 24hrs)	2,482.6
Avg weekday speed (Mon-Fri, 24hrs)	45.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,155.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	51.5mph

SITE LOCATION

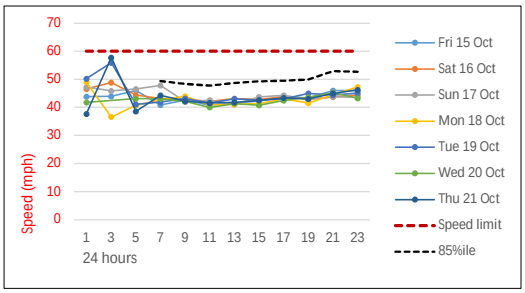
SITE PLAN



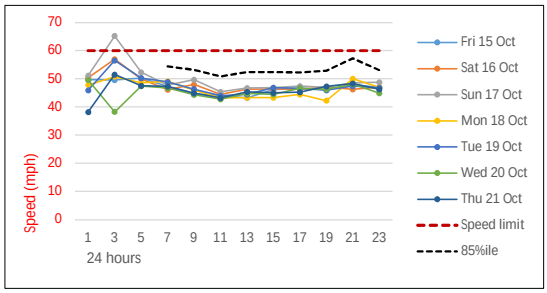
Location	B1085 Dane Hill Road
Lat, lng.	52°17'13.14"N/0°28'28.89"E
Project & site	28925-006
PSL	60mph
Bus route	Yes
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

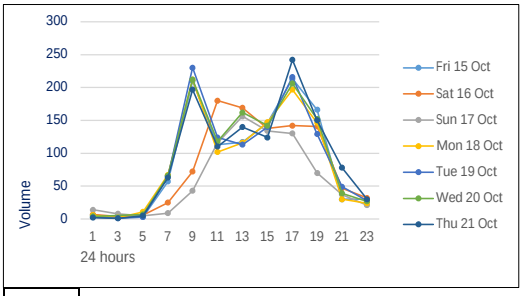


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 48.5mph at 18:45 on Tue 19 Oct, whilst the peak average westbound speed was 52.7mph at 07:15 on Sat 16 Oct (based on 15min averages between 0700 & 1900).

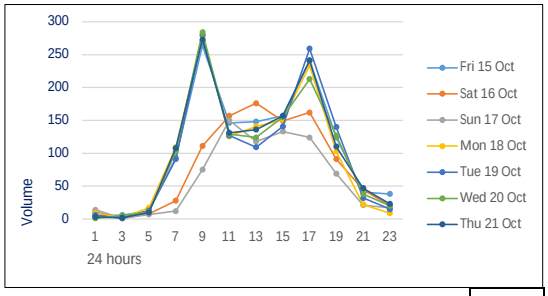
HOURLY VOLUMES

EASTBOUND →



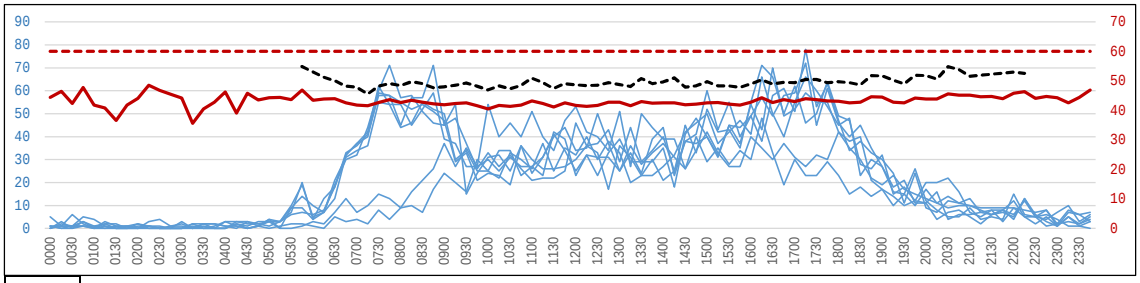
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

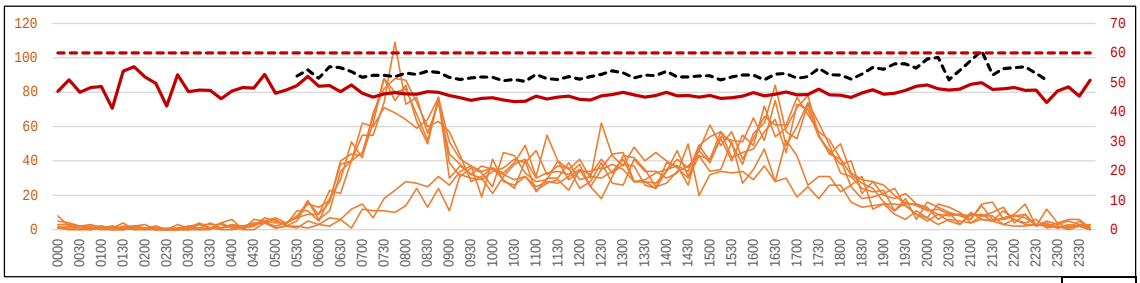


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



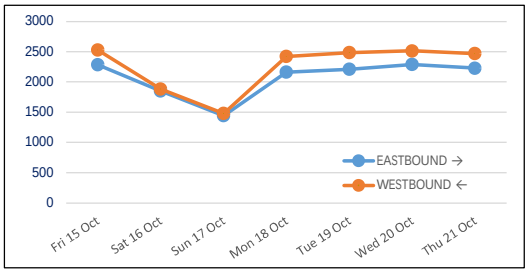
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

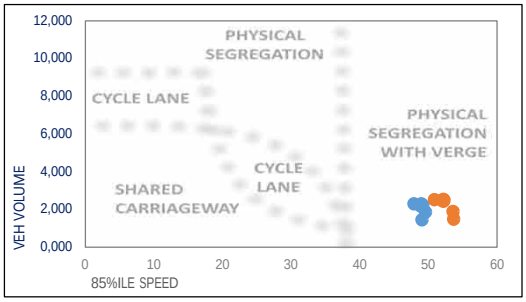
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	5.9	0.0	0.1	0.0	**6.0**
0100	0.0	2.7	0.3	0.1	0.0	**3.1**
0200	0.0	2.6	0.0	0.1	0.0	**2.7**
0300	0.3	2.9	0.1	0.0	0.0	**3.3**
0400	0.1	5.0	0.3	0.3	0.0	**5.7**
0500	0.0	19.4	0.4	1.0	0.0	**20.9**
0600	0.0	48.1	1.4	0.7	0.0	**50.3**
0700	0.1	140.3	3.6	2.4	0.9	**147.3**
0800	0.4	160.9	4.0	2.6	0.1	**168.0**
0900	0.9	121.6	4.9	2.1	0.4	**129.9**
1000	1.1	114.1	6.0	1.4	0.6	**123.3**
1100	1.7	119.1	4.9	2.0	0.4	**128.1**
1200	1.3	127.9	6.9	2.4	0.6	**139.0**
1300	0.9	117.3	6.6	3.0	0.3	**128.0**
1400	0.9	126.3	6.3	5.0	0.3	**138.7**
1500	1.3	151.6	4.0	1.7	0.7	**159.3**
1600	3.0	179.4	6.4	2.9	0.6	**192.3**
1700	0.7	191.7	4.0	1.1	0.1	**197.7**
1800	1.0	131.9	2.4	1.0	0.0	**136.3**
1900	0.6	70.3	0.7	0.6	0.1	**72.3**
2000	0.0	43.0	1.0	0.3	0.0	**44.3**
2100	0.0	27.7	0.1	0.3	0.0	**28.1**
2200	0.0	27.1	0.3	0.0	0.0	**27.4**
2300	0.0	14.3	0.9	0.0	0.0	**15.1**
12hr TTL	**13.3**	**1682.0**	**59.9**	**27.7**	**5.0**	**1787.9**
24hr TTL	**14.3**	**1951.0**	**65.4**	**31.3**	**5.1**	**2067.1**
	1%	94%	3%	2%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.6	0.1	0.3	0.0	**7.0**
0100	0.0	4.0	0.0	0.3	0.0	**4.3**
0200	0.0	2.0	0.4	0.1	0.0	**2.6**
0300	0.0	3.0	2.3	0.7	0.1	**6.1**
0400	0.0	8.6	1.6	1.0	0.0	**11.1**
0500	0.0	20.9	0.9	1.4	0.0	**23.1**
0600	0.9	72.9	2.4	1.4	0.1	**77.7**
0700	1.7	201.7	5.6	2.4	1.1	**212.6**
0800	0.3	214.4	6.3	2.4	0.1	**223.6**
0900	0.3	128.4	6.0	2.1	0.1	**137.0**
1000	1.3	127.9	6.0	2.1	0.7	**138.0**
1100	0.7	122.7	3.6	1.0	0.7	**128.7**
1200	0.6	127.0	6.1	2.0	0.3	**136.0**
1300	1.9	125.4	6.6	1.4	0.3	**135.6**
1400	0.4	140.9	5.7	2.0	0.0	**149.0**
1500	1.1	168.1	6.0	3.3	0.9	**179.4**
1600	1.6	201.6	4.9	2.3	0.3	**210.6**
1700	0.6	199.0	3.9	1.1	0.1	**204.7**
1800	0.1	105.6	1.9	1.4	0.1	**109.1**
1900	0.1	59.4	0.7	0.7	0.0	**61.0**
2000	0.0	34.6	0.3	0.3	0.0	**35.1**
2100	0.1	30.3	0.4	0.1	0.0	**31.0**
2200	0.0	19.3	0.3	0.7	0.0	**20.3**
2300	0.0	9.1	0.1	0.0	0.0	**9.3**
12hr TTL	**10.6**	**1862.7**	**62.4**	**23.7**	**4.9**	**1964.3**
24hr TTL	**11.7**	**2133.3**	**72.0**	**30.9**	**5.1**	**2253.0**
	1%	95%	3%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
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These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

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Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-007 - B1085 Dane Hill Road
LOC. DESC.	B1085 Dane Hill Road
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1085 Dane Hill Road, commencing Fri 15 Oct 2021, recorded a total of 30,349 vehicles. The posted speed limit of 60mph was exceeded by 0.5% of vehicles, and the seasonally adjusted, combined AADT value is 4,555 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**30,349**
Avg daily volume (based on 7 days)	4,335.6
Average daily speed (7 days)	42.1mph
Average daily 85%ile (7 days)	47.7mph
AADT (annual average daily traffic)	4,555
Avg weekday volume (Mon-Fri, 24hrs)	4,723.2
Avg weekday speed (Mon-Fri, 24hrs)	41.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,087.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	41.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**14,559**
Avg daily volume (based on 7 days)	2,079.9
Average daily speed (7 days)	40.7mph
Average daily 85%ile (7 days)	46.0mph
% of vehicles exceeding 60mph	0.4%
Avg weekday volume (Mon-Fri, 24hrs)	2,244.4
Avg weekday speed (Mon-Fri, 24hrs)	40.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,937.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	40.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	45.6mph

WESTBOUND ←

Total recorded volume	**15,790**
Avg daily volume (based on 7 days)	2,255.7
Average daily speed (7 days)	43.5mph
Average daily 85%ile (7 days)	49.5mph
% of vehicles exceeding 60mph	0.7%
Avg weekday volume (Mon-Fri, 24hrs)	2,478.8
Avg weekday speed (Mon-Fri, 24hrs)	43.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,150.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	43.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	48.9mph

SITE LOCATION

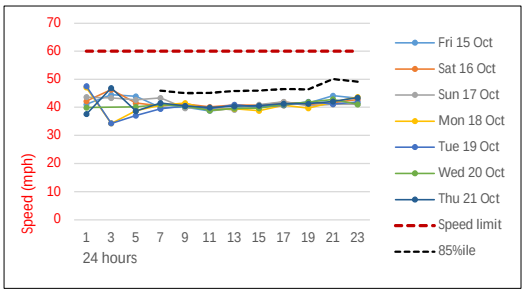
SITE PLAN



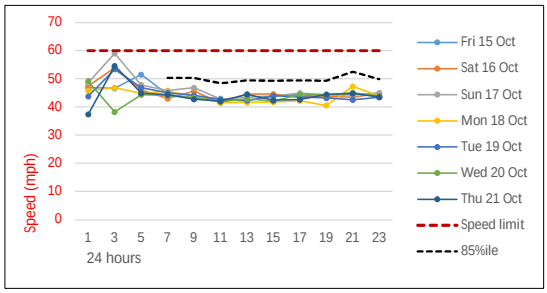
Location	B1085 Dane Hill Road
Lat, lng.	52°17'15.15"N/,0°28'21.81"E
Project & site	28925-007
PSL	60mph
Bus route	Yes
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

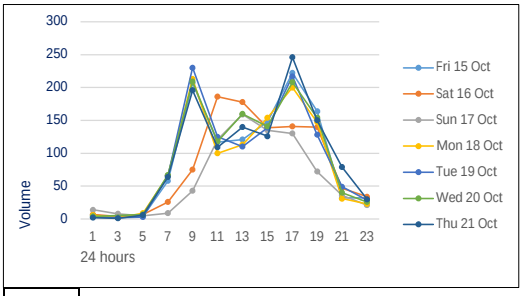


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 45.8mph at 07:00 on Sun 17 Oct, whilst the peak average westbound speed was 48.5mph at 18:30 on Wed 20 Oct (based on 15min averages between 0700 & 1900).

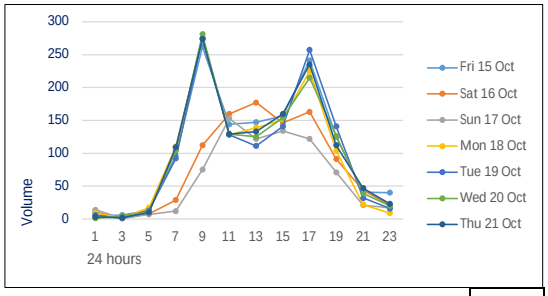
HOURLY VOLUMES

EASTBOUND →



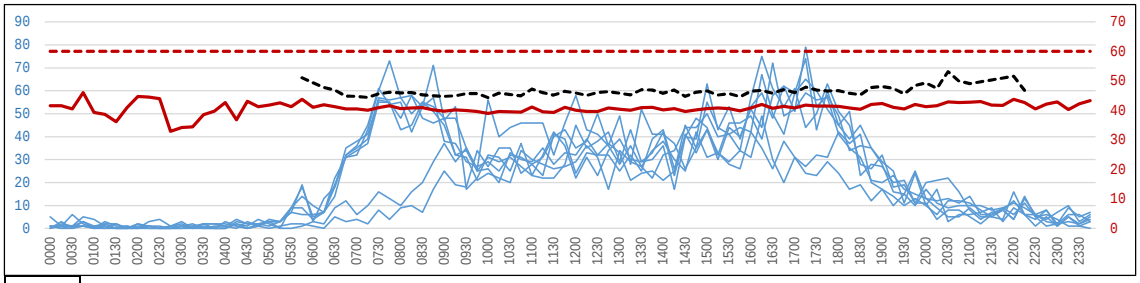
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

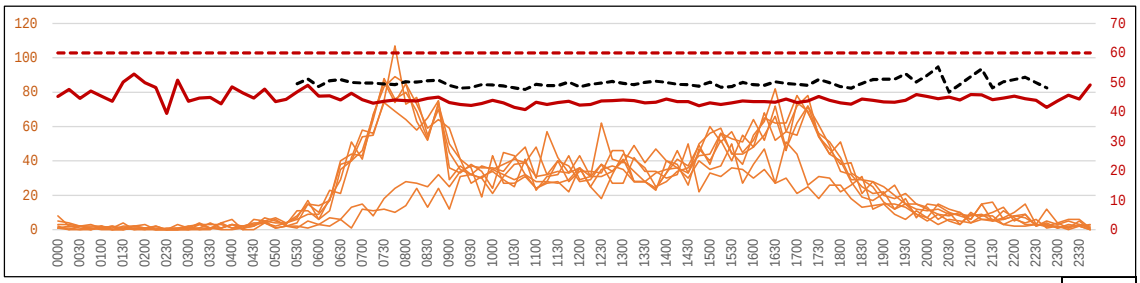


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



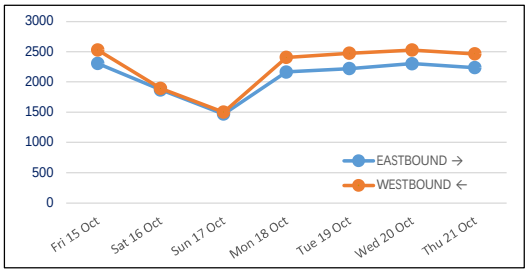
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

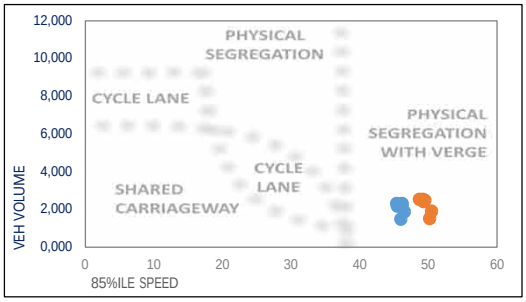
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	5.9	0.0	0.1	0.0	**6.0**
0100	0.0	2.7	0.3	0.1	0.0	**3.1**
0200	0.1	2.6	0.0	0.1	0.0	**2.9**
0300	0.4	2.9	0.0	0.0	0.1	**3.4**
0400	0.3	5.0	0.3	0.3	0.0	**5.9**
0500	0.0	18.4	0.6	1.1	0.0	**20.1**
0600	0.4	48.6	1.1	0.7	0.0	**50.9**
0700	0.4	138.4	4.0	2.9	0.7	**146.4**
0800	0.9	159.6	4.4	2.6	0.1	**167.6**
0900	1.1	121.6	5.3	2.6	0.4	**131.0**
1000	1.6	114.4	6.3	2.1	0.7	**125.1**
1100	2.6	119.7	5.0	1.9	0.4	**129.6**
1200	2.0	127.1	7.0	3.1	0.9	**140.1**
1300	1.6	115.3	7.3	3.1	0.3	**127.6**
1400	1.4	126.7	6.9	4.7	0.6	**140.3**
1500	1.4	153.0	4.6	1.4	0.9	**161.3**
1600	3.4	180.7	6.7	3.6	0.4	**194.9**
1700	0.9	191.0	3.7	1.9	0.1	**197.6**
1800	1.0	131.7	2.6	1.1	0.0	**136.4**
1900	0.6	71.4	0.7	0.4	0.1	**73.3**
2000	0.0	43.6	1.0	0.3	0.0	**44.9**
2100	0.0	28.4	0.0	0.1	0.0	**28.6**
2200	0.0	27.7	0.1	0.0	0.0	**27.9**
2300	0.0	14.3	0.9	0.0	0.0	**15.1**
12hr TTL	**18.3**	**1679.3**	**63.7**	**31.0**	**5.6**	**1797.9**
24hr TTL	**20.1**	**1950.7**	**68.7**	**34.4**	**5.9**	**2079.9**
	1%	94%	3%	2%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	6.7	0.1	0.1	0.0	**7.0**
0100	0.0	4.0	0.0	0.3	0.0	**4.3**
0200	0.0	2.0	0.4	0.1	0.0	**2.6**
0300	0.0	2.9	3.0	0.3	0.0	**6.1**
0400	0.0	8.4	2.4	0.4	0.0	**11.3**
0500	0.0	20.4	0.9	1.4	0.0	**22.7**
0600	0.9	74.0	2.4	1.4	0.1	**78.9**
0700	2.0	201.0	5.4	2.4	0.7	**211.6**
0800	0.3	212.7	6.0	2.7	0.3	**222.0**
0900	1.0	128.0	5.6	2.3	0.1	**137.0**
1000	2.0	127.0	6.0	3.0	0.7	**138.7**
1100	1.0	124.0	3.7	0.7	0.7	**130.1**
1200	1.3	126.7	5.9	2.1	0.3	**136.3**
1300	3.1	123.7	6.7	2.0	0.6	**136.1**
1400	0.7	140.0	5.9	2.1	0.3	**149.0**
1500	2.1	168.7	6.0	3.3	1.0	**181.1**
1600	1.9	199.1	4.4	2.4	0.4	**208.3**
1700	0.6	199.1	3.9	1.4	0.1	**205.1**
1800	0.4	105.7	2.1	1.6	0.1	**110.0**
1900	0.3	59.1	0.7	0.9	0.0	**61.0**
2000	0.0	34.9	0.1	0.1	0.0	**35.1**
2100	0.1	30.6	0.3	0.1	0.0	**31.1**
2200	0.0	20.3	0.1	0.4	0.0	**20.9**
2300	0.0	9.1	0.1	0.0	0.0	**9.3**
12hr TTL	**16.4**	**1855.9**	**61.6**	**26.1**	**5.4**	**1965.4**
24hr TTL	**17.7**	**2128.3**	**72.3**	**31.9**	**5.6**	**2255.7**
	1%	94%	3%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

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4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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ATC SUMMARY REPORT

PROJECT	28925 Norfolk
LOCATION	28925-006 - Isleham Road
LOC. DESC.	Isleham Road
START DATE	Tue 28 Sep, 2021
END DATE	Mon 04 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Isleham Road, commencing Tue 28 Sep 2021, recorded a total of 8,009 vehicles. The posted speed limit of 60mph was exceeded by 3.4% of vehicles, and the seasonally adjusted, combined AADT value is 1,139 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**8,009**
Avg daily volume (based on 7 days)	1,144.1
Average daily speed (7 days)	45.1mph
Average daily 85%ile (7 days)	52.6mph
AADT (annual average daily traffic)	1,139
Avg weekday volume (Mon-Fri, 24hrs)	1,229.4
Avg weekday speed (Mon-Fri, 24hrs)	45.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,000.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	45.0mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**4,006**
Avg daily volume (based on 7 days)	572.3
Average daily speed (7 days)	42.6mph
Average daily 85%ile (7 days)	49.6mph
% of vehicles exceeding 60mph	1.0%
Avg weekday volume (Mon-Fri, 24hrs)	616.4
Avg weekday speed (Mon-Fri, 24hrs)	42.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	495.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	42.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	49.2mph

WESTBOUND ←

Total recorded volume	**4,003**
Avg daily volume (based on 7 days)	571.9
Average daily speed (7 days)	47.6mph
Average daily 85%ile (7 days)	55.6mph
% of vehicles exceeding 60mph	5.9%
Avg weekday volume (Mon-Fri, 24hrs)	613.0
Avg weekday speed (Mon-Fri, 24hrs)	47.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	505.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	47.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	55.5mph

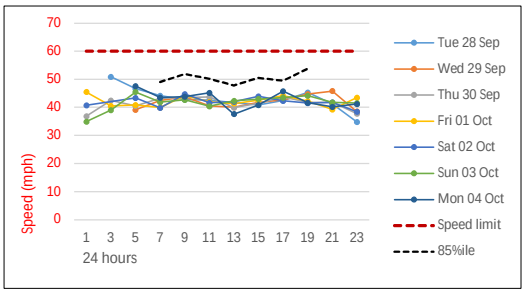
SITE LOCATION



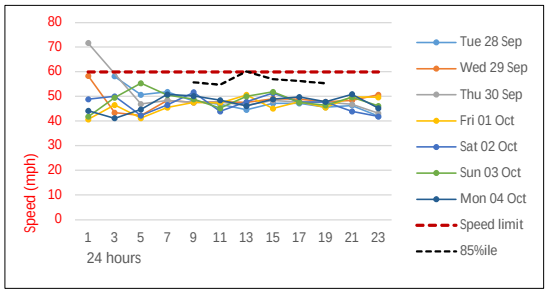
Location	Isleham Road
Lat, lng.	52°19'33.68"N/52°19'33.68" N
Project & site	28925-006
PSL	60mph
Bus route	No
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

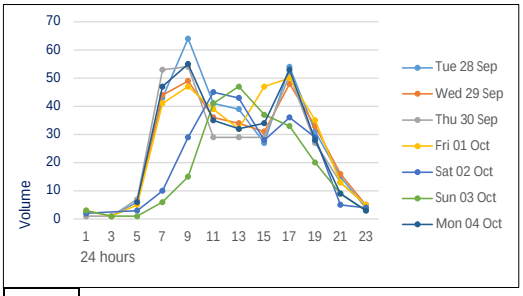


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 51.1mph at 07:00 on Sun 03 Oct, whilst the peak average westbound speed was 64.5mph at 07:15 on Sat 02 Oct (based on 15min averages between 0700 & 1900).

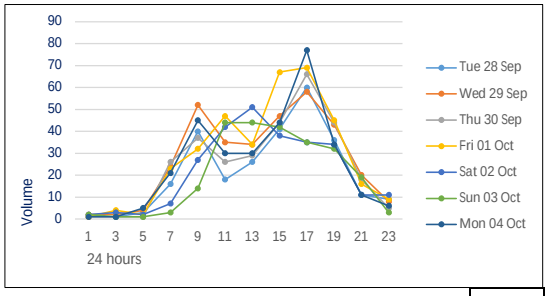
HOURLY VOLUMES

EASTBOUND →



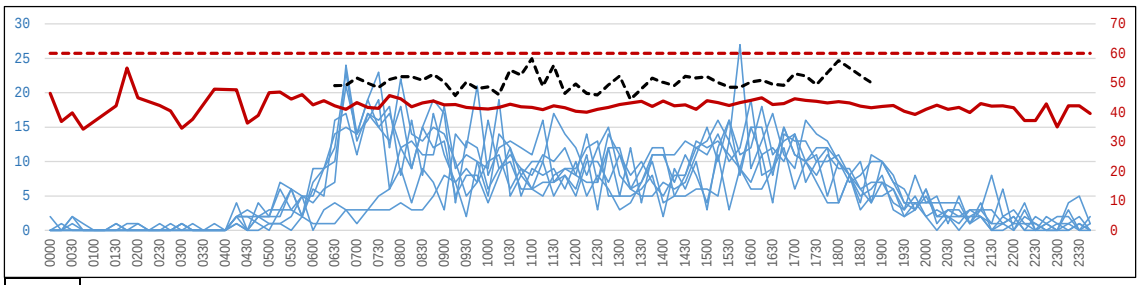
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

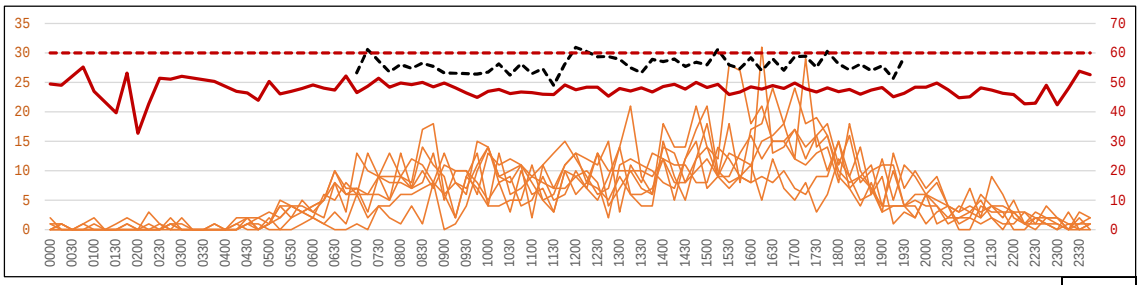


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



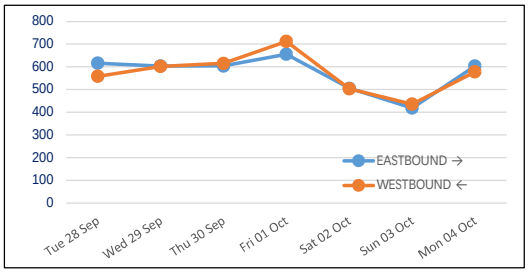
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

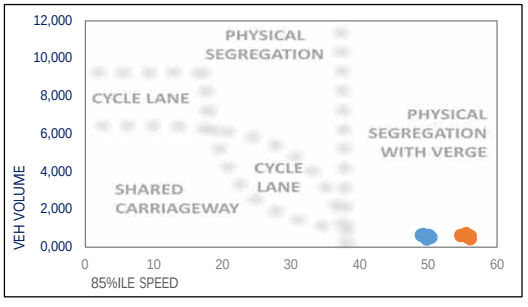
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.3	0.0	0.0	0.0	**1.3**
0100	0.0	0.4	0.0	0.0	0.0	**0.4**
0200	0.0	0.6	0.0	0.0	0.0	**0.6**
0300	0.0	0.7	0.0	0.0	0.0	**0.7**
0400	0.0	3.6	0.0	1.3	0.0	**4.9**
0500	0.0	10.4	0.0	1.4	0.0	**11.9**
0600	1.4	30.3	0.6	2.0	0.6	**34.9**
0700	1.3	44.0	0.6	1.0	1.0	**47.9**
0800	1.0	42.3	0.6	0.9	0.0	**44.7**
0900	0.3	37.1	1.4	0.4	0.0	**39.3**
1000	0.7	35.0	1.4	0.9	0.0	**38.0**
1100	0.4	34.6	0.9	0.1	0.0	**36.0**
1200	0.6	34.0	1.3	0.6	0.1	**36.6**
1300	0.0	28.3	1.0	1.0	0.3	**30.6**
1400	0.6	30.7	1.1	0.7	0.1	**33.3**
1500	0.3	43.0	1.0	0.3	0.0	**44.6**
1600	0.3	45.6	0.4	0.1	0.0	**46.4**
1700	0.4	41.3	0.0	0.1	0.0	**41.9**
1800	0.0	29.0	0.0	0.0	0.0	**29.0**
1900	0.4	20.9	0.4	0.0	0.0	**21.7**
2000	0.0	11.1	0.3	0.0	0.0	**11.4**
2100	0.0	8.3	0.0	0.0	0.0	**8.3**
2200	0.0	4.1	0.0	0.0	0.0	**4.1**
2300	0.0	4.0	0.0	0.0	0.0	**4.0**
12hr TTL	**5.9**	**444.9**	**9.7**	**6.1**	**1.6**	**468.1**
24hr TTL	**7.7**	**540.6**	**11.0**	**10.9**	**2.1**	**572.3**
	1%	94%	2%	2%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.3	0.0	0.0	0.0	**1.3**
0100	0.0	1.1	0.0	0.0	0.0	**1.1**
0200	0.0	1.6	0.0	0.1	0.0	**1.7**
0300	0.0	0.7	0.0	0.0	0.0	**0.7**
0400	0.0	2.6	0.0	0.0	0.0	**2.6**
0500	0.1	8.9	0.0	0.7	0.0	**9.7**
0600	0.0	16.4	0.3	0.4	0.0	**17.1**
0700	0.1	23.0	0.9	0.4	1.6	**26.0**
0800	0.3	31.3	2.0	1.1	0.6	**35.3**
0900	0.6	27.9	1.9	0.4	0.1	**30.9**
1000	0.6	31.9	1.1	1.0	0.0	**34.6**
1100	0.9	28.7	0.9	1.0	0.0	**31.4**
1200	1.4	32.4	0.7	0.9	0.0	**35.4**
1300	0.4	34.1	1.0	0.7	0.0	**36.3**
1400	0.3	44.0	0.6	0.9	0.4	**46.1**
1500	1.3	44.7	1.6	0.6	1.6	**49.7**
1600	1.9	53.0	0.6	0.9	0.9	**57.1**
1700	2.1	49.6	0.1	1.1	0.0	**53.0**
1800	0.3	36.4	0.7	0.6	0.3	**38.3**
1900	0.0	23.7	0.4	0.0	0.0	**24.1**
2000	0.0	15.1	0.0	0.0	0.0	**15.1**
2100	0.0	13.0	0.0	0.0	0.0	**13.0**
2200	0.0	7.3	0.0	0.0	0.0	**7.3**
2300	0.0	3.9	0.0	0.0	0.0	**3.9**
12hr TTL	**10.1**	**437.0**	**12.0**	**9.6**	**5.4**	**474.1**
24hr TTL	**10.3**	**532.6**	**12.7**	**10.9**	**5.4**	**571.9**
	2%	93%	2%	2%	1%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-008 - B1085
LOC. DESC.	B1085
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1085, commencing Fri 15 Oct 2021, recorded a total of 24,148 vehicles. The posted speed limit of 60mph was exceeded by 8.7% of vehicles, and the seasonally adjusted, combined AADT value is 3,648 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**24,148**
Avg daily volume (based on 7 days)	3,449.7
Average daily speed (7 days)	49.7mph
Average daily 85%ile (7 days)	57.2mph
AADT (annual average daily traffic)	3,648
Avg weekday volume (Mon-Fri, 24hrs)	3,740.8
Avg weekday speed (Mon-Fri, 24hrs)	49.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,305.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	49.5mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

EASTBOUND →

Total recorded volume	**12,221**
Avg daily volume (based on 7 days)	1,745.9
Average daily speed (7 days)	48.1mph
Average daily 85%ile (7 days)	55.7mph
% of vehicles exceeding 60mph	5.9%
Avg weekday volume (Mon-Fri, 24hrs)	1,863.8
Avg weekday speed (Mon-Fri, 24hrs)	48.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,635.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	48.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	55.3mph

WESTBOUND ←

Total recorded volume	**11,927**
Avg daily volume (based on 7 days)	1,703.9
Average daily speed (7 days)	51.2mph
Average daily 85%ile (7 days)	58.7mph
% of vehicles exceeding 60mph	11.5%
Avg weekday volume (Mon-Fri, 24hrs)	1,877.0
Avg weekday speed (Mon-Fri, 24hrs)	51.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,669.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	51.0mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	58.2mph

SITE LOCATION

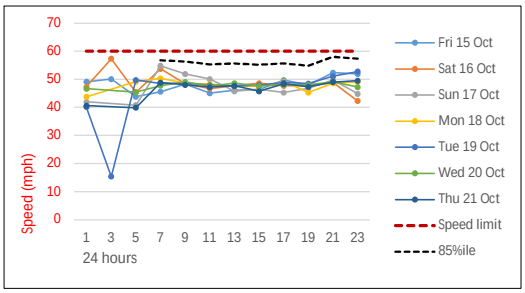
SITE PLAN



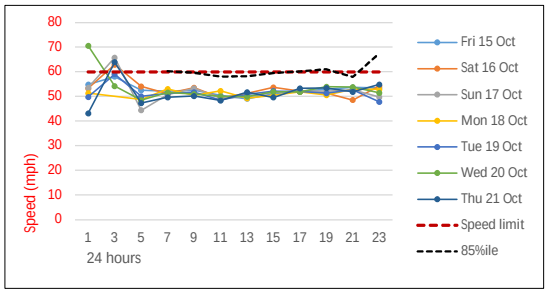
Location	B1085
Lat, lng.	52°17'26.70"N/0°27'38.58"E
Project & site	28925-008
PSL	60mph
Bus route	Yes
Direction 1	Eastbound→
Direction 2	Westbound←

DAILY SPEEDS

EASTBOUND →



WESTBOUND ←

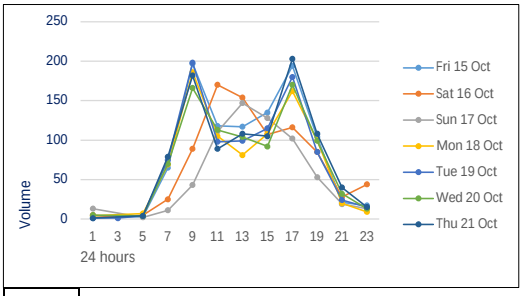


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average eastbound daytime speed was 55.3mph at 07:00 on Sat 16 Oct, whilst the peak average westbound speed was 59.2mph at 08:30 on Sat 16 Oct (based on 15min averages between 0700 & 1900).

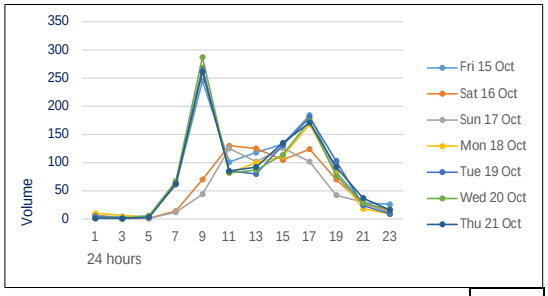
HOURLY VOLUMES

EASTBOUND →



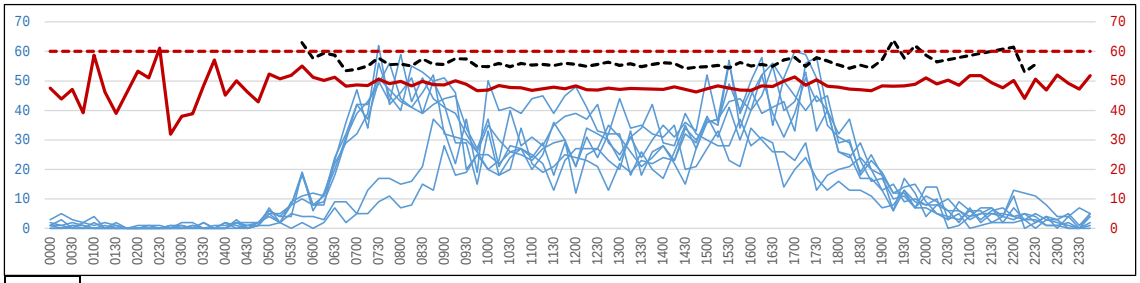
→ Hourly eastbound traffic volumes over each 24hr period for 7 days from all available data.

WESTBOUND ←

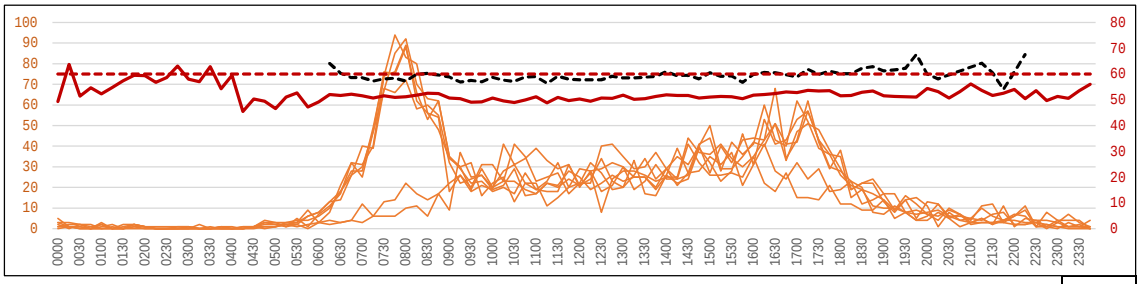


Hourly westbound traffic volumes over each 24hr period for 7 days from all available data. ←

15min VOL & SPEED



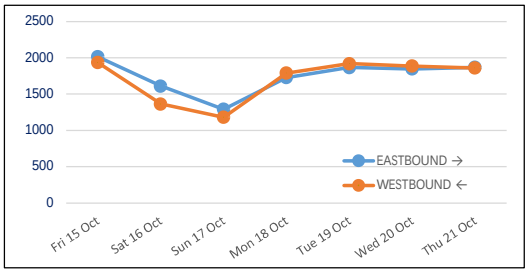
→ 15min daily eastbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily westbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ←

DAILY VOLUMES

EAST & WESTBOUND



Total 24hr eastbound (blue) and westbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

EASTBOUND 7-DAY AVG →

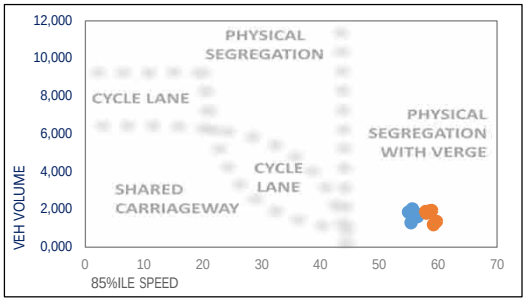
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	4.3	0.0	0.0	0.0	**4.4**
0100	0.0	1.9	0.1	0.0	0.0	**2.0**
0200	0.1	0.7	0.0	0.0	0.0	**0.9**
0300	0.3	1.6	0.0	0.0	0.0	**1.9**
0400	0.3	3.6	0.1	0.1	0.0	**4.1**
0500	0.0	24.9	0.7	0.1	0.0	**25.7**
0600	0.1	53.9	1.3	0.6	0.4	**56.3**
0700	0.4	132.6	3.1	1.3	2.6	**140.0**
0800	1.0	145.1	2.6	2.9	0.0	**151.6**
0900	1.7	115.7	4.0	2.0	0.1	**123.6**
1000	0.6	108.9	2.7	2.7	0.0	**114.9**
1100	3.4	103.7	3.7	2.7	0.0	**113.6**
1200	1.3	109.0	2.4	2.7	0.3	**115.7**
1300	1.9	104.0	2.1	1.3	0.1	**109.4**
1400	1.3	104.6	3.4	3.4	0.1	**112.9**
1500	0.6	141.7	2.0	2.4	1.1	**147.9**
1600	2.3	154.4	2.3	1.9	0.1	**161.0**
1700	1.1	148.9	1.6	0.7	0.0	**152.3**
1800	0.6	88.7	0.4	0.9	0.0	**90.6**
1900	0.3	46.3	0.3	0.1	0.1	**47.1**
2000	0.0	25.9	0.3	0.1	0.0	**26.3**
2100	0.0	16.6	0.4	0.1	0.1	**17.3**
2200	0.0	18.0	0.0	0.0	0.0	**18.0**
2300	0.0	8.1	0.4	0.0	0.0	**8.6**
12hr TTL	**16.1**	**1457.3**	**30.4**	**24.9**	**4.6**	**1533.3**
24hr TTL	**17.4**	**1662.9**	**34.1**	**26.1**	**5.3**	**1745.9**
	1%	95%	2%	1%	0%	

WESTBOUND 7-DAY AVG ←

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	5.0	0.0	0.0	0.0	**5.0**
0100	0.0	3.3	0.0	0.1	0.0	**3.4**
0200	0.0	1.3	0.0	0.0	0.0	**1.3**
0300	0.0	1.1	0.1	0.0	0.0	**1.3**
0400	0.0	3.3	0.0	0.0	0.0	**3.3**
0500	0.0	9.4	0.0	0.3	1.0	**10.7**
0600	0.7	45.9	1.1	1.4	0.1	**49.3**
0700	1.1	164.0	3.0	2.1	0.7	**171.0**
0800	0.6	195.0	7.7	2.4	0.4	**206.1**
0900	0.9	93.4	5.3	2.3	0.6	**102.4**
1000	1.1	91.3	3.1	3.0	0.0	**98.6**
1100	1.1	87.4	1.9	1.1	0.3	**91.9**
1200	1.0	94.4	3.3	1.6	0.3	**100.6**
1300	3.0	93.3	3.6	2.9	0.3	**103.0**
1400	0.7	116.0	2.9	2.1	0.4	**122.1**
1500	2.0	124.7	4.1	1.1	1.3	**133.3**
1600	2.1	151.3	1.9	2.1	0.1	**157.6**
1700	0.9	150.4	0.7	1.9	0.1	**154.0**
1800	0.6	76.1	0.9	0.0	0.6	**78.1**
1900	0.3	40.7	0.3	0.4	0.1	**41.9**
2000	0.0	27.4	0.1	0.0	0.0	**27.6**
2100	0.1	19.1	0.4	0.0	0.0	**19.7**
2200	0.0	14.4	0.0	0.0	0.0	**14.4**
2300	0.0	7.3	0.0	0.0	0.0	**7.3**
12hr TTL	**15.1**	**1437.4**	**38.3**	**22.7**	**5.1**	**1518.7**
24hr TTL	**16.3**	**1615.7**	**40.4**	**25.0**	**6.4**	**1703.9**
	1%	95%	2%	1%	0%	

Average daily eastbound and westbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

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1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

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LOCATION	28925-009 - B1102
LOC. DESC.	B1102
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on B1102, commencing Fri 15 Oct 2021, recorded a total of 46,590 vehicles. The posted speed limit of 60mph was exceeded by 23.2% of vehicles, and the seasonally adjusted, combined AADT value is 7,013 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**46,590**
Avg daily volume (based on 7 days)	6,655.7
Average daily speed (7 days)	55.4mph
Average daily 85%ile (7 days)	62.1mph
AADT (annual average daily traffic)	7,013
Avg weekday volume (Mon-Fri, 24hrs)	7,341.0
Avg weekday speed (Mon-Fri, 24hrs)	54.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	6,303.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	54.4mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**23,818**
Avg daily volume (based on 7 days)	3,402.6
Average daily speed (7 days)	54.3mph
Average daily 85%ile (7 days)	60.6mph
% of vehicles exceeding 60mph	16.7%
Avg weekday volume (Mon-Fri, 24hrs)	3,766.0
Avg weekday speed (Mon-Fri, 24hrs)	53.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,282.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	53.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	59.5mph

SOUTHBOUND ↓

Total recorded volume	**22,772**
Avg daily volume (based on 7 days)	3,253.1
Average daily speed (7 days)	56.5mph
Average daily 85%ile (7 days)	63.6mph
% of vehicles exceeding 60mph	29.7%
Avg weekday volume (Mon-Fri, 24hrs)	3,575.0
Avg weekday speed (Mon-Fri, 24hrs)	55.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	3,021.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	55.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	62.4mph

SITE LOCATION

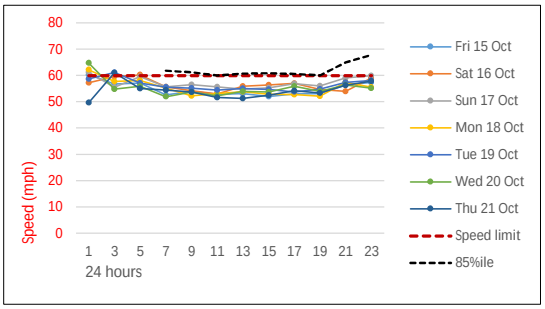
SITE PLAN



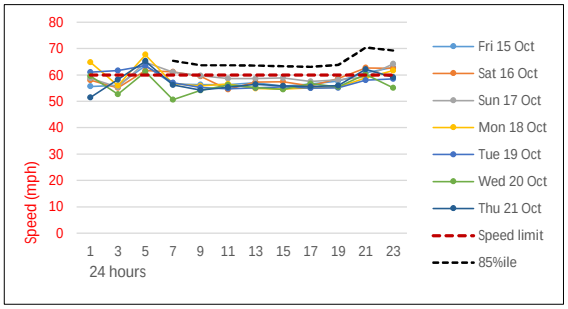
Location	B1102
Lat, lng.	52°17'35.11"N,0°20'55.67"E
Project & site	28925-009
PSL	60mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

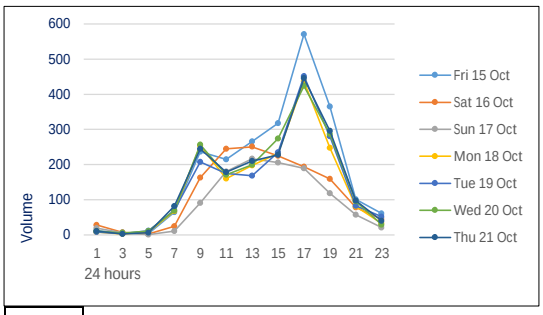


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 61.5mph at 07:15 on Sat 16 Oct, whilst the peak average southbound speed was 64.2mph at 07:00 on Sat 16 Oct (based on 15min averages between 0700 & 1900).

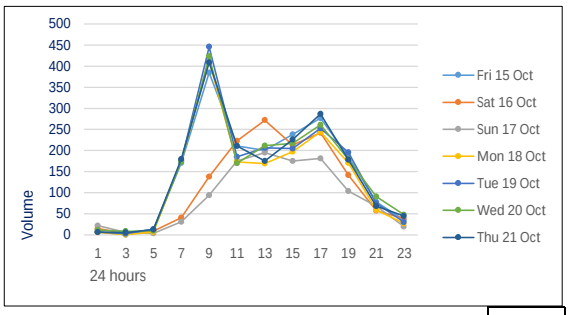
HOURLY VOLUMES

NORTHBOUND ↑



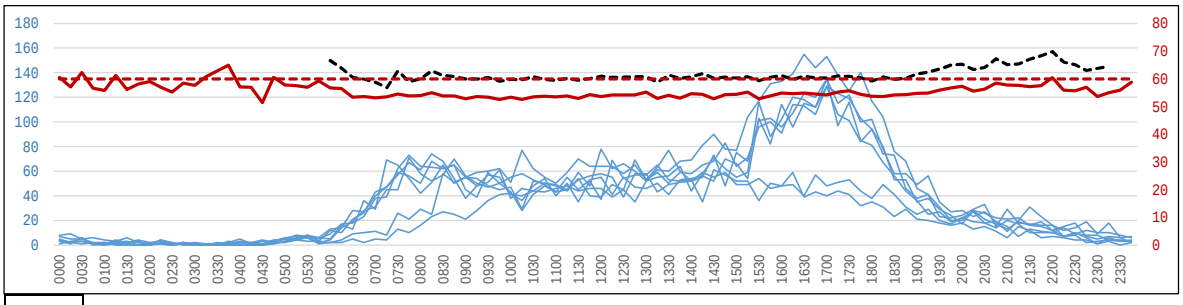
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

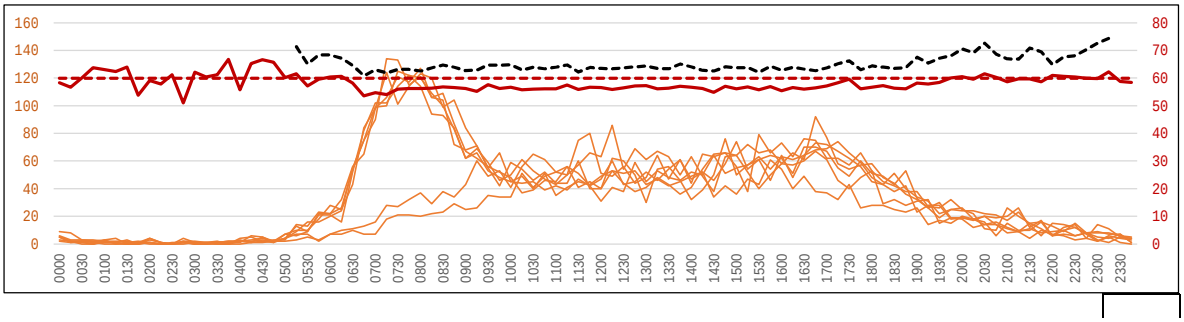


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.

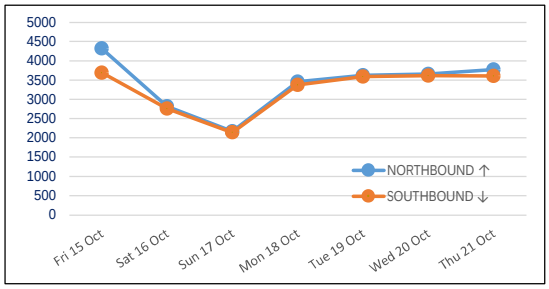


15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

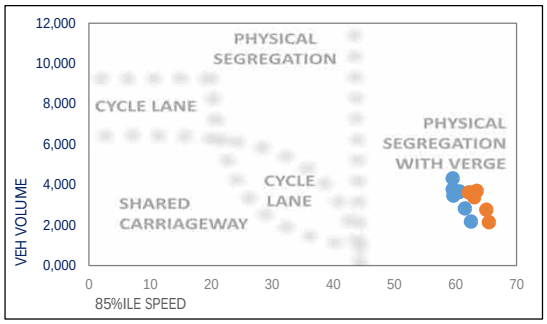
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	13.3	0.6	0.0	0.0	**13.9**
0100	0.0	6.7	0.3	0.0	0.0	**7.0**
0200	0.1	4.4	0.1	0.0	0.1	**4.9**
0300	0.0	2.4	0.4	0.0	0.0	**2.9**
0400	0.0	6.1	0.1	0.1	0.0	**6.4**
0500	0.0	18.7	0.7	0.3	0.0	**19.7**
0600	2.0	50.3	1.1	2.1	0.0	**55.6**
0700	1.9	155.3	2.7	1.3	1.0	**162.1**
0800	1.7	198.1	3.9	3.0	1.1	**207.9**
0900	1.3	185.9	5.4	3.4	0.1	**196.1**
1000	1.7	178.7	6.0	2.1	0.6	**189.1**
1100	0.9	188.0	5.3	3.1	0.4	**197.7**
1200	0.9	205.4	6.4	2.4	0.4	**215.6**
1300	2.0	211.3	5.9	2.7	1.0	**222.9**
1400	2.0	232.9	6.6	3.1	0.9	**245.4**
1500	1.7	290.1	6.6	3.1	1.0	**302.6**
1600	2.7	376.6	5.0	3.1	0.1	**387.6**
1700	2.1	379.4	3.1	1.9	0.3	**386.9**
1800	1.1	246.1	2.6	0.6	0.0	**250.4**
1900	0.7	116.6	0.9	0.1	0.0	**118.3**
2000	1.4	83.0	0.1	0.0	0.1	**84.7**
2100	2.0	61.6	0.1	0.1	0.1	**64.0**
2200	0.3	39.6	0.3	0.0	0.0	**40.1**
2300	0.4	19.6	0.7	0.0	0.1	**20.9**
12hr TTL	**20.0**	**2847.9**	**59.4**	**30.0**	**7.0**	**2964.3**
24hr TTL	**27.0**	**3270.1**	**65.0**	**32.9**	**7.6**	**3402.6**
	1%	96%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	9.6	0.4	0.4	0.3	**10.7**
0100	0.1	3.9	0.1	0.3	0.0	**4.4**
0200	0.0	3.7	0.0	0.3	0.1	**4.1**
0300	0.0	2.6	0.1	0.1	0.0	**2.9**
0400	0.0	9.7	0.0	0.0	0.0	**9.7**
0500	0.1	36.9	0.1	0.7	0.3	**38.1**
0600	1.0	130.0	2.7	1.4	0.4	**135.6**
0700	4.6	326.7	7.4	2.9	2.3	**343.9**
0800	0.9	317.0	6.9	3.4	1.4	**329.6**
0900	1.3	209.7	6.6	2.0	0.3	**219.9**
1000	1.1	181.4	5.9	3.3	0.9	**192.6**
1100	2.6	182.7	8.3	3.4	0.6	**197.6**
1200	1.4	193.3	6.9	1.9	0.7	**204.1**
1300	2.1	189.6	5.1	2.0	0.7	**199.6**
1400	2.6	198.7	5.6	1.4	1.9	**210.1**
1500	3.7	212.6	7.4	3.0	1.6	**228.3**
1600	2.4	238.9	4.9	2.3	0.9	**249.3**
1700	2.6	219.3	2.4	1.4	0.3	**226.0**
1800	1.1	162.1	1.4	0.4	0.0	**165.1**
1900	1.6	97.7	1.0	1.0	0.3	**101.6**
2000	0.4	69.1	1.1	0.3	0.0	**71.0**
2100	0.0	53.7	0.1	0.3	0.1	**54.3**
2200	0.0	34.1	0.3	0.4	0.1	**35.0**
2300	0.0	18.6	0.7	0.1	0.3	**19.7**
12hr TTL	**26.4**	**2632.0**	**68.7**	**27.4**	**11.4**	**2766.0**
24hr TTL	**29.7**	**3101.6**	**75.6**	**32.9**	**13.4**	**3253.1**
	1%	95%	2%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

ATC SUMMARY REPORT

PROJECT	28925 Cambridge
LOCATION	28925-010 - Weirs Drove
LOC. DESC.	Weirs Drove
START DATE	Fri 15 Oct, 2021
END DATE	Thu 21 Oct, 2021
SPEED LIMIT	60mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Weirs Drove, commencing Fri 15 Oct 2021, recorded a total of 2,300 vehicles. The posted speed limit of 60mph was exceeded by 0.0% of vehicles, and the seasonally adjusted, combined AADT value is 353 (see Equipment & Methodology below).

COMBINED

Total recorded volume	**2,300**
Avg daily volume (based on 7 days)	328.6
Average daily speed (7 days)	19.0mph
Average daily 85%ile (7 days)	22.6mph
AADT (annual average daily traffic)	353
Avg weekday volume (Mon-Fri, 24hrs)	347.8
Avg weekday speed (Mon-Fri, 24hrs)	18.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	314.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	18.7mph

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data. Speeding vehicles are defined as those travelling 61mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

NORTHBOUND ↑

Total recorded volume	**1,174**
Avg daily volume (based on 7 days)	167.7
Average daily speed (7 days)	19.0mph
Average daily 85%ile (7 days)	22.4mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	175.4
Avg weekday speed (Mon-Fri, 24hrs)	18.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	156.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	18.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	22.1mph

SOUTHBOUND ↓

Total recorded volume	**1,126**
Avg daily volume (based on 7 days)	160.9
Average daily speed (7 days)	18.9mph
Average daily 85%ile (7 days)	22.8mph
% of vehicles exceeding 60mph	0.0%
Avg weekday volume (Mon-Fri, 24hrs)	172.4
Avg weekday speed (Mon-Fri, 24hrs)	18.9mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	158.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	18.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	22.3mph

SITE LOCATION

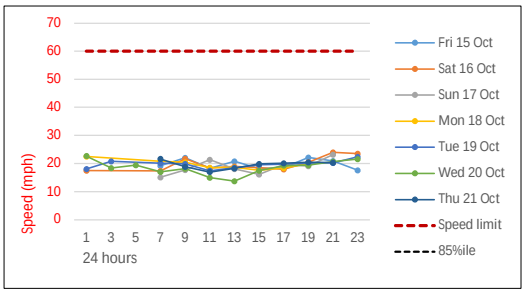
SITE PLAN



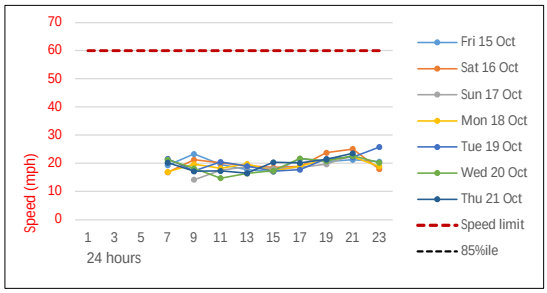
Location	Weirs Drove
Lat, lng.	52°16'44.68"N/0°19'1.33"E
Project & site	28925-010
PSL	60mph
Bus route	Yes
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

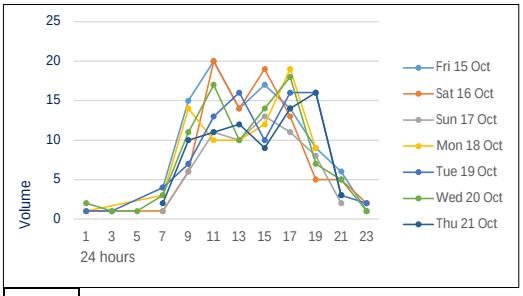


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 60mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak average northbound daytime speed was 27.5mph at 11:00 on Fri 15 Oct, whilst the peak average southbound speed was 30.8mph at 08:15 on Fri 15 Oct (based on 15min averages between 0700 & 1900).

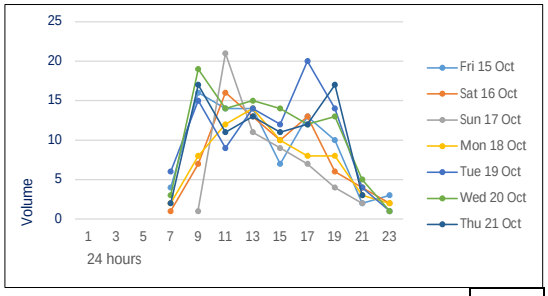
HOURLY VOLUMES

NORTHBOUND ↑



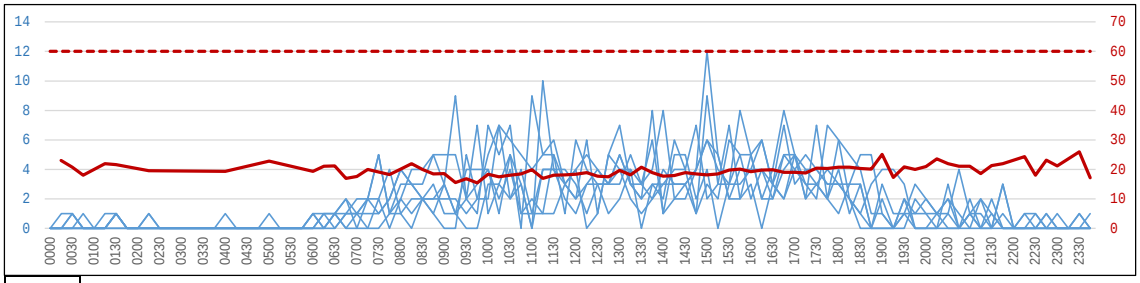
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

SOUTHBOUND ↓

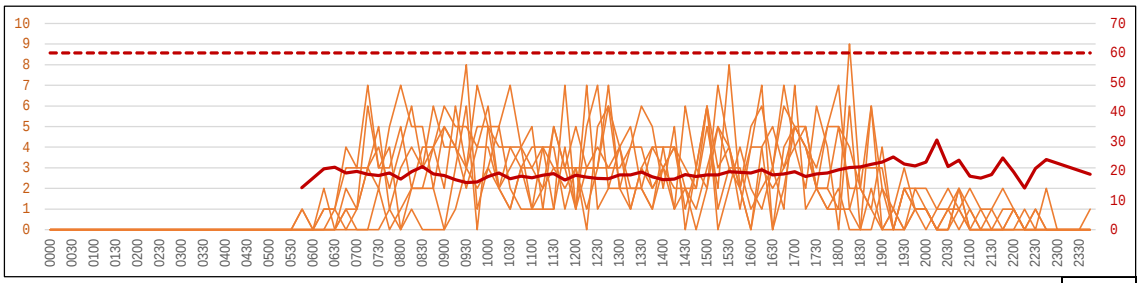


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data. ↓

15min VOL & SPEED



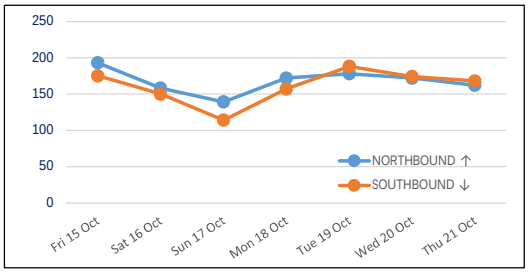
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



15min daily southbound flows (orange), against the average weekly speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period. ↓

DAILY VOLUMES

NORTH & SOUTHBOUND



Total 24hr northbound (blue) and southbound (orange) traffic volumes over 7 consecutive days from all available data.

As can be expected, the lowest volumes were recorded on the Sunday, whilst the highest was on the Friday.

7-DAY AVERAGE CLASSES

NORTHBOUND 7-DAY AVG ↑

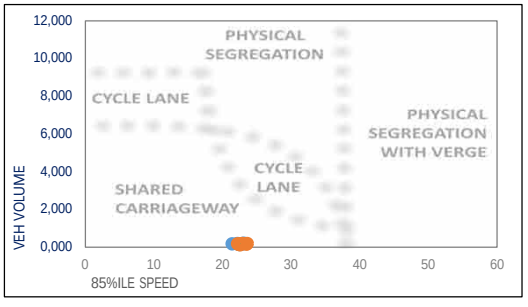
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.7	0.0	0.0	0.0	**0.7**
0100	0.0	0.9	0.0	0.0	0.0	**0.9**
0200	0.0	0.3	0.0	0.0	0.0	**0.3**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.1	0.0	0.0	0.0	**0.1**
0500	0.0	0.1	0.0	0.0	0.0	**0.1**
0600	0.1	2.4	0.0	0.0	0.0	**2.6**
0700	0.6	5.3	0.0	0.1	0.0	**6.0**
0800	1.4	8.3	0.0	0.1	0.0	**9.9**
0900	1.0	8.4	0.6	0.1	0.0	**10.1**
1000	2.0	11.6	0.6	0.3	0.1	**14.6**
1100	0.9	11.7	0.6	0.4	0.0	**13.6**
1200	1.0	10.9	0.1	0.1	0.1	**12.3**
1300	1.6	11.6	0.3	0.3	0.0	**13.7**
1400	1.6	11.3	0.3	0.3	0.0	**13.4**
1500	1.3	15.3	0.4	0.0	0.0	**17.0**
1600	1.4	13.1	0.3	0.1	0.0	**15.0**
1700	1.1	13.6	0.0	0.0	0.0	**14.7**
1800	1.0	9.0	0.0	0.0	0.0	**10.0**
1900	0.4	4.3	0.0	0.0	0.0	**4.7**
2000	0.0	3.4	0.0	0.0	0.0	**3.4**
2100	0.0	3.1	0.0	0.0	0.0	**3.1**
2200	0.0	0.9	0.0	0.0	0.0	**0.9**
2300	0.0	0.6	0.0	0.0	0.0	**0.6**
12hr TTL	**14.9**	**130.0**	**3.1**	**2.0**	**0.3**	**150.3**
24hr TTL	**15.4**	**146.9**	**3.1**	**2.0**	**0.3**	**167.7**
	9%	88%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	**0.0**
0100	0.0	0.0	0.0	0.0	0.0	**0.0**
0200	0.0	0.0	0.0	0.0	0.0	**0.0**
0300	0.0	0.0	0.0	0.0	0.0	**0.0**
0400	0.0	0.0	0.0	0.0	0.0	**0.0**
0500	0.3	0.0	0.0	0.0	0.0	**0.3**
0600	0.3	2.3	0.0	0.0	0.0	**2.6**
0700	1.3	8.1	0.0	0.0	0.0	**9.4**
0800	0.7	10.1	0.9	0.1	0.0	**11.9**
0900	1.9	11.9	0.6	0.3	0.0	**14.6**
1000	0.6	12.6	0.4	0.3	0.0	**13.9**
1100	0.3	10.4	0.7	0.1	0.0	**11.6**
1200	1.3	11.6	0.3	0.1	0.1	**13.4**
1300	0.6	10.4	0.4	0.1	0.0	**11.6**
1400	0.7	9.3	0.0	0.3	0.1	**10.4**
1500	0.6	12.6	0.7	0.0	0.0	**13.9**
1600	0.3	11.4	0.3	0.1	0.0	**12.1**
1700	0.4	13.3	0.0	0.4	0.0	**14.1**
1800	0.1	10.1	0.0	0.0	0.0	**10.3**
1900	0.1	4.4	0.0	0.0	0.0	**4.6**
2000	0.0	3.3	0.0	0.0	0.0	**3.3**
2100	0.0	1.6	0.0	0.0	0.0	**1.6**
2200	0.0	1.3	0.0	0.0	0.0	**1.3**
2300	0.0	0.1	0.0	0.0	0.0	**0.1**
12hr TTL	**8.7**	**131.9**	**4.3**	**2.0**	**0.3**	**147.1**
24hr TTL	**9.4**	**144.9**	**4.3**	**2.0**	**0.3**	**160.9**
	6%	90%	3%	1%	0%	

Average daily northbound and southbound volumes by class (condensed to the AQMA scheme), including 12hr totals for 0700-1900 and overall average percentages. Calculated from all available data over 7 days.

CYCLE PROVISION



The diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment will reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4:

Equipment damage & failure

Although checked intermittently the equipment remains unmanned for much of the duration of the survey, and can potentially be interfered with, vandalised, damaged or stolen and A-T-R cannot be held responsible for any periods where data has not been captured.

The equipment is located in accordance with the details provided by the client and A-T-R cannot be held responsible for the accuracy of the data or loss of equipment due to theft and vandalism.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, A-T-R cannot be held responsible for the forecast accuracy.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

CLASS	ABBREV.	DESCRIPTION	LENGTH	COBA
1	MC	Motorcycle	SHORT Up to 5.5m	N/A
2	SV	Cars, taxis, 4WD, vans		CAR & LGV
3	SVT	Class 2 plus trailer	MEDIUM 5.5m to 14.5m	
4	TB2	2 axle truck / bus		OGV1 & PSV
5	TB3	3 axle truck / bus		OGV1
6	T4	4 axle truck		OGV2
7	ART3	3 axle articulated	LONG 11.5m to 19.0m	
8	ART4	4 axle articulated		
9	ART5	5 axle articulated		
10	ART6	6+ axle articulated		

Vehicle classifications

Vehicles recorded by the ATC are placed into one of ten classes based on axle spacing and pattern. This scheme is based on the AustRoad 94 algorithm and modified for UK traffic, referred to as ARX. The table on the left aligns the ARX classifications with the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, A-T-R may not be held liable for errors of fact or interpretation.

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

Location

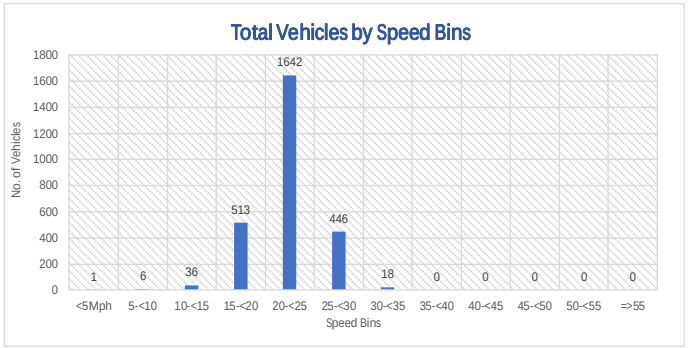


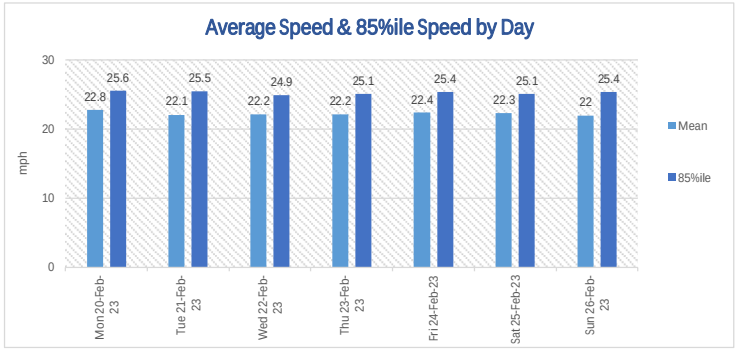
Observations

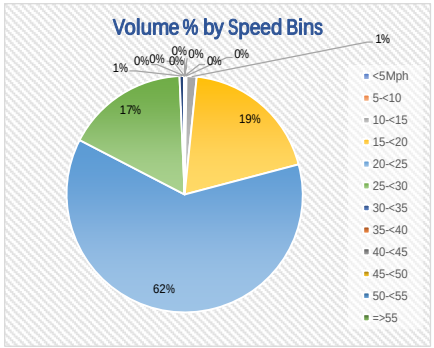
Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound
Posted Speed Limit(mph) 60mph

Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	Standard Dev.
Mon 20-Feb-23	Sun 26-Feb-23	2662	420	380	25.3	22.3	3.2

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<5Mph	5-<10	10-<15	15-<20	20-<25	25-<30	30-<35	35-<40	40-<45	45-<50	50-<55	=>55
Mon 20-Feb-23	392	25.6	22.8	3.2	0	2	3	65	234	84	4	0	0	0	0	0
Tue 21-Feb-23	427	25.5	22.1	3.6	1	2	13	71	254	81	5	0	0	0	0	0
Wed 22-Feb-23	410	24.9	22.2	2.9	0	0	6	80	267	56	1	0	0	0	0	0
Thu 23-Feb-23	446	25.1	22.2	2.9	0	0	3	94	280	67	2	0	0	0	0	0
Fri 24-Feb-23	423	25.4	22.4	3.2	0	2	2	84	260	70	5	0	0	0	0	0
Sat 25-Feb-23	307	25.1	22.3	3	0	0	2	64	195	45	1	0	0	0	0	0
Sun 26-Feb-23	257	25.4	22	3.1	0	0	7	55	152	43	0	0	0	0	0	0
Total Vehicles																
[--]	2662	25.3	22.3	3.2	1	6	36	513	1642	446	18	0	0	0	0	0

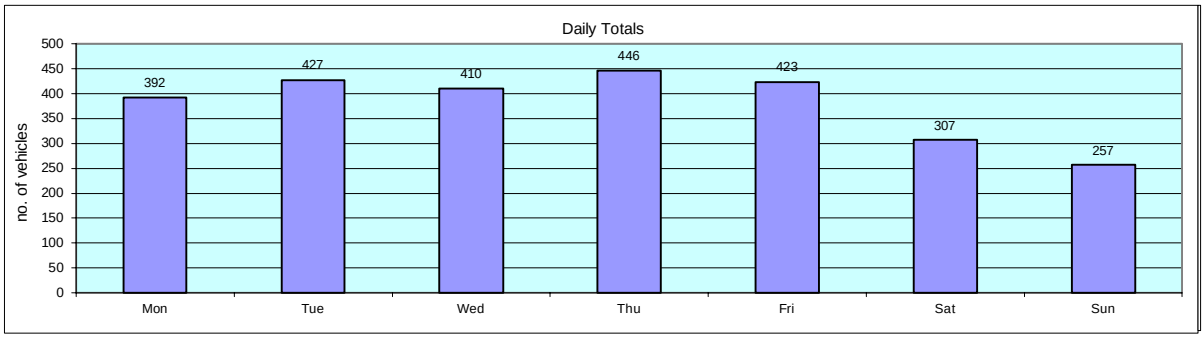






Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

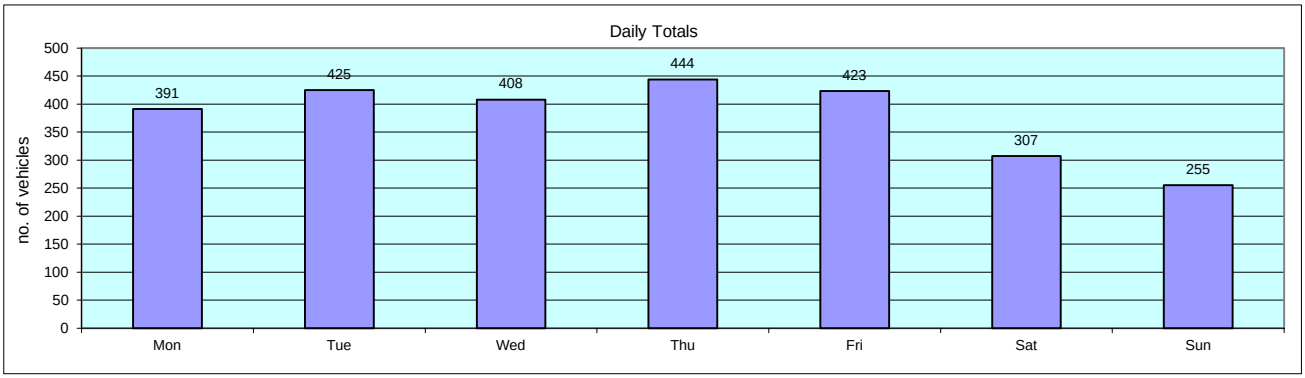
Time	Mon 20-Feb-23	Tue 21-Feb-23	Wed 22-Feb-23	Thu 23-Feb-23	Fri 24-Feb-23	Sat 25-Feb-23	Sun 26-Feb-23	Weekday Av.	7day Av.
0100	0	0	1	0	0	2	1	0	1
0200	1	0	0	0	0	0	2	0	0
0300	1	1	0	0	1	0	0	1	0
0400	0	1	0	0	0	0	1	0	0
0500	1	2	1	1	1	0	0	1	1
0600	7	2	5	6	2	0	2	4	3
0700	18	29	27	31	22	7	4	25	20
0800	35	49	36	48	38	13	2	41	32
0900	56	55	53	56	42	25	12	52	43
1000	23	23	22	25	25	23	29	24	24
1100	23	25	24	29	20	27	22	24	24
1200	27	21	23	30	26	31	21	25	26
1300	22	30	17	23	34	33	29	25	27
1400	27	20	28	23	31	32	27	26	27
1500	29	25	29	29	35	19	26	29	27
1600	31	43	28	31	35	24	20	34	30
1700	31	36	35	33	32	16	14	33	28
1800	17	35	34	35	30	14	21	30	27
1900	24	12	23	19	24	17	13	20	19
2000	9	6	12	9	9	9	3	9	8
2100	6	7	5	6	6	6	7	6	6
2200	1	4	5	8	5	2	0	5	4
2300	3	1	1	3	2	6	1	2	2
2400	0	0	1	1	3	1	0	1	1
08-09	56	55	53	56	42	25	12	52	43
17-18	17	35	34	35	30	14	21	30	27
07-19	345	374	352	381	372	274	236	365	333
07-23	364	392	375	407	394	297	247	386	354
00-24	392	427	410	446	423	307	257	420	380



Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

Volumetric Summary - Motorised Vehicles

Time	Mon 20-Feb-23	Tue 21-Feb-23	Wed 22-Feb-23	Thu 23-Feb-23	Fri 24-Feb-23	Sat 25-Feb-23	Sun 26-Feb-23	Weekday Av.	7day Av.
0100	0	0	1	0	0	2	1	0	1
0200	1	0	0	0	0	0	2	0	0
0300	1	1	0	0	1	0	0	1	0
0400	0	1	0	0	0	0	1	0	0
0500	1	2	1	1	1	0	0	1	1
0600	7	2	5	6	2	0	2	4	3
0700	18	29	27	31	22	7	4	25	20
0800	35	49	36	48	38	13	2	41	32
0900	56	55	53	56	42	25	12	52	43
1000	23	23	21	24	25	23	29	23	24
1100	23	25	24	28	20	27	22	24	24
1200	27	21	23	30	26	31	21	25	26
1300	22	30	17	23	34	33	28	25	27
1400	27	20	28	23	31	32	27	26	27
1500	29	25	29	29	35	19	26	29	27
1600	31	42	28	31	35	24	20	33	30
1700	31	36	35	33	32	16	14	33	28
1800	16	34	34	35	30	14	20	30	26
1900	24	12	23	19	24	17	13	20	19
2000	9	6	11	9	9	9	3	9	8
2100	6	7	5	6	6	6	7	6	6
2200	1	4	5	8	5	2	0	5	4
2300	3	1	1	3	2	6	1	2	2
2400	0	0	1	1	3	1	0	1	1
08-09	56	55	53	56	42	25	12	52	43
17-18	16	34	34	35	30	14	20	30	26
07-19	344	372	351	379	372	274	234	364	332
07-23	363	390	373	405	394	297	245	385	352
00-24	391	425	408	444	423	307	255	418	379



Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

20-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																				P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0145	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0230	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.5	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0530	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.5	1.8
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.7	-
0615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	-
0630	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	-
0645	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.4	2.8
0700	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	2.8
0715	12	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	24.3	2.4
0730	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.8	2.6
0745	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.1	2
0800	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25	1.1
0815	22	0	2	1	3	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	20.7	6.2
0830	16	0	0	0	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	24.5	2.7
0845	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	2.7
0900	10	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.8	2.4
0915	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	3.2
0930	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24	4
0945	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.8	1.3
1000	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.7	1.6
1015	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	0.4
1030	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.7	1.5
1045	11	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	23	2.9
1100	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	3.5
1115	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.7	-
1130	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.8	2.7
1145	9	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	2.7
1200	12	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	22.7	3.1
1215	10	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	2
1230	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.3	2.6
1245	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	2.7
1300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	2.3
1315	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.4	2.3
1330	8	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.8	3.6
1345	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.8	3.6
1400	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	3
1415	7	0	0	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23	5
1430	12	0	0	0	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	22.8	3.8
1445	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7	1.1
1500	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	2.9
1515	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	3.7
1530	14	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	23.4	3
1545	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	1.9
1600	7	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	2
1615	11	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	24.7	2.6
1630	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	3.5
1645	10	0	0	0	1	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	2.6
1700	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.5	2.6
1715	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.4	2.1
1730	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.7	3.9
1745	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	0.4
1800	7	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.5	0.9
1815	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	1.8
1830	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	2.3
1845	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.8	2.3
1900	8	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.9	1.4
1915	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.8	3.6
1930	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-
1945	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	1.7
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	-
2015	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.3	5
2030	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.9	-
2045	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.3	-
2100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.8	-
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	-
2215	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.3	-
2230	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.4	-
2245	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08-09	**56**	**0**	**2**	**1**	**3**	**31**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**22.9**	**4.6**
17-18	**16**	**0**	**0**	**0**	**9**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**20.5**	**2.4**
07-19	**344**	**0**	**2**	**3**	**57**	**203**	**78**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.7**	**22.8**	**3.2**
07-23	**363**	**0**	**2**	**3**	**60**	**216**	**80**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.7**	**22.8**	**3.2**
00-24	**391**	**0**	**2**	**3**	**65**	**234**	**84**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**22.8**	**3.2**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

21-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																				P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0245	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0345	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.2	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0430	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	4.2
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0530	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.8	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.3	-
0615	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3	4.7
0630	9	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	2.3
0645	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	2.1
0700	11	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	20.8	4.1
0715	13	0	0	0	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	23.8	2.2
0730	8	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	1.7
0745	14	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	23.9	2.8
0800	14	0	0	0	3	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	22.9	3.5
0815	14	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	23.3	2.7
0830	18	0	0	0	2	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	22	1.7
0845	14	0	0	0	3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	22.6	3
0900	9	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	3.4
0915	8	0	0	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	4.4
0930	6	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.9	3.2
0945	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	1.9
1000	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.7	2.7
1015	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.3	1.7
1030	6	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21	2.5
1045	9	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.2	2
1100	5	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.5	8.1
1115	7	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.3	4.6
1130	5	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.2	4.1
1145	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.9	8.5
1200	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.8	1.2
1215	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.1	3.3
1230	6	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.2	4.1
1245	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.3	2.1
1300	11	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	22.6	3
1315	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.1	0.7
1330	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.9	1
1345	8	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.3	2
1400	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	3.2
1415	9	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	4.6
1430	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.9	1.9
1445	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	3.9
1500	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24	2
1515	9	0	0	1	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.3	4.4
1530	13	0	0	1	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	22.1	3.5
1545	13	0	0	1	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	21.2	4.5
1600	7	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.9	9
1615	9	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	1.4
1630	11	0	0	1	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	21.9	3.5
1645	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	2.6
1700	8	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	5.2
1715	9	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.2	3.5
1730	10	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	2.1
1745	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	2.1
1800	8	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.7	2.9
1815	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	3
1830	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19	1.1
1845	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.6	-
1900	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.7	0.3
1915	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.3	-
1930	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.6	2.1
1945	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.6	-
2000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.8	2.4
2015	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	3.4
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2045	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.4	-
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.9	-
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2130	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.1	5.8
2145	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.8	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.9	-
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.4	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
08-09	**55**	**0**	**0**	**0**	**7**	**33**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**23**	**2.8**
17-18	**34**	**0**	**0**	**0**	**10**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**21.6**	**2.7**
07-19	**372**	**1**	**2**	**12**	**61**	**222**	**72**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**22.1**	**3.7**
07-23	**390**	**1**	**2**	**12**	**66**	**231**	**76**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**22.1**	**3.7**
00-24	**425**	**1**	**2**	**13**	**71**	**254**	**81**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**22.1**	**3.6**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

22-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	-
0530	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	-
0545	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		17	-
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.7	3.5
0615	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	4.5
0630	11	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	22.7	2.3
0645	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	2.7
0700	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	3
0715	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	3.2
0730	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	2.4
0745	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	3.1
0800	16	0	0	0	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	22.7	2.3
0815	18	0	0	0	4	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	21.7	2.2
0830	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	2.4
0845	19	0	0	0	5	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	22.1	2.5
0900	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	1.8
0915	3	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	4
0930	9	0	0	1	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	3
0945	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	2.8
1000	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	2.9
1015	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	2.2
1030	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	1
1045	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.2	1.8
1100	10	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.6	2.4
1115	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	1.5
1130	8	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	3.3
1145	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	3.5
1200	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.6	3.8
1215	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	1.5
1230	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	1.3
1245	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	2.9
1300	6	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.4	2.5
1315	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	3.2
1330	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.7	2.9
1345	11	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	22.1	3.1
1400	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	3.9
1415	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	4.1
1430	9	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	3
1445	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	1.5
1500	11	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	21.9	2.9
1515	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	1.6
1530	9	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.6	4.2
1545	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2
1600	9	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.2	2.7
1615	8	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	1.7
1630	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	1.6
1645	10	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	2.2
1700	10	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	4
1715	9	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	2.1
1730	8	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	1.9
1745	8	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.8	2.4
1800	9	0	0	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.2	4.4
1815	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.1	4.4
1830	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	3.5
1845	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	0.4
1900	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	2.7
1915	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	1.9
1930	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.7	4.2
1945	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.3	-
2000	3	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	7.3
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2030	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	1.3
2045	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	0
2100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	-
2115	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.2	-
2130	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.4	-
2145	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.2	-
2200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	1.3
2215	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2315	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
08-09	**53**	**0**	**0**	**0**	**11**	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**22.2**	**2.3**	
17-18	**34**	**0**	**0**	**2**	**7**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**20.7**	**3.1**	
07-19	**351**	**0**	**0**	**5**	**70**	**232**	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**22.1**	**2.9**	
07-23	**373**	**0**	**0**	**6**	**71**	**245**	**52**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**22.1**	**3**	
00-24	**408**	**0**	**0**	**6**	**80**	**267**	**56**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.9**	**22.2**	**2.9**	

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

23-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	4.1
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0545	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	1.4
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	3.2
0615	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	0.2
0630	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	2.1
0645	12	0	0	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	22.3	3.3
0700	11	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	22.2	3.8
0715	10	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	3.1
0730	10	0	0	0	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	4.5
0745	13	0	0	0	2	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	22.4	1.8
0800	15	0	0	0	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	23.2	2.4
0815	18	0	0	0	3	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	22.9	2.5
0830	16	0	0	0	3	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	22.3	2.4
0845	12	0	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	23.7	2.8
0900	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.1
0915	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	1.3
0930	11	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	23.3	2.6
0945	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	4
1000	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		17.8	1.2
1015	10	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	3.1
1030	5	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	5
1045	6	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.6	3.7
1100	7	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	4.9
1115	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	3.1
1130	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	2.7
1145	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	2
1200	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	2.4
1215	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	3.9
1230	8	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.6	3.8
1245	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	2.4
1300	7	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	2.1
1315	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	1.6
1330	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	1.4
1345	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	1.1
1400	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	3.3
1415	10	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	3.7
1430	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	4.6
1445	11	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	20.4	1.3
1500	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	1.8
1515	9	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	3.1
1530	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	2.9
1545	9	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.9	1.9
1600	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	3.4
1615	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	2.8
1630	9	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	1.9
1645	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	2
1700	10	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	3
1715	9	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	1.4
1730	11	0	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	21.8	2.5
1745	9	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.7	3.1
1800	6	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	4
1815	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	1.6
1830	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	1.7
1845	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.8	3.5
1900	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	2.9
1915	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.1	0.9
1930	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	0.6
1945	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25	5.3
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.6	-
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2030	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.2	-
2045	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.1	2.7
2100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	2.7
2115	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	-
2130	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	1.4
2145	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		18.6	0.7
2200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	3.5
2215	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	-
2230	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.8	2.1
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2315	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
08-09	**56**	**0**	**0**	**0**	**8**	**37**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.6**	**23**	**2.5**
17-18	**35**	**0**	**0**	**0**	**12**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**24.2**	**21.2**	**2.7**
07-19	**379**	**0**	**0**	**2**	**78**	**241**	**58**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.2**	**22.2**	**2.9**
07-23	**405**	**0**	**0**	**2**	**89**	**254**	**60**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.1**	**22.2**	**2.9**
00-24	**444**	**0**	**0**	**3**	**94**	**280**	**67**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.1**	**22.2**	**2.9**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

24-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		14.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0545	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	-
0615	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	1.1
0630	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	1.9
0645	8	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	2.1
0700	7	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	4.1
0715	7	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	4.5
0730	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	3
0745	12	0	0	0	1	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0		26.3	23.1	3.7
0800	12	0	0	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.8	22.1	2.7
0815	13	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		26	22.2	3.2
0830	13	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.6	22.5	2.2
0845	10	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	3.5
0900	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	1.4
0915	9	0	2	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.5	7.2
0930	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.7	0.3
0945	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22	1.2
1000	7	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	4.2
1015	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	0.9
1030	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	1.5
1045	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	2.7
1100	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	1.7
1115	9	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.3	1.8
1130	6	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20	5.6
1145	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	1.6
1200	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.2	0.8
1215	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	1.9
1230	13	0	0	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.9	21.5	3
1245	10	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	3.6
1300	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	1
1315	14	0	0	0	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		26.8	21.1	4.1
1330	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	3.3
1345	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	2.4
1400	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	3.4
1415	13	0	0	0	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.7	22.3	2
1430	9	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.9	3.6
1445	7	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	1.6
1500	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	3
1515	10	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.6	1.8
1530	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	2.7
1545	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	3.2
1600	10	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	4.1
1615	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	3.2
1630	11	0	0	0	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.4	22.1	1.7
1645	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	2.5
1700	7	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	3
1715	9	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	2.5
1730	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	1.6
1745	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	2.7
1800	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	2.9
1815	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	1.3
1830	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.3	2.2
1845	8	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.8	3.4
1900	8	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.6	2.9
1915	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		30	-
1930	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	-
1945	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	2.1
2000	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.7	1.6
2015	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.7	4.7
2030	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		16.7	-
2045	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.6	0.7
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2115	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.9	2.1
2130	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		29	-
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	-
2215	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2245	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2315	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	-
2330	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	-
2345	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	-
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
08-09	**42**	**0**	**0**	**0**	**7**	**27**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**26.1**	**23.1**	**2.8**
17-18	**30**	**0**	**0**	**0**	**6**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.4**	**22.7**	**2.4**
07-19	**372**	**0**	**2**	**1**	**71**	**228**	**66**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.5**	**22.5**	**3.2**
07-23	**394**	**0**	**2**	**1**	**78**	**241**	**67**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.5**	**22.4**	**3.2**
00-24	**423**	**0**	**2**	**2**	**84**	**260**	**70**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.4**	**22.4**	**3.2**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

25-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph				
0015	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	1.4
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	-
0630	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.7	4
0645	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	1.7
0700	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	1.3
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0730	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.7
0745	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.9	3.6
0800	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	3
0815	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	1.8
0830	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	0.8
0845	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	3.1
0900	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	2.7
0915	9	0	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.8	3.3
0930	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	1.7
0945	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	2.1
1000	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	2.8
1015	9	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	2
1030	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	2
1045	8	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	2
1100	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.4
1115	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	3.1
1130	11	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	20.5	2.7
1145	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	2
1200	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	3
1215	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	2.5
1230	14	0	0	0	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	21.7	3.8
1245	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	2.8
1300	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	1.3
1315	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	4
1330	11	0	0	1	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	22.4	3.6
1345	9	0	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	4.8
1400	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	3.3
1415	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	3.8
1430	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	2.9
1445	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.3	1.8
1500	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.8	3
1515	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	3.4
1530	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	2.8
1545	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	3.3
1600	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.7	2.3
1615	7	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	3.8
1630	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		18.2	1.5
1645	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.2	2.3
1700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.2	-
1715	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	2.4
1730	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.7	3.1
1745	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	4
1800	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	1.6
1815	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.7	0.8
1830	7	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	1.9
1845	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	1.5
1900	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	4
1915	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	3.6
1930	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.6	2.7
1945	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		16.2	-
2000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.4	2.7
2015	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.7	3.9
2030	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.9	-
2045	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.2	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2145	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	-
2215	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	4
2230	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	-
2245	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.9	2.6
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.8	-
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2345	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	-
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
08-09	**25**	**0**	**0**	**0**	**1**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**26.4**	**24**	**2.1**
17-18	**14**	**0**	**0**	**0**	**5**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**23.2**	**20.7**	**2.4**
07-19	**274**	**0**	**0**	**2**	**54**	**174**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.3**	**22.3**	**3**
07-23	**297**	**0**	**0**	**2**	**62**	**188**	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.2**	**22.2**	**3**
00-24	**307**	**0**	**0**	**2**	**64**	**195**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**25.1**	**22.3**	**3**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

26-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		15.7	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.9	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	3.7
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0630	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		17.9	-
0645	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.2	0.4
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	-
0715	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	-
0730	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.1	-
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0815	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.3	2.8
0830	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	0.1
0845	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	2
0900	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	2.3
0915	4	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.1	4.7
0930	12	0	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	23.2	2.8
0945	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	3
1000	9	0	0	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	3.2
1015	8	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	1.9
1030	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.8	6
1045	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.9	-
1100	10	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	1.6
1115	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	2.7
1130	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	1.2
1145	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	2.4
1200	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	2.2
1215	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22	1.5
1230	9	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	3.4
1245	11	0	0	2	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	20.8	3.7
1300	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.1	2.8
1315	7	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	3.4
1330	8	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.4	2.8
1345	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	2.8
1400	8	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	3.2
1415	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.8	2.5
1430	7	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.2	2.2
1445	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	2.8
1500	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	2
1515	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	4.7
1530	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	3.3
1545	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	3.8
1600	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	4.4
1615	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	3.7
1630	6	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	3.9
1645	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.7	4.6
1700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20	-
1715	6	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.3	4.6
1730	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	3.1
1745	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.1	2.5
1800	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22	2.8
1815	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	1.7
1830	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	-
1845	7	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	1.5
1900	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	0.4
1915	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.4	2.4
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2015	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	4.3
2030	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	-
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	-
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2215	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	-
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
08-09	**12**	**0**	**0**	**0**	**1**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.4**	**23.6**	**2.5**	
17-18	**20**	**0**	**0**	**1**	**5**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**21.4**	**3.6**	
07-19	**234**	**0**	**0**	**7**	**50**	**140**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**22**	**3.1**	
07-23	**245**	**0**	**0**	**7**	**52**	**148**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**22**	**3.1**	
00-24	**255**	**0**	**0**	**7**	**55**	**152**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**22**	**3.1**	

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Northbound

Grand Total

Time	Total Motorised Vehicles	Vehicle Speed																				
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph
0015	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	8	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	12	0	0	0	1	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	34	0	0	0	6	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	43	0	0	0	10	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	49	0	0	2	12	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	50	0	0	0	5	33	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	48	0	0	0	6	32	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	53	0	0	0	8	35	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	70	0	0	0	9	46	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	95	0	2	1	16	57	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	81	0	0	0	9	61	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	72	0	0	0	11	41	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	51	0	0	0	2	32	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	45	0	2	2	12	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	49	0	0	1	7	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	32	0	0	0	5	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	0	0	0	14	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	42	0	0	0	10	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	36	0	0	1	7	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	44	0	0	0	11	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	47	0	1	1	3	32	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	41	0	0	0	8	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	43	0	0	3	10	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	42	0	1	1	4	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	53	0	0	0	10	34	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	39	0	0	2	8	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	61	0	0	2	20	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	47	0	0	2	10	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	40	0	0	1	8	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	47	0	0	0	11	25	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	46	0	0	3	7	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	50	0	0	1	8	32	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	45	0	0	0	12	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	53	0	0	2	10	30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	54	0	0	0	15	31	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	49	0	0	0	6	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	36	0	0	0	6	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	47	0	0	1	7	22	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	60	0	0	1	11	33	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	55	0	0	1	15	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	49	1	0	0	10	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	53	0	0	0	10	30	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	53	0	0	1	8	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	51	0	0	1	6	29	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	40	0	0	0	8	22	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	52	0	0	1	15	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	48	0	0	0	9	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	39	0	0	0	13	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	44	0	0	2	17	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	33	0	0	1	5	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	36	0	0	0	7	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	28	0	0	0	10	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	35	0	0	0	2	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	18	0	0	0	5	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	12	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	13	0	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	20	0	0	0	5	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	10	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	7	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	7	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08-09	**299**	**0**	**2**	**1**	**38**	**191**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17-18	**183**	**0**	**0**	**3**	**54**	**111**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-19	**2326**	**1**	**6**	**32**	**441**	**1440**	**400**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-23	**2467**	**1**	**6**	**33**	**478**	**1523**	**419**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-24	**2653**	**1**	**6**	**36**	**513**	**1642**	**446**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

Location

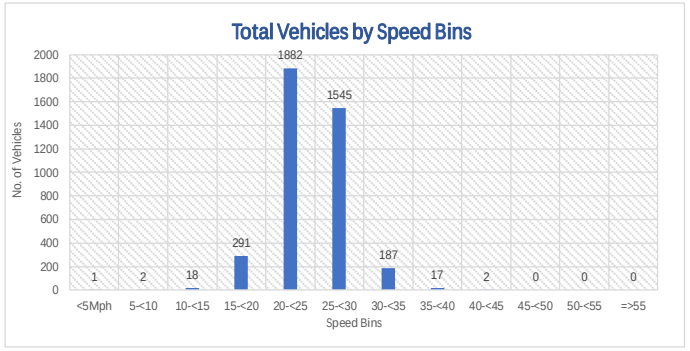


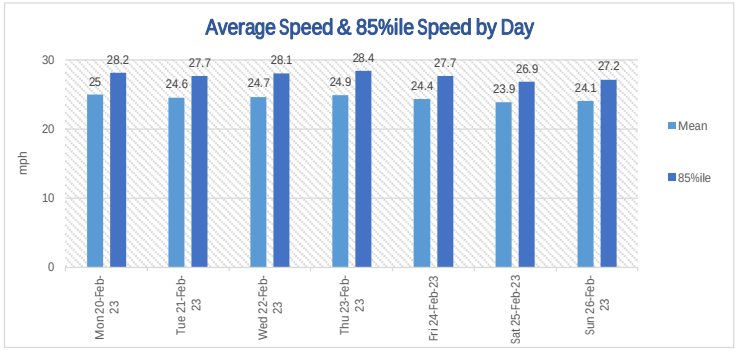
Observations

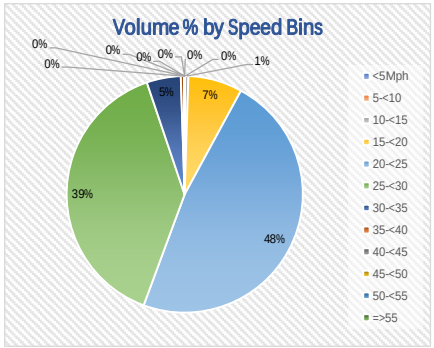
Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound
Posted Speed Limit(mph) 60mph

Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	Standard Dev.
Mon 20-Feb-23	Sun 26-Feb-23	3945	627	564	27.8	24.6	3.4

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<5Mph	5-<10	10-<15	15-<20	20-<25	25-<30	30-<35	35-<40	40-<45	45-<50	50-<55	=>55
Mon 20-Feb-23	584	28.2	25	3.4	0	0	1	35	264	250	29	4	1	0	0	0
Tue 21-Feb-23	610	27.7	24.6	3.2	0	0	2	36	299	248	23	2	0	0	0	0
Wed 22-Feb-23	614	28.1	24.7	3.4	0	0	2	47	276	253	33	3	0	0	0	0
Thu 23-Feb-23	688	28.4	24.9	3.5	1	1	3	42	304	286	49	2	0	0	0	0
Fri 24-Feb-23	641	27.7	24.4	3.4	0	0	5	53	309	249	22	3	0	0	0	0
Sat 25-Feb-23	453	26.9	23.9	3.4	0	0	4	44	247	136	19	3	0	0	0	0
Sun 26-Feb-23	355	27.2	24.1	3.5	0	1	1	34	183	123	12	0	1	0	0	0
Total Vehicles																
[--]	3945	27.8	24.6	3.4	1	2	18	291	1882	1545	187	17	2	0	0	0

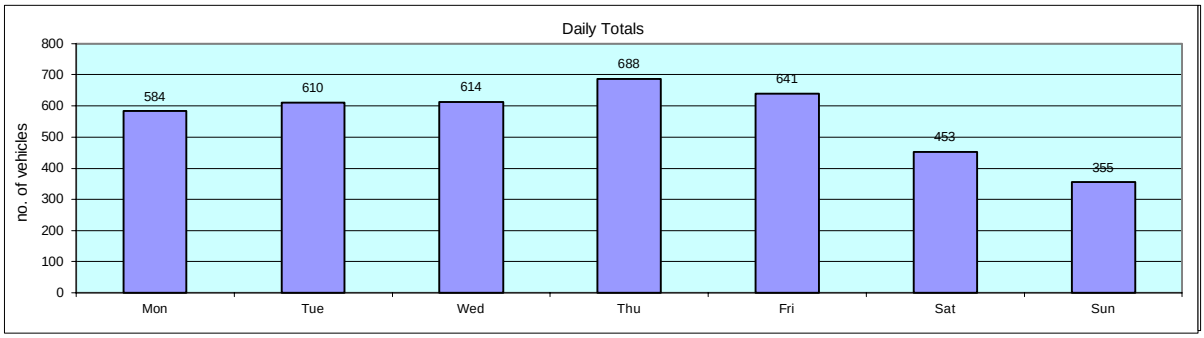






Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

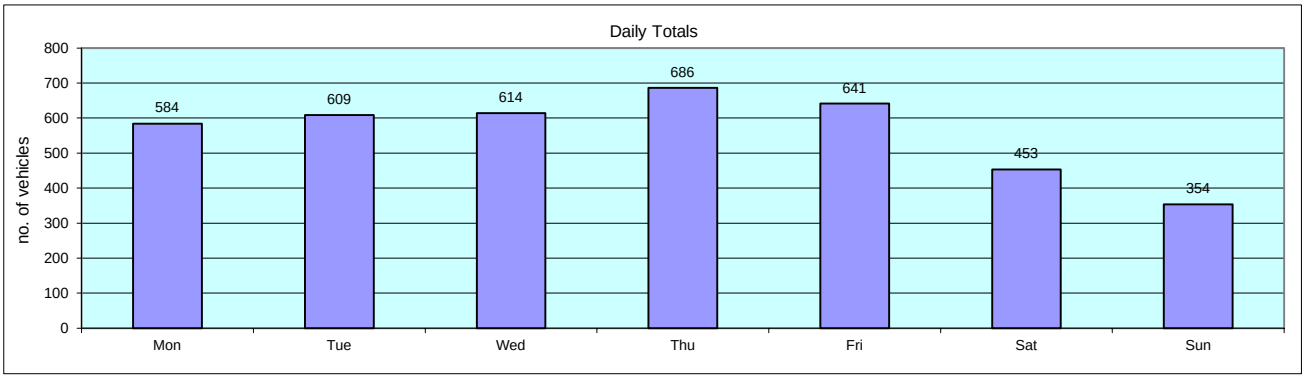
Time	Mon 20-Feb-23	Tue 21-Feb-23	Wed 22-Feb-23	Thu 23-Feb-23	Fri 24-Feb-23	Sat 25-Feb-23	Sun 26-Feb-23	Weekday Av.	7day Av.
0100	1	1	2	4	2	2	3	2	2
0200	0	1	1	2	1	3	4	1	2
0300	1	1	0	0	0	2	3	0	1
0400	0	0	0	0	0	1	0	0	0
0500	0	1	0	1	0	1	2	0	1
0600	4	4	6	5	6	0	0	5	4
0700	9	14	19	25	21	4	1	18	13
0800	36	58	52	61	49	14	8	51	40
0900	33	54	69	45	47	27	18	50	42
1000	33	33	35	34	40	33	13	35	32
1100	36	40	38	38	31	41	27	37	36
1200	41	32	34	48	30	28	32	37	35
1300	35	39	40	41	46	39	28	40	38
1400	44	43	33	26	45	39	39	38	38
1500	35	29	31	37	43	27	38	35	34
1600	64	49	47	55	57	44	29	54	49
1700	64	70	54	63	50	46	32	60	54
1800	58	48	48	82	54	24	24	58	48
1900	35	37	38	47	42	19	26	40	35
2000	17	16	21	25	24	18	7	21	18
2100	17	16	20	23	22	12	9	20	17
2200	10	12	11	10	15	6	4	12	10
2300	6	8	12	12	12	12	4	10	9
2400	5	4	3	4	4	11	4	4	5
08-09	33	54	69	45	47	27	18	50	42
17-18	58	48	48	82	54	24	24	58	48
07-19	514	532	519	577	534	381	314	535	482
07-23	564	584	583	647	607	429	338	597	536
00-24	584	610	614	688	641	453	355	627	564



Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

Volumetric Summary - Motorised Vehicles

Time	Mon 20-Feb-23	Tue 21-Feb-23	Wed 22-Feb-23	Thu 23-Feb-23	Fri 24-Feb-23	Sat 25-Feb-23	Sun 26-Feb-23	Weekday Av.	7day Av.
0100	1	1	2	4	2	2	3	2	2
0200	0	1	1	2	1	3	4	1	2
0300	1	1	0	0	0	2	3	0	1
0400	0	0	0	0	0	1	0	0	0
0500	0	1	0	1	0	1	2	0	1
0600	4	4	6	5	6	0	0	5	4
0700	9	14	19	25	21	4	1	18	13
0800	36	58	52	61	49	14	8	51	40
0900	33	54	69	45	47	27	18	50	42
1000	33	33	35	33	40	33	13	35	31
1100	36	40	38	37	31	41	27	36	36
1200	41	32	34	48	30	28	32	37	35
1300	35	39	40	41	46	39	28	40	38
1400	44	43	33	26	45	39	38	38	38
1500	35	29	31	37	43	27	38	35	34
1600	64	49	47	55	57	44	29	54	49
1700	64	69	54	63	50	46	32	60	54
1800	58	48	48	82	54	24	24	58	48
1900	35	37	38	47	42	19	26	40	35
2000	17	16	21	25	24	18	7	21	18
2100	17	16	20	23	22	12	9	20	17
2200	10	12	11	10	15	6	4	12	10
2300	6	8	12	12	12	12	4	10	9
2400	5	4	3	4	4	11	4	4	5
08-09	33	54	69	45	47	27	18	50	42
17-18	58	48	48	82	54	24	24	58	48
07-19	514	531	519	575	534	381	313	535	481
07-23	564	583	583	645	607	429	337	596	535
00-24	584	609	614	686	641	453	354	627	563



Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

20-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																				P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0215	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.3	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0530	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.5	0
0545	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.7	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.1	-
0630	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	-
0645	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	1.8
0700	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.7	4.5
0715	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8	2.6
0730	11	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	27.2	3.8
0745	11	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	25.2	2.2
0800	12	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	25.2	2.4
0815	10	0	0	1	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	6
0830	11	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	23.8	2.4
0845	3	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	29.7	9.3
0900	9	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.2	2.8
0915	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25	2.2
0930	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7	3
0945	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	3.7
1000	9	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.8	3
1015	15	0	0	0	0	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	25.7	2.3
1030	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	3
1045	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.8	2.2
1100	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.8	3.1
1115	9	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3	2.1
1130	7	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	3.7
1145	15	0	0	0	0	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.6	25.6	3.8
1200	10	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	3
1215	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	2.5
1230	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.2	2.6
1245	16	0	0	0	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	23.8	2.4
1300	6	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.1	2.6
1315	18	0	0	0	1	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	25.5	3
1330	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.1	1.8
1345	8	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3	3.9
1400	11	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	23.2	3
1415	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.3	1.9
1430	9	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	4.3
1445	9	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.2	4
1500	9	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.7	2.1
1515	12	0	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	25.2	2.2
1530	21	0	0	0	0	10	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	25.6	2.7
1545	18	0	0	0	0	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	25.8	2.8
1600	13	0	0	0	0	6	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	26.3	4
1615	20	0	0	0	2	11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	27.4	24.2	4.5
1630	18	0	0	0	2	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	24.3	3.3
1645	10	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.9	4.1
1700	16	0	0	0	0	5	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	25.8	3.7
1715	19	0	0	0	1	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	25.2	3.6
1730	14	0	0	0	0	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	26.3	2.5
1745	14	0	0	0	1	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	25.8	4
1800	11	0	0	0	1	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	25.3	3.8
1815	10	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	2.9
1830	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.6	2.9
1845	8	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.9	5.7
1900	8	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	3.4
1915	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	5.1
1930	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	2.9
1945	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	1
2000	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	2.2
2015	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	3.1
2030	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	1.9
2045	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	-
2100	6	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	3.4
2115	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	1.1
2130	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8	5
2145	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.6	3
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	-
2215	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	0.6
2230	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.4	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.5	-
2315	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.7	-
2330	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.1	-
2345	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	2
2400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.2	-
08-09	**33**	**0**	**0**	**1**	**1**	**14**	**14**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**24.9**	**4.8**
17-18	**58**	**0**	**0**	**0**	**3**	**19**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**25.6**	**3.5**
07-19	**514**	**0**	**0**	**1**	**31**	**229**	**222**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**25**	**3.4**
07-23	**564**	**0**	**0**	**1**	**33**	**256**	**242**	**27**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**24.9**	**3.3**
00-24	**584**	**0**	**0**	**1**	**35**	**264**	**250**	**29**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**25**	**3.4**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

21-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																				P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0045	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		31.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		18	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.5	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0530	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27.6	-
0545	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	-
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	4
0615	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.6	0.7
0630	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.3	2.6
0645	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.2	1.6
0700	5	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	3.1
0715	14	0	0	0	4	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	24	5.3
0730	9	0	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27	4
0745	18	0	0	0	2	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	24.9	3.4
0800	17	0	0	0	2	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	24.2	3.8
0815	20	0	0	0	0	7	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	26	3
0830	14	0	0	0	2	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	24.2	3.4
0845	11	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	25.2	1.7
0900	9	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.6	1.9
0915	7	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	4.2
0930	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	3.4
0945	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	3.4
1000	11	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	24.1	3.2
1015	11	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	22.5	3.1
1030	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	1.9
1045	14	0	0	0	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	23.1	1.9
1100	7	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	4.7
1115	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	2
1130	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.2	3.5
1145	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	2.2
1200	11	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	24.8	2.8
1215	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	2.6
1230	10	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	2.9
1245	11	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	23.8	3.1
1300	10	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	3.5
1315	14	0	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	24.5	2
1330	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	2.8
1345	12	0	0	1	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	22.8	3.5
1400	12	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	24.5	2.3
1415	9	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.8	1.9
1430	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.3
1445	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	3.6
1500	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	2.4
1515	12	0	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	25.2	2.5
1530	13	0	0	0	2	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	26.2	4.6
1545	13	0	0	0	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	25.2	2
1600	11	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	24.9	2.4
1615	14	0	0	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	26.7	3.5
1630	21	0	0	1	0	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	25	3.6
1645	18	0	0	0	1	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	24.6	3.7
1700	16	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	26	2.2
1715	13	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	25.8	1.9
1730	14	0	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	25.5	2.7
1745	12	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	24.7	3.6
1800	9	0	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	4.6
1815	12	0	0	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	23.3	3.3
1830	12	0	0	0	0	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24	3
1845	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.2	1.7
1900	9	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		25	2.6
1915	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.9	3.4
1930	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		25	1.3
1945	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		26.4	2.7
2000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		25.5	0.3
2015	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		23.9	3.4
2030	8	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		26	3.1
2045	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		22.9	1.4
2100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		27.7	3.9
2115	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		23.4	1.2
2130	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.3	3.9
2145	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		21.5	0.6
2200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.5	4
2215	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		24.1	1.7
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2245	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		22.7	1.9
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		22.3	2.4
2315	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		22.2	-
2330	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		25	0.6
2345	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		25.8	-
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
08-09	**54**	**0**	**0**	**0**	**2**	**20**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**25.5**	**2.8**
17-18	**48**	**0**	**0**	**0**	**3**	**19**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**25.2**	**3.1**
07-19	**531**	**0**	**0**	**2**	**33**	**261**	**214**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**24.6**	**3.2**
07-23	**583**	**0**	**0**	**2**	**34**	**290**	**234**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**24.6**	**3.2**
00-24	**609**	**0**	**0**	**2**	**36**	**299**	**248**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**24.6**	**3.2**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

22-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		29.2	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27.8	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.4	-
0530	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	1.1
0545	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	8.2
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	-
0615	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	0.3
0630	8	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	2.3
0645	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	1.8
0700	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.7	3.3
0715	15	0	0	0	2	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	23.6	4.4
0730	11	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	25.7	2.7
0745	17	0	0	0	4	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	23.5	4.9
0800	9	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	2.3
0815	16	0	0	0	1	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	23.9	2.9
0830	15	0	0	0	2	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	24.2	3.9
0845	18	0	0	1	3	2	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	25.8	6
0900	20	0	0	0	0	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	25.2	2.5
0915	8	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26	3.8
0930	13	0	0	0	0	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	25.6	2.3
0945	8	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.7	3.1
1000	6	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	3.7
1015	13	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	25	3
1030	8	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.9	3.9
1045	7	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	5
1100	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	3.2
1115	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	2.6
1130	9	0	0	0	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	3.3
1145	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	3
1200	15	0	0	0	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	23.2	2.7
1215	7	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.7	1.6
1230	10	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	2.9
1245	9	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	3.5
1300	14	0	0	0	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	24.4	3.5
1315	12	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	24.1	1.7
1330	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.7	2.9
1345	7	0	0	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.6	4.8
1400	9	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	3.3
1415	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27.7	2.6
1430	10	0	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25	3.4
1445	8	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.7	3.1
1500	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	3.2
1515	10	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.4
1530	16	0	0	0	1	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	24.5	3.7
1545	12	0	0	0	1	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	24.7	3.8
1600	9	0	0	0	1	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	4.9
1615	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.7	3.8
1630	17	0	0	0	0	4	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26.2	2.9
1645	15	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	26	1.9
1700	16	0	0	0	0	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	25.2	2.9
1715	16	0	0	0	0	4	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	26.6	2.6
1730	8	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	2.7
1745	8	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	2.5
1800	16	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	24.9	2.4
1815	12	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	26.3	2.7
1830	9	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.7	3.4
1845	12	0	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	24.6	2.9
1900	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	3.6
1915	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	2.1
1930	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	1.2
1945	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.8	1.8
2000	6	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	3.8
2015	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	1.5
2030	5	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.3	3.9
2045	9	0	0	0	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23	3.5
2100	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.9	4.4
2115	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		30	2.3
2130	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	2.2
2145	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	3.9
2200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-		31.9	4.8
2215	8	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27.1	2.8
2230	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	3.6
2245	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.8	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		14.1	-
2315	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.4	-
2330	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	-
2345	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	-
2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
08-09	**69**	**0**	**0**	**1**	**6**	**31**	**27**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**24.9**	**4**	
17-18	**48**	**0**	**0**	**0**	**2**	**20**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**25.2**	**2.6**	
07-19	**519**	**0**	**0**	**1**	**38**	**231**	**219**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**24.8**	**3.4**	
07-23	**583**	**0**	**0**	**2**	**42**	**259**	**244**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**24.8**	**3.4**	
00-24	**614**	**0**	**0**	**2**	**47**	**276**	**253**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**24.7**	**3.4**	

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

23-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0030	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	5.2
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.9	2.6
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0415	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.2	-
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0530	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29	4
0545	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	-
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.8	2.9
0615	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	1.6
0630	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	1.8
0645	7	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.3	4.3
0700	10	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3	2.4
0715	14	0	0	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26.3	2.8
0730	11	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	26.1	3.6
0745	15	0	0	0	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	24.7	3.3
0800	21	0	0	0	1	8	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	25.5	3.1
0815	16	0	0	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	24.3	2.8
0830	8	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.1	4.4
0845	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23	3.2
0900	15	0	0	0	0	6	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	26.6	3.4
0915	7	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25	2.8
0930	13	0	0	0	1	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	25	3.2
0945	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	2.8
1000	7	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	3.8
1015	9	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.4	4.1
1030	7	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	5.4
1045	11	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	24.8	2.5
1100	10	1	1	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	20.5	8.3
1115	13	0	0	0	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	24.5	3.7
1130	14	0	0	0	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	23.5	2.9
1145	10	0	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.5	2.6
1200	11	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	23.8	2.6
1215	14	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	24.1	1.8
1230	9	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.2	2.4
1245	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.9	2
1300	14	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	23.4	2.9
1315	9	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	3
1330	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.4	2.9
1345	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.7	2.1
1400	9	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.7	3.1
1415	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	2.1
1430	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	2.5
1445	13	0	0	1	2	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	24.4	4.4
1500	10	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	4
1515	14	0	0	0	2	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	24.2	3.5
1530	16	0	0	0	2	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	24.3	3.4
1545	13	0	0	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	25.5	3.4
1600	12	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	25	3.7
1615	18	0	0	0	0	5	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	25.9	2.9
1630	12	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	23.8	2.6
1645	13	0	0	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	25.7	4.2
1700	20	0	0	0	1	5	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	25.9	3.6
1715	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	2
1730	16	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	26.1	1.9
1745	13	0	0	0	0	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	26	2.6
1800	45	0	0	0	1	11	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	26.9	3.4
1815	20	0	0	0	2	5	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	26.2	3.3
1830	13	0	0	1	1	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	24	5
1845	10	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-	26	5.4
1900	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	29.1	5.9
1915	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.6	1.8
1930	9	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.9	4
1945	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	4.5
2000	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	1.2
2015	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23	3.6
2030	7	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	3.4
2045	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.8	1.8
2100	9	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	2.5
2115	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7	-
2130	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21	1.9
2145	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.4	3.6
2200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.4	2.5
2215	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	3
2230	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.1	1.2
2245	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.1	1.2
2300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.4	1.7
2315	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.7	2.7
2330	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.7	-
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.6	-
08-09	**45**	**0**	**0**	**0**	**2**	**25**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**24.9**	**3.5**
17-18	**82**	**0**	**0**	**0**	**1**	**24**	**47**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**26.4**	**3**
07-19	**575**	**1**	**1**	**2**	**38**	**238**	**251**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**25.1**	**3.6**
07-23	**645**	**1**	**1**	**2**	**42**	**280**	**271**	**48**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**25**	**3.6**
00-24	**686**	**1**	**1**	**3**	**42**	**304**	**286**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**24.9**	**3.5**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

24-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0045	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.2	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0530	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	2.3
0545	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.2	2.2
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.2	2.3
0615	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.2	1.2
0630	6	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	2
0645	9	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	2.5
0700	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22	2.5
0715	9	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.5	1.9
0730	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	2.5
0745	10	0	0	0	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	5
0800	20	0	0	0	2	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	24.7	3
0815	19	0	0	0	4	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	22.7	3.7
0830	12	0	0	0	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	26.7	2.7
0845	8	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.4	3
0900	8	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	4.1
0915	15	0	0	0	1	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	25.1	2.7
0930	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	2.9
0945	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	2.3
1000	10	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	2.5
1015	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	2.9
1030	7	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.8	4.6
1045	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	3.9
1100	11	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	23.8	1.9
1115	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	2.6
1130	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	2
1145	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	1.9
1200	13	0	0	0	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	24.3	3.5
1215	15	0	0	0	0	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	25.1	2.9
1230	14	0	0	0	1	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	24.7	2.9
1245	12	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	24.1	3.2
1300	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	1.3
1315	13	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	24.4	2.6
1330	11	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	25.2	2.1
1345	10	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	3.7
1400	11	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	24.8	2.6
1415	12	0	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	25.1	2.5
1430	11	0	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	23.2	4.1
1445	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.3	1.3
1500	13	0	0	0	0	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	25.7	3.7
1515	17	0	0	0	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	23.9	2.6
1530	12	0	0	0	0	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	25.7	2.9
1545	13	0	0	1	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	24.9	4.7
1600	15	0	0	0	2	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	24.4	3.4
1615	12	0	0	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	24.2	3.8
1630	14	0	0	0	0	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25.3	3.4
1645	12	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	26	2.3
1700	12	0	0	0	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	24.2	3.5
1715	13	0	0	1	0	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	24.2	4.8
1730	13	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	25.6	4.3
1745	14	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	25	2.9
1800	14	0	0	0	0	6	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	26.3	4.4
1815	11	0	0	0	0	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26.4	4.4
1830	10	0	0	0	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.2	3.9
1845	14	0	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	23.7	3.9
1900	7	0	0	0	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.3	5.1
1915	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	2.3
1930	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.9	1.1
1945	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.8	2.5
2000	10	0	0	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.4	4.9
2015	6	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.1	4.4
2030	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.7	2.4
2045	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.4	2
2100	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.1	1.3
2115	7	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.6	5
2130	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	4.4
2145	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.5	3.2
2200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.3	1.8
2215	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.3	2
2230	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22	2.7
2245	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.9	2.3
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7	-
2315	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.5	1.5
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2345	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	-
2400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.1	-
08-09	**47**	**0**	**0**	**0**	**6**	**16**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**24.4**	**3.7**	
17-18	**54**	**0**	**0**	**1**	**2**	**22**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**25.3**	**4.1**	
07-19	**534**	**0**	**0**	**3**	**38**	**249**	**221**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**24.6**	**3.4**	
07-23	**607**	**0**	**0**	**5**	**51**	**291**	**235**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**24.4**	**3.4**	
00-24	**641**	**0**	**0**	**5**	**53**	**309**	**249**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**24.4**	**3.4**	

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

25-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		18.4	-
0030	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0145	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.8	4
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0230	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27.6	7
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0330	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.1	-
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0430	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0615	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.8	-
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0645	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	1.9
0700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	-
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
0730	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	1.8
0745	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	8.9
0800	9	0	0	0	3	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	4.6
0815	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.7	1.8
0830	6	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	5.6
0845	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	2.7
0900	10	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.5
0915	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22	1.6
0930	11	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	25.8	2
0945	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	3.6
1000	10	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	1.7
1015	8	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	3.7
1030	15	0	0	0	2	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	23.7	3.3
1045	7	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	2.1
1100	11	0	0	0	1	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	26.4	5
1115	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	2.6
1130	9	0	0	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	3.9
1145	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	1.4
1200	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	1.2
1215	8	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	5
1230	10	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.4	2.6
1245	11	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	24.7	2.8
1300	10	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	3.5
1315	13	0	0	1	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	24.2	3.4
1330	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	3.6
1345	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	2.1
1400	12	0	0	0	0	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	24.2	2.9
1415	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.3	2.9
1430	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.1	2.3
1445	11	0	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	23.6	2.7
1500	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.8	5
1515	8	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.9	3.9
1530	15	0	0	0	1	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25	3.8
1545	9	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.2	3.2
1600	12	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	19.8	2.4
1615	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	2.4
1630	17	0	0	0	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	21.9	3.6
1645	13	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	23.3	3.1
1700	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	2.6
1715	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	1.2
1730	9	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.3	2.2
1745	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.2	-
1800	10	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.3	2.8
1815	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.6	2.3
1830	8	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25	2.6
1845	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	3.2
1900	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.7	2.8
1915	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.6	1.5
1930	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	2.4
1945	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.1	2.9
2000	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	2.2
2015	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		18.7	7.7
2030	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.9	1.3
2045	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.2	4.3
2100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	1.9
2115	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	-
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2145	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.5	-
2200	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.4	3.7
2215	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.1	2.8
2230	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.2	-
2245	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.2	-
2300	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	1.7
2315	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.3	1.6
2330	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-		30.8	6.5
2345	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.8	1.7
2400	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		27.2	5.4
08-09	**27**	**0**	**0**	**0**	**1**	**17**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**26.6**	**24.1**	**3.3**
17-18	**24**	**0**	**0**	**0**	**1**	**15**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**26.7**	**23.9**	**2.6**
07-19	**381**	**0**	**0**	**3**	**36**	**206**	**117**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**27.1**	**24**	**3.4**
07-23	**429**	**0**	**0**	**4**	**40**	**236**	**130**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**26.9**	**23.9**	**3.4**
00-24	**453**	**0**	**0**	**4**	**44**	**247**	**136**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**26.9**	**23.9**	**3.4**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

26-Feb-23

Time	Total Motorised Vehicles	Vehicle Speed																					P-Tile 85%	Average Speed	Standard deviation
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph			
0015	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.6	-
0030	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.7	4.9
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0115	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.7	3.4
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0145	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	2.6
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		9	-
0245	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	0.6
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0430	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		20.5	-
0445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0645	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0730	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21	2.7
0745	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	3.9
0800	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		29.1	1.5
0815	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.5	2.4
0830	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.9	2.7
0845	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25	1.4
0900	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	3.1
0915	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	4.5
0930	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.3	3.2
0945	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		30.7	-
1000	6	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	3
1015	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.1	2.8
1030	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.8	4.4
1045	10	0	0	0	3	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	-		27.1	8
1100	9	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.4	2.3
1115	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.3	1.9
1130	11	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	23.6	3.1
1145	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.9	1.8
1200	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	2.5
1215	9	0	0	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	2.3
1230	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	5.1
1245	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.1	3.9
1300	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.8	2.1
1315	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	2.2
1330	14	0	0	0	2	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	24.2	3
1345	12	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	24.2	3.2
1400	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	2.8
1415	9	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24	3.4
1430	10	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	2.6
1445	9	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	3.3
1500	10	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.4	3.5
1515	12	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	24.6	2.6
1530	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.9	2.9
1545	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	3.5
1600	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.6	0.6
1615	8	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.4	4.4
1630	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.1	2.8
1645	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22	2.6
1700	6	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.6	6.1
1715	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26	1.4
1730	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.6	2.4
1745	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	3.1
1800	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.5	2.8
1815	10	0	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.5	3.2
1830	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.2	1
1845	6	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.6	1.2
1900	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	3.3
1915	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.4	2
1930	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	2.2
1945	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		26.8	-
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.4	-
2015	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.7	-
2030	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		23.8	0.9
2045	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.3	4.2
2100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		21.2	3.8
2115	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.4	-
2130	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		19.9	-
2145	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		24.9	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		17.5	-
2215	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	1.3
2230	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		18	-
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.5	-
2315	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		25.8	-
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2345	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		22.3	1
2400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		14.2	-
08-09	**18**	**0**	**0**	**0**	**1**	**10**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**27**	**24**	**2.7**
17-18	**24**	**0**	**0**	**0**	**1**	**12**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**27.5**	**24.5**	**2.6**
07-19	**313**	**0**	**0**	**0**	**27**	**159**	**116**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**27.5**	**24.3**	**3.4**
07-23	**337**	**0**	**0**	**0**	**32**	**172**	**121**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**27.3**	**24.2**	**3.4**
00-24	**354**	**0**	**1**	**1**	**34**	**183**	**123**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**27.2**	**24.1**	**3.5**

Site Number 22587
Description Newmarket Road, South of Golf Links Road
Direction Southbound

Grand Total

Time	Total Motorised Vehicles	Vehicle Speed																				
		MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph	MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph
0015	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	3	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	10	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	13	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	23	0	0	0	0	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	28	0	0	1	0	16	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	29	0	0	0	6	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	54	0	0	0	6	22	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	59	0	0	0	3	23	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	75	0	0	0	14	29	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	90	0	0	0	8	36	42	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	94	0	0	1	6	48	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	70	0	0	0	5	34	29	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	53	0	0	1	6	18	24	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	76	0	0	0	2	33	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	52	0	0	0	3	25	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	67	0	0	0	5	35	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	42	0	0	0	4	19	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	59	0	0	0	6	29	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	68	0	0	0	8	26	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	56	0	0	0	8	27	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	62	0	0	0	7	33	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	64	1	1	0	5	33	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	55	0	0	0	2	30	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	65	0	0	1	4	37	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	52	0	0	0	0	35	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	73	0	0	0	7	41	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	68	0	0	0	4	37	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	64	0	0	0	5	34	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	72	0	0	0	8	33	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	64	0	0	0	4	33	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315	86	0	0	1	1	48	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330	51	0	0	0	4	25	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345	62	0	0	1	6	28	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	69	0	0	0	4	40	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415	57	0	0	0	2	27	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430	60	0	0	1	5	28	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445	65	0	0	1	7	29	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	58	0	0	0	2	28	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	85	0	0	0	3	47	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	98	0	0	0	6	46	35	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	87	0	0	1	3	39	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	75	0	0	1	8	33	29	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	86	0	0	0	6	39	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	108	0	0	1	10	45	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	90	0	0	0	7	39	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	94	0	0	0	4	34	47	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	78	0	0	1	1	31	41	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	79	0	0	0	2	31	42	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	69	0	0	0	4	31	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	112	0	0	0	6	38	56	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	77	0	0	0	6	33	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	65	0	0	1	3	31	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	57	0	0	0	8	27	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	45	0	0	0	3	26	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	32	0	0	0	1	16	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	33	0	0	0	3	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	28	0	0	0	1	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	35	0	0	1	3	18	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	24	0	0	2	1	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	35	0	0	0	3	19	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	29	0	0	0	4	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	31	0	0	0	3	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	16	0	0	0	4	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	19	0	0	0	4	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	19	0	0	0	2	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	2	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	29	0	0	0	1	14	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	10	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	11	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	1	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	12	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	7	0	0	0	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	9	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2400	7	0	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08-09	**293**	**0**	**0**	**2**	**19**	**133**	**125**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17-18	**338**	**0**	**0**	**1**	**13**	**131**	**169**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-19	**3367**	**1**	**1**	**12**	**241**	**1573**	**1360**	**166**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07-23	**3748**	**1**	**1**	**16**	**274**	**1784**	**1477**	**181**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-24	**3941**	**1**	**2**	**18**	**291**	**1882**	**1545**	**187**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**