



Woodbury Business Park

VENMORE FARM, WOODBURY

Transport Statement





Woodbury Business Park

VENMORE FARM, WOODBURY

Transport Statement

PUBLIC

PROJECT NO. 70038516


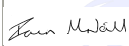
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. WSP has been commissioned by Woodbury Business Park to prepare a Transport Statement in support of an outline planning application for the proposed expansion of Woodbury Business Park.
- 1.1.2. The site location is shown on **Figure 1.1** in **Appendix A**.

1.2 SCOPE

- 1.2.1. In producing this statement, we have considered the scope of assessment as follows:
 - i Review of relevant local and national policy;
 - i Undertake an audit of the existing transport conditions surrounding the development site including public transport provision and the accessibility of the site in relation to facilities;
 - i Development proposals and access arrangements;
 - i Proposed trip rates, trip generation and distribution associated with the development; and
 - i Summary of report and conclusion of findings of the Transport Statement.

2 POLICY REVIEW

2.1 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (2012)

- 2.1.1. The NPPF was published in March 2012 in simplifying the planning system and allow a local agenda to be delivered. The NPPF provides the policy guidance within which the government expects planning policies across England to be developed and applied in the creation of plans and the making of decisions.
- 2.1.2. The NPPF defines the delivery of sustainable development through three roles:
- i Planning for prosperity (an economic role);
 - i Planning for people (a social role); and,
 - i Planning for places (an environmental role).
- 2.1.3. NPPF recognises that transport policies have an important role in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel.
- 2.1.4. The NPPF states that ‘plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people’. Therefore, developments should be located where practical to amongst other things:
- i Accommodate the efficient delivery of goods and supplies;
 - i Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and,
 - i Create safe secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establish home zones.
- 2.1.5. At the heart of the NPPF is a presumption in favour of sustainable development which ‘should be seen as a golden thread running through both plan making and decision taking’. It also states that ‘Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay’.
- 2.1.6. It states that all developments that generate significant amounts of movement should be supported by a Transport Statement or TA also explaining that the plans and decisions should take account of whether:
- i The opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - i The needs of people with disabilities travelling to the site via all modes of transport can be met; and,
 - i Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of development.
- 2.1.7. The NPPF recognises the need to apply and interpret the policies flexibly between urban and rural environments and communities. As identified above, the need is for the opportunities for sustainable travel to have been taken up, depending upon the nature and location of the site.
- 2.1.8. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

2.2 LOCAL POLICY

LOCAL TRANSPORT PLAN: DEVON AND TORBAY STRATEGY 2011-2026

- 2.2.1. The Local Transport Plan (LTP), published in April 2011, sets out a vision for transport in Devon and Torbay covering a 15 year period between 2011 and 2026.
- 2.2.2. Its aim is to deliver a transport system that can meet economic, environmental and social challenges, acknowledging the key role that transport plays in supporting the economy, enhancing the environment, contributing to sustainable communities and encouraging healthier and active lifestyles.

2.2.3. The overall strategy has five key objectives:

- i Deliver and support new development and economic growth;
- i Make best use of the transport network and protect the existing transport asset by prioritising maintenance;
- i Work with communities to provide safe, sustainable and low carbon transport choices;
- i Strengthen and improve the public transport network; and
- i Make Devon the 'place to be naturally active'.

EAST DEVON LOCAL PLAN 2013-2031

2.2.4. The East Devon Local Plan 2013-2031 was adopted in January 2016 and outlines the strategies and visions for the district. Strategy 3 Sustainable Development notes the importance of promoting social wellbeing which includes providing facilities to meet people's needs such as recreational space and encouraging sustainable development which will secure jobs.

2.2.5. Strategy 5B Sustainable Transport notes that development proposals should contribute to the objectives of promoting and securing sustainable modes of travel and transport:

"Development will need to be of a form, incorporate proposals for and be at locations where it will encourage and allow for efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport".

3 EXISTING CONDITIONS

3.1 INTRODUCTION

- 3.1.1. In order to assess the impact of the proposed development of the site, it is necessary to establish the conditions that exist within the surrounding transport network. Therefore, this section of the report describes the site location and the transport characteristics including the local highway network, public transport facilities, and accessibility to local amenities.

3.2 SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 3.2.1. The site is located to the south east of Exeter between the main A376 Exeter to Exmouth road and the village of Woodbury. The road serving the farm is unclassified. Woodbury Business Park is currently accessed via an existing priority 'T' junction with the unclassified road. The location of the site together with the local highway network is shown in **Figure 1.1** in **Appendix A**.
- 3.2.2. The unclassified road forms the minor arm of a priority 'T' junction with the A376 at a junction known as Pink House Corner. The junction benefits from a ghost island right turn lane, with visibility extending to approximately 120m to the left and right. The speed limit along this section of the A376 is 40mph. The unclassified road itself is subject to the national speed limit.
- 3.2.3. The minor road also forms one of the minor arms at the crossroads junction in the middle of Woodbury. The road is known as Gilbrook at this point, with the other minor arm known as The Arch. The main through road, between Clyst St George and Woodbury Common is the B3179 and named Globe Hill to the north west and Broadway to the south east.
- 3.2.4. The Arch is a dual carriageway layout with parking along both sides of the central island. There are a number of small local shops on the eastern side of The Arch and a newsagents on the south side of Broadway. Parking for the newsagents reduces the width of Broadway south east of Gillbrook to a single lane of traffic.
- 3.2.5. Globe Hill to the north west is the route to Clyst St George, where it meets the A376 to link through to the A3052 and M5 corridors, and into Exeter. Broadway continues to the south east providing access to Exmouth and Budleigh Salterton, as well as Woodbury Common and a number of small villages.
- 3.2.6. The Arch is the main route that runs through the middle of Woodbury. It also provides access to the A3052 via Woodbury Salterton and is a 'cross country' route to the Airport and the A30(T), as well as serving Sidmouth and the rural areas.

3.3 PEDESTRIAN AND CYCLE FACILITIES

- 3.3.1. There are no footways on the road serving the site from the east, once you leave Woodbury itself. However, a section of footway is provided along the frontage of the Business Park, to the east of the site access, which provides a connection to an eastbound bus stop on the opposite side of the carriageway, with the provision of dropped kerbs and tactile paving at the crossing point. There are also verges over most of the remaining length of the road, and these have evidence of use by pedestrians already.
- 3.3.2. There are no footways to the site from the direction of the A376, and very limited verges over most of the length. However, there are a network of lanes which carry negligible levels of traffic and public footpaths which run into Exton and Woodbury and link with Rydon Lane which emerges onto the access road opposite the entrance to Woodbury Business Park. There is therefore a pedestrian route to the main local residential areas.
- 3.3.3. There are no specific cycle facilities provided in the immediate area, although the unclassified road provides a lightly trafficked route suitable for cyclists with access to Woodbury, Exeter, Exmouth and the local villages along the A376 and east of Woodbury.
- 3.3.4. There is a cycle route along the line of the Exeter to Exmouth rail line, the Exe Estuary Cycle Route, which provides a dedicated route into Exton that can serve the site with very limited use of the A376. Alternatively, Rydon Lane is open to use by cyclists, and this is traffic free over most of its length and emerges opposite Woodbury Business Park.
- 3.3.5. The Buzzard Route (Sustrans Regional Route number 52) provides a route to Topsham to the west, to the south towards Exmouth, and to areas north east of Woodbury.

3.4 PUBLIC TRANSPORT BUS SERVICES

3.4.1. There are existing bus stops outside the entrance to Woodbury Business Park, which are served by the 56 service. The Service 56 runs on an hourly frequency, with an additional peak hour service from Exeter to Woodbury in the morning. The service runs past the site for most journeys, although the evening services only operate from Woodbury. **Table 3.1** provides a summary of the bus services available from the stops outside Woodbury Business Park.

Table 3.1 – Woodbury Business Park Bus Services

Service	Operator	Route	Mon - Sat Daytime Service Frequencies		Sun Daytime Service Frequencies		Days of Operation
			First	Last	First	Last	
56	Stagecoach	Exeter - Exeter Airport - Woodbury - Exmouth	Hourly		No Service		Monday - Saturday
			09:15	14:17			
			10:05	15:37			

3.4.2. There are also regular buses in both directions along the A376 providing services between Exeter and Exmouth on a 15 minute frequency. The 57 service serves a large proportion of the residential areas of Exmouth and runs to Exeter Bus Station through Topsham. **Table 3.2** provides a summary of the bus services stop at bus stops on the A376 at Pink House Corner.

Table 3.2 – Pink House Corner Bus Services

Service	Operator	Route	Mon - Sat Daytime Service Frequencies		Sun Daytime Service Frequencies		Days of Operation
			First	Last	First	Last	
57	Stagecoach	Exeter - Exmouth - Brixington	Quarter Hourly		Half Hourly		Monday - Sunday
			07:17	23:39	12:06	23:39	
			06:14	22:32	08:05	22:32	
58	Stagecoach	Exeter - Brixington - Budleigh Salterton	5 Services Daily		No Service		Monday - Friday
			08:13	18:43			
			06:20	17:28			

RAIL SERVICES

3.4.3. There are regular rail services between Exeter and Exmouth on a 30 minute daytime frequency.

3.4.4. The closest station is at Exton, approximately 2.5km from the site via Rydon Lane. This makes the rail service mainly accessible to cycling to and from the site.

Table 3.3 – Exton Train Station Services

Destination	Route	Mon - Sat Daytime Service Frequencies		Sun Daytime Service Frequencies		Journey Time
		First	Last	First	Last	
Exeter St David's	Exton - Topsham - Newcourt - Digby & Sowton - Polsloe Bridge - St James Park - Exeter Central - Exeter St David's	Hourly		Hourly		25 Minutes
		06:21	00:11	09:17	23:37	
Exmouth	Exton - Lympstone Commando - Lympstone Village - Exmouth	Hourly		Hourly		12 Minutes
		06:28	23:50	08:52	23:47	

3.5 ACCESSIBILITY

3.5.1. This section of the report considers the accessibility of the development site by all modes of transport, and identifies key local amenities that will be of use to future employees and people travelling to the site.

LOCAL FACILITIES AND AMENITIES

3.5.2. It is considered that a distance of 2km is an acceptable distance for someone to walk to reach employment or local facilities. Employees of the proposed development would be able to walk from the village of Woodbury, as well as parts of Lympstone and Exton using the local lanes, which although these generally lack footways, are relatively lightly trafficked.

3.5.3. Employees will be able to cycle from the local area including Exmouth, Lympstone, Exton, Ebford, Topsham, Exeter, Cranbrook, Woodbury, Woodbury Salterton and Budleigh Salterton.

3.5.4. The development site also benefits from close proximity to the local facilities within Woodbury. **Table 3.4** summarises the available local facilities, their distance from the site and the approximate walking time to reach them. The local facilities are also shown on **Figure 3.1** contained in **Appendix A**.

Table 3.4 – Local Facilities and Journey Times

Facility	Distance from site	Approximate walk time*
Londis / Woodbury Post Office	1.26km	15 mins
Local shops / Take Away	1.26km	15 mins
Public House (x2)	1.36km	16 mins
Woodbury Surgery	1.76km	21 mins
Crossfit Pi - Woodbury	0.30km	4 mins
Woodbury Recreation Ground and Tennis Club	1.67km	20 mins

*the walk time is based on a distance of 1.4m/s and has been measured from the site access

3.6 HIGHWAY SAFETY REVIEW

3.6.1. A review of Personal Injury Collision data for the area surrounding the development site has been undertaken using GIS data for the five year period from 1st January 2011 to 31st December 2015. The collision plot of the area is shown on **Figure 3.2** in **Appendix A**. This showed that three slight collisions occurred on the unclassified road which provides access to Woodbury Business Park. The first of these occurred in October 2014 at the access to the Salt Pit and WPD transformers, approximately 300m to the south of the existing Woodbury Business Park access, and involved a single vehicle.

- 3.6.2. The other two slight collisions occurred in January 2015, with one occurring just south of the existing Woodbury Business Park frontage, and the other approximately 200m to the north of its junction with the A376. Both of these collisions involved a single vehicle.
- 3.6.3. It is concluded that the data shows no significant patterns or clusters of collisions across the study area that suggest any material concerns with the operation of the network. It is also considered that the proposed development traffic is unlikely to present a significant change in safety to the current operation of the highway network.

3.7 TRAFFIC SURVEYS

BASE TRAFFIC FLOWS

- 3.7.1. In order to determine existing traffic movements at Woodbury Business Park, a fully classified turning count was undertaken on Tuesday 31st October 2017 at the existing Woodbury Business Park site access junction, in the AM and PM peak periods. A summary of the movements entering and exiting Woodbury Business Park to/from the east and west is provided in **Table 3.5** below.

Table 3.5 – Summary of Movements in / out of Woodbury Business Park

Direction (to/from)	AM Peak (0845-0945)			PM Peak (1645-1745)		
	Arrival	Depart	Totals	Arrival	Depart	Totals
Woodbury	46	10	56	19	48	67
A376	14	5	19	6	13	19
Total	60	15	75	25	61	86

85TH PERCENTILE SPEEDS

- 3.7.2. A radar ATC speed survey was undertaken from Monday 30th October 2017 for a seven day period on the unclassified road, approximately 170m to the south of the existing Woodbury Business Park access junction. The results are summarised in **Table 3.6** below and presented in full in **Appendix B**.
- 3.7.3. It should be noted that the survey had to be undertaken slightly remote from the proposed access location, but it being in a location away from the bend upon which the proposed access would be provided will have led to higher vehicle speeds being recorded. The location of the site access would also result in drivers actually being in the process of slowing down on the approach from either direction.
- 3.7.4. The period covered by the survey was principally dry, and consequently 85th percentile wet weather speeds have been calculated in accordance with DMRB 22/81, by subtracting 2.49mph (4kmh), from the surveyed dry weather speeds.

Table 3.6 – 85th Percentile Traffic Speeds

85 th percentile dry weather speed (mph)		85 th percentile wet weather speed (mph)	
Eastbound	Westbound	Eastbound	Westbound
39.68	39.40	37.19	36.91

- 3.7.5. As indicated in **Table 3.6**, the 85th percentile wet weather speeds are 37.19mph eastbound and 36.91mph westbound. These are the speeds that are used in the assessment of the access design for the site.

4 DEVELOPMENT PROPOSALS

4.1 INTRODUCTION

- 4.1.1. The proposed development is for the creation of an extension to the existing Business Park for a similar range of uses, although it is likely that there will be a higher proportion of open storage in the new area due to the absence of existing agricultural buildings to be reused. The uses are anticipated to be complimentary to the existing Business Park, and include a significant area of caravan storage.
- 4.1.2. The existing Woodbury Business Park site has a total site area of approximately 26,000sqm. The proposed extension would result in an increase of a further 16,000sqm, but as noted above, there would be a lower level of covered space on the site. It is currently anticipated that there will be 3,800sqm of new building space, in addition to approximately 3,000sqm of caravan storage.

4.2 ACCESS

- 4.2.1. Access to the new Business Park area is proposed to be taken from a new access at the western end of the site, in the location of the existing access to the Salt Pit and WPD transformers. Due to the local highway alignment, visibility splays consistent with the requirements of a road subject to the National Speed Limit are neither achieved nor desirable, given the potential impact of providing significant visibility splays. Therefore, the access design is being informed by the speed survey, which will ensure that the access is provided with visibility splays appropriate to the prevailing speed of the road.
- 4.2.2. As indicated in **Table 3.6**, the 85th percentile wet weather speeds are 37.19mph eastbound and 36.91mph westbound. This indicates visibility splays in the order of 60m using Manual for Streets reaction and deceleration parameters, which is considered to be an appropriate approach for calculating visibility requirements for a junction in this location and with these traffic speeds. The visibility set back difference is 2.4m. It is considered that the proposed access junction meets the required design standards for the nature of the local highway network, as it provides appropriate visibility for drivers at and on the approach to the junction, based on measured speeds.
- 4.2.3. The indicative access is shown on **Dwg 38516-GA-001-P02** contained in **Appendix A**, and this shows the visibility splays that would be required and how the hedgebank to the north of the access would need to be realigned. In order to ensure that vehicles turning right into the site have appropriate visibility from and of oncoming traffic, the hedgebank on the north side of the road, opposite the junction will also be slightly realigned.
- 4.2.4. An internal link will be provided between the existing and proposed sites if it is both desirable from a planning perspective, and deliverable without a significant impact on either site. There are level differences between the sites that may make a vehicular connection intrusive to provide, but as a minimum, a pedestrian and cycle link will be provided.

4.3 PARKING

- 4.3.1. Any car parking provided will be consistent with East Devon District Council Policy, if appropriate, or be individually identified for each use. Cycle parking will be provided in accordance with Policy, again if appropriate, or a central provision will be made to ensure that there is staff and visitor cycle parking available.

5 TRIP GENERATION AND DEVELOPMENT IMPACT

5.1 TRIP GENERATION AND DISTRIBUTION

- 5.1.1. In order to calculate the trip generation for the proposed development, trip rates have been derived for the peak periods using turning count data at the existing Woodbury Business Park access. These trip rates have been derived based on the site area of the existing business park (approx. 26,000sqm), and then applied to the site area of the proposed site (16,000sqm). The trip rates derived and the resulting trip generation for the proposed extension are summarised in **Table 5.1** below.

Table 5.1 – Proposed Trip Rates and Trip Generation

	AM Peak (0845-0945)			PM Peak (1645-1745)		
	Arrival	Depart	Totals	Arrival	Depart	Totals
Trip Rate	0.231	0.058	0.288	0.096	0.235	0.331
Trip Generation (16,000sqm)	37	9	46	15	38	53

- 5.1.2. It is evident from the traffic count survey at the existing Woodbury Business Park access that 75% of arrivals and departures at the site route to/from the east towards Woodbury. Therefore, it is considered that this pattern would continue for the proposed extension, and that the distribution of traffic at the proposed site access junction would be the same as that experienced at the current access junction.

5.2 DEVELOPMENT IMPACT

- 5.2.1. **Table 5.1** above indicates that there will be a total of 46 two-way movements at the proposed site access during the AM peak period and 53 two-way movements in the PM peak period.
- 5.2.2. Due to the low number of existing vehicle movements along the unclassified road adjacent to Woodbury Business Park, it is considered that the highway network is likely to have sufficient capacity to accommodate the additional traffic generated by the proposed development.
- 5.2.3. A review of the operation of the junctions at either end of the road serving the site, the Pink House Corner junction on the A376 and the Broadway / The Arch on the B3179 in Woodbury, identifies that there is sufficient capacity for this traffic, which is less than one vehicle every two minutes on any arm of either junction. At the A376, there are frequent gaps in traffic resulting from the platooning effect of the traffic signals at Lympstone and in Exton. Within Woodbury, there are gaps created by the interaction of the parking outside the Post Office and the use of the Zebra crossing.

6 SUMMARY AND CONCLUSION

6.1 SUMMARY

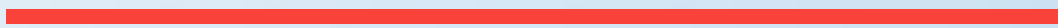
- 6.1.1. WSP has been commissioned by Woodbury Business Park to prepare a Transport Statement in support of an outline planning application for the proposed expansion of Woodbury Business Park.
- 6.1.2. The site is located to the south east of Exeter between the main A376 Exeter to Exmouth road and the village of Woodbury. The road serving the farm is unclassified. Woodbury Business Park is currently accessed via an existing priority 'T' junction with the unclassified road.
- 6.1.3. Access to the new Business Park area is proposed to be taken from a new access at the western end of the site, in the location of the existing access to the Salt Pit and WPD transformers. As this access lies on a bend in the road, and visibility splays consistent with a National Speed Limit road are not achieved, the access design is informed by a speed survey.
- 6.1.4. The access is designed to achieve the required visibility splays, and provides appropriate visibility to and from vehicles waiting to turn right into the new access.
- 6.1.5. An assessment of the collision data was undertaken using GIS data for the five year period from 1st January 2011 to 31st December 2015, which showed that there are no discernible patterns in the collisions across the study area that suggests any material concerns with the operation of the network.
- 6.1.6. The vehicular trip generation associated with the development has been calculated based on traffic count data at the existing Woodbury Business Park access junction.
- 6.1.7. The impact of the development on the local highway network was considered to be minimal, based on current traffic volumes along the unclassified road from which the site will be accessed, and the number of additional movements that the development is likely to generate.

6.2 CONCLUSION

- 6.2.1. The site provides for access by modes other than the private car. The development proposals will have a limited traffic impact on the local highway network.
- 6.2.2. It is considered that in transport terms the development meets the NPPF test for sustainable development as there is no severe transport impact, as set out within this statement.
- 6.2.3. Overall, there are considered to be no material highway reasons why the proposed development should not proceed.

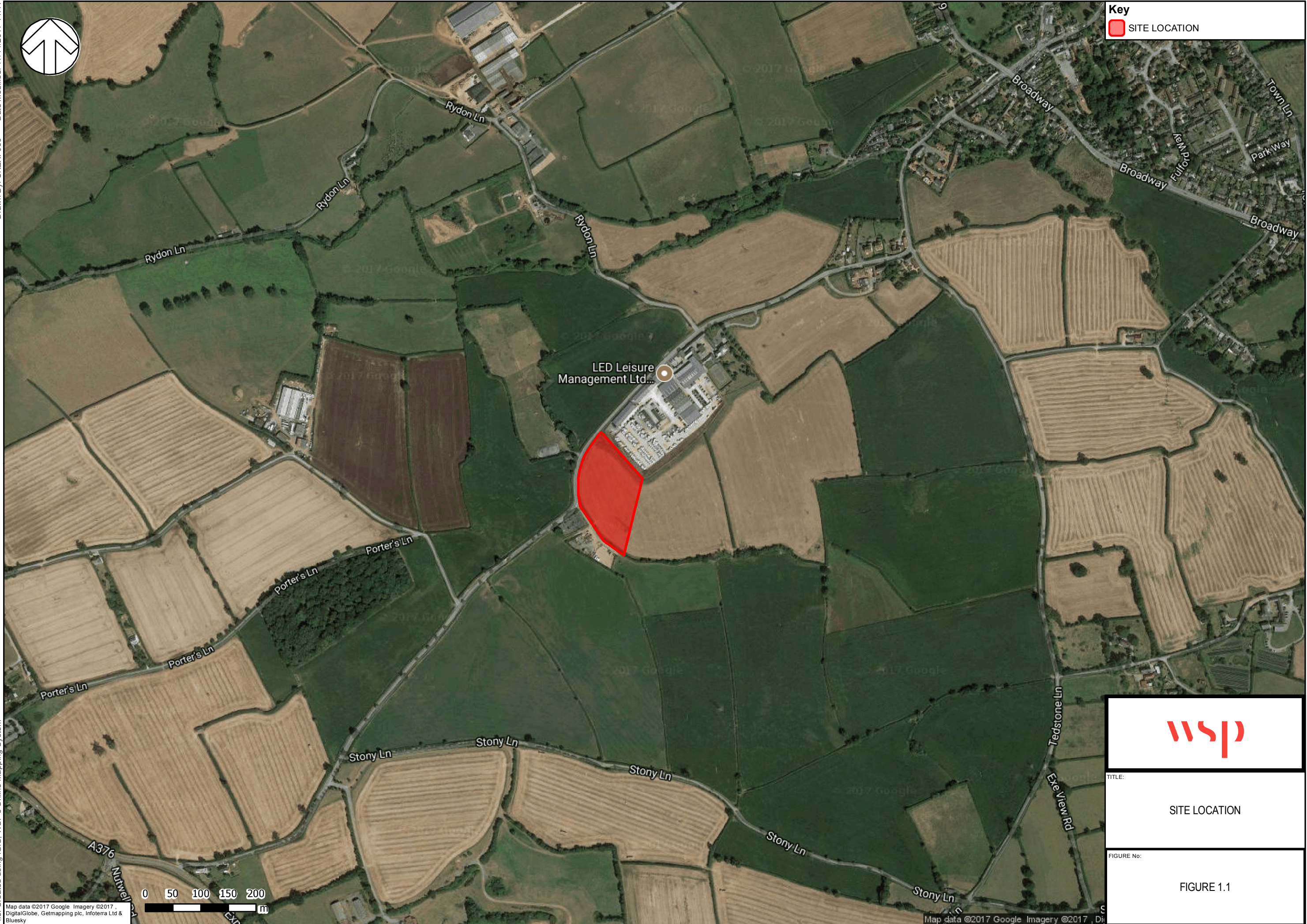
Appendix A

FIGURES AND DRAWINGS





Key
SITE LOCATION



wsp

TITLE:
SITE LOCATION

FIGURE No:
FIGURE 1.1



Key

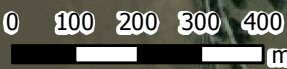
- SITE LOCATION
- + GP PRACTICE
- P WOODBURY C of E PRIMARY SCHOOL
- I LONDIS/WOODBURY POST OFFICE
- I SPORTS AND FITNESS



TITLE:
LOCAL FACILITIES

FIGURE No:
FIGURE 3.1

Map data ©2017 Google Imagery ©2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky
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 DfT Core Accessibility Indicator Destinations
 Source: Pitney Bowes MapInfo
 Retail locations





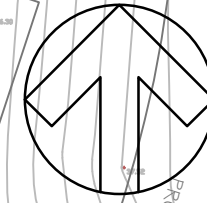
Key
● Slight



TITLE:
Collision Plot

FIGURE No:
Figure 3.2

DO NOT SCALE



P02	15/01/2018	AJT	UPDATED TO LATEST LAYOUT	IDCM	IDCM
P01	17/11/2017	AJT	FIRST ISSUE	IDCM	IDCM
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: WOODBURY BUSINESS PARK

ARCHITECT: ARA ARCHITECTURE

PROJECT: VENMORE FARM, WOODBURY

TITLE: PRELIMINARY ACCESS ARRANGEMENT

SCALE @ A3: 1:500 CHECKED: IDCM APPROVED: IDCM

PROJECT No: 70038516 DESIGNED: AJT DRAWN: AJT DATE: November 17

DRAWING No: 38516-GA-001 REV: P02

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EXISTING HEDGEROW TO BE CUT BACK ALONG THE LINE OF THE VISIBILITY SPLAY

HEDGEROW TO BE CUT BACK TO IMPROVE FORWARD VISIBILITY AROUND BEND FOR RIGHT TURNING VEHICLES INTO PROPOSED ACCESS JUNCTION

PROPOSED VERGE

2.4m x 64m VISIBILITY SPLAY

2.4m x 65m VISIBILITY SPLAY



File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70038516 - VENMORE FARM, WOODBURY\02 WIP\TP TRANSPORT PLANNING\02 DRAWING\AUTOCAD\GA GENERAL ARRANGEMENT\38516-GA-001.DWG, printed on 15 January 2018 17:14:39, by Teague, Adam

Appendix B

SPEED SURVEY RESULTS



Westbound

Tuesday 31st October 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	1		46		0	0	0	0	1	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	1		36		0	0	0	1	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0
05:00	1		36		0	0	0	1	0	0	0	0	0	0
06:00	9		33.8	5.3	0	0	2	7	0	0	0	0	0	0
07:00	24	38.6	33.5	5.4	0	0	8	16	0	0	0	0	0	0
08:00	60	39.3	33.6	6.3	0	2	15	40	3	0	0	0	0	0
09:00	53	38.7	32.7	5.9	0	1	17	35	0	0	0	0	0	0
10:00	67	39.1	32.7	6.5	0	1	23	40	3	0	0	0	0	0
11:00	42	39	32.4	6.8	0	1	15	24	2	0	0	0	0	0
12:00	27	39.4	33.4	6.6	0	0	9	16	2	0	0	0	0	0
13:00	28	39.2	33.9	5.8	0	0	7	20	1	0	0	0	0	0
14:00	44	38.9	33	5.9	0	0	14	29	1	0	0	0	0	0
15:00	35	38.6	32.3	6.1	0	0	12	22	1	0	0	0	0	0
16:00	98	40	33.9	6.9	0	3	24	64	7	0	0	0	0	0
17:00	114	39.1	32.9	6.1	0	1	30	79	4	0	0	0	0	0
18:00	34	38.9	32.3	6.6	0	0	14	18	2	0	0	0	0	0
19:00	23	43.1	36.4	7	0	0	4	14	5	0	0	0	0	0
20:00	27	39.8	33	7.3	0	0	11	13	3	0	0	0	0	0
21:00	4		36	3.2	0	0	0	4	0	0	0	0	0	0
22:00	4		41	6.5	0	0	0	2	2	0	0	0	0	0
23:00	3		42.7	6.3	0	0	0	1	2	0	0	0	0	0
Totals														
12H,7-19	626	39.3	33.1	6.3	0	9	188	403	26	0	0	0	0	0
16H,6-22	689	39.4	33.2	6.4	0	9	205	441	34	0	0	0	0	0
18H,6-24	696	39.5	33.3	6.4	0	9	205	444	38	0	0	0	0	0
24H,0-24	699	39.5	33.3	6.4	0	9	205	446	39	0	0	0	0	0

Eastbound

Tuesday 31st October 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		31	7.1	0	0	1	1	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	1		26		0	0	1	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	5		32	9.2	0	0	3	1	1	0	0	0	0	0
05:00	8		33.5	5.5	0	0	2	6	0	0	0	0	0	0
06:00	19	38.1	31.3	6.8	0	0	10	8	1	0	0	0	0	0
07:00	38	39.4	33.9	6	0	0	10	26	2	0	0	0	0	0
08:00	71	40.1	32.7	7.9	1	1	27	34	8	0	0	0	0	0
09:00	87	38.8	31.9	7.2	0	2	37	44	3	1	0	0	0	0
10:00	133	39	31.8	6.9	0	3	57	66	7	0	0	0	0	0
11:00	29	38.6	31.2	7.4	0	1	14	12	2	0	0	0	0	0
12:00	42	38.8	31.7	7.3	0	2	16	22	2	0	0	0	0	0
13:00	52	38.6	31.6	7	0	3	18	30	1	0	0	0	0	0
14:00	50	39.2	32.4	7.2	0	2	17	28	3	0	0	0	0	0
15:00	62	40.5	33.6	7.7	0	2	19	33	8	0	0	0	0	0
16:00	59	39.1	31.8	7.3	0	2	25	28	4	0	0	0	0	0
17:00	54	39.2	31.6	7.7	0	3	22	25	4	0	0	0	0	0
18:00	47	38.8	32.6	6.3	0	1	15	30	1	0	0	0	0	0
19:00	33	42.8	35.4	9.4	0	0	11	16	3	3	0	0	0	0
20:00	15	41.8	34	8.3	0	0	6	6	3	0	0	0	0	0
21:00	11	43.8	37.8	6.7	0	0	1	7	3	0	0	0	0	0
22:00	7		28.9	5.7	0	0	5	2	0	0	0	0	0	0
23:00	6		39.3	6	0	0	0	4	2	0	0	0	0	0
Totals														
12H,7-19	724	39.3	32.2	7.2	1	22	277	378	45	1	0	0	0	0
16H,6-22	802	39.5	32.4	7.4	1	22	305	415	55	4	0	0	0	0
18H,6-24	815	39.5	32.4	7.4	1	22	310	421	57	4	0	0	0	0
24H,0-24	831	39.5	32.4	7.4	1	22	317	429	58	4	0	0	0	0

Westbound

Wednesday 1st November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	0				0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	2		41	7.1	0	0	0	1	1	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	1		46		0	0	0	0	1	0	0	0	0	0
05:00	2		31	7.1	0	0	1	1	0	0	0	0	0	0
06:00	5		32	6.2	0	0	2	3	0	0	0	0	0	0
07:00	18	39	33.2	6.4	0	0	6	11	1	0	0	0	0	0
08:00	43	38.9	32.6	7.2	1	1	11	29	1	0	0	0	0	0
09:00	37	39.1	33.3	6.3	0	1	9	26	1	0	0	0	0	0
10:00	45	39.8	33.6	6.7	0	0	15	26	4	0	0	0	0	0
11:00	26	37.9	31.4	5.9	0	0	12	14	0	0	0	0	0	0
12:00	38	38.7	32.6	6.1	0	0	14	23	1	0	0	0	0	0
13:00	35	38.9	33.1	5.9	0	0	11	23	1	0	0	0	0	0
14:00	37	40.2	35.2	6.2	0	0	7	26	4	0	0	0	0	0
15:00	41	38.6	32.1	6.5	0	1	15	24	1	0	0	0	0	0
16:00	57	39	33.9	5	0	0	12	45	0	0	0	0	0	0
17:00	68	39	32.9	6.2	0	1	21	44	2	0	0	0	0	0
18:00	27	39.2	34.1	5.6	0	0	6	20	1	0	0	0	0	0
19:00	29	38.6	32.9	5.5	0	0	9	20	0	0	0	0	0	0
20:00	15	37.9	32	5.9	0	0	6	9	0	0	0	0	0	0
21:00	10	39	33	7.3	0	0	4	5	1	0	0	0	0	0
22:00	6		34.3	10.2	0	0	3	1	2	0	0	0	0	0
23:00	1		36		0	0	0	1	0	0	0	0	0	0
Totals														
12H,7-19	472	39.3	33.2	6.2	1	4	139	311	17	0	0	0	0	0
16H,6-22	531	39.2	33.1	6.2	1	4	160	348	18	0	0	0	0	0
18H,6-24	538	39.3	33.1	6.2	1	4	163	350	20	0	0	0	0	0
24H,0-24	543	39.3	33.2	6.2	1	4	164	352	22	0	0	0	0	0

Wednesday 1st November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		36	3.5	0	0	0	2	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	1		36		0	0	0	1	0	0	0	0	0	0
04:00	4		41	6.5	0	0	0	2	2	0	0	0	0	0
05:00	8		32.3	7.9	0	0	4	3	1	0	0	0	0	0
06:00	14	37.8	31.7	5.9	0	0	6	8	0	0	0	0	0	0
07:00	48	40.5	35.2	6.8	0	1	8	33	6	0	0	0	0	0
08:00	69	39.9	33.1	7.1	0	0	27	35	7	0	0	0	0	0
09:00	43	39.1	32.7	6.7	0	1	14	26	2	0	0	0	0	0
10:00	50	40.3	33.8	7.1	0	0	17	27	6	0	0	0	0	0
11:00	31	39	31.8	7.8	0	2	11	16	2	0	0	0	0	0
12:00	59	39.2	33.1	6.3	0	0	20	36	3	0	0	0	0	0
13:00	43	38.9	33	5.9	0	0	14	28	1	0	0	0	0	0
14:00	41	39.3	32.3	7.2	0	1	16	21	3	0	0	0	0	0
15:00	67	40.1	32	8.3	0	4	27	28	8	0	0	0	0	0
16:00	46	38.8	31.9	6.8	0	1	19	24	2	0	0	0	0	0
17:00	40	40.2	32	8.6	0	2	18	14	6	0	0	0	0	0
18:00	45	40.1	33.6	7.1	0	0	16	24	5	0	0	0	0	0
19:00	31	38.2	31.5	6.4	0	0	15	15	1	0	0	0	0	0
20:00	15	39.9	33.3	7.6	0	0	6	7	2	0	0	0	0	0
21:00	13	42.8	36	7.6	0	0	3	7	3	0	0	0	0	0
22:00	4		36	3.2	0	0	0	4	0	0	0	0	0	0
23:00	2		36	14.1	0	0	1	0	1	0	0	0	0	0
Totals														
12H,7-19	582	39.8	32.9	7.2	0	12	207	312	51	0	0	0	0	0
16H,6-22	655	39.8	32.9	7.1	0	12	237	349	57	0	0	0	0	0
18H,6-24	661	39.8	32.9	7.1	0	12	238	353	58	0	0	0	0	0
24H,0-24	676	39.9	33	7.2	0	12	242	361	61	0	0	0	0	0

Westbound

Thursday 2nd November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		41	7.1	0	0	0	1	1	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	2		31	7.1	0	0	1	1	0	0	0	0	0	0
05:00	1		36		0	0	0	1	0	0	0	0	0	0
06:00	5		30	6.2	0	0	3	2	0	0	0	0	0	0
07:00	19	38.8	33.9	5.1	0	0	4	15	0	0	0	0	0	0
08:00	41	39.3	33.8	6	0	0	11	28	2	0	0	0	0	0
09:00	42	39.1	33.9	5.5	0	0	10	31	1	0	0	0	0	0
10:00	24	39.1	33.1	6.8	0	1	6	16	1	0	0	0	0	0
11:00	39	38.5	32.2	6.2	0	1	13	25	0	0	0	0	0	0
12:00	45	38.9	32.4	6.4	0	0	18	25	2	0	0	0	0	0
13:00	36	38.9	33.8	5.1	0	0	8	28	0	0	0	0	0	0
14:00	34	38.3	31.3	6.8	0	1	15	17	1	0	0	0	0	0
15:00	41	39.1	33.6	6.1	0	1	9	30	1	0	0	0	0	0
16:00	71	39	32.5	6.8	0	3	21	45	2	0	0	0	0	0
17:00	71	38.3	31.8	6	0	1	28	42	0	0	0	0	0	0
18:00	35	39.6	33.1	6.9	0	0	13	19	3	0	0	0	0	0
19:00	20	38.3	32.5	5.7	0	0	7	13	0	0	0	0	0	0
20:00	15	39.1	33.3	6.6	0	0	5	9	1	0	0	0	0	0
21:00	16	44.7	34.1	10.2	0	0	8	4	3	1	0	0	0	0
22:00	3		36	10	0	0	1	1	1	0	0	0	0	0
23:00	3		36	3.3	0	0	0	3	0	0	0	0	0	0
Totals														
12H,7-19	498	39.1	32.8	6.2	0	8	156	321	13	0	0	0	0	0
16H,6-22	554	39.1	32.8	6.3	0	8	179	349	17	1	0	0	0	0
18H,6-24	560	39.1	32.9	6.3	0	8	180	353	18	1	0	0	0	0
24H,0-24	565	39.2	32.9	6.4	0	8	181	356	19	1	0	0	0	0

Eastbound

Thursday 2nd November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		26	3.5	0	0	2	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	3		42.7	6.3	0	0	0	1	2	0	0	0	0	0
05:00	7		38.9	8	0	0	1	3	3	0	0	0	0	0
06:00	14	42.3	36	7.4	0	0	3	8	3	0	0	0	0	0
07:00	50	40.2	33.4	7.3	0	0	19	25	6	0	0	0	0	0
08:00	59	39.4	33.1	7.1	0	0	22	33	3	1	0	0	0	0
09:00	48	38.2	31	6.8	0	2	21	24	1	0	0	0	0	0
10:00	41	38.4	30.4	7.7	0	2	22	14	3	0	0	0	0	0
11:00	49	38	30.7	6.8	0	2	23	23	1	0	0	0	0	0
12:00	51	39.1	33.1	6.4	0	1	15	33	2	0	0	0	0	0
13:00	34	39.1	31.9	7.2	0	0	17	14	3	0	0	0	0	0
14:00	46	39.5	32.7	7	0	0	19	23	4	0	0	0	0	0
15:00	60	38.3	31.3	6.3	0	1	27	31	1	0	0	0	0	0
16:00	49	40.6	32.7	8.5	0	3	17	22	7	0	0	0	0	0
17:00	51	39.3	32.3	6.9	0	0	23	24	4	0	0	0	0	0
18:00	50	38.2	31.8	5.8	0	0	21	29	0	0	0	0	0	0
19:00	28	38.8	31.7	7	0	0	14	12	2	0	0	0	0	0
20:00	17	40.8	34.2	7.8	0	0	6	8	3	0	0	0	0	0
21:00	16	39.9	34.1	8.8	0	0	6	8	1	1	0	0	0	0
22:00	3		36	10	0	0	1	1	1	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0
Totals														
12H,7-19	588	39.2	32.1	7	0	11	246	295	35	1	0	0	0	0
16H,6-22	663	39.4	32.2	7.1	0	11	275	331	44	2	0	0	0	0
18H,6-24	666	39.4	32.3	7.1	0	11	276	332	45	2	0	0	0	0
24H,0-24	678	39.5	32.4	7.2	0	11	279	336	50	2	0	0	0	0

Westbound

Friday 3rd November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		46	3.5	0	0	0	0	2	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	1		36		0	0	0	1	0	0	0	0	0	0
04:00	1		36		0	0	0	1	0	0	0	0	0	0
05:00	1		36		0	0	0	1	0	0	0	0	0	0
06:00	8		36	6	0	0	1	6	1	0	0	0	0	0
07:00	27	40.1	34.5	6.7	0	0	7	17	3	0	0	0	0	0
08:00	52	39.8	34.3	6.2	0	0	13	35	4	0	0	0	0	0
09:00	54	38.7	31.6	7.3	1	1	21	29	2	0	0	0	0	0
10:00	42	38.8	32.7	6.8	1	1	9	31	0	0	0	0	0	0
11:00	53	38.9	31.8	7	0	1	23	26	3	0	0	0	0	0
12:00	34	39	33.4	5.9	0	0	10	23	1	0	0	0	0	0
13:00	31	38.9	33.1	6	0	0	10	20	1	0	0	0	0	0
14:00	31	39.1	32.5	7.2	0	1	11	17	2	0	0	0	0	0
15:00	48	39.4	33.3	6.7	0	1	14	30	3	0	0	0	0	0
16:00	69	39.1	33.2	6.1	0	1	19	47	2	0	0	0	0	0
17:00	69	39.7	33.4	7.2	0	3	17	44	5	0	0	0	0	0
18:00	40	39.9	33.5	6.9	0	0	14	22	4	0	0	0	0	0
19:00	36	39.1	32.9	6.5	0	0	13	21	2	0	0	0	0	0
20:00	16	40.2	35.4	6.4	0	0	3	11	2	0	0	0	0	0
21:00	6		37.7	5	0	0	0	5	1	0	0	0	0	0
22:00	2		31	7.1	0	0	1	1	0	0	0	0	0	0
23:00	2		26	3.5	0	0	2	0	0	0	0	0	0	0
Totals														
12H,7-19	550	39.4	33.1	6.7	2	9	168	341	30	0	0	0	0	0
16H,6-22	616	39.5	33.2	6.7	2	9	185	384	36	0	0	0	0	0
18H,6-24	620	39.5	33.2	6.7	2	9	188	385	36	0	0	0	0	0
24H,0-24	625	39.6	33.2	6.7	2	9	188	388	38	0	0	0	0	0

Friday 3rd November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		36	3.5	0	0	0	2	0	0	0	0	0	0
01:00	3		36	10	0	0	1	1	1	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	3		32.7	6.3	0	0	1	2	0	0	0	0	0	0
05:00	9		36	7.6	0	0	2	5	2	0	0	0	0	0
06:00	16	38.1	32.3	5.8	0	0	6	10	0	0	0	0	0	0
07:00	43	39.4	33	7	0	1	14	25	3	0	0	0	0	0
08:00	63	40.8	34.9	6.9	0	0	16	38	9	0	0	0	0	0
09:00	53	39.1	31.7	7.5	0	2	23	24	4	0	0	0	0	0
10:00	38	39.3	32.6	6.9	0	0	16	19	3	0	0	0	0	0
11:00	63	38.3	30.1	7.9	0	6	28	26	3	0	0	0	0	0
12:00	43	41.1	34.8	7.9	0	0	13	23	6	1	0	0	0	0
13:00	69	39.1	30.8	7.9	0	4	34	25	6	0	0	0	0	0
14:00	60	39.6	33.3	7	0	2	16	38	4	0	0	0	0	0
15:00	61	39.7	33.2	7.2	0	2	18	36	5	0	0	0	0	0
16:00	45	39.2	30.9	9.2	0	5	18	18	3	1	0	0	0	0
17:00	42	39.9	33.6	7.2	0	1	12	25	4	0	0	0	0	0
18:00	31	38	31.2	6.4	0	0	16	14	1	0	0	0	0	0
19:00	52	40	32.3	7.7	0	1	23	22	6	0	0	0	0	0
20:00	41	39.2	32.3	6.9	0	0	18	20	3	0	0	0	0	0
21:00	16	38.6	33.5	5.4	0	0	4	12	0	0	0	0	0	0
22:00	6		34.3	10.2	0	0	3	1	2	0	0	0	0	0
23:00	8		32.3	9.6	0	0	5	1	2	0	0	0	0	0
Totals														
12H,7-19	611	39.7	32.5	7.6	0	23	224	311	51	2	0	0	0	0
16H,6-22	736	39.7	32.5	7.5	0	24	275	375	60	2	0	0	0	0
18H,6-24	750	39.8	32.5	7.5	0	24	283	377	64	2	0	0	0	0
24H,0-24	767	39.8	32.6	7.5	0	24	287	387	67	2	0	0	0	0

Westbound

Saturday 4th November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	1		46		0	0	0	0	1	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	1		36		0	0	0	1	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	1		36		0	0	0	1	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0
06:00	2		21	7.1	0	1	1	0	0	0	0	0	0	0
07:00	7		28.9	5.7	0	0	5	2	0	0	0	0	0	0
08:00	15	39.1	33.3	6.6	0	0	5	9	1	0	0	0	0	0
09:00	29	38	31.5	5.8	0	0	13	16	0	0	0	0	0	0
10:00	32	38.6	32.3	6.2	0	0	13	18	1	0	0	0	0	0
11:00	35	38.3	32	5.8	0	0	14	21	0	0	0	0	0	0
12:00	42	39	33.4	5.7	0	0	12	29	1	0	0	0	0	0
13:00	38	39.5	33.1	6.8	0	0	14	21	3	0	0	0	0	0
14:00	31	38.6	31.8	6.8	0	1	12	17	1	0	0	0	0	0
15:00	18	37.8	29.9	8.3	0	3	5	10	0	0	0	0	0	0
16:00	25	39	33.2	6.1	0	0	8	16	1	0	0	0	0	0
17:00	24	37.1	30.2	6.5	0	0	15	8	1	0	0	0	0	0
18:00	19	39.8	33.9	6.9	0	0	6	11	2	0	0	0	0	0
19:00	19	38.9	32.8	6.5	0	0	7	11	1	0	0	0	0	0
20:00	8		33.5	7.6	0	0	3	4	1	0	0	0	0	0
21:00	10	39	33	7.3	0	0	4	5	1	0	0	0	0	0
22:00	6		29.3	6	0	0	4	2	0	0	0	0	0	0
23:00	4		36	3.2	0	0	0	4	0	0	0	0	0	0
Totals														
12H,7-19	315	38.9	32.2	6.4	0	4	122	178	11	0	0	0	0	0
16H,6-22	354	39	32.2	6.5	0	5	137	198	14	0	0	0	0	0
18H,6-24	364	39	32.2	6.5	0	5	141	204	14	0	0	0	0	0
24H,0-24	367	39	32.3	6.5	0	5	141	206	15	0	0	0	0	0

Eastbound

Saturday 4th November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	0				0	0	0	0	0	0	0	0	0	0
01:00	1		36		0	0	0	1	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	1		36		0	0	0	1	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0
06:00	2		36	3.5	0	0	0	2	0	0	0	0	0	0
07:00	21	39.7	34.1	6.7	0	0	6	13	2	0	0	0	0	0
08:00	25	39.9	32.8	7.5	0	0	11	11	3	0	0	0	0	0
09:00	42	39.6	32.2	7.9	0	2	16	20	4	0	0	0	0	0
10:00	42	39.6	32.4	7.5	0	1	17	20	4	0	0	0	0	0
11:00	44	39.3	32.8	6.7	0	0	17	24	3	0	0	0	0	0
12:00	43	39.6	33.9	6.3	0	0	12	28	3	0	0	0	0	0
13:00	39	39.6	31.9	8	0	2	16	17	4	0	0	0	0	0
14:00	36	39.1	32.9	6.5	0	0	13	21	2	0	0	0	0	0
15:00	34	38.7	32.5	6.2	0	0	13	20	1	0	0	0	0	0
16:00	42	39.2	31.5	8.2	0	4	14	21	3	0	0	0	0	0
17:00	35	38.4	31.7	6.7	0	2	11	22	0	0	0	0	0	0
18:00	22	38.7	32.4	6.5	0	0	9	12	1	0	0	0	0	0
19:00	23	39.5	33.4	6.8	0	0	8	13	2	0	0	0	0	0
20:00	13	38.8	32.9	8.1	0	0	6	5	2	0	0	0	0	0
21:00	12	46.4	36	10	0	0	5	2	5	0	0	0	0	0
22:00	9		31.6	7.8	0	0	5	3	1	0	0	0	0	0
23:00	5		34	5.3	0	0	1	4	0	0	0	0	0	0
Totals														
12H,7-19	425	39.5	32.5	7.1	0	11	155	229	30	0	0	0	0	0
16H,6-22	475	39.7	32.7	7.2	0	11	174	251	39	0	0	0	0	0
18H,6-24	489	39.7	32.7	7.2	0	11	180	258	40	0	0	0	0	0
24H,0-24	491	39.7	32.7	7.2	0	11	180	260	40	0	0	0	0	0

Westbound

Sunday 5th November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	2		36	3.5	0	0	0	2	0	0	0	0	0	0
01:00	5		32	6.2	0	0	2	3	0	0	0	0	0	0
02:00	5		36	7.5	0	0	1	3	1	0	0	0	0	0
03:00	1		26		0	0	1	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0
07:00	5		32	6.2	0	0	2	3	0	0	0	0	0	0
08:00	11	37.9	32.4	5.9	0	0	4	7	0	0	0	0	0	0
09:00	28	38.5	32.4	6.3	0	1	8	19	0	0	0	0	0	0
10:00	35	39	32.6	6.6	0	0	14	19	2	0	0	0	0	0
11:00	28	39.5	33.9	6.4	0	0	8	18	2	0	0	0	0	0
12:00	25	40.4	33.6	7.8	0	0	10	11	4	0	0	0	0	0
13:00	25	39.5	33.6	6.6	0	0	8	15	2	0	0	0	0	0
14:00	25	38.5	32.8	5.6	0	0	8	17	0	0	0	0	0	0
15:00	24	38.8	33.1	7.5	0	0	9	14	0	1	0	0	0	0
16:00	29	38.4	32.6	5.7	0	0	10	19	0	0	0	0	0	0
17:00	17	37.2	30.7	5.9	0	0	9	8	0	0	0	0	0	0
18:00	21	39.2	34.1	5.9	0	0	5	15	1	0	0	0	0	0
19:00	13	39.2	33.7	6.6	0	0	4	8	1	0	0	0	0	0
20:00	14	39.5	35.3	5.5	0	0	2	11	1	0	0	0	0	0
21:00	7		34.6	4.7	0	0	1	6	0	0	0	0	0	0
22:00	2		36	3.5	0	0	0	2	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0
Totals														
12H,7-19	273	39.2	32.9	6.4	0	1	95	165	11	1	0	0	0	0
16H,6-22	307	39.3	33.1	6.3	0	1	102	190	13	1	0	0	0	0
18H,6-24	309	39.3	33.1	6.3	0	1	102	192	13	1	0	0	0	0
24H,0-24	322	39.3	33.1	6.3	0	1	106	200	14	1	0	0	0	0

Eastbound

Sunday 5th November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	4		31	6.5	0	0	2	2	0	0	0	0	0	0
01:00	5		20.6	10.7	1	2	1	1	0	0	0	0	0	0
02:00	3		29.3	6.3	0	0	2	1	0	0	0	0	0	0
03:00	2		31	7.1	0	0	1	1	0	0	0	0	0	0
04:00	1		36		0	0	0	1	0	0	0	0	0	0
05:00	1		36		0	0	0	1	0	0	0	0	0	0
06:00	1		36		0	0	0	1	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0
08:00	12	37.2	31	6	0	0	6	6	0	0	0	0	0	0
09:00	29	37.8	29.8	7.8	0	3	13	12	1	0	0	0	0	0
10:00	40	40.3	34	7.1	0	0	13	22	5	0	0	0	0	0
11:00	41	39.7	34.3	6.2	0	0	10	28	3	0	0	0	0	0
12:00	50	39.3	31	8.2	0	3	24	18	5	0	0	0	0	0
13:00	47	38.7	32.2	6.7	0	2	15	29	1	0	0	0	0	0
14:00	38	40.3	36.3	5.2	0	0	3	31	4	0	0	0	0	0
15:00	23	38.7	33.4	5.4	0	0	6	17	0	0	0	0	0	0
16:00	43	38.8	32	6.9	0	1	17	23	2	0	0	0	0	0
17:00	27	38.9	33	6.1	0	0	9	17	1	0	0	0	0	0
18:00	26	39.4	33.3	6.7	0	0	9	15	2	0	0	0	0	0
19:00	20	38.3	32.5	5.7	0	0	7	13	0	0	0	0	0	0
20:00	23	41.1	34.3	7.7	0	0	8	11	4	0	0	0	0	0
21:00	10	37.7	32	6	0	0	4	6	0	0	0	0	0	0
22:00	3		32.7	6.3	0	0	1	2	0	0	0	0	0	0
23:00	1		26		0	0	1	0	0	0	0	0	0	0
Totals														
12H,7-19	376	39.5	32.8	6.9	0	9	125	218	24	0	0	0	0	0
16H,6-22	430	39.5	32.9	6.9	0	9	144	249	28	0	0	0	0	0
18H,6-24	434	39.5	32.9	6.9	0	9	146	251	28	0	0	0	0	0
24H,0-24	450	39.4	32.7	7	1	11	152	258	28	0	0	0	0	0

Westbound

Monday 6th November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	0				0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0
04:00	1		36		0	0	0	1	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0
06:00	5		32	6.2	0	0	2	3	0	0	0	0	0	0
07:00	24	39.3	34.3	5.6	0	0	5	18	1	0	0	0	0	0
08:00	48	39.7	34.3	6.3	0	1	9	35	3	0	0	0	0	0
09:00														
10:00														
11:00														
12:00														
13:00														
14:00														
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18:00														
19:00														
20:00														
21:00														
22:00														
23:00														

Totals														
12H,7-19														
16H,6-22														
18H,6-24														
24H,0-24														

Eastbound

Monday 6th November 2017

	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<21	Bin 3 21-<31	Bin 4 31-<41	Bin 5 41-<51	Bin 6 51-<61	Bin 7 61-<71	Bin 8 71-<81	Bin 9 81-<91	Bin 10 =>91
00:00	0				0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0
03:00	2		31	7.1	0	0	1	1	0	0	0	0	0	0
04:00	4		36	3.2	0	0	0	4	0	0	0	0	0	0
05:00	9		36	7.6	0	0	2	5	2	0	0	0	0	0
06:00	18	38.8	32.7	6.6	0	0	7	10	1	0	0	0	0	0
07:00	46	40	35.1	6.2	0	1	6	35	4	0	0	0	0	0
08:00	74	39.6	32.9	6.8	0	0	29	39	6	0	0	0	0	0
09:00														
10:00														
11:00														
12:00														
13:00														
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22:00														
23:00														

Totals														
12H,7-19														
16H,6-22														
18H,6-24														
24H,0-24														



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Southernhay Gardens, Southernhay East
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