

Weybridge Business Park, Weybridge

Residents Transport Objection Response

Client:	Bridge UK Properties 7 LP	Job No:	J326431
Date:	29 June 2022	File Name:	220629 J326431 TN003 v1.2
Prepared by:	MF	Approved by:	CH

1. Introduction

1.1 Proposals Overview

- 1.1.1 mode transport planning (mode) has been appointed by Bridge Industrial (Bridge) to provide highway and transportation advice for the proposed redevelopment of land at Weybridge Business Park, Addlestone Road.
- 1.1.2 The proposals seek the demolition of existing buildings and the development of three employment units within Classes E(g)ii, E(g)iii, B2 and B8, with ancillary office accommodation totalling a floor area of 17,820m² Gross Internal Area (GIA). The proposals will accommodate for revised and improved vehicular access arrangements, associated external yard areas, HGV and car parking, servicing, external lighting, hard and soft landscaping, infrastructure and all associated works.

1.2 Report Purpose

- 1.2.1 The planning submission of the development proposals was registered on 23rd May 2022 [RU.22/0776].
- 1.2.2 As agreed during pre-application scoping discussions with Runnymede Borough Council acting as Local Planning Authority, and Surrey County Council acting as Highways Authority, the planning submission included a Transport Assessment (TA), Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP).
- 1.2.3 In response to the planning submission, a local residents' group instructed SW Transport Planning Ltd to prepare a report titled 'Objection on Transport and Highway Grounds'.
- 1.2.4 A summary of the concerns that were raised in the above report are as follows:
- Adopting the extant office land use as the baseline trip generation position for the application site;

- Baseline traffic flows including HGVs along Addlestone Road, Hamm Moor Lane and Weybridge Road;
- Quantifying trip generation over the day to present the difference between the varying proposed land use scenarios and the office use, and to compare these with baseline traffic flows on Hamm Moor Lane, Addlestone Road and Weybridge Road;
- Number of pupils of Heathside School and St George's College walking and cycling along Addlestone Road as a route to school;
- Surrounding road collision data;
- Queries relating to the number and impact of HGVs as a result of the flexible land uses applied for.
- Explanation surrounding U-turns at the Weybridge Road / Station Road / Woburn Road roundabout;
- The impact of development vehicles utilising the Addlestone Road route to Weybridge;
- Justifications of level of car parking provision; and
- General comments in relation to the DSP, CLP and FTP reports.

1.2.5 The comments raised within the SW Transport Planning Ltd report on behalf of the local residents have been reviewed and the remainder of this Technical Note (TN) provides the applicant's response to the concerns raised.

2. Traffic Impact

2.1 Adopted Baseline

2.1.1 The SW Transport Planning Ltd report states that *"comparison with the former office use is flawed for two reasons. Firstly, the site has been vacant for several years and generates no traffic. Secondly, there is no realistic prospect for large scale office use returning to the site"*.

2.1.2 There is no disagreement by the applicant with respect to the above two stated reasons in general terms. However, this does not mean that the comparison with the office use within the Transport Assessment is flawed. Firstly, it is not a "former" use; it is the existing, lawful use; it just happens to not have any occupiers at this time. It could, at any time, be occupied for this purpose, regardless of the likelihood as stated within other documents forming the planning application.

2.1.3 In planning terms, the above means that any characteristics of that use can be considered to be active and accounted for within the built environment. This includes conditions on the road network, and any congestion that may occur as a result of the existing use of the site.

2.1.4 It is therefore perfectly appropriate and entirely correct to assess the development proposals as a net comparison with the existing, permitted office use. Any residual impacts to highway safety or capacity should be assessed on this basis, as per the National Planning Policy Framework (NPPF). This is the industry accepted approach when comparing the highways impact of two different land uses.

2.1.5 Additionally, it is noted the SW Transport Planning Ltd report offers no alternative land use for comparison purposes that would be more appropriate. For the above reasons it is concluded there is no alternative land use that would be more appropriate, and the lawful office use must form the adopted baseline for comparison purposes.

2.2 Trip Generation

2.2.1 The SW Transport Planning Ltd report raises concerns that a ‘worst-case’ trip generation exercise has been undertaken as part of the submitted TA. The TRICS based trip rates were shared with Surrey County Council (SCC) for agreement during the scoping stage. SCC raised no concerns with the methodology and agreed with the principles.

2.2.2 As confirmed during the scoping process the baseline traffic generation of the application site currently comprises of seven B1 Office land use buildings with a total area of 16,536m², therefore the proposed flexible land uses will generate a decrease in traffic on the surrounding highway network.

2.2.3 In summary of the baseline trip generation in the submitted TA, the vehicular trip rates and associated movements for the AM peak (08:00-09:00) and the PM peak (17:00-18:00) periods for the existing land use are provided in [Table 2.1](#).

Table 2.1 AM and PM Vehicular Trip Generation (Existing Office Buildings)

Land Use		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Office (Existing – 16,536sqm)	Vehicular Trip Rate	1.344	0.208	1.552	0.181	1,181	1.362
	Vehicular Trips	222	34	257	30	195	225

2.2.4 The above baseline trips were compared with development trips calculated by applying trip rates from the TRICS Industrial Estate category across the entirety of the site. This demonstrated a significant reduction in trip generation on the highway network.

- 2.2.5 As a sensitivity assessment, a TRICS assessment of Commercial Warehousing covering the B8 land use and across the entirety of the site has now been undertaken, and compared with the Industrial Estate covering E(g)(ii), E(g)(iii) and B2 land uses submitted in the TA.
- 2.2.6 In including for a specific B8 land use sensitivity test, this provides for a worst-case assessment of HGV numbers, which should suitably respond to points made in the SW Transport Planning Ltd report with regard to quantifying HGV movements, although this is detailed further in subsequent paragraphs.
- 2.2.7 The TRICS search parameters for the B8 Commercial Warehousing are as follows:
- Region – England excluding Greater London
 - Gross Floor Area Range – 6,650m² to 50,000m²
 - Date Range – 01/01/10 to 03/04/19
 - Location – Edge of Town, Free Standing
- 2.2.8 The TRICS outputs for B8 Commercial Warehousing are provided for reference in [Appendix A](#).
- 2.2.9 Furthermore, the trip generation sensitivity test has been converted into Passenger Car Units (PCU) with an HGV conversion factor of 2.5 PCUs.
- 2.2.10 The above is the worst-case PCU factor for HGVs as per the Department for Transport (DfT)'s WebTag modelling guidance and is the factor for motorways and all-purpose dual-carriageways. This is a worst-case where it should be noted that for all other road types, the factor is 2 for HGVs. This may be more applicable to Hamm Moor Lane, Addlestone Road and even Weybridge Road (where this is not a trunk road dual carriageway managed by National Highways), but the 2.5 factor has been adopted for additional robustness.
- 2.2.11 Converting to PCUs more accurately compares the existing and proposed land uses, by giving more weight to the HGV numbers which are more prevalent for the proposed land uses. In doing so, this provides for a significantly more robust net trip generation assessment in terms of ultimate impact on the surrounding highway network.
- 2.2.12 The total vehicular trip rates and associated PCU movements (as per factored HGVs) for the AM peak (08:00-09:00) and the PM peak (17:00-18:00) periods are summarised in [Tables 2.2 and 2.3](#), which compares the Industrial Estate trip rates submitted in the TA with the sensitivity test now undertaken for B8 Commercial Warehousing TRICS category.

Table 2.2 Industrial Estate PCU Trip Generation

Industrial Estate in PCU (non PCU)		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
All Units – 17,820sqm	Total Vehicular Trip Rate	0.379	0.143	0.522	0.168	0.426	0.594
	PCUs (vehicles)	73 (68)	28 (25)	99 (93)	30 (30)	78 (76)	108 (106)
Net	PCUs	-149	-6	-158	0	-117	-117

Table 2.3 Commercial Warehousing PCU Trip Generation Sensitivity

Commercial Warehousing in PCU (non PCU)		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
All Units – 17,820sqm	Vehicular Trip Rate	0.11	0.034	0.144	0.012	0.068	0.08
	PCUs (vehicles)	29 (20)	12 (6)	43 (26)	4 (2)	15 (12)	19 (14)
Net	PCUs	-193	-22	-214	-26	-180	-206

2.2.13 Tables 2.2 and 2.3 demonstrate that regardless of adopting Industrial Estate or B8 Commercial Warehousing trip rates, there would not be a net increase in PCUs as a result of the development proposals. In terms of ongoing congestion on the surrounding road network, a reduction in PCUs means that congestion would be expected to be lessened. To reiterate, this is on the basis of factoring up HGV trips by a worst-case 2.5 PCU factor.

2.2.14 In terms of the Commercial Warehousing scenario, which again represents a worst-case in terms of HGV trip generation, the HGV trip rates and trip generation in isolation are summarised in Table 2.4.

Table 2.4 Commercial Warehousing HGV Trip Rates and Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Trip Rate	0.034	0.025	0.059	0.006	0.011	0.017	0.281	0.274	0.555
Trips	6	4	10	1	2	3	50	49	99

2.2.15 The HGV values in **Table 2.4** very much represent a worst-case on the basis of all units being occupied by B8 occupiers.

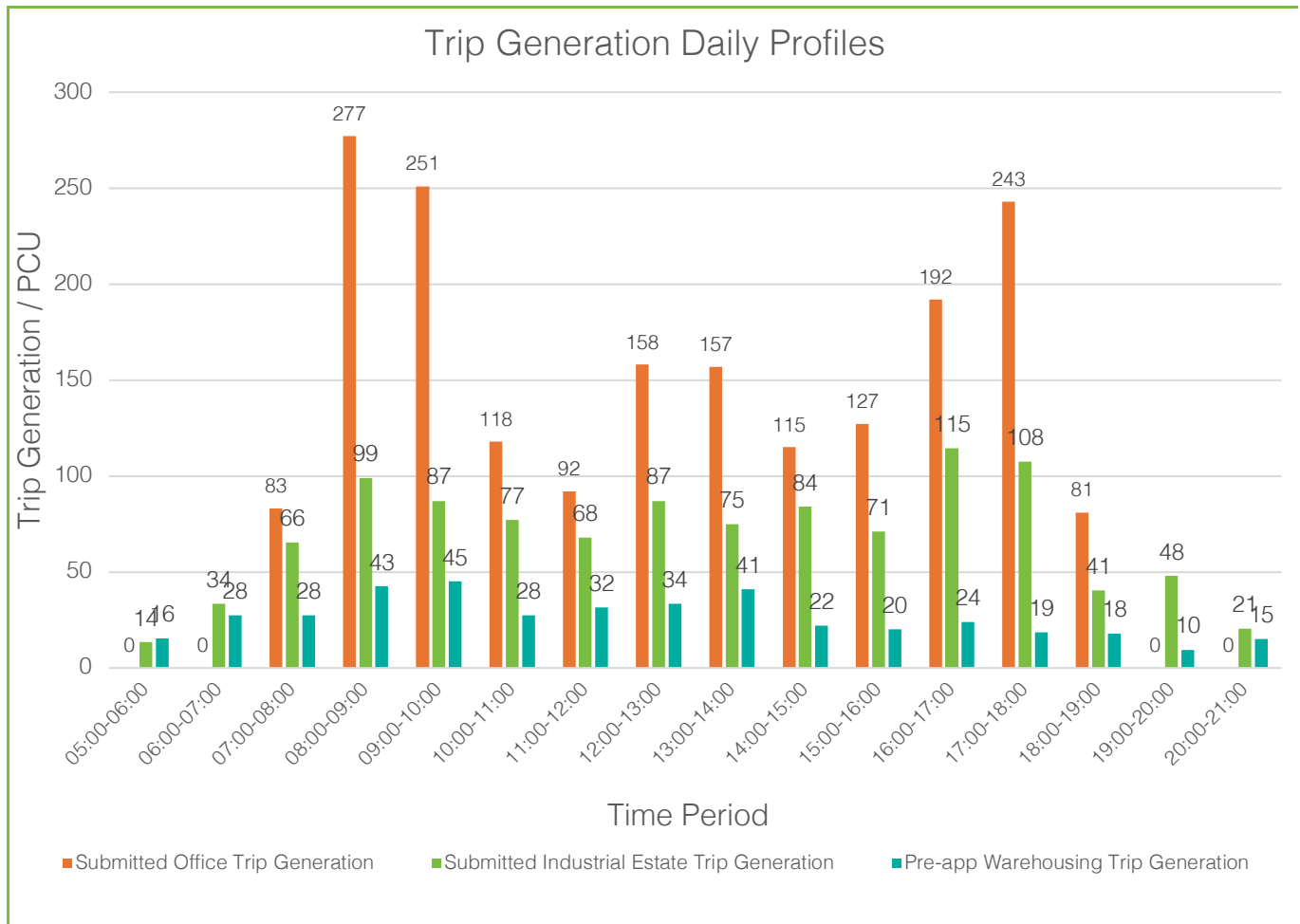
2.2.16 The above provides for an evidence-based assessment of HGV trips, should all of the site be occupied by B8 occupiers. In contrast, the figures stated with the SW Transport Planning Ltd report with respect to HGV movements per hour, are calculated on the basis of the number of loading bays and how many HGVs may use these loading bays per hour. This is simply not a factual or a credible method of assessment. . The latter approach is not based in any evidence and simply makes broad assumptions surrounding how many loading bays could be used at any one moment in time and how long they would be in use (with overly intensive and unrealistic assumptions applied). This view is shared by the applicant, who are a market leading property developer within the logistics sector, with extensive experience operating both within the UK and abroad. The above TRICS-based approach is an industry recognised methodology and should be relied upon instead on this basis.

2.3 Daily Trip Generation Profile

2.3.1 The SW Transport Planning Ltd report also raised concerns with the daily profile of the assessed trip generations. As such, utilising the same trip rate methodologies above, the daily trip generation profiles of the existing offices and potential future land uses is demonstrated on **Figure 2.1**.

2.3.2 It is noted that the Industrial Estate and B8 Commercial Warehousing TRICS daily profiles are surveyed between 05:00 - 21:00; whereas the Office daily profile runs between 07:00 – 19:00. Therefore, the datasets do not fully align to the same time periods.

Figure 2.1 Trip Generation Daily Profiles



2.3.3 Figure 2.1 demonstrates that asides from the time periods where no data was available for the Office trip generation, the proposed land uses do not generate a greater trip generation across any of the TRICS surveyed hourly profiles.

2.4 Baseline Movements

2.4.1 As part of the planning submission, Automatic Traffic Counters (ATCs) were recorded along a number of road links surrounding the site including Addlestone Road, Hamm Moor Lane and Weybridge Road between the 22/03/22 and 31/03/22. The survey data is provided for reference in Appendix B.

2.4.2 From the ATC surveys it has been possible to determine the Annual Average Daily Traffic (AADT) flows for the three-road links that were raised as a concern within the SW Transport Planning Ltd report.

2.4.3 To compare the varying impacts between the existing and permitted office use with the proposed land uses (as per the above assessments), the PCUs have been distributed on the links for each of the land uses, and upon the baseline AADT. This offers a comparison of total movements, and is summarised in [Table 2.4](#).

Table 2.5 Summary of AADT Flows along surrounding Highway Network

Location of Link	Recorded Daily Traffic Flows	+ Permitted Office Use	+ Proposed Daily Industrial Estate Flows	+ Proposed Daily Warehousing Flows
Addlestone Road (east of site accesses)	2256	2323	2277	2268
Addlestone Road (west of site accesses)	2256	3088	3301	2833
Hamm Moor Lane	4185	5849	4185	4185
A317 Weybridge Rd (east of Link Rd)	22983	23515	23154	23077
A317 Weybridge Rd (west of Link Rd)	26876	30137	27834	27453

2.4.4 As expected, the highest impact as a result of the existing and proposed land uses daily trip generation is the existing office land use. Very minor increases in Addlestone Road are shown for the proposals in comparison to the existing office use, which is on the basis of more access weighting being transferred onto this link (and a corresponding lesser amount on Hamm Moor Lane). Otherwise, the total movements would be significantly less on Weybridge Road.

2.4.5 The number of vehicles routing to the east along Addlestone Road is low and would likely account for local staff and visitors who live to the south of Weybridge town centre. No HGVs will route this way due to the weighting restriction. Otherwise, the most direct route to access the surrounding areas as well as wider destinations is via the A317 Weybridge Road.

2.4.6 The SW Transport Planning Ltd report had raised concern with respect to the potential for increased U-turn manoeuvres by HGVs at the Weybridge Road / Station Road roundabout. This being on the basis of only left turns out onto Weybridge Road from the site being possible, thereby requiring a U-turn at the roundabout before then being able to head east on Weybridge Road.

- 2.4.7 With respect to the above, clearly there would be limited demand for HGV routing to and from the east on Weybridge Road on the basis that the M25 is only a short distance west on Weybridge Road and the vast majority of HGVs would be expected to route this way and for onward movement in the majority of directions (including east along the M25 or M3).
- 2.4.8 Notwithstanding the above, U-turns at the roundabout had and continues to be a potential trend for the permitted and lawful office use, whereby staff and visitors of the office uses would be also be required to undertake such a manoeuvre as well, if heading east on Weybridge Road.
- 2.4.9 Furthermore, the 'Typical Traffic' Google tool utilised within the SW Transport Planning Ltd report does not present a technical position that the junctions along the A317 are in fact operating over practical capacity. It is also not an industry recognised tool. Despite this, the development proposals are to have a betterment on the surrounding highway network compared to the existing offices on site.

3. Collision Data and School Pupil Routes

3.1 CrashMap Collision Data

- 3.1.1 It is noted that two additional collisions had occurred within the surrounding highway network to the site. Upon review the collisions do not demonstrate concern in relation to a highway defect nor contribute to a cluster pattern of collisions.
- 3.1.2 To ensure that highway safety and in particular for vulnerable road users as part of the TA, a Stage 1 Road Safety Audit (RSA1) was undertaken by an independent third-party road safety auditor, who is on SCC's approved auditor list.
- 3.1.3 The purpose of the RSA1 is to ensure the proposals and access arrangements would not have a detrimental impact safety for all road users, and upon review of the anticipated traffic movements including HGV movements. It was the finding of the RSA1 and Designer's Response that no residual safety problems would be expected.

3.2 Impact on Routes to School

- 3.2.1 The SW Transport Planning Ltd report states that circa 100 pupils walk or cycle along Addlestone Road to route to and from school twice daily; in particular to Heathside School and St George's College.

- 3.2.2 When collecting the ATC surveys, a Manual Classified Count (MCC) survey was also undertaken at the Addlestone Road / Hamm Moor Road / Link Road roundabout. Upon review of the camera footage between 07:00 - 09:00 on Tuesday 8th March 2022 (during term time) it was recorded that 9 pupils routed via Addlestone Road and between 15:00 – 17:00 12 pupils routed via Addlestone Road. If required, the MCC video footage can be made available to the highway authority.
- 3.2.3 As previously stated, the RSA1 will have considered the impacts of the proposed development including those on routes to school.
- 3.2.4 As such, with no concerns being flagged by the highways officers during pre-application discussions, nor within the RSA1 and in the absence of credible data corroborating the statement of 100 pupils utilising Addlestone Road, this TN does not find any concerns that there could be impacts on the routes to school.

4. Car Parking Provision

- 4.1.1 Concerns were raised in relation to levels of car parking per land use within the SW Transport Planning Ltd report. Instead, the report utilised the methodology of splitting the two parcels into two separate land uses to calculate a higher car parking guidance of 250 spaces. This calculation method is not unreasonable however does not align with the trip generation proposed on site. The proposal also seeks to provide a flexible land use rather than a fixed land use per unit. As such, the submitted car parking methodology within the TA utilising Industrial Estate trip rates reflects a greater split of all land uses. In providing a mix of land uses, the car parking accumulation provides a more robust assessment.
- 4.1.2 Notwithstanding the above, providing larger levels of car parking would be out of keeping with the transport policies to reduce single occupancy car travel. The SW Transport Planning Ltd note states that the number of spaces provided is below policy, however the RBC adopted parking standards are *maximum standards*, not minimum standards as is being suggested. In providing surplus car parking provision on site, the site would be in danger of promoting single occupancy car trips in direct contradiction to not only the FTP submitted, the concerns of the local residents of increased car trips onto the surrounding highway network but also national planning policy and the transport policy of the Runnymede 2030 Local Plan stated within Section 2.3 of the SW Transport Planning Ltd report.

5. Supporting Reports

5.1 Delivery and Servicing Plan (DSP)

5.1.1 Confirmation of vehicle numbers and type of vehicle and opening hours (24 hour operations) have been provided within the TA. As for the delivery times and routeing, as the end occupiers are not known at this stage; the DSP is a live document and can be updated to reflect and monitor the operation of the site.

5.2 Construction Logistics Plan

5.2.1 The level of detail provided within the Construction Logistics Plan has been queried by the residents. The submitted Construction Logistics Plan is an Outline report for the purpose of the planning submission to ensure the principles of construction are not detrimental to the surrounding highway network. At this stage the level of detail being requested by the SW Transport Planning Ltd is simply not possible as a contractor is yet to be appointed. A contractor will be appointed upon planning permission being granted; at which time the Outline report will be updated to a Full Construction Logistics Plan in accordance with the SCC guidance. This is the industry accepted approach.

5.3 Framework Travel Plan

5.3.1 The SW Transport Planning Ltd report request that estimates to the baseline trip generation and baseline mode shift targets are provided in order to inform forecasts for future years modal targets.

5.3.2 The purpose of a Framework Travel Plan is to provide a 'framework' across multiple units and as a live document which will be updated to align with the commitments stated within the Action Plan.

5.3.3 Notwithstanding the above the FTP states:

The proposed Aim Targets for the proposed site are to meet the modal shift targets for the employees at the site. To obtain accurate modal shift targets the targets will be based on the initial baseline travel surveys as outlined in the previous section.

The initial aspiration is a reduction of 10% away from single occupancy private car use, and towards more sustainable modes of transport over the entire 5-year monitoring period. How this is achieved will be considered on a unit-by-unit basis in relation to initial and on-going baseline travel surveys.

The above baseline and target mode shares remain provisional, and both are very much subject to the findings of the baseline survey.

5.3.4 SCC did not raise any objections to the methodology outlined within the submitted FTP as such no further concerns should be associated with the FTP.

5.4 Noise and Air Quality Assessments

5.4.1 The traffic data calculations provided to the Noise and Air Quality consultant, and which had informed the respective assessments, are provided for reference in [Appendix C](#). The following should be noted in terms of the assumptions and methodologies adopted with these calculations:

- Two scenarios were provided, which included for 100% of the Industrial Estate TRICS trip rates across the site, and a second scenario for 100% B8 Commercial Warehousing for Unit 100, and the remainder as Industrial Estate (as per the same trip rates for these land uses adopted in transport reporting); and
- Development traffic distributed as per 2011 Census data as per method of travel to work by place of work and residence.

6. Summary

6.1.1 This TN has responded to matters raised within the 'Objection on Transport and Highway Grounds' report prepared by SW Transport Planning Ltd on behalf of a local residents' group.

6.1.2 Fundamentally, this TN demonstrates that all matters raised within the above objection do not represent any material concerns, which mostly relates to the fact that the existing, lawful use of the application site is office use, which allows for greater traffic flows on the highway network than the proposals, even when factoring for the larger size of HGVs associated with the development proposals.

APPENDIX A

TRICS Outputs – B8 Commercial Warehousing

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
03 SOUTH WEST	
DV DEVON	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 6560 to 50000 (units: sqm)
 Range Selected by User: 3824 to 80066 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/04/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:Use Class:

n/a	1 days
B8	2 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-02-F-02	LIDL DISTRIBUTION CENTRE	DEVON
	CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 50000 sqm Survey date: WEDNESDAY 03/04/19		Survey Type: MANUAL
2	EX-02-F-01	SPORTS SUPPLEMENTS	ESSEX
	BRUNEL WAY COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 6560 sqm Survey date: FRIDAY 18/05/18		Survey Type: MANUAL
3	LN-02-F-01	BOOK SERVICE	LINCOLNSHIRE
	TRENT ROAD GRANTHAM Edge of Town No Sub Category Total Gross floor area: 32300 sqm Survey date: MONDAY 29/11/10		Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.52

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.024	1	50000	0.020	1	50000	0.044
06:00 - 07:00	1	50000	0.046	1	50000	0.030	1	50000	0.076
07:00 - 08:00	3	29620	0.074	3	29620	0.019	3	29620	0.093
08:00 - 09:00	3	29620	0.110	3	29620	0.034	3	29620	0.144
09:00 - 10:00	3	29620	0.101	3	29620	0.050	3	29620	0.151
10:00 - 11:00	3	29620	0.043	3	29620	0.035	3	29620	0.078
11:00 - 12:00	3	29620	0.046	3	29620	0.057	3	29620	0.103
12:00 - 13:00	3	29620	0.050	3	29620	0.064	3	29620	0.114
13:00 - 14:00	3	29620	0.102	3	29620	0.077	3	29620	0.179
14:00 - 15:00	3	29620	0.028	3	29620	0.077	3	29620	0.105
15:00 - 16:00	3	29620	0.028	3	29620	0.051	3	29620	0.079
16:00 - 17:00	3	29620	0.035	3	29620	0.066	3	29620	0.101
17:00 - 18:00	3	29620	0.012	3	29620	0.068	3	29620	0.080
18:00 - 19:00	3	29620	0.014	3	29620	0.070	3	29620	0.084
19:00 - 20:00	1	50000	0.014	1	50000	0.014	1	50000	0.028
20:00 - 21:00	1	50000	0.028	1	50000	0.022	1	50000	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.755			0.754			1.509

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

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

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Parameter summary

Trip rate parameter range selected:	6560 - 50000 (units: sqm)
Survey date date range:	01/01/10 - 03/04/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.016	1	50000	0.014	1	50000	0.030
06:00 - 07:00	1	50000	0.034	1	50000	0.018	1	50000	0.052
07:00 - 08:00	3	29620	0.026	3	29620	0.016	3	29620	0.042
08:00 - 09:00	3	29620	0.034	3	29620	0.025	3	29620	0.059
09:00 - 10:00	3	29620	0.042	3	29620	0.025	3	29620	0.067
10:00 - 11:00	3	29620	0.029	3	29620	0.021	3	29620	0.050
11:00 - 12:00	3	29620	0.016	3	29620	0.034	3	29620	0.050
12:00 - 13:00	3	29620	0.015	3	29620	0.033	3	29620	0.048
13:00 - 14:00	3	29620	0.011	3	29620	0.023	3	29620	0.034
14:00 - 15:00	3	29620	0.003	3	29620	0.009	3	29620	0.012
15:00 - 16:00	3	29620	0.016	3	29620	0.007	3	29620	0.023
16:00 - 17:00	3	29620	0.012	3	29620	0.008	3	29620	0.020
17:00 - 18:00	3	29620	0.006	3	29620	0.011	3	29620	0.017
18:00 - 19:00	3	29620	0.001	3	29620	0.012	3	29620	0.013
19:00 - 20:00	1	50000	0.008	1	50000	0.010	1	50000	0.018
20:00 - 21:00	1	50000	0.012	1	50000	0.008	1	50000	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.281			0.274			0.555

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
06:00 - 07:00	1	50000	0.002	1	50000	0.002	1	50000	0.004
07:00 - 08:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
08:00 - 09:00	3	29620	0.001	3	29620	0.001	3	29620	0.002
09:00 - 10:00	3	29620	0.002	3	29620	0.000	3	29620	0.002
10:00 - 11:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
11:00 - 12:00	3	29620	0.000	3	29620	0.001	3	29620	0.001
12:00 - 13:00	3	29620	0.001	3	29620	0.000	3	29620	0.001
13:00 - 14:00	3	29620	0.006	3	29620	0.005	3	29620	0.011
14:00 - 15:00	3	29620	0.000	3	29620	0.003	3	29620	0.003
15:00 - 16:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
16:00 - 17:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
17:00 - 18:00	3	29620	0.000	3	29620	0.001	3	29620	0.001
18:00 - 19:00	3	29620	0.000	3	29620	0.002	3	29620	0.002
19:00 - 20:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
20:00 - 21:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.015			0.027

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.032	1	50000	0.024	1	50000	0.056
06:00 - 07:00	1	50000	0.078	1	50000	0.036	1	50000	0.114
07:00 - 08:00	3	29620	0.113	3	29620	0.027	3	29620	0.140
08:00 - 09:00	3	29620	0.155	3	29620	0.043	3	29620	0.198
09:00 - 10:00	3	29620	0.142	3	29620	0.077	3	29620	0.219
10:00 - 11:00	3	29620	0.059	3	29620	0.041	3	29620	0.100
11:00 - 12:00	3	29620	0.061	3	29620	0.081	3	29620	0.142
12:00 - 13:00	3	29620	0.062	3	29620	0.095	3	29620	0.157
13:00 - 14:00	3	29620	0.138	3	29620	0.123	3	29620	0.261
14:00 - 15:00	3	29620	0.035	3	29620	0.100	3	29620	0.135
15:00 - 16:00	3	29620	0.033	3	29620	0.068	3	29620	0.101
16:00 - 17:00	3	29620	0.053	3	29620	0.092	3	29620	0.145
17:00 - 18:00	3	29620	0.018	3	29620	0.098	3	29620	0.116
18:00 - 19:00	3	29620	0.017	3	29620	0.096	3	29620	0.113
19:00 - 20:00	1	50000	0.014	1	50000	0.020	1	50000	0.034
20:00 - 21:00	1	50000	0.036	1	50000	0.032	1	50000	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.046			1.053			2.099

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
06:00 - 07:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
07:00 - 08:00	3	29620	0.003	3	29620	0.000	3	29620	0.003
08:00 - 09:00	3	29620	0.007	3	29620	0.000	3	29620	0.007
09:00 - 10:00	3	29620	0.014	3	29620	0.000	3	29620	0.014
10:00 - 11:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
11:00 - 12:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
12:00 - 13:00	3	29620	0.007	3	29620	0.002	3	29620	0.009
13:00 - 14:00	3	29620	0.015	3	29620	0.005	3	29620	0.020
14:00 - 15:00	3	29620	0.000	3	29620	0.008	3	29620	0.008
15:00 - 16:00	3	29620	0.000	3	29620	0.003	3	29620	0.003
16:00 - 17:00	3	29620	0.001	3	29620	0.007	3	29620	0.008
17:00 - 18:00	3	29620	0.000	3	29620	0.005	3	29620	0.005
18:00 - 19:00	3	29620	0.001	3	29620	0.009	3	29620	0.010
19:00 - 20:00	1	50000	0.000	1	50000	0.002	1	50000	0.002
20:00 - 21:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.041			0.089

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.002	1	50000	0.000	1	50000	0.002
06:00 - 07:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
07:00 - 08:00	3	29620	0.001	3	29620	0.000	3	29620	0.001
08:00 - 09:00	3	29620	0.006	3	29620	0.000	3	29620	0.006
09:00 - 10:00	3	29620	0.001	3	29620	0.000	3	29620	0.001
10:00 - 11:00	3	29620	0.001	3	29620	0.001	3	29620	0.002
11:00 - 12:00	3	29620	0.002	3	29620	0.000	3	29620	0.002
12:00 - 13:00	3	29620	0.005	3	29620	0.003	3	29620	0.008
13:00 - 14:00	3	29620	0.003	3	29620	0.005	3	29620	0.008
14:00 - 15:00	3	29620	0.000	3	29620	0.001	3	29620	0.001
15:00 - 16:00	3	29620	0.001	3	29620	0.001	3	29620	0.002
16:00 - 17:00	3	29620	0.000	3	29620	0.000	3	29620	0.000
17:00 - 18:00	3	29620	0.000	3	29620	0.007	3	29620	0.007
18:00 - 19:00	3	29620	0.001	3	29620	0.001	3	29620	0.002
19:00 - 20:00	1	50000	0.004	1	50000	0.002	1	50000	0.006
20:00 - 21:00	1	50000	0.004	1	50000	0.000	1	50000	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.021			0.052

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.002	1	50000	0.000	1	50000	0.002
06:00 - 07:00	1	50000	0.000	1	50000	0.000	1	50000	0.000
07:00 - 08:00	3	29620	0.005	3	29620	0.000	3	29620	0.005
08:00 - 09:00	3	29620	0.007	3	29620	0.000	3	29620	0.007
09:00 - 10:00	3	29620	0.003	3	29620	0.001	3	29620	0.004
10:00 - 11:00	3	29620	0.001	3	29620	0.001	3	29620	0.002
11:00 - 12:00	3	29620	0.002	3	29620	0.000	3	29620	0.002
12:00 - 13:00	3	29620	0.008	3	29620	0.003	3	29620	0.011
13:00 - 14:00	3	29620	0.005	3	29620	0.006	3	29620	0.011
14:00 - 15:00	3	29620	0.000	3	29620	0.003	3	29620	0.003
15:00 - 16:00	3	29620	0.001	3	29620	0.002	3	29620	0.003
16:00 - 17:00	3	29620	0.000	3	29620	0.005	3	29620	0.005
17:00 - 18:00	3	29620	0.000	3	29620	0.007	3	29620	0.007
18:00 - 19:00	3	29620	0.001	3	29620	0.005	3	29620	0.006
19:00 - 20:00	1	50000	0.004	1	50000	0.002	1	50000	0.006
20:00 - 21:00	1	50000	0.004	1	50000	0.000	1	50000	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.035			0.078

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.52

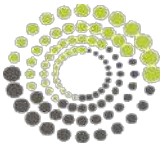
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	50000	0.034	1	50000	0.024	1	50000	0.058
06:00 - 07:00	1	50000	0.080	1	50000	0.038	1	50000	0.118
07:00 - 08:00	3	29620	0.120	3	29620	0.027	3	29620	0.147
08:00 - 09:00	3	29620	0.170	3	29620	0.044	3	29620	0.214
09:00 - 10:00	3	29620	0.161	3	29620	0.078	3	29620	0.239
10:00 - 11:00	3	29620	0.060	3	29620	0.042	3	29620	0.102
11:00 - 12:00	3	29620	0.063	3	29620	0.082	3	29620	0.145
12:00 - 13:00	3	29620	0.078	3	29620	0.100	3	29620	0.178
13:00 - 14:00	3	29620	0.163	3	29620	0.137	3	29620	0.300
14:00 - 15:00	3	29620	0.035	3	29620	0.115	3	29620	0.150
15:00 - 16:00	3	29620	0.034	3	29620	0.073	3	29620	0.107
16:00 - 17:00	3	29620	0.054	3	29620	0.104	3	29620	0.158
17:00 - 18:00	3	29620	0.018	3	29620	0.110	3	29620	0.128
18:00 - 19:00	3	29620	0.019	3	29620	0.111	3	29620	0.130
19:00 - 20:00	1	50000	0.018	1	50000	0.024	1	50000	0.042
20:00 - 21:00	1	50000	0.040	1	50000	0.032	1	50000	0.072
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.147			1.141			2.288

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

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

APPENDIX B

ATC Survey Data



ATC SUMMARY REPORT

PROJECT	30447 Weybridge Road, Weybridge
LOCATION	30447-001 - WOBURN HILL
LOC. DESC.	WOBURN HILL
START DATE	Wed 23 Mar, 2022
END DATE	Tue 29 Mar, 2022
SPEED LIMIT	40mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on WOBURN HILL, commencing Wed 23 Mar 2022, recorded a total of 164,850 vehicles. The posted speed limit of 40mph was exceeded by 4.1% of vehicles, and the seasonally adjusted, combined AADT value is 26,796 (see Equipment & Methodology below).

COMBINED

Total recorded volume	164,850
Avg daily volume (based on 7 days)	23,550.0
Average daily speed (7 days)	29.9mph
Average daily 85%ile (7 days)	36.2mph
AADT (annual average daily traffic)	26,796

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 41mph and above.

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

Avg weekday volume (Mon-Fri, 24hrs)	24,407.8
Avg weekday speed (Mon-Fri, 24hrs)	29.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	20,003.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	28.2mph

NORTHBOUND ↑

Total recorded volume	82,187
Avg daily volume (based on 7 days)	11,741.0
Average daily speed (7 days)	30.8mph
Average daily 85%ile (7 days)	37.0mph
% of vehicles exceeding 40mph	5.5%

Avg weekday volume (Mon-Fri, 24hrs)	12,056.2
Avg weekday speed (Mon-Fri, 24hrs)	30.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	9,843.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	29.3mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	35.9mph

SOUTHBOUND ↓

Total recorded volume	82,663
Avg daily volume (based on 7 days)	11,809.0
Average daily speed (7 days)	29.1mph
Average daily 85%ile (7 days)	35.5mph
% of vehicles exceeding 40mph	2.6%

Avg weekday volume (Mon-Fri, 24hrs)	12,351.6
Avg weekday speed (Mon-Fri, 24hrs)	28.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	10,160.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	27.1mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	34.2mph

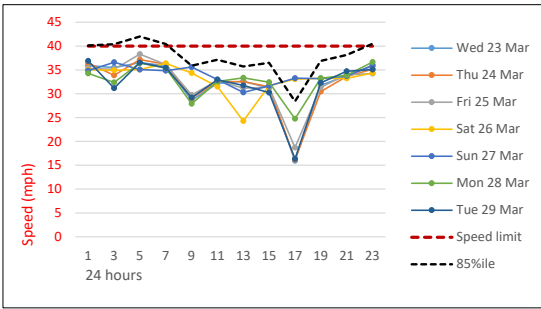
SITE LOCATION



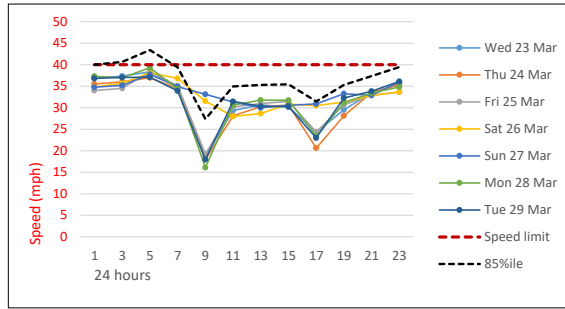
Location	WOBURN HILL
Lat, lng.	51°22'32.31"N, 0°28'49.14"W
Project & site	30447-001
PSL	40mph
Bus route	No
Direction 1	Northbound↑
Direction 2	Southbound↓

DAILY SPEEDS

NORTHBOUND ↑



SOUTHBOUND ↓

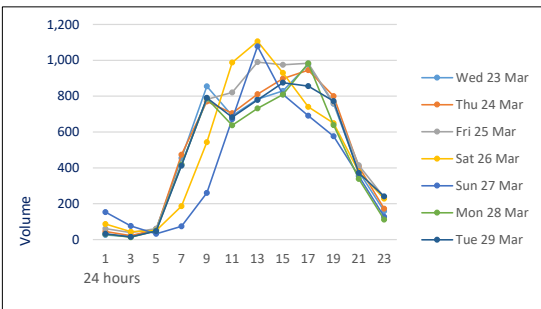


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 40mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

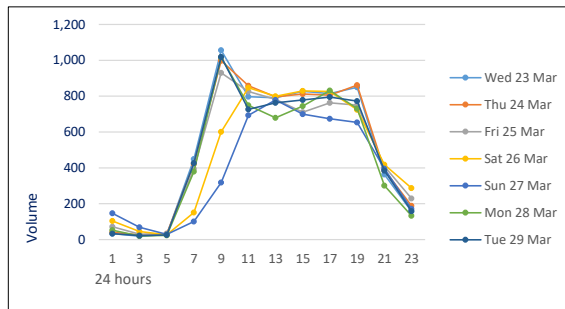
The peak average northbound daytime speed was 37mph at 08:15 on Sun 27 Mar, whilst the peak average southbound speed was 37.9mph at 07:15 on Sun 27 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

NORTHBOUND ↑



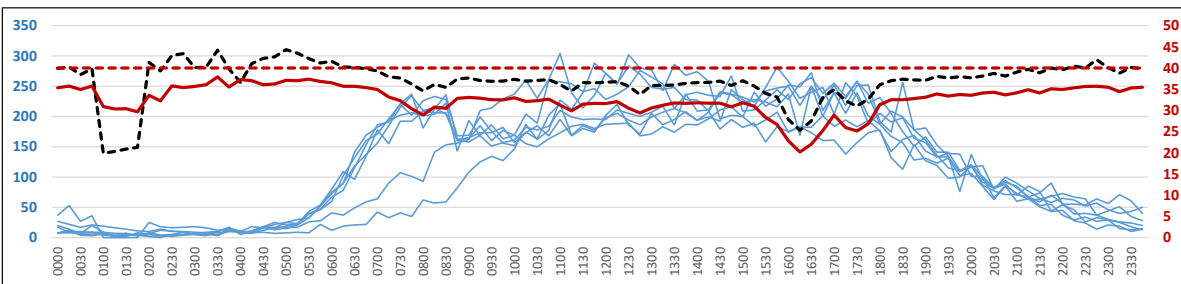
SOUTHBOUND ↓



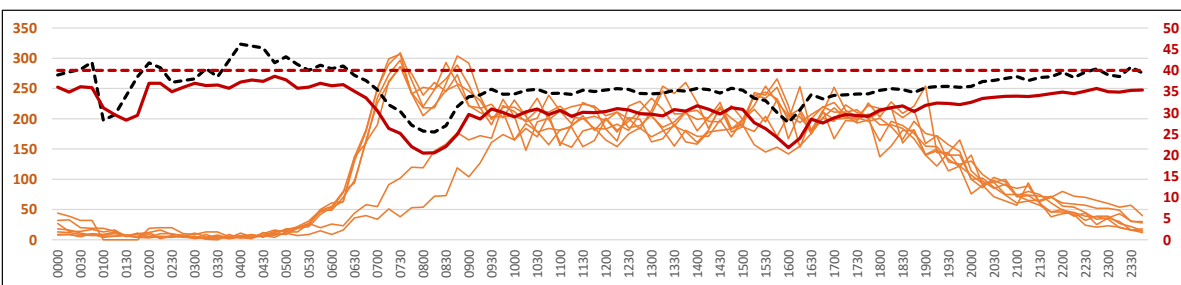
↑ Hourly northbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



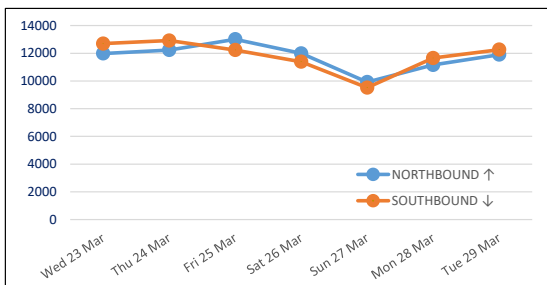
↑ 15min daily northbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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 ↑

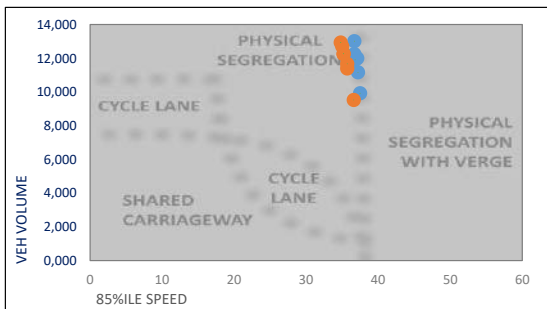
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	60.1	0.7	0.7	0.0	62.0
0100	0.1	21.7	0.1	0.9	0.0	22.9
0200	0.1	28.9	1.0	1.7	0.4	32.1
0300	0.0	33.6	1.6	1.4	0.0	36.6
0400	0.9	45.1	1.7	2.4	0.4	50.6
0500	0.4	110.9	1.6	0.7	0.1	113.7
0600	2.3	334.7	8.0	2.4	0.9	348.3
0700	6.3	612.3	9.9	2.6	1.4	632.4
0800	5.1	658.7	10.7	6.0	3.6	684.1
0900	6.1	647.0	14.4	6.1	2.4	676.1
1000	6.7	708.9	17.3	8.0	1.6	742.4
1100	6.9	805.0	23.6	13.3	1.1	849.9
1200	9.0	858.9	17.9	7.9	3.4	897.0
1300	6.9	850.6	16.6	9.9	0.7	884.6
1400	9.0	835.1	19.1	9.6	2.3	875.1
1500	6.3	838.9	10.7	11.6	1.6	869.0
1600	5.6	847.1	10.0	15.7	3.7	882.1
1700	6.3	841.1	7.4	8.0	2.1	865.0
1800	5.1	691.4	6.7	3.9	1.0	708.1
1900	6.3	510.0	1.9	1.7	0.3	520.1
2000	4.9	368.9	2.3	1.9	0.0	377.9
2100	4.1	263.3	1.3	1.3	0.0	270.0
2200	1.4	177.7	1.4	1.0	0.4	182.0
2300	1.3	122.6	1.9	0.6	0.3	126.6
12hr TTL	79.3	9195.0	164.3	102.4	25.0	9566.0
24hr TTL	101.6	11272.4	187.7	119.1	27.9	11708.7
	1%	96%	2%	1%	0%	

SOUTHBOUND 7-DAY AVG ↓

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	66.3	1.4	0.9	0.0	69.0
0100	0.0	27.7	0.7	1.0	0.1	29.6
0200	0.0	30.7	1.3	1.0	0.0	33.0
0300	0.0	19.1	1.0	0.4	0.1	20.7
0400	0.3	26.6	0.7	0.9	0.0	28.4
0500	0.6	87.6	3.6	1.4	0.1	93.3
0600	4.1	315.3	8.3	3.6	0.3	331.6
0700	6.3	797.9	10.3	17.4	0.9	832.7
0800	6.6	809.3	12.1	18.9	1.6	848.4
0900	6.9	778.0	19.6	11.6	2.0	818.0
1000	6.4	750.0	18.1	8.7	1.9	785.1
1100	6.6	736.7	15.6	11.0	2.6	772.4
1200	8.6	736.9	13.6	9.6	1.3	769.9
1300	9.0	761.6	16.7	12.3	2.0	801.6
1400	7.3	738.3	15.0	8.9	2.3	771.7
1500	8.0	809.9	11.6	11.7	1.1	842.3
1600	7.0	766.1	6.4	6.6	0.9	787.0
1700	10.3	803.7	6.4	6.9	0.7	828.0
1800	7.9	746.6	3.6	4.9	0.3	763.1
1900	5.6	577.3	2.9	3.3	0.3	589.3
2000	4.6	370.6	2.6	1.9	0.1	379.9
2100	4.0	263.6	1.6	0.9	0.1	270.1
2200	1.4	187.3	0.6	0.1	0.0	189.4
2300	0.4	123.0	0.6	0.3	0.0	124.3
12hr TTL	90.7	9234.9	149.0	128.3	17.4	9620.3
24hr TTL	112.1	11329.9	174.1	143.9	18.7	11778.7
	1%	96%	1%	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:

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.

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

Generated 24 Jun 2022 v6.0

30447-001 Weybridge Road, Weybridge. A317, Woburn Hill. Sur

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.

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.

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.

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION NORTHBOUND ↑
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV

0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+
AVG SPD
85%ile
PSL SPEEDING
PSL% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

Table with columns for DAY 2 (Total, C1s, C2s, C3s, C4s, C5s, C6s, Fixt), Time [-], and various speed categories (0-10 mph to 90+ mph, AVG SPD, 85%ile, PSL SPEEDING, etc.). Rows represent time intervals from 0000 to 2345.

Table with 16 columns: TOTAL, CLASS 1, CLASS 2, CLASS 3, CLASS 4, CLASS 5, CLASS 6, TIME, 0-10mph, 10-15mph, 15-20mph, 20-25mph, 25-30mph, 30-35mph, 35-40mph, 40-45mph, 45-50mph, 50-60mph, 60-70mph, 70-80mph, 80-90mph, 90mph+, AVG SPD, 85%ile, PSL SPEEDING, PSL% SPEEDING, ACPO SPEEDING, ACPO% SPEEDING, D/T SPEEDING, D/T% SPEEDING

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION NORTHBOUND ↑
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV

0 - 10 mph

10 - 15 mph

15 - 20 mph

20 - 25 mph

25 - 30 mph

30 - 35 mph

35 - 40 mph

40 - 45 mph

45 - 50 mph

50 - 60 mph

60 - 70 mph

70 - 80 mph

80 - 90 mph

90 - 100 mph

AVG SPD

85%ile

> 40mph

% > 40mph

Main data table with columns: DAY 3, Total, Cls 1-6, Fixt, Time, and various speed bins (Vbin 0-100), Mean, PSL, PSL%, ACPO, ACPO%, D/T, D/T%. Includes a summary row at the bottom.

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION NORTHBOUND ↑
PSL 40mph

ALL VEHICLES

- Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV

- 0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+
AVG SPD
85%ile
PSL SPEEDING
PSL% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

Table with columns: DAY 4, Sat 26 Mar, Total, Cls 1-6, Fixt, Time, Vbin 10-90, Mean, PSL, PSL%, ACPO, ACPO%, DTT, DTT%. Rows represent time intervals from 00:00 to 00:00.

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION NORTHBOUND ↑
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV

0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+
AVG SPD
85%ile
PSL SPEEDING
PSL% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

Table with columns: DAY 5, Sun 27 Mar, Total, Cls 1-6, Fixt, Time, Vbin 0-100, Mean, PSL, PSL%, ACPO, ACPO%, DTT, DTT%. Contains detailed traffic data for various vehicle types and speed ranges.

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION NORTHBOUND ↑
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis,
4WD
LGV
OGV1
OGV2
PSV

0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+
AVG SPD
85%ile
PSL SPEEDING
PSL% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

Table with columns: DAY 6 (Mon 28 Mar), Total, Cls 1-6, Fict, Time, and various speed bins (0-10 to 90+ mph). Rows include vehicle counts and percentages for each speed category and time interval.

TOTAL CLASS 1 CLASS 2 CLASS 3 CLASS 4 CLASS 5 CLASS 6

TIME 0-10mph 10-15mph 15-20mph 20-25mph 25-30mph 30-35mph 35-40mph 40-45mph 45-50mph 50-60mph 60-70mph 70-80mph 80-90mph 90mph+ AVG SPD 85%ile PSL SPEEDING PSL% SPEEDING ACPO SPEEDING ACPO% SPEEDING DTT SPEEDING DTT% SPEEDING

PROJECT 30447 Weybridge Road, Weybridge SITE 30447-001 LOCATION WOBURN HILL DIRECTION SOUTHBOUND ↓ PSL 40mph

ALL VEHICLES

Motorcycles Cars, taxis, 4WD LGV OGV1 OGV2 PSV

0 - 10 mph 10 - 15 mph 15 - 20 mph 20 - 25 mph 25 - 30 mph 30 - 35 mph 35 - 40 mph 40 - 45 mph 45 - 50 mph 50 - 60 mph 60 - 70 mph 70 - 80 mph 80 - 90 mph 90 - 100 mph AVG SPD 85%ile > 40mph % > 40mph

Table with columns: DAY 5, Total, Cls 1-6, Fict, Time, Vbin, Mean, PSL, PSL%, ACPO, ACPO%, DTT, DTT%. Contains vehicle count data for 24 hours of a specific day.

Summary row for DAY 5, showing totals for all metrics.

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION SOUTHBOUND ↓
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis,
4WD
LGV
OGV1
OGV2
PSV

0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 - 100 mph
AVG SPD
85%ile
> 40mph
% > 40mph

Table with columns for Day (0000 to 00-00), Cls (1-6), Fixt, Time, and various speed categories (Vbin 0-10 to 90+). Includes summary rows at the bottom for 07-19, 08-22, 06-00, and 00-00.

TOTAL
CLASS 1
CLASS 2
CLASS 3
CLASS 4
CLASS 5
CLASS 6

TIME
0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+
AVG SPD
85%ile
P5L SPEEDING
P5L% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

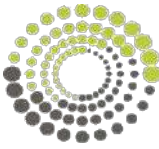
PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-001
LOCATION WOBURN HILL
DIRECTION SOUTHBOUND
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV

0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 - 100 mph
AVG SPD
85%ile
> 40mph
% > 40mph

Table with columns: DAY 7, Total, Cls 1-6, Fixt, Time, Vbin (10-90), Mean, P5L, P5L%, ACPO, ACPO%, DTT, DTT%. Rows include date (Tue 29 Mar) and various time intervals (0000-2345) with corresponding vehicle counts and metrics.



ATC SUMMARY REPORT

PROJECT	30447 Weybridge Road, Weybridge
LOCATION	30447-003 - A317 Weybridge Road
LOC. DESC.	A317 Weybridge Road
START DATE	Tue 08 Mar, 2022
END DATE	Mon 14 Mar, 2022
SPEED LIMIT	40mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A317 Weybridge Road, commencing Tue 08 Mar 2022, recorded a total of 188,135 vehicles. The posted speed limit of 40mph was exceeded by 16.7% of vehicles, and the seasonally adjusted, combined AADT value is 30,792 (see Equipment & Methodology below).

COMBINED

Total recorded volume	188,135
Avg daily volume (based on 7 days)	26,876.4
Average daily speed (7 days)	35.2mph
Average daily 85%ile (7 days)	40.4mph
AADT (annual average daily traffic)	30,792

Avg weekday volume (Mon-Fri, 24hrs)	28,611.0
Avg weekday speed (Mon-Fri, 24hrs)	34.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	23,757.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.2mph

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 41mph and above.

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

WESTBOUND ←

Total recorded volume	93,067
Avg daily volume (based on 7 days)	13,295.3
Average daily speed (7 days)	34.1mph
Average daily 85%ile (7 days)	40.0mph
% of vehicles exceeding 40mph	14.6%

Avg weekday volume (Mon-Fri, 24hrs)	14,080.0
Avg weekday speed (Mon-Fri, 24hrs)	33.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	11,692.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	38.7mph

EASTBOUND →

Total recorded volume	95,068
Avg daily volume (based on 7 days)	13,581.1
Average daily speed (7 days)	36.2mph
Average daily 85%ile (7 days)	40.9mph
% of vehicles exceeding 40mph	18.8%

Avg weekday volume (Mon-Fri, 24hrs)	14,531.0
Avg weekday speed (Mon-Fri, 24hrs)	36.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	12,065.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	35.8mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	40.4mph

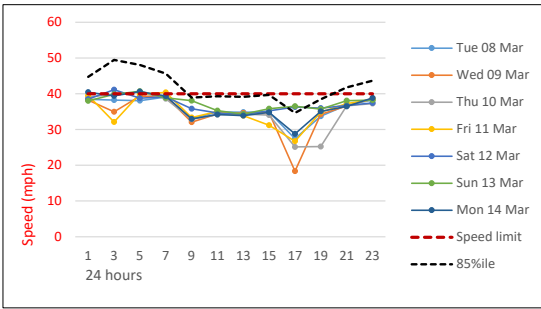
SITE LOCATION



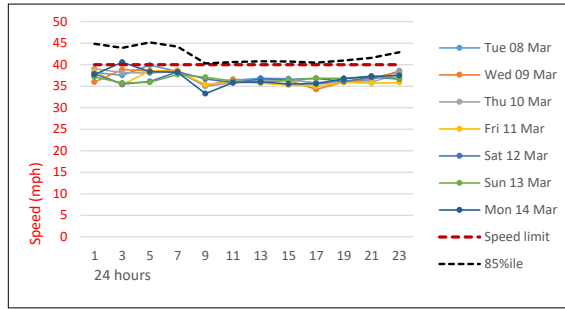
Location	A317 Weybridge Road
Lat, lng.	51°22'27.53"N, 0°28'41.67"W
Project & site	30447-003
PSL	40mph
Bus route	Yes
Direction 1	Westbound←
Direction 2	Eastbound→

DAILY SPEEDS

WESTBOUND ←



EASTBOUND →

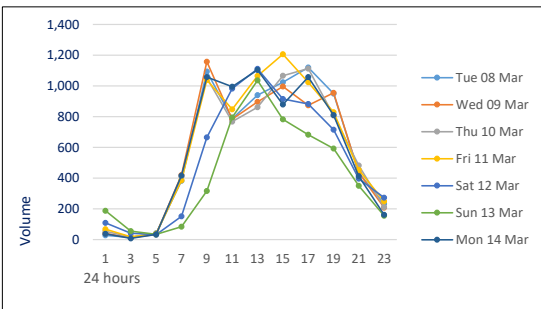


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 40mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

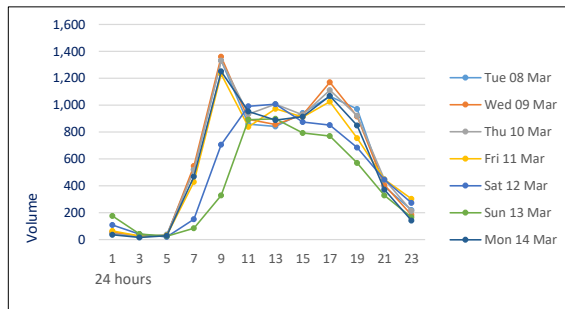
The peak average westbound daytime speed was 39.7mph at 08:15 on Sun 13 Mar, whilst the peak average eastbound speed was 39.9mph at 07:00 on Sat 12 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

WESTBOUND ←



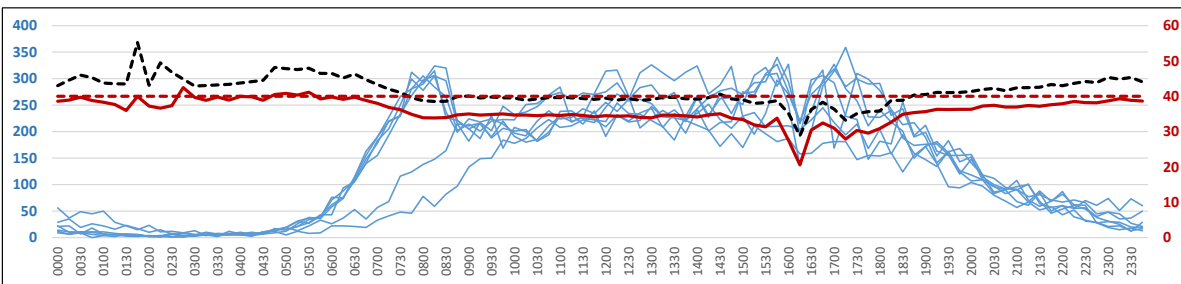
EASTBOUND →



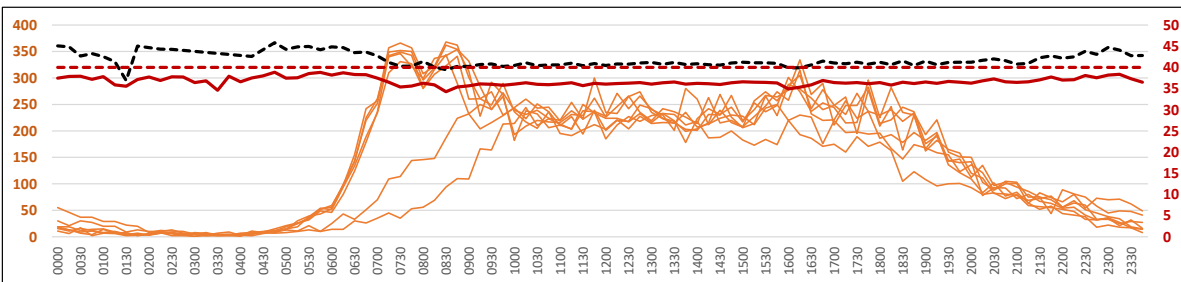
← Hourly westbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



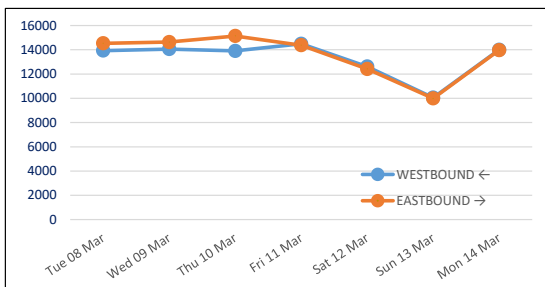
← 15min daily westbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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

DAILY VOLUMES

WEST & EASTBOUND



Total 24hr westbound (blue) and eastbound (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 Thursday.

7-DAY AVERAGE CLASSES

WESTBOUND 7-DAY AVG ←

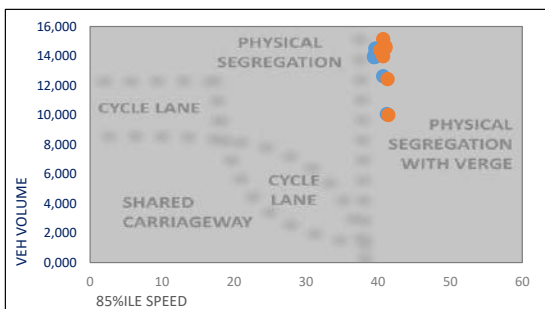
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	72.0	0.9	1.1	0.1	74.6
0100	0.1	41.4	1.4	0.3	0.0	43.3
0200	0.0	21.9	0.4	1.3	0.0	23.6
0300	0.1	21.1	1.4	1.4	0.0	24.1
0400	1.0	30.6	1.0	2.3	0.3	35.1
0500	0.7	93.0	2.3	2.0	0.4	98.4
0600	2.9	303.1	8.1	5.6	1.4	321.1
0700	8.1	685.4	15.4	21.9	3.7	734.6
0800	6.4	847.9	19.3	35.1	3.0	911.7
0900	7.1	757.6	22.7	16.9	2.1	806.4
1000	9.3	795.7	24.0	19.4	2.7	851.1
1100	10.3	887.3	23.4	20.7	1.3	943.0
1200	8.4	941.6	22.3	26.7	2.9	1001.9
1300	11.3	919.0	17.3	20.7	2.1	970.4
1400	9.4	922.1	18.7	28.4	2.6	981.3
1500	8.9	989.4	13.9	28.3	2.6	1043.0
1600	8.9	909.9	11.4	28.4	6.1	964.7
1700	12.6	927.0	8.7	24.1	3.4	975.9
1800	10.0	775.1	7.7	13.3	2.3	808.4
1900	10.1	601.4	3.7	7.4	0.3	623.0
2000	8.9	407.4	3.6	3.3	0.3	423.4
2100	6.3	283.4	2.4	2.3	0.1	294.6
2200	4.0	206.3	1.6	0.9	0.0	212.7
2300	1.6	124.6	1.4	0.9	0.4	128.9
12hr TTL	110.7	10358.0	204.9	284.0	34.9	10992.4
24hr TTL	146.9	12564.3	233.1	312.7	38.3	13295.3
	1%	95%	2%	2%	0%	

EASTBOUND 7-DAY AVG →

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.6	73.7	1.1	0.3	0.0	75.7
0100	0.0	39.6	1.1	1.6	0.0	42.3
0200	0.0	24.7	0.3	2.1	0.0	27.1
0300	0.6	15.4	0.4	0.6	0.0	17.0
0400	0.1	26.4	1.3	0.9	0.1	28.9
0500	1.0	98.0	4.3	0.7	0.9	104.9
0600	6.4	358.4	15.7	6.3	1.9	388.7
0700	7.9	949.6	18.4	19.7	2.4	998.0
0800	8.0	1030.0	17.9	18.3	2.9	1077.0
0900	8.9	932.3	23.0	17.1	1.1	982.4
1000	11.6	859.3	22.3	14.0	1.4	908.6
1100	14.9	852.6	19.9	11.9	2.3	901.4
1200	16.3	876.4	16.0	12.9	2.7	924.3
1300	12.7	855.1	15.6	10.3	1.0	894.7
1400	13.3	854.6	16.1	12.1	2.4	898.6
1500	10.1	888.6	13.1	9.3	1.3	922.4
1600	10.9	974.7	10.1	10.7	2.4	1008.9
1700	15.3	876.7	9.1	8.0	1.6	910.7
1800	13.7	786.0	4.6	4.7	0.6	809.6
1900	13.0	599.1	3.7	3.4	0.3	619.6
2000	8.4	390.1	3.7	2.9	0.1	405.3
2100	5.6	281.1	1.9	1.3	0.1	290.0
2200	2.1	208.4	2.3	1.0	0.1	214.0
2300	0.6	128.0	0.7	1.6	0.3	131.1
12hr TTL	143.4	10735.9	186.1	149.0	22.1	11236.6
24hr TTL	181.9	12979.0	222.7	171.6	26.0	13581.1
	1%	96%	2%	1%	0%	

Average daily westbound and eastbound 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:

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.

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

Generated 24 Jun 2022 v6.0

30447-003 Weybridge Road, Weybridge. A317, Weybridge Roac

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.

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.

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.

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-003
LOCATION A317 WEYBRIDGE ROAD
DIRECTION WESTBOUND
PSL 40mph

ALL VEHICLES: Motorcycles, Cars, taxis, 4WD, LGV, OGV1, OGV2, PSV
Speed categories: 0 - 10 mph, 10 - 15 mph, 15 - 20 mph, 20 - 25 mph, 25 - 30 mph, 30 - 35 mph, 35 - 40 mph, 40 - 45 mph, 45 - 50 mph, 50 - 60 mph, 60 - 70 mph, 70 - 80 mph, 80 - 90 mph, 90 - 100 mph, AVG SPD, 85%ile, > 40mph, % > 40mph

Table with columns for Day 1, Total, Class 1-6, Time, SPD1-14, AVG, 85%ile, PSL, PSL%, ACPO, ACPO%, D/T, D/T%. Includes a summary row at the bottom.

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-003
LOCATION A317 WEYBRIDGE ROAD
DIRECTION WESTBOUND ←
PSL 40mph

TOTAL CLASS 1 CLASS 2 CLASS 3 CLASS 4 CLASS 5 CLASS 6
TIME 0-10mph 10-15mph 15-20mph 20-25mph 25-30mph 30-35mph 35-40mph 40-45mph 45-50mph 50-60mph 60-70mph 70-80mph 80-90mph 90mph+
AVG SPD 85%ile PSL SPEEDING PSL% SPEEDING ACPO SPEEDING ACPO% SPEEDING D/T SPEEDING D/T% SPEEDING

ALL VEHICLES Motorcycles Cars, taxis, 4WD LGV OGV1 OGV2 PSV
0 - 10 mph 10 - 15 mph 15 - 20 mph 20 - 25 mph 25 - 30 mph 30 - 35 mph 35 - 40 mph 40 - 45 mph 45 - 50 mph 50 - 60 mph 60 - 70 mph 70 - 80 mph 80 - 90 mph 90 - 100 mph
AVG SPD 85%ile > 40mph % > 40mph

Wed 09 Mar

Table with columns: DAY 2, Total, Cls 1-6, Fixt, Time, Vbin 10-100, Mean, PSL, PSL%, ACPO, ACPO%, D/T, D/T%. Rows represent time intervals from 00:00 to 00:00, with data for various vehicle types and speed categories.

DIR 1

TOTAL CLASS 1 CLASS 2 CLASS 3 CLASS 4 CLASS 5 CLASS 6

TIME 0-10mph 10-15mph 15-20mph 20-25mph 25-30mph 30-35mph 35-40mph 40-45mph 45-50mph 50-60mph 60-70mph 70-80mph 80-90mph 90mph+ AVG SPD 85%ile PSL SPEEDING PSL% SPEEDING ACPO SPEEDING ACPO% SPEEDING DT SPEEDING DT% SPEEDING

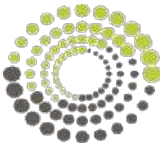
PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-003
LOCATION A317 WEYBRIDGE ROAD
DIRECTION WESTBOUND
PSL 40mph

ALL VEHICLES

Motorcycles
Cars, taxis,
4WD
LGV
OGV1
OGV2
PSV

0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 - 100 mph
AVG SPD
85%ile
> 40mph
% > 40mph

Table with columns for Date (Mon 14 Mar), Day (DAY 7), Total, Classes (Cls 1-6), Fixt, Time, Speed Ranges (0-10 to 90+ mph), Avg SPD, 85%ile, PSL Speeding, PSL% Speeding, ACPO Speeding, ACPO% Speeding, DT Speeding, DT% Speeding.



ATC SUMMARY REPORT

PROJECT	30447 Weybridge Road, Weybridge
LOCATION	30447-006 - Hamm Moor Lane
LOC. DESC.	Hamm Moor Lane
START DATE	Tue 08 Mar, 2022
END DATE	Mon 14 Mar, 2022
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Hamm Moor Lane, commencing Tue 08 Mar 2022, recorded a total of 29,293 vehicles. The posted speed limit of 30mph was exceeded by 3.0% of vehicles, and the seasonally adjusted, combined AADT value is 4,924 (see Equipment & Methodology below).

COMBINED

Total recorded volume	29,293
Avg daily volume (based on 7 days)	4,184.7
Average daily speed (7 days)	21.9mph
Average daily 85%ile (7 days)	25.9mph
AADT (annual average daily traffic)	4,924

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 31mph and above.

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

Avg weekday volume (Mon-Fri, 24hrs)	4,833.0
Avg weekday speed (Mon-Fri, 24hrs)	21.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	4,322.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	21.6mph

SOUTHBOUND ↓

Total recorded volume	14,665
Avg daily volume (based on 7 days)	2,095.0
Average daily speed (7 days)	23.0mph
Average daily 85%ile (7 days)	27.2mph
% of vehicles exceeding 30mph	4.8%

Avg weekday volume (Mon-Fri, 24hrs)	2,420.6
Avg weekday speed (Mon-Fri, 24hrs)	22.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,159.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	22.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	26.8mph

NORTHBOUND ↑

Total recorded volume	14,628
Avg daily volume (based on 7 days)	2,089.7
Average daily speed (7 days)	20.7mph
Average daily 85%ile (7 days)	24.6mph
% of vehicles exceeding 30mph	1.2%

Avg weekday volume (Mon-Fri, 24hrs)	2,412.4
Avg weekday speed (Mon-Fri, 24hrs)	20.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,162.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	20.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	24.4mph

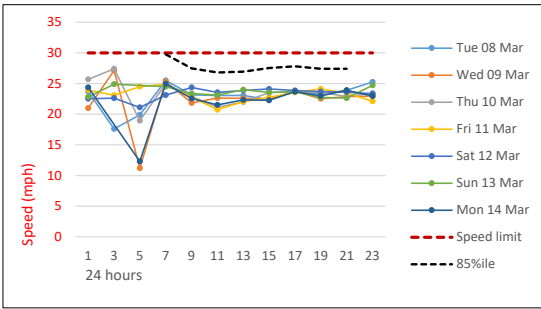
SITE LOCATION



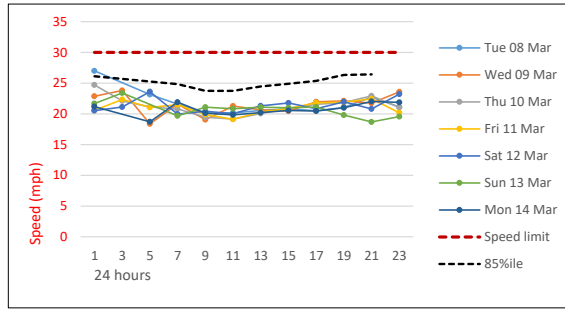
Location	Hamm Moor Lane
Lat, lng.	51°22'18.29"N, 0°28'30.45"W
Project & site	30447-006
PSL	30mph
Bus route	Yes
Direction 1	Southbound↓
Direction 2	Northbound↑

DAILY SPEEDS

SOUTHBOUND ↓



NORTHBOUND ↑

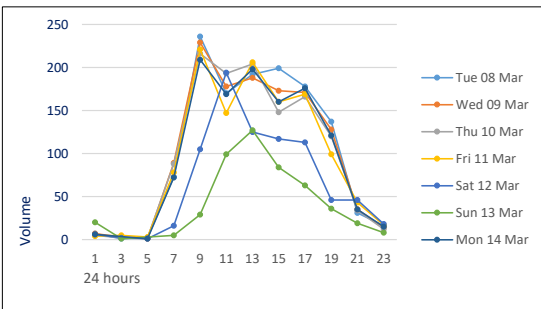


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

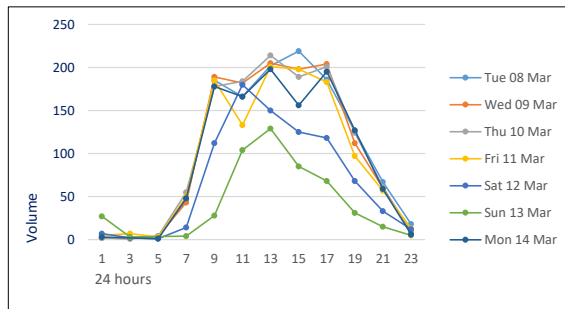
The peak average southbound daytime speed was 27.4mph at 07:15 on Sat 12 Mar, whilst the peak average northbound speed was 23.9mph at 17:00 on Wed 09 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

SOUTHBOUND ↓



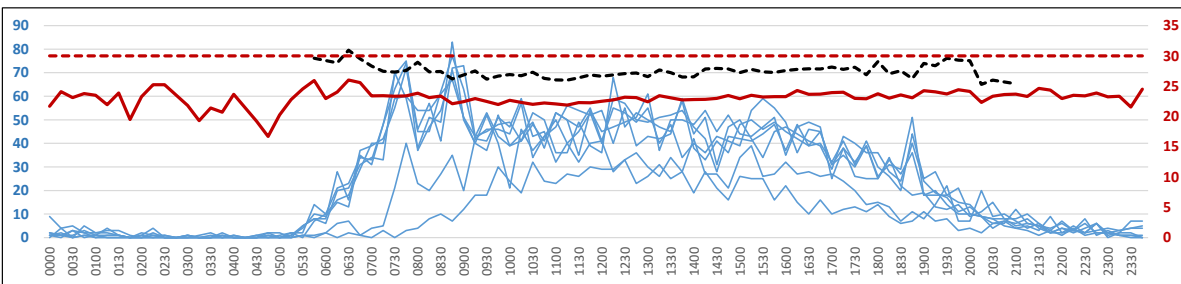
NORTHBOUND ↑



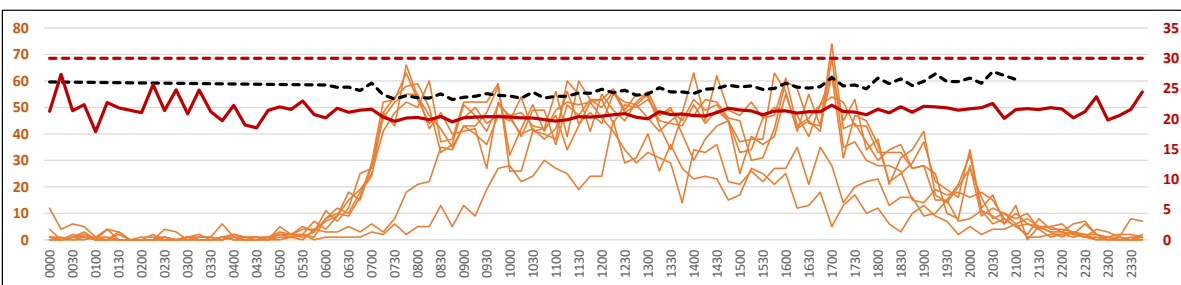
↓ Hourly southbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



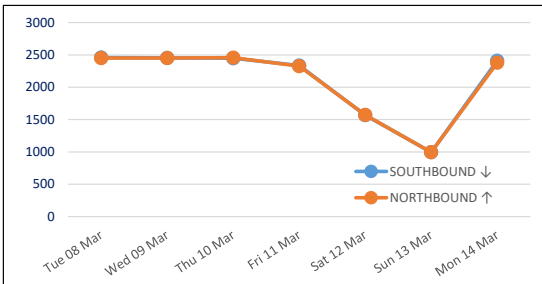
↓ 15min daily southbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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

DAILY VOLUMES

SOUTH & NORTHBOUND



Total 24hr southbound (blue) and northbound (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 Tuesday.

7-DAY AVERAGE CLASSES

SOUTHBOUND 7-DAY AVG ↓

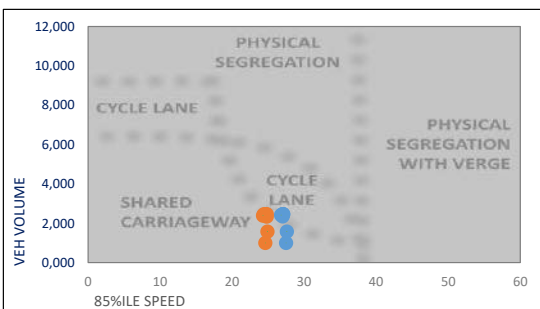
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	7.7	0.1	0.0	0.0	7.9
0100	0.0	3.1	0.6	0.0	0.0	3.7
0200	0.0	1.9	0.0	0.1	0.0	2.0
0300	0.0	1.6	0.0	0.0	0.0	1.6
0400	0.7	0.4	0.3	0.0	0.0	1.4
0500	0.7	8.7	1.1	0.1	0.0	10.7
0600	0.7	55.9	3.0	0.3	0.3	60.1
0700	1.7	152.6	4.4	0.7	0.6	160.0
0800	2.4	168.6	5.7	0.9	0.3	177.9
0900	1.9	159.0	7.7	1.0	0.4	170.0
1000	3.0	154.0	5.4	1.4	0.4	164.3
1100	2.4	160.1	6.6	1.9	1.0	172.0
1200	4.0	166.1	5.4	0.9	0.7	177.1
1300	4.4	159.4	5.7	0.7	0.7	171.0
1400	2.4	138.0	7.0	0.4	0.9	148.7
1500	3.4	155.1	4.4	0.9	0.3	164.1
1600	3.1	140.4	3.9	0.3	0.3	148.0
1700	3.7	110.6	1.4	0.4	0.0	116.1
1800	4.0	93.7	0.3	0.1	0.0	98.1
1900	2.0	59.1	0.4	0.1	0.0	61.7
2000	1.6	32.9	0.1	0.1	0.0	34.7
2100	0.6	19.6	0.3	0.0	0.0	20.4
2200	0.1	13.9	0.1	0.1	0.0	14.3
2300	0.4	8.4	0.1	0.0	0.0	9.0
12hr TTL	36.6	1757.7	58.0	9.6	5.6	1867.4
24hr TTL	43.4	1970.9	64.3	10.6	5.9	2095.0
	2%	94%	3%	1%	0%	

NORTHBOUND 7-DAY AVG ↑

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.1	6.7	0.0	0.0	0.0	6.9
0100	0.0	2.6	0.3	0.0	0.0	2.9
0200	0.0	1.9	0.1	0.0	0.0	2.0
0300	0.1	2.3	0.1	0.1	0.0	2.7
0400	0.3	1.4	0.6	0.0	0.0	2.3
0500	0.0	8.7	0.3	0.1	0.0	9.1
0600	0.9	34.4	1.3	0.4	0.1	37.1
0700	4.0	125.6	6.0	1.0	0.6	137.1
0800	3.4	139.3	6.1	1.6	0.3	150.7
0900	1.1	158.3	8.3	0.4	0.4	168.6
1000	3.1	148.7	6.1	1.0	0.3	159.3
1100	3.4	166.6	6.3	1.9	1.0	179.1
1200	3.9	175.4	4.4	0.9	1.0	185.6
1300	3.4	156.7	4.9	1.3	0.6	166.9
1400	2.6	156.3	6.4	1.0	0.9	167.1
1500	2.6	136.3	3.3	1.0	0.3	143.4
1600	2.6	158.4	2.9	0.7	0.4	165.0
1700	3.0	147.3	2.1	0.1	0.0	152.6
1800	2.0	95.6	0.3	0.0	0.0	97.9
1900	1.3	66.1	0.4	0.1	0.0	68.0
2000	0.9	49.1	0.3	0.0	0.0	50.3
2100	0.1	19.7	0.3	0.0	0.0	20.1
2200	0.0	10.0	0.1	0.1	0.0	10.3
2300	0.0	4.7	0.0	0.0	0.0	4.7
12hr TTL	35.1	1764.4	57.1	10.9	5.7	1873.3
24hr TTL	38.9	1972.1	61.0	11.9	5.9	2089.7
	2%	94%	3%	1%	0%	

Average daily southbound and northbound 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.

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- 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:

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

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30447-006 Weybridge Road, Weybridge. Hamm Moor Lane. ATC

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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.

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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.

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DIR 1

Table with 15 columns: TOTAL, CLASS 1, CLASS 2, CLASS 3, CLASS 4, CLASS 5, CLASS 6, TIME, 0-10mph, 10-15mph, 15-20mph, 20-25mph, 25-30mph, 30-35mph, 35-40mph, 40-45mph, 45-50mph, 50-60mph, 60-70mph, 70-80mph, 80-90mph, 90mph+, AVG SPD, 85%ile, PSL SPEEDING, PSL% SPEEDING, ACPO SPEEDING, ACPO% SPEEDING, D/T SPEEDING, D/T% SPEEDING

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-006
LOCATION HAMM MOOR LANE
DIRECTION SOUTHBOUND ↓
PSL 30mph

ALL VEHICLES
Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV
0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 - 100 mph
AVG SPD
85%ile
> 30mph
% > 30mph

Main data table with columns: DAY 3, Total, Cls 1-6, Fixt, Time, Vbin 0-100, Mean, Vpp 85, JPSL 30, PSL% 30, PSL% 85, PSL% 90, PSL% 95, PSL% 100, D/T, D/T%.

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-006
LOCATION HAMM MOOR LANE
DIRECTION NORTHBOUND ↑
PSL 30mph

Table with columns for Day, Time, Class (TOTAL, CLASS 1-6), and Speed (0-10mph to 90+mph). Includes summary rows for ALL VEHICLES, Motorcycles, Cars, taxis, 4WD, LGV, OGV1, OGV2, PSV, and various speed categories like 85%ile, PSL SPEEDING, etc.

DIR 2

TOTAL
 CLASS 1
 CLASS 2
 CLASS 3
 CLASS 4
 CLASS 5
 CLASS 6

TIME
 0-10mph
 10-15mph
 15-20mph
 20-25mph
 25-30mph
 30-35mph
 35-40mph
 40-45mph
 45-50mph
 50-60mph
 60-70mph
 70-80mph
 80-90mph
 90mph+

AVG SPD
 85%ile
 PSL SPEEDING
 PSL% SPEEDING
 ACPO SPEEDING
 ACPO% SPEEDING
 DTT SPEEDING
 DTT% SPEEDING

PROJECT 30447 Weybridge Road, Weybridge
 SITE 30447-006
 LOCATION HAMM MOOR LANE
 DIRECTION NORTHBOUND ↑
 PSL 30mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0 - 10 mph
 10 - 15 mph
 15 - 20 mph
 20 - 25 mph
 25 - 30 mph
 30 - 35 mph
 35 - 40 mph
 40 - 45 mph
 45 - 50 mph
 50 - 60 mph
 60 - 70 mph
 70 - 80 mph
 80 - 90 mph
 90 - 100 mph
 AVG SPD
 85%ile
 > 30mph
 % > 30mph

DAY 4 Fri 11 Mar	ALL VEHICLES							Fixt	Time	VEHICLE CLASSIFICATION										Mean	Vpp 85	PSL 30	PSL% 30	ACPO 30	ACPO% 30	DTT 30	DTT% 30					
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60									Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	
0000	1	0	1	0	0	0	0	0000	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	21.0	0	0.0	0	0.0	0	0.0	0	0.0

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
 SITE 30447-006
 LOCATION HAMM MOOR LANE
 DIRECTION **NORTHBOUND** ↑
 PSL 30mph

ALL VEHICLES

Motocycles
Cars, taxis,
4WD

LGV

OGV1

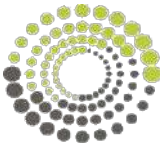
OGV2

PSV

0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 mph+

AVG SPD
85%ile
PSL SPEEDING
PSL% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time	Vbin		Vbin		Vbin		Vbin		Vbin		Vbin		Mean	Vpp	JPSL	JPSL% 30	PSL% 30	PSL% 50	PSL% 60	PSL% 70	PSL% 80	PSL% 90	
										0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60	60-70	70-80											80-90
0000	4	0	4	0	0	0	0		0000	0	0	1	3	0	0	0	0	0	0	0	0	0	20.9		0	0.0	0	0.0	0	0.0	0	0.0
07-19	1417	30	1191	177	15	4	0		07-19	21	88	405	698	188	15	2	0	0	0	0	0	21.0	24.9	17	1.2	2	0.1	0	0.0	0	0.0	
08-22	1524	31	1288	186	15	4	0		08-22	23	95	436	751	201	16	2	0	0	0	0	0	21.0	24.9	18	1.2	2	0.1	0	0.0	0	0.0	
09-25	1555	31	1319	186	15	4	0		09-25	23	96	445	769	204	16	2	0	0	0	0	0	21.0	24.9	18	1.2	2	0.1	0	0.0	0	0.0	
10-28	1571	31	1335	186	15	4	0		10-28	23	96	451	777	206	16	2	0	0	0	0	0	21.0	24.9	18	1.1	2	0.1	0	0.0	0	0.0	



ATC SUMMARY REPORT

PROJECT	30447 Weybridge Road, Weybridge
LOCATION	30447-007 - Addlestone Road
LOC. DESC.	Addlestone Road
START DATE	Tue 08 Mar, 2022
END DATE	Mon 14 Mar, 2022
SPEED LIMIT	30mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on Addlestone Road, commencing Tue 08 Mar 2022, recorded a total of 15,789 vehicles. The posted speed limit of 30mph was exceeded by 2.5% of vehicles, and the seasonally adjusted, combined AADT value is 2,675 (see Equipment & Methodology below).

COMBINED

Total recorded volume	15,789
Avg daily volume (based on 7 days)	2,255.6
Average daily speed (7 days)	21.3mph
Average daily 85%ile (7 days)	25.4mph
AADT (annual average daily traffic)	2,675

Avg weekday volume (Mon-Fri, 24hrs)	2,738.0
Avg weekday speed (Mon-Fri, 24hrs)	21.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	2,559.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	21.3mph

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 31mph and above.

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

WESTBOUND ←

Total recorded volume	5,066
Avg daily volume (based on 7 days)	723.7
Average daily speed (7 days)	21.1mph
Average daily 85%ile (7 days)	25.6mph
% of vehicles exceeding 30mph	3.1%

Avg weekday volume (Mon-Fri, 24hrs)	836.6
Avg weekday speed (Mon-Fri, 24hrs)	21.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	766.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	21.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	25.6mph

EASTBOUND →

Total recorded volume	10,723
Avg daily volume (based on 7 days)	1,531.9
Average daily speed (7 days)	21.5mph
Average daily 85%ile (7 days)	25.3mph
% of vehicles exceeding 30mph	1.9%

Avg weekday volume (Mon-Fri, 24hrs)	1,901.4
Avg weekday speed (Mon-Fri, 24hrs)	21.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	1,793.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	21.4mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	25.2mph

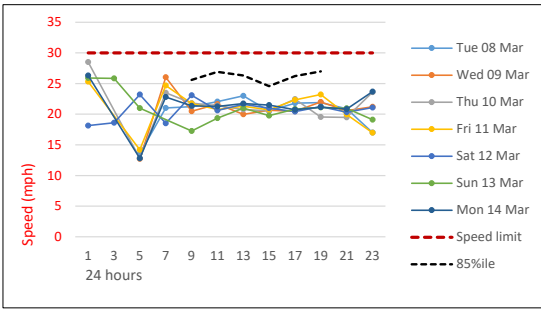
SITE LOCATION



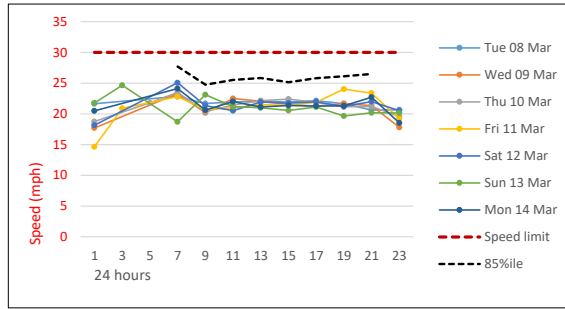
Location	Addlestone Road
Lat, lng.	51°22'18.95"N, 0°28'23.03"W
Project & site	30447-007
PSL	30mph
Bus route	Yes
Direction 1	Westbound←
Direction 2	Eastbound→

DAILY SPEEDS

WESTBOUND ←



EASTBOUND →

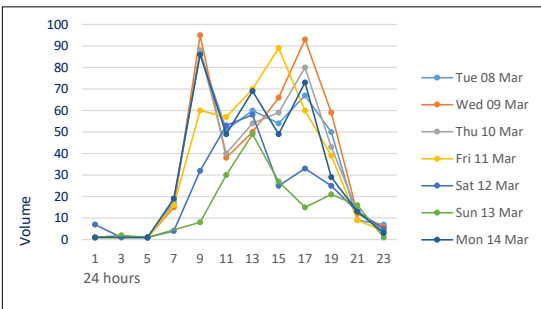


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 30mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

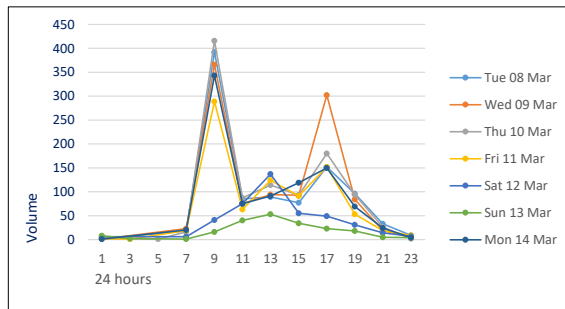
The peak average westbound daytime speed was 26.5mph at 18:30 on Tue 08 Mar, whilst the peak average eastbound speed was 29.1mph at 07:00 on Sun 13 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

WESTBOUND ←



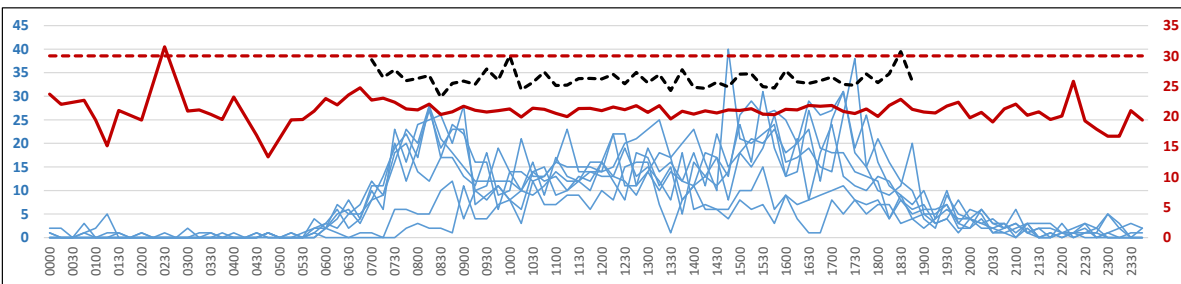
EASTBOUND →



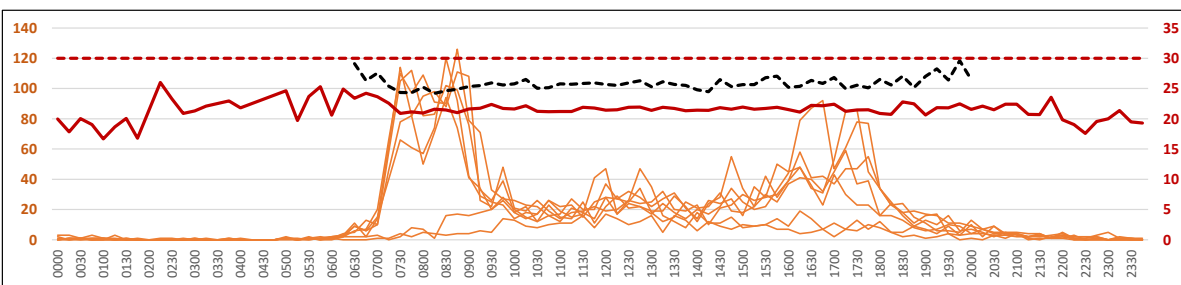
← Hourly westbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



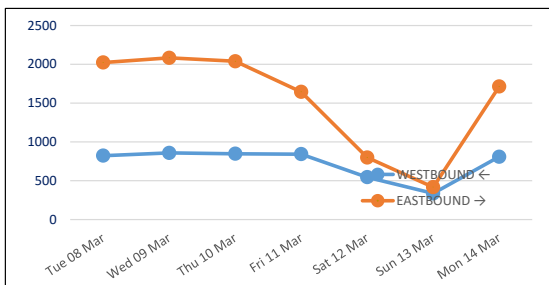
← 15min daily westbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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

DAILY VOLUMES

WEST & EASTBOUND



Total 24hr westbound (blue) and eastbound (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

WESTBOUND 7-DAY AVG ←

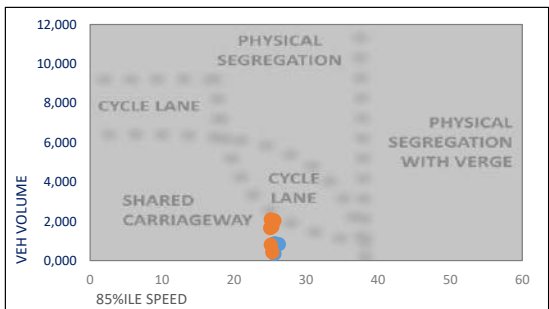
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	1.6	0.0	0.0	0.0	1.6
0100	0.0	1.4	0.0	0.0	0.0	1.4
0200	0.0	0.4	0.0	0.0	0.0	0.4
0300	0.0	0.9	0.0	0.0	0.0	0.9
0400	0.7	0.3	0.0	0.0	0.0	1.0
0500	0.0	1.9	0.0	0.0	0.0	1.9
0600	0.7	11.4	0.6	0.0	0.0	12.7
0700	1.9	40.0	1.0	0.1	0.0	43.0
0800	2.4	61.3	1.4	0.0	0.0	65.1
0900	1.9	45.7	0.7	0.1	0.0	48.4
1000	2.3	42.3	0.6	0.3	0.0	45.4
1100	2.3	47.6	0.6	0.7	0.0	51.1
1200	2.7	55.0	0.6	0.3	0.0	58.6
1300	3.7	50.7	0.7	0.0	0.0	55.1
1400	3.1	48.7	0.9	0.0	0.0	52.7
1500	6.0	66.3	0.3	0.3	0.0	72.9
1600	4.3	54.4	1.1	0.3	0.0	60.1
1700	5.6	60.7	0.4	0.1	0.0	66.9
1800	4.7	33.1	0.1	0.0	0.0	38.0
1900	1.7	17.9	0.3	0.0	0.0	19.9
2000	1.0	11.0	0.1	0.0	0.0	12.1
2100	0.6	5.6	0.0	0.0	0.0	6.1
2200	0.4	3.9	0.0	0.0	0.0	4.3
2300	0.6	3.4	0.0	0.0	0.0	4.0
12hr TTL	40.9	605.9	8.4	2.3	0.0	657.4
24hr TTL	46.6	665.4	9.4	2.3	0.0	723.7
	6%	92%	1%	0%	0%	

EASTBOUND 7-DAY AVG →

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.0	3.1	0.0	0.0	0.0	3.1
0100	0.0	1.4	0.1	0.0	0.0	1.6
0200	0.0	0.4	0.0	0.0	0.0	0.4
0300	0.0	0.7	0.0	0.0	0.0	0.7
0400	0.0	0.0	0.1	0.0	0.0	0.1
0500	0.0	2.7	0.0	0.0	0.0	2.7
0600	0.6	14.0	0.1	0.0	0.0	14.7
0700	2.3	176.6	2.0	0.4	0.0	181.3
0800	5.0	258.7	1.7	0.7	0.0	266.1
0900	1.4	129.6	3.0	0.1	0.0	134.1
1000	2.7	67.0	1.6	0.1	0.0	71.4
1100	1.4	69.1	2.0	0.3	0.0	72.9
1200	3.3	96.7	0.3	0.0	0.0	100.3
1300	1.9	76.0	0.7	0.0	0.0	78.6
1400	0.9	78.4	1.0	0.0	0.0	80.3
1500	1.4	89.4	0.6	0.1	0.0	91.6
1600	2.0	140.4	1.4	0.1	0.0	144.0
1700	2.9	150.0	1.3	0.1	0.0	154.3
1800	1.0	62.0	0.4	0.1	0.0	63.6
1900	0.6	31.9	0.4	0.0	0.0	32.9
2000	0.7	19.1	0.1	0.0	0.0	20.0
2100	0.1	9.3	0.0	0.0	0.0	9.4
2200	0.0	5.7	0.0	0.0	0.0	5.7
2300	0.0	2.0	0.0	0.0	0.0	2.0
12hr TTL	26.1	1394.0	16.0	2.3	0.0	1438.4
24hr TTL	28.1	1484.4	17.0	2.3	0.0	1531.9
	2%	97%	1%	0%	0%	

Average daily westbound and eastbound 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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Equipment & methodology

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

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Generated 24 Jun 2022 v6.0

30447-007 Weybridge Road, Weybridge. Addlestone Road. ATC

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-007
LOCATION ADDLESTONE ROAD
DIRECTION WESTBOUND ←
PSL 30mph

Table with columns: DAY 1 (0000-0000), ALL VEHICLES (TOTAL, CLS 1-6), TIME (0-10mph to 90mph+), and various metrics (AVG SPD, 85%ile, PSL, PSL% > 30mph, etc.). Includes a summary row at the bottom.

TOTAL CLASS 1 CLASS 2 CLASS 3 CLASS 4 CLASS 5 CLASS 6

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-007
LOCATION ADDLESTONE ROAD
DIRECTION WESTBOUND
PSL 30mph

ALL VEHICLES
Motorcycles
Cars, taxis, 4WD
LGV
OGV1
OGV2
PSV

TIME 0-10mph 10-15mph 15-20mph 20-25mph 25-30mph 30-35mph 35-40mph 40-45mph 45-50mph 50-60mph 60-70mph 70-80mph 80-90mph 90mph+
AVG SPD
85%ile
PSL SPEEDING
PSL% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

Table with columns for Day 2, Time, and various speed categories (0-10mph to 90+mph). Includes summary rows at the bottom for 07-19, 08-22, 06-00, and 00-00.

DIR 1

TOTAL
CLASS 1
CLASS 2
CLASS 3
CLASS 4
CLASS 5
CLASS 6

TIME
0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+

AVG SPD
85%ile
P5L SPEEDING
P5L% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-007
LOCATION ADDLESTONE ROAD
DIRECTION WESTBOUND ←
PSL 30mph

ALL VEHICLES

Motorcycles
Cars, taxis,
4WD
LGV
OGV1
OGV2
PSV

0 - 10 mph
10 - 15 mph
15 - 20 mph
20 - 25 mph
25 - 30 mph
30 - 35 mph
35 - 40 mph
40 - 45 mph
45 - 50 mph
50 - 60 mph
60 - 70 mph
70 - 80 mph
80 - 90 mph
90 - 100 mph
AVG SPD
85%ile
> 30mph
> 30mph

DAY 5 Sat 12 Mar	Total	Cls						Fixt	Time	Vbin										Mean	Vpp 85	P5L 30	P5L% 30	ACPO 50	ACPO% 50	DTT 50	DTT% 50			
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60									60-70	70-80	80-90
0000	2	0	2	0	0	0	0	0000	0	0	2	0	0	0	0	0	0	0	0	0	0	0	16.3	0	0.0	0	0.0	0	0.0	
0015	2	0	2	0	0	0	0	0015	0	0	0	2	0	0	0	0	0	0	0	0	0	0	22.0	0	0.0	0	0.0	0	0.0	
0030	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	0.0	
0045	3	0	3	0	0	0	0	0045	1	0	1	1	0	0	0	0	0	0	0	0	0	0	16.8	0	0.0	0	0.0	0	0.0	
0100	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	0.0	
0115	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	0.0	
0130	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	0.0	
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	1	0	1	0	0	0	0	0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0330	1	0	0	1	0	0	0	0330	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.8	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	1	0	1	0	0	0	0	0400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.2	0	0.0	0	0.0	0	0.0	
0415	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	0	0.0	
0430	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	0	0.0	
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0500	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	0.0	
0515	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	0	0.0	
0530	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	0	0.0	
0545	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	0	0.0	
0600	2	0	2	0	0	0	0	0600	0	1	1	0	0	0	0	0	0	0	0	0	0	0	14.9	0	0.0	0	0.0	0	0.0	
0615	1	0	1	0	0	0	0	0615	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.5	0	0.0	0	0.0	0	0.0	
0630	0	0	0	0	0	0	0	0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0645	1	0	1	0	0	0	0	0645	0	0	0	1	0	0	0	0	0	0	0	0	0	0	23.7	0	0.0	0	0.0	0	0.0	
0700	1	0	1	0	0	0	0	0700	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.2	0	0.0	0	0.0	0	0.0	
0715	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	0	0.0	
0730	6	0	6	0	0	0	0	0730	0	1	0	5	0	0	0	0	0	0	0	0	0	0	21.0	0	0.0	0	0.0	0	0.0	
0745	6	0	4	2	0	0	0	0745	0	0	1	2	3	0	0	0	0	0	0	0	0	0	23.7	0	0.0	0	0.0	0	0.0	
0800	5	0	5	0	0	0	0	0800	0	0	0	4	1	0	0	0	0	0	0	0	0	0	22.7	0	0.0	0	0.0	0	0.0	
0815	5	0	5	0	0	0	0	0815	0	0	1	1	2	1	0	0	0	0	0	0	0	0	24.4	1	20.0	0	0.0	0	0.0	
0830	10	0	7	3	0	0	0	0830	0	1	2	3	2	2	0	0	0	0	0	0	0	0	23.3	2	20.0	0	0.0	0	0.0	
0845	12	0	12	0	0	0	0	0845	0	0	3	6	3	0	0	0	0	0	0	0	0	0	22.5	26.9	0	0.0	0	0.0	0	0.0
0900	4	0	3	1	0	0	0	0900	0	0	1	2	1	0	0	0	0	0	0	0	0	0	22.4	0	0.0	0	0.0	0	0.0	
0915	10	2	6	0	1	1	0	0915	0	2	4	3	1	0	0	0	0	0	0	0	0	0	18.5	0	0.0	0	0.0	0	0.0	
0930	11	0	9	1	1	0	0	0930	0	2	3	3	2	0	1	0	0	0	0	0	0	0	21.1	29.1	1	9.1	1	9.1	0	0.0
0945	19	1	17	1	0	0	0	0945	0	2	3	4	1	1	0	0	0	0	0	0	0	0	22.2	28.1	1	5.3	0	0.0	0	0.0
1000	14	0	13	1	0	0	0	1000	0	0	6	4	4	0	0	0	0	0	0	0	0	0	21.7	26.7	0	0.0	0	0.0	0	0.0
1015	14	0	12	1	0	1	0	1015	0	3	5	4	2	0	0	0	0	0	0	0	0	0	19.9	25.0	0	0.0	0	0.0	0	0.0
1030	12	0	11	1	0	0	0	1030	0	1	2	9	0	0	0	0	0	0	0	0	0	0	21.1	24.1	0	0.0	0	0.0	0	0.0
1045	13	1	12	0	0	0	0	1045	0	1	7	3	1	1	0	0	0	0	0	0	0	0	19.8	26.2	1	7.7	0	0.0	0	0.0
1100	16	1	13	1	0	1	0	1100	0	2	5	7	1	1	0	0	0	0	0	0	0	0	20.6	25.2	1	6.3	0	0.0	0	0.0
1115	23	1	22	0	0	0	0	1115	0	4	4	13	1	1	0	0	0	0	0	0	0	0	20.2	24.1	1	4.3	0	0.0	0	0.0
1130	14	3	11	0	0	0	0	1130	1	0	5	6	2	0	0	0	0	0	0	0	0	0	20.2	25.4	0	0.0	0	0.0	0	0.0
1145	14	1	12	1	0	0	0	1145	0	0	4	8	2	0	0	0	0	0	0	0	0	0	21.3	24.7	0	0.0	0	0.0	0	0.0
1200	13	1	12	0	0	0	0	1200	0	2	3	8	0	0	0	0	0	0	0	0	0	0	19.5	23.4	0	0.0	0	0.0	0	0.0
1215	13	1	10	2	0	0	0	1215	0	0	3	7	0	0	0	0	0	0	0	0	0	0	22.7	28.2	0	0.0	0	0.0	0	0.0
1230	19	0	18	1	0	0	0	1230	0	1	3	14	1	0	0	0	0	0	0	0	0	0	21.7	24.4	0	0.0	0	0.0	0	0.0
1245	13	1	8	4	0	0	0	1245	0	1	4	2	5	1	0	0	0	0	0	0	0	0	22.5	29.7	1	7.7	0	0.0	0	0.0
1300	15	5	9	1	0	0	0	1300	1	2	5	6	1	0	0	0	0	0	0	0	0	0	19.0	23.8	0	0.0	0	0.0	0	0.0
1315	12	2	10	0	0	0	0	1315	0	1	3	8	0	0	0	0	0	0	0	0	0	0	20.5	24.4	0	0.0	0	0.0	0	0.0
1330	8	1	7	0	0	0	0	1330	0	0	4	2	2	0	0	0	0	0	0	0	0	0	21.1	0	0.0	0	0.0	0	0.0	
1345	18	0	17	1	0	0	0	1345	2	1	5	7	2	1	0	0	0	0	0	0	0	0	20.0	27.3	1	5.6	0	0.0	0	0.0

DIR 1

TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DTT SPEEDING	DTT% SPEEDING
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PROJECT 30447 Weybridge Road, Weybridge
 SITE 30447-007
 LOCATION ADDLESTONE ROAD
 DIRECTION **WESTBOUND** ←
 PSL 30mph

DAY 7	ALL VEHICLES							Fixt	Time	0 - 10 mph										Mean	Vpp 85	JPSL 30	PSL %	PSL %	ACPO %	ACPO %	DTT %	DTT %		
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60										Vbin 60-70	Vbin 70-80
0000	1	0	1	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.3		0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0	0015	0	0	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	0030	0	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	0045	0	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	0100	0	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	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0215	1	1	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0.0	0	0.0	0	0.0
0400	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	0.0
0415	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	0.0
0430	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	0.0
0445	1	1	0	0	0	0	0	0445	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12.8		0	0.0	0	0.0	0	0.0
0500	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	0.0
0515	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	0.0
0530	1	0	1	0	0	0	0	0530	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5		0	0.0	0	0.0	0	0.0
0545	2	0	2	0	0	0	0	0545	0	0	0	1	1	0	0	0	0	0	0	0	0	0	23.3		0	0.0	0	0.0	0	0.0
0600	2	0	2	0	0	0	0	0600	0	0	2	0	0	0	0	0	0	0	0	0	0	0	18.9		0	0.0	0	0.0	0	0.0
0615	7	0	6	1	0	0	0	0615	0	1	2	1	3	0	0	0	0	0	0	0	0	0	21.9		0	0.0	0	0.0	0	0.0
0630	5	0	4	1	0	0	0	0630	0	0	1	3	1	0	0	0	0	0	0	0	0	0	22.9		0	0.0	0	0.0	0	0.0
0645	5	1	3	1	0	0	0	0645	0	1	1	1	1	0	0	0	0	0	0	0	0	0	25.5		1	20.0	1	20.0	0	0.0
0700	8	0	8	0	0	0	0	0700	0	2	5	1	0	0	0	0	0	0	0	0	0	0	21.3		0	0.0	0	0.0	0	0.0
0715	13	1	10	1	1	0	0	0715	0	1	3	6	3	0	0	0	0	0	0	0	0	0	22.2	27.6	0	0.0	0	0.0	0	0.0
0730	19	1	16	1	1	0	0	0730	0	0	5	6	8	0	0	0	0	0	0	0	0	0	22.9	27.8	0	0.0	0	0.0	0	0.0
0745	22	2	20	0	0	0	0	0745	0	3	4	15	0	0	0	0	0	0	0	0	0	0	20.7	23.8	0	0.0	0	0.0	0	0.0
0800	17	2	13	1	1	0	0	0800	0	0	4	10	2	1	0	0	0	0	0	0	0	0	22.1	26.3	1	5.9	0	0.0	0	0.0
0815	28	0	26	1	1	0	0	0815	0	0	7	13	6	1	0	1	0	0	0	0	0	0	23.3	28.2	2	7.1	1	3.6	0	0.0
0830	17	1	15	1	0	0	0	0830	0	0	13	4	0	0	0	0	0	0	0	0	0	0	18.7	21.6	0	0.0	0	0.0	0	0.0
0845	24	1	22	1	0	0	0	0845	0	2	9	9	4	0	0	0	0	0	0	0	0	0	20.5	25.2	0	0.0	0	0.0	0	0.0
0900	22	1	17	4	0	0	0	0900	0	2	7	11	2	0	0	0	0	0	0	0	0	0	20.8	24.6	0	0.0	0	0.0	0	0.0
0915	16	0	12	3	1	0	0	0915	0	0	7	6	3	0	0	0	0	0	0	0	0	0	21.4	25.8	0	0.0	0	0.0	0	0.0
0930	16	1	14	1	0	0	0	0930	0	1	5	6	4	0	0	0	0	0	0	0	0	0	21.6	26.8	0	0.0	0	0.0	0	0.0
0945	6	0	4	2	0	0	0	0945	0	0	2	4	4	0	0	0	0	0	0	0	0	0	21.8	26.1	0	0.0	0	0.0	0	0.0
1000	14	1	11	2	0	0	0	1000	0	2	3	5	2	2	0	0	0	0	0	0	0	0	22.2	29.8	2	14.3	0	0.0	0	0.0
1015	10	1	8	1	0	0	0	1015	0	1	6	1	2	0	0	0	0	0	0	0	0	0	19.2	21.0	0	0.0	0	0.0	0	0.0
1030	16	1	13	2	0	0	0	1030	0	0	6	9	1	0	0	0	0	0	0	0	0	0	20.8	24.6	0	0.0	0	0.0	0	0.0
1045	9	0	8	1	0	0	0	1045	0	0	3	2	4	0	0	0	0	0	0	0	0	0	23.0	27.0	0	0.0	0	0.0	0	0.0
1100	17	1	10	6	0	0	0	1100	0	1	7	6	3	0	0	0	0	0	0	0	0	0	20.6	25.7	0	0.0	0	0.0	0	0.0
1115	13	1	9	2	1	0	0	1115	0	1	5	6	1	0	0	0	0	0	0	0	0	0	20.1	24.7	0	0.0	0	0.0	0	0.0
1130	12	1	8	2	0	1	0	1130	1	0	4	3	3	1	0	0	0	0	0	0	0	0	21.6	28.9	1	8.3	0	0.0	0	0.0
1145	14	1	13	0	0	0	0	1145	0	1	5	6	2	0	0	0	0	0	0	0	0	0	20.6	24.8	0	0.0	0	0.0	0	0.0
1200	14	0	12	1	1	0	0	1200	0	1	5	4	3	0	0	1	0	0	0	0	0	0	21.6	28.5	1	7.1	1	7.1	0	0.0
1215	22	3	16	3	0	0	0	1215	0	2	5	6	3	1	0	0	0	0	0	0	0	0	23.1	28.4	1	4.5	0	0.0	0	0.0
1230	22	1	16	5	0	0	0	1230	0	2	6	11	3	0	0	0	0	0	0	0	0	0	20.6	24.9	0	0.0	0	0.0	0	0.0
1245	11	0	11	0	0	0	0	1245	0	0	3	7	1	0	0	0	0	0	0	0	0	0	21.5	24.6	0	0.0	0	0.0	0	0.0
1300	14	0	11	3	0	0	0	1300	0	0	5	8	1	0	0	0	0	0	0	0	0	0	20.8	22.7	0	0.0	0	0.0	0	0.0
1315	18	1	14	2	1	0	0	1315	0	1	5	9	3	0	0	0	0	0	0	0	0	0	21.5	27.0	0	0.0	0	0.0	0	0.0
1330	17	1	15	1	0	0	0	1330	0	1	11	3	2	0	0	0	0	0	0	0	0	0	18.9	24.7	0	0.0	0	0.0	0	0.0
1345	8	0	6	2	0	0	0	1345	0	0	6	2	0	0	0</															

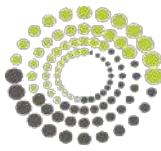
DIR 2

TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING
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PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-007
LOCATION ADDLESTONE ROAD
DIRECTION EASTBOUND →
PSL 30mph

ALL VEHICLES	Motorcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV	0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 30mph	% > 30mph
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DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	JPSL	JPSL%	PSL	PSL%	ACPO	ACPO%	DIT	DIT%
										0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60	60-70	70-80	80-90	90-100	85	30	10	10	10	10	10
0000	2	0	2	0	0	0	0		0000	0	0	2	0	0	0	0	0	0	0	0	0	17.7	-	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0030	1	0	1	0	0	0	0		0030	0	0	0	1	0	0	0	0	0	0	0	0	21.0	-	0	0.0	0	0.0	0	0.0	
0045	3	0	3	0	0	0	0		0045	0	1	2	0	0	0	0	0	0	0	0	0	17.5	-	0	0.0	0	0.0	0	0.0	
0100	1	0	1	0	0	0	0		0100	0	1	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0	
0115	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		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		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		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		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		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		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		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		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		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		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		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		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		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		0445	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0500	1	0	1	0	0	0	0		0500	0	0	0	0	1	0	0	0	0	0	0	0	25.0	-	0	0.0	0	0.0	0	0.0	
0515	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	1	0	0	0	0		0530	0	0	0	1	0	0	0	0	0	0	0	0	21.5	-	0	0.0	0	0.0	0	0.0	
0545	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		0600	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	
0615	2	0	2	0	0	0	0		0615	0	0	0	1	1	0	0	0	0	0	0	0	24.8	-	0	0.0	0	0.0	0	0.0	
0630	2	0	2	0	0	0	0		0630	0	0	0	1	1	0	0	0	0	0	0	0	26.4	-	1	50.0	0	0.0	0	0.0	
0645	2	0	2	0	0	0	0		0645	0	0	0	1	1	0	0	0	0	0	0	0	24.0	-	0	0.0	0	0.0	0	0.0	
0700	3	0	3	0	0	0	0		0700	0	0	1	0	1	1	0	0	0	0	0	0	24.9	-	1	33.3	0	0.0	0	0.0	
0715	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	2	0	2	0	0	0	0		0730	0	1	0	0	1	0	0	0	0	0	0	0	19.5	-	0	0.0	0	0.0	0	0.0	
0745	8	0	6	2	0	0	0		0745	0	1	2	2	2	1	0	0	0	0	0	0	21.8	-	1	12.5	0	0.0	0	0.0	
0800	7	1	4	2	0	0	0		0800	0	1	0	4	2	0	0	0	0	0	0	0	22.4	-	0	0.0	0	0.0	0	0.0	
0815	1	0	1	0	0	0	0		0815	0	0	0	1	0	0	0	0	0	0	0	0	22.2	-	0	0.0	0	0.0	0	0.0	
0830	16	2	12	2	0	0	0		0830	0	2	5	8	1	0	0	0	0	0	0	0	20.1	23.4	0	0.0	0	0.0	0	0.0	
0845	17	1	13	3	0	0	0		0845	0	1	4	8	4	0	0	0	0	0	0	0	22.0	26.1	0	0.0	0	0.0	0	0.0	
0900	16	0	13	3	0	0	0		0900	0	0	3	10	3	0	0	0	0	0	0	0	22.3	26.7	0	0.0	0	0.0	0	0.0	
0915	18	1	14	2	1	0	0		0915	0	0	7	9	1	1	0	0	0	0	0	0	21.4	24.5	1	5.6	0	0.0	0	0.0	
0930	20	0	17	2	1	0	0		0930	0	1	4	13	2	0	0	0	0	0	0	0	17.0	-	0	0.0	0	0.0	0	0.0	
0945	26	0	21	5	0	0	0		0945	0	1	4	18	3	2	0	0	0	0	0	0	21.5	24.8	0	0.0	0	0.0	0	0.0	
1000	18	0	17	1	0	0	0		1000	0	3	6	8	1	0	0	0	0	0	0	0	19.4	22.9	0	0.0	0	0.0	0	0.0	
1015	14	0	11	3	0	0	0		1015	0	0	4	9	1	0	0	0	0	0	0	0	21.3	24.6	0	0.0	0	0.0	0	0.0	
1030	17	0	15	1	0	1	0		1030	0	1	7	9	3	0	0	0	0	0	0	0	20.2	22.8	0	0.0	0	0.0	0	0.0	
1045	26	1	23	1	1	0	0		1045	0	0	10	13	3	0	0	0	0	0	0	0	21.1	24.8	0	0.0	0	0.0	0	0.0	
1100	19	1	17	1	0	0	0		1100	0	1	7	11	0	0	0	0	0	0	0	0	20.3	24.6	0	0.0	0	0.0	0	0.0	
1115	15	0	14	1	0	0	0		1115	0	1	5	8	1	0	0	0	0	0	0	0	20.8	24.4	0	0.0	0	0.0	0	0.0	
1130	17	0	15	2	0	0	0		1130	0	1	3	9	3	1	0	0	0	0	0	0	22.6	27.3	1	5.9	0	0.0	0	0.0	
1145	41	0	38	3	0	0	0		1145	0	1	11	25	4	0	0	0	0	0	0	0	21.4	24.0	0	0.0	0	0.0	0	0.0	
1200	47	2	44	1	0	0	0		1200	0	0	16	25	5	1	0	0	0	0	0	0	21.5	24.7	1	2.1	0	0.0	0	0.0	
1215	27	0	15	2	0	0	0		1215	0	0	6	9	1	0	1	0	0	0	0	0	22.0	24.7	1	5.9	1	5.9	0	0.0	
1230	16	0	25	1	0	0	0		1230	0	0	7	14	5	0	0	0	0	0	0	0	22.1	26.0	0	0.0	0	0.0	0	0.0	
1245	47	0	41	6	0	0	0		1245	0	0	16	21	6	4	0	0	0	0	0	0	22.2	26.0	4	8.5	0	0.0	0	0.0	
1300	35	0	29	6	0	0	0		1300	0	1	14	13	6	1	0	0	0	0	0	0	21.6	26.1	1	2.9	0	0.0	0	0.0	
1315	16	2	13	1	0	0	0		1315	0	1	7	6	2	0	0	0	0	0	0	0	20.9	24.5	0	0.0	0	0.0	0	0.0	
1330	12	0	11	1	0	0	0		1330	1	0	3	5	3	0	0	0	0	0	0	0	20.9	26.3	0	0.0	0	0.0	0	0.0	
1345	8	0	8	0	0	0	0		1345	0	0	1																		



ATC SUMMARY REPORT

PROJECT	30447 Weybridge Road, Weybridge
LOCATION	30447-008 - A317, Weybridge Road
LOC. DESC.	A317, Weybridge Road
START DATE	Tue 08 Mar, 2022
END DATE	Mon 14 Mar, 2022
SPEED LIMIT	40mph
SURVEY TYPE	7-day ATC, 15min periods, 6 veh. classes

OVERVIEW

A 7-day automatic traffic count on A317, Weybridge Road, commencing Tue 08 Mar 2022, recorded a total of 160,881 vehicles. The posted speed limit of 40mph was exceeded by 18.5% of vehicles, and the seasonally adjusted, combined AADT value is 26,203 (see Equipment & Methodology below).

COMBINED

Total recorded volume	160,881
Avg daily volume (based on 7 days)	22,983.0
Average daily speed (7 days)	34.8mph
Average daily 85%ile (7 days)	40.8mph
AADT (annual average daily traffic)	26,203

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 41mph and above.

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

Avg weekday volume (Mon-Fri, 24hrs)	24,138.8
Avg weekday speed (Mon-Fri, 24hrs)	33.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	19,723.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	32.7mph

WESTBOUND ←

Total recorded volume	83,249
Avg daily volume (based on 7 days)	11,892.7
Average daily speed (7 days)	35.8mph
Average daily 85%ile (7 days)	40.6mph
% of vehicles exceeding 40mph	17.5%

Avg weekday volume (Mon-Fri, 24hrs)	12,524.6
Avg weekday speed (Mon-Fri, 24hrs)	35.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	10,329.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	34.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	39.3mph

EASTBOUND →

Total recorded volume	77,632
Avg daily volume (based on 7 days)	11,090.3
Average daily speed (7 days)	33.8mph
Average daily 85%ile (7 days)	41.0mph
% of vehicles exceeding 40mph	19.5%

Avg weekday volume (Mon-Fri, 24hrs)	11,614.2
Avg weekday speed (Mon-Fri, 24hrs)	32.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	9,394.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	30.9mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	39.7mph

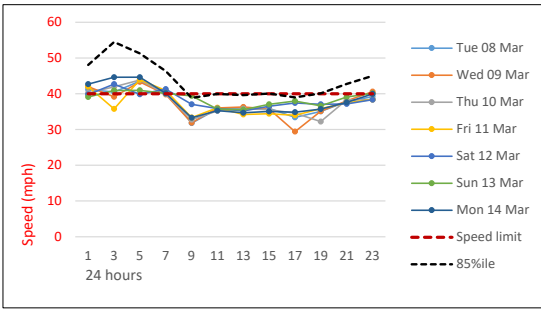
SITE LOCATION



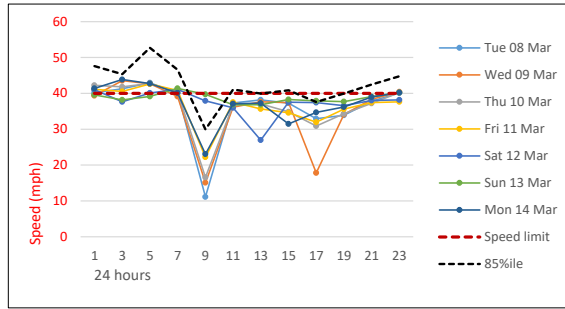
Location	A317, Weybridge Road
Lat, lng.	51°22'22.94"N, 0°28'23.35"W
Project & site	30447-008
PSL	40mph
Bus route	Yes
Direction 1	Westbound←
Direction 2	Eastbound→

DAILY SPEEDS

WESTBOUND ←



EASTBOUND →

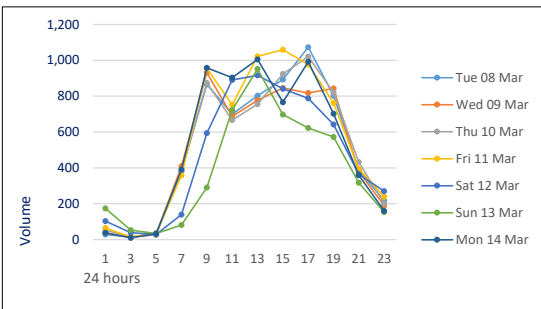


Average daily speeds (solid thin colours) and 85%ile (dashed black) compared against 40mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin is required for this calculation, hence the overnight low-volume 85%ile values may be zero.

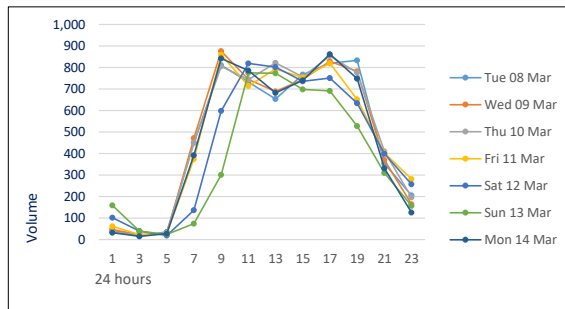
The peak average westbound daytime speed was 41.6mph at 07:00 on Sat 12 Mar, whilst the peak average eastbound speed was 45.2mph at 07:30 on Sun 13 Mar (based on 15min averages between 0700 & 1900).

HOURLY VOLUMES

WESTBOUND ←



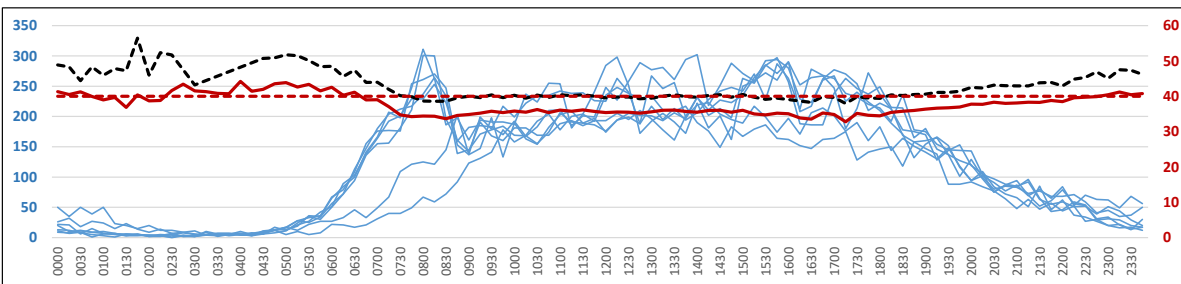
EASTBOUND →



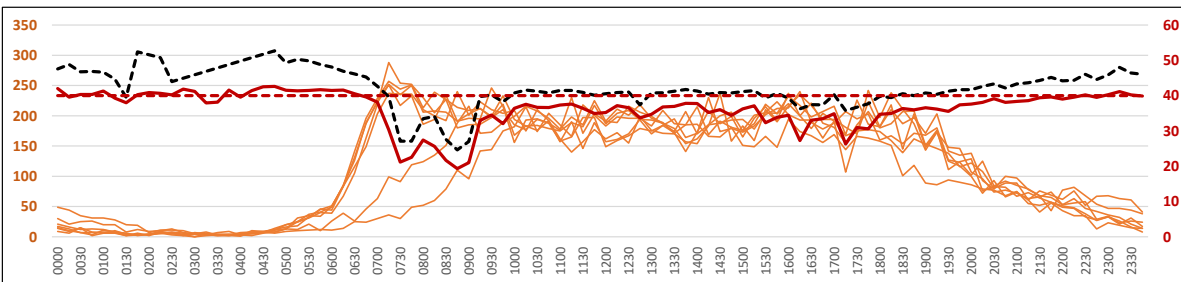
← Hourly westbound traffic volumes over each 24hr period for 7 days from all available data.

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

15min VOL & SPEED



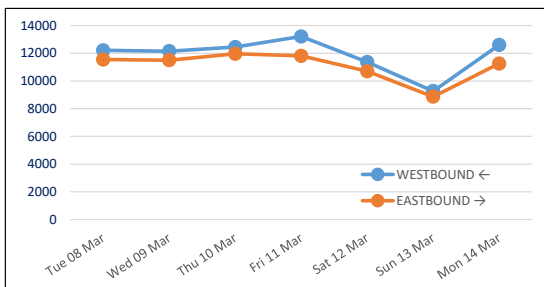
← 15min daily westbound flows (blue), against the average speed (red) and 85%ile (dotted black) for each 15min period over the 7-day period.



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

DAILY VOLUMES

WEST & EASTBOUND



Total 24hr westbound (blue) and eastbound (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

WESTBOUND 7-DAY AVG ←

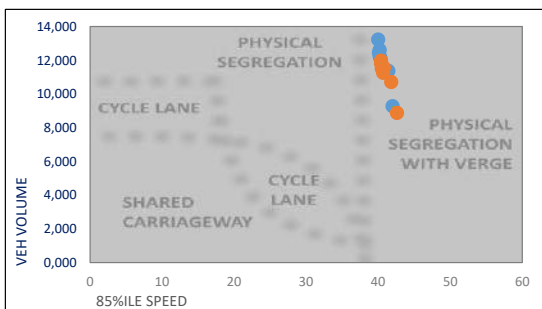
TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.4	68.1	0.9	1.1	0.1	70.7
0100	0.3	39.6	1.1	0.3	0.0	41.3
0200	0.0	21.0	0.3	1.4	0.0	22.7
0300	0.1	18.4	1.3	1.1	0.0	21.0
0400	1.1	27.6	0.6	2.0	0.3	31.6
0500	1.6	83.9	2.3	1.6	0.4	89.7
0600	2.3	291.4	6.6	3.9	1.6	305.7
0700	5.7	603.1	7.7	10.4	2.9	629.9
0800	5.4	752.3	9.0	12.9	1.7	781.3
0900	5.9	642.3	13.9	9.9	1.9	673.7
1000	7.7	721.0	17.9	11.7	2.0	760.3
1100	8.4	774.7	20.1	12.9	1.6	817.7
1200	7.6	849.1	16.1	14.9	2.1	889.9
1300	12.6	826.3	13.7	11.4	2.0	866.0
1400	9.0	823.9	14.1	12.4	1.3	860.7
1500	7.4	940.4	10.9	13.3	1.1	973.1
1600	7.3	870.0	8.1	12.1	1.1	898.7
1700	10.1	851.1	7.1	9.0	1.3	878.7
1800	10.3	710.0	5.9	8.1	0.4	734.7
1900	9.7	547.1	2.7	4.4	0.6	564.6
2000	8.3	360.6	3.6	3.3	0.3	376.0
2100	5.7	264.3	2.3	2.6	0.0	274.9
2200	4.1	197.9	1.4	0.9	0.0	204.3
2300	1.6	121.4	1.4	0.7	0.4	125.6
12hr TTL	97.4	9364.3	144.6	139.0	19.4	9764.7
24hr TTL	132.7	11405.6	169.0	162.3	23.1	11892.7
	1%	96%	1%	1%	0%	

EASTBOUND 7-DAY AVG →

TIME	MOTOR CYCLES	CARS / LGV	OGV1	OGV2	PSV	TOTAL
0000	0.3	67.0	1.0	0.3	0.0	68.6
0100	0.0	37.3	0.6	1.6	0.0	39.4
0200	0.0	23.0	0.3	2.0	0.0	25.3
0300	0.6	13.6	0.6	0.6	0.0	15.3
0400	0.1	25.4	1.0	0.9	0.1	27.6
0500	0.3	92.0	2.9	0.4	1.1	96.7
0600	2.9	313.7	13.4	4.0	1.6	335.6
0700	4.6	727.4	11.9	9.1	5.1	758.1
0800	7.6	693.6	9.7	9.3	7.3	727.4
0900	6.0	744.1	13.0	10.3	6.4	779.9
1000	7.7	727.1	17.1	6.3	1.0	759.3
1100	7.4	705.3	13.1	5.6	2.0	733.4
1200	9.9	716.0	11.3	5.0	2.6	744.7
1300	8.4	693.7	11.6	6.0	1.0	720.7
1400	10.3	713.7	11.1	5.0	2.1	742.3
1500	8.0	729.3	7.9	5.1	1.9	752.1
1600	9.0	781.1	5.1	6.4	2.1	803.9
1700	12.9	708.9	6.0	4.7	3.0	735.4
1800	12.6	687.4	3.7	3.6	0.3	707.6
1900	10.1	540.7	3.3	2.0	0.4	556.6
2000	6.6	355.6	3.7	2.1	0.1	368.1
2100	5.7	261.0	2.0	0.4	0.1	269.3
2200	1.7	193.3	2.1	0.7	0.1	198.0
2300	0.4	122.4	0.4	1.3	0.4	125.0
12hr TTL	104.3	8627.7	121.6	76.4	34.9	8964.9
24hr TTL	133.0	10672.7	152.9	92.7	39.0	11090.3
	1%	96%	1%	1%	0%	

Average daily westbound and eastbound 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:

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.

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

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30447-008 Weybridge Road, Weybridge. A317, Weybridge Roac

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.

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.

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.

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
 SITE 30447-008
 LOCATION A317, WEYBRIDGE ROAD
 DIRECTION **WESTBOUND** ←
 PSL 40mph

ALL VEHICLES

Motocycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0-10mph
 10-15mph
 15-20mph
 20-25mph
 25-30mph
 30-35mph
 35-40mph
 40-45mph
 45-50mph
 50-60mph
 60-70mph
 70-80mph
 80-90mph
 90mph+
 AVG SPD
 85%ile
 PSL SPEEDING
 PSL% SPEEDING
 ACPO SPEEDING
 ACPO% SPEEDING
 DfT SPEEDING
 DfT% SPEEDING

DAY 1	TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85%ile	PSL	PSL%	ACPO	ACPO%	DfT	DfT%
0000	11	0	11	0	0	0	0	0000	0	0	0	0	0	2	3	4	1	1	0	0	0	0	41.5	48.3	6	54.6	1	9.1	1	9.1
0015	7	0	6	1	0	0	0	0015	0	0	0	0	0	2	2	2	1	0	0	0	0	0	39.0		3	42.9	1	14.3	0	0.0
0030	9	0	7	1	0	0	0	0030	0	0	0	0	0	1	4	1	1	1	0	0	0	0	43.6		4	44.4	3	33.3	2	22.2
0045	1	0	0	1	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1		0	0.0	0	0.0	0	0.0
0100	6	0	6	0	0	0	0	0100	0	0	0	0	0	1	2	1	2	1	1	0	0	0	42.5		4	66.7	2	33.3	0	0.0
0115	7	0	7	0	0	0	0	0115	0	0	0	0	0	2	2	2	1	0	0	0	0	0	38.3		3	42.9	1	14.3	0	0.0
0130	4	0	4	0	0	0	0	0130	0	0	0	0	0	1	2	1	0	0	0	0	0	0	36.8		1	25.0	0	0.0	0	0.0
0145	5	0	3	2	0	0	0	0145	0	0	0	0	0	0	2	2	1	0	0	0	0	0	42.5		3	60.0	1	20.0	0	0.0
0200	2	0	2	0	0	0	0	0200	0	0	0	0	0	0	0	0	1	1	0	0	0	0	39.3		1	50.0	0	0.0	0	0.0
0215	3	0	2	0	0	0	0	0215	0	0	0	0	0	0	0	0	2	0	0	0	0	0	35.9		2	66.7	0	0.0	0	0.0
0230	7	0	6	1	0	0	0	0230	0	0	0	0	0	0	3	3	0	1	0	0	0	0	41.7		4	57.1	1	14.3	0	0.0
0245	2	0	1	0	0	0	0	0245	0	0	0	0	0	0	1	0	1	0	0	0	0	0	43.6		1	50.0	1	50.0	0	0.0
0300	2	1	0	1	0	0	0	0300	0	0	0	0	0	0	0	1	0	1	0	0	0	0	49.9		2	100.0	1	50.0	1	50.0
0315	4	0	3	1	0	0	0	0315	0	0	0	0	1	0	1	1	0	0	0	0	0	0	42.4		2	50.0	1	25.0	1	25.0
0330	3	0	2	1	0	0	0	0330	0	0	0	0	0	1	1	0	0	0	1	0	0	0	42.3		1	33.3	1	33.3	1	33.3
0345	6	0	3	1	1	1	0	0345	0	0	0	0	0	1	0	3	2	0	0	0	0	0	42.7		5	83.3	2	33.3	0	0.0
0400	5	1	2	2	0	0	0	0400	0	0	0	0	0	0	3	1	2	0	1	0	0	0	42.8		2	40.0	1	20.0	1	20.0
0415	8	0	6	2	0	0	0	0415	0	0	0	0	0	2	2	2	2	0	0	0	0	0	39.9		4	50.0	2	25.0	0	0.0
0430	6	0	3	3	0	0	0	0430	0	0	0	0	0	0	0	1	1	2	0	0	0	0	44.2		5	83.3	2	33.3	0	0.0
0445	17	0	11	3	1	1	1	0445	0	0	0	0	0	1	4	5	3	3	1	0	0	0	45.2	56.1	12	70.6	7	41.2	4	23.5
0500	12	0	10	1	1	0	0	0500	0	0	0	1	0	0	1	3	2	5	0	0	0	0	47.0	57.4	10	83.3	7	58.3	3	25.0
0515	21	0	16	4	1	0	0	0515	0	0	0	0	0	2	8	2	4	5	0	0	0	0	43.5	52.4	11	52.4	9	42.9	2	9.5
0530	27	1	24	1	0	0	1	0530	0	0	0	0	1	3	11	7	3	2	0	0	0	0	40.3	47.3	12	44.4	4	14.8	2	7.4
0545	42	0	34	5	2	1	0	0545	0	0	0	0	0	7	12	16	3	2	1	0	0	0	41.0	47.2	23	54.8	6	14.3	2	4.8
0600	51	0	37	11	3	0	0	0600	0	0	0	0	0	3	15	13	11	7	2	0	0	0	43.9	51.4	33	64.7	16	31.4	4	7.8
0615	89	0	77	9	2	1	0	0615	0	0	0	0	0	13	33	25	14	4	0	0	0	0	40.5	46.8	43	48.3	14	15.7	1	1.1
0630	103	0	91	11	0	0	0	0630	0	0	0	0	0	14	35	25	21	8	0	0	0	0	41.4	47.7	54	52.4	21	20.4	3	2.9
0645	128	0	112	14	1	0	0	0645	0	0	0	0	0	10	28	21	18	11	2	0	0	0	39.9	42.2	49	35.2	15	11.7	1	0.7
0700	154	1	142	10	1	0	0	0700	0	0	0	0	0	10	40	30	25	11	1	0	0	0	39.9	42.2	49	35.2	15	11.7	1	0.7
0715	192	0	171	13	2	4	2	0715	1	4	1	1	5	84	75	20	1	0	0	0	0	0	34.9	39.1	21	10.9	1	0.5	0	0.0
0730	201	0	186	9	3	3	0	0730	8	3	2	3	24	82	66	12	1	0	0	0	0	0	32.8	38.8	13	6.5	0	0.0	0	0.0
0745	229	2	210	11	1	3	2	0745	6	5	5	6	35	106	54	11	1	0	0	0	0	0	31.8	37.3	12	5.2	1	0.4	0	0.0
0800	229	0	207	12	0	9	1	0800	4	5	3	12	30	121	47	6	1	0	0	0	0	0	31.7	36.0	7	3.1	0	0.0	0	0.0
0815	253	1	235	12	2	3	0	0815	8	5	0	6	44	141	41	8	0	0	0	0	0	0	31.4	36.3	8	3.2	0	0.0	0	0.0
0830	223	1	201	10	3	7	1	0830	10	2	2	2	53	104	45	4	1	0	0	0	0	0	31.0	35.9	5	2.2	1	0.4	0	0.0
0845	161	2	143	9	2	4	1	0845	4	1	0	0	14	80	54	8	0	0	0	0	0	0	33.6	37.9	8	5.0	0	0.0	0	0.0
0900	142	1	130	6	2	3	0	0900	3	0	0	1	14	76	39	8	1	0	0	0	0	0	33.4	37.4	9	6.3	0	0.0	0	0.0
0915	191	1	152	25	9	4	0	0915	0	1	0	0	13	70	97	9	1	0	0	0	0	0	35.0	38.5	10	5.2	1	0.5	0	0.0
0930	168	0	148	11	4	4	1	0930	1	0	1	1	22	55	68	17	3	0	0	0	0	0	35.1	39.7	20	11.9	2	1.2	0	0.0
0945	160	1	138	11	6	3	1	0945	2	4	3	0	14	74	52	10	1	0	0	0	0	0	33.3	37.7	11	6.9	1	0.6	0	0.0
1000	181	4	156	14	4	3	0	1000	0	0	0	0	17	54	82	26	2	0	0	0	0	0	35.9	40.1	28	15.5	2	1.1	0	0.0
1015	181	1	149	20	6	3	2	1015	0	0	0	1	15	74	70	16	4	1	0	0	0	0	35.2	38.8	21	11.6	2	1.1	0	0.0
1030	169	2	134	22	8	2	1	1030	0	0	0	0	12	59	81	13	4	0	0	0	0	0	35.8	39.5	17	10.1	4	2.4	0	0.0
1045	169	2	140	18	7	2	0	1045	0	0	0	1	4	70	68	23	2	1	0	0	0	0	36.2	40.0	26	15.4	3	1.8	0	0.0
1100	188	1	159	19	3	6	0	1100	0	0	0	0	16	69	81	19	2	1	0	0	0	0	35.3	39.4	22	11.7	2	1.1	0	0.0
1115	193	5	155	22	6	5	0	1115	0	0	0	1	8	25	62	70	24	3	0	0	0	0	34.7	39.9	27	14.0	2	1.0	0	0.0
1130	185	2	148	29	3	3	0	1130	0	0	0	0	3	63	81	34	3	1	0	0	0	0	36.8	41.2	38	20.5	2	1.1	0	0.0
1145	193	3	160	23	3	4	0	1145	0	0	0	1	10	63	89	24	3	0	0	0	0	0	36.3	40.2	30	15.5	5	2.6	0	0.0
1200	193	2	155	22	12	1	1	1200	0	0	0	1	14	61	83	30	3	1	0	0	0	0	36.1	40.5	34	17.6	4	2.1	0	0.0
1215	205	1	168	30	1	5	0	1215	0	0	1	2	11	71	89	20	11	0	0	0	0	0	35.9	40.2	31	15.1	7	3.4	0	0.0
1230	195	3	164	17	5	4	2	1230	0	0	0	1	9	82	72	24	7	0	0	0	0	0	35.8	40.2	31	15.9	3	1.5	0	0.0
1245	210	3	171	31	2	2	1	1245	0	0	1	1	11	74	92	25	4	2	0	0	0	0	35.9	40.0	31	14.8	5	2.4	0	0.0
1300	196	3	168	15	5	4	1	1300	0	0	0	0	4	52	99	31	10	0												

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION WESTBOUND ←
PSL 40mph

ALL VEHICLES

- Motorcycles
- Cars, taxis, 4WD
- LGV
- OGV1
- OGV2
- PSV

- 0-10mph
- 10-15mph
- 15-20mph
- 20-25mph
- 25-30mph
- 30-35mph
- 35-40mph
- 40-45mph
- 45-50mph
- 50-60mph
- 60-70mph
- 70-80mph
- 80-90mph
- 90mph+
- AVG SPD
- 85%ile
- PSL SPEEDING
- PSL% SPEEDING
- ACPO SPEEDING
- ACPO% SPEEDING
- DTT SPEEDING
- DTT% SPEEDING

DAY 2	Total	Cls						Fixt	Time	Speed																	Mean	Vpp	JPSL	JPSL%	ACPO		DTT	
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60	60-70	70-80	80-90	90-100	% > 40mph	% > 40mph	% > 40mph					% > 40mph			
0000	13	0	12	1	0	0	0	0000	0	0	0	0	2	2	3	0	3	3	0	0	0	0	0	41.3	52.6	6	46.2	5	38.5	1	7.7			
0015	12	0	10	0	0	2	0	0015	0	0	0	0	1	2	3	2	0	3	1	0	0	0	42.0	53.8	6	50.0	4	33.3	1	8.3				
0030	8	0	7	1	0	0	0	0030	0	0	0	0	0	3	1	1	1	1	1	0	0	0	43.6		4	50.0	2	25.0	2	25.0				
0045	5	0	3	1	1	0	0	0045	0	0	0	0	0	1	0	3	1	0	0	0	0	0	41.3		4	80.0	0	0.0	0	0.0				
0100	3	0	3	0	0	0	0	0100	0	0	0	0	0	0	3	0	0	0	0	0	0	0	37.2		0	0.0	0	0.0	0	0.0				
0115	1	0	1	0	0	0	0	0115	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.9		0	0.0	0	0.0	0	0.0				
0130	6	0	3	2	1	0	0	0130	0	0	0	0	1	1	1	2	0	1	0	0	0	0	40.0		3	50.0	1	16.7	1	16.7				
0145	5	0	4	1	0	0	0	0145	0	0	0	0	0	0	4	1	0	0	0	0	0	0	38.5		1	20.0	0	0.0	0	0.0				
0200	4	0	4	0	0	0	0	0200	0	0	0	0	0	1	3	0	0	0	0	0	0	0	37.2		0	0.0	0	0.0	0	0.0				
0215	3	0	3	0	0	0	0	0215	0	0	0	0	0	2	0	1	0	0	0	0	0	0	25.0		1	33.3	0	0.0	0	0.0				
0230	1	0	0	0	0	1	0	0230	0	0	0	0	0	0	0	1	0	0	0	0	0	0	46.6		1	100.0	1	100.0	0	0.0				
0245	4	0	2	2	0	0	0	0245	0	0	0	0	1	2	0	0	0	0	1	0	0	0	42.4		1	25.0	1	25.0	1	25.0				
0300	2	0	0	1	0	1	0	0300	0	0	0	0	0	0	2	0	0	0	0	0	0	0	37.9		0	0.0	0	0.0	0	0.0				
0315	5	0	3	2	0	0	0	0315	0	0	0	0	1	1	0	1	1	1	1	0	0	0	46.7		3	60.0	3	60.0	1	20.0				
0330	7	0	4	2	1	0	0	0330	0	0	0	0	1	1	4	1	0	0	0	0	0	0	35.6		1	14.3	0	0.0	0	0.0				
0345	7	0	5	2	0	0	0	0345	0	0	0	0	1	2	2	2	2	0	0	0	0	0	40.9		4	57.1	1	14.3	0	0.0				
0400	7	0	5	0	0	2	0	0400	0	0	0	0	0	0	3	1	1	2	0	0	0	0	44.3		4	57.1	3	42.9	0	0.0				
0415	3	0	3	0	0	0	0	0415	0	0	0	0	0	1	0	2	0	0	0	0	0	0	40.0		2	66.7	0	0.0	0	0.0				
0430	6	2	2	1	0	1	0	0430	0	0	0	0	0	0	3	2	1	0	0	0	0	0	40.9		3	50.0	1	16.7	0	0.0				
0445	13	0	9	3	0	1	0	0445	6	4	1	3	9	5	2	2	3	0	0	0	0	0	44.7	54.0	9	69.2	7	53.9	1	7.7				
0500	17	0	14	2	0	1	0	0500	0	0	0	0	1	0	5	2	5	2	2	0	0	0	45.8	56.0	11	84.7	8	47.1	2	11.8				
0515	28	1	23	3	0	1	0	0515	0	0	0	0	5	10	11	1	1	0	0	0	0	0	39.3	44.2	13	46.4	1	3.6	0	0.0				
0530	33	1	27	4	1	0	0	0530	0	0	0	0	1	2	5	12	6	6	1	0	0	0	44.3	51.0	25	75.8	13	39.4	1	3.0				
0545	36	0	27	5	2	2	0	0545	0	0	0	0	5	8	13	7	2	1	0	0	0	0	42.7	48.7	23	63.9	9	25.0	2	5.6				
0600	67	0	49	15	1	2	0	0600	0	0	0	0	4	17	32	9	4	1	0	0	0	0	42.4	46.6	46	68.7	11	16.4	4	6.0				
0615	79	0	67	11	0	0	1	0615	0	0	0	0	11	32	22	11	3	0	0	0	0	0	40.2	45.2	36	45.6	10	12.7	0	0.0				
0630	108	0	93	11	2	2	0	0630	0	0	0	0	3	9	39	35	17	5	0	0	0	0	40.5	45.8	57	52.8	13	12.0	0	0.0				
0645	155	2	138	17	0	0	0	0645	0	0	0	0	2	8	30	70	34	9	4	0	0	0	38.0	42.2	47	30.2	11	7.1	1	0.8				
0700	176	3	149	17	3	2	2	0700	0	0	0	0	4	7	79	46	7	3	0	0	0	0	38.1	42.4	56	31.8	7	4.0	0	0.0				
0715	177	2	155	12	2	4	2	0715	6	4	1	3	9	52	52	77	27	3	0	0	0	0	34.4	39.9	24	14.1	3	1.7	0	0.0				
0730	176	1	156	12	2	5	0	0730	11	5	2	0	23	78	49	7	1	0	0	0	0	0	31.3	36.8	8	4.5	1	0.6	0	0.0				
0745	254	1	239	5	1	7	1	0745	11	6	2	4	39	105	73	14	0	0	0	0	0	0	32.0	37.2	14	5.5	0	0.0	0	0.0				
0800	261	2	235	14	4	5	1	0800	3	3	0	0	4	116	97	8	0	0	0	0	0	0	33.3	37.0	8	3.1	0	0.0	0	0.0				
0815	270	0	251	12	1	6	0	0815	5	3	1	4	44	141	60	10	2	0	0	0	0	0	32.6	36.8	12	4.4	2	0.7	0	0.0				
0830	247	0	227	13	3	4	0	0830	17	4	1	18	65	88	46	6	2	0	0	0	0	0	29.8	35.7	8	3.2	0	0.0	0	0.0				
0845	153	0	140	7	2	3	1	0845	14	1	0	5	22	50	50	9	1	1	0	0	0	0	31.7	38.7	11	7.2	1	0.7	0	0.0				
0900	137	0	124	8	0	5	0	0900	11	5	0	1	11	58	45	5	1	0	0	0	0	0	31.1	37.2	6	4.4	1	0.7	0	0.0				
0915	147	1	127	10	4	5	0	0915	0	1	0	0	6	61	56	20	2	1	0	0	0	0	35.9	40.2	23	15.7	3	2.0	0	0.0				
0930	198	2	167	20	3	5	1	0930	0	0	0	4	20	32	68	19	5	0	0	0	0	0	35.0	39.5	24	12.1	3	1.5	0	0.0				
0945	133	1	109	15	5	1	2	0945	0	1	0	1	14	43	56	12	5	2	1	0	0	0	35.2	39.0	18	13.5	6	4.5	0	0.0				
1000	189	2	145	29	10	2	1	1000	1	0	0	2	17	77	70	17	5	0	0	0	0	0	35.0	39.5	22	11.6	4	2.1	0	0.0				
1015	163	1	141	18	3	0	0	1015	0	0	0	0	13	47	80	17	5	1	0	0	0	0	36.3	40.0	23	14.1	6	3.7	1	0.6				
1030	154	2	126	17	5	1	3	1030	0	0	0	1	7	41	75	26	3	1	0	0	0	0	36.9	40.6	30	19.5	3	1.9	0	0.0				
1045	182	2	153	17	6	4	0	1045	0	0	2	1	10	52	92	22	1	2	0	0	0	0	36.2	39.7	25	13.7	2	1.1	0	0.5				
1100	203	2	170	22	6	3	0	1100	0	0	0	0	7	45	109	32	8	2	0	0	0	0	37.2	41.2	42	20.7	7	3.4	0	0.0				
1115	209	4	162	25	8	9	1	1115	0	0	0	1	22	87	77	18	4	0	0	0	0	0	35.1	39.5	22	10.5	3	1.4	0	0.0				
1130	189	0	163	18	5	1	2	1130	0	0	0	0	9	60	93	21	3	3	0	0	0	0	36.4	40.0	27	14.3	4	2.1	0	0.0				
1145	186	2	155	22	7	0	0	1145	0	0	0	1	9	52	90	29	5	0	0	0	0	0	36.7	40.7	34	18.3	3	1.6	0	0.0				
1200	175	0	144	24	6	1	1	1200	0	0	0	0	6	60	75	31	4	0	0	0	0	0	36.5	40.9	35	19.9	0	0.0	0	0.0				
1215	194	2	172	16	3	1	0	1215	0	0	0	2	14	68	77	32	1	0	0	0	0	0	35.5	40.4	33	17.0	1	0.5	0	0.0				
1230	205	2	173	24	5	1	0	1230	0	0	0	0	8	70	88	33	5	1	0	0	0	0	36.5	40.6	39	19.0	3	1.5	1	0.5				
1245	202	2	168	25	4	2	1	1245	0	0	0	3	11	56	104	22	5	1	0	0	0	0	36.2	39.9	28	13.9	4	2.0	1	0.5				
1300	201	4	167	22	4	3	1	1300	0	0	0	0	7	65	102	23	4	0	0	0	0	0	36.4	39.9	27	13.4	3	1.5						

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION WESTBOUND ←
PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0 - 10 mph
 10 - 15 mph
 15 - 20 mph
 20 - 25 mph
 25 - 30 mph
 30 - 35 mph
 35 - 40 mph
 40 - 45 mph
 45 - 50 mph
 50 - 60 mph
 60 - 70 mph
 70 - 80 mph
 80 - 90 mph
 90 - 100 mph
 AVG SPD
 85%ile
 > 40mph
 % > 40mph

DAY 3	Total	Cls						Fixt	Time	Vbin										Mean	Vpp	JPSL	JPSL%	ACPO	ACPO%	DTT	DTT%		
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60									60-70	70-80
0000	20	0	20	0	0	0	0	0000	0	0	0	0	1	3	7	3	3	0	0	0	0	40.5	50.0	9	45.0	6	30.0	0	0.0
0015	10	1	9	0	0	0	0	0015	0	0	0	0	0	2	6	0	1	1	0	0	0	39.4	2	20.0	1	10.0	1	10.0	
0030	12	0	9	1	0	2	0	0030	0	0	0	0	0	1	9	1	0	1	0	0	0	39.0	41.7	2	16.7	1	8.3	1	8.3
0045	9	0	9	0	0	0	0	0045	0	0	0	0	0	0	3	4	1	1	0	0	0	42.2	6	66.7	2	22.2	0	0.0	
0100	10	0	7	3	0	0	0	0100	0	0	0	0	0	2	7	1	0	0	0	0	0	36.9	1	10.0	0	0.0	0	0.0	
0115	7	0	4	2	1	0	0	0115	0	0	0	0	1	2	1	0	0	1	1	0	0	42.1	3	42.9	2	28.6	1	14.3	
0130	3	0	2	1	0	0	0	0130	0	0	0	0	0	2	2	0	1	0	0	0	0	40.9	1	33.3	1	33.3	0	0.0	
0145	6	0	5	1	0	0	0	0145	0	0	0	0	0	0	2	3	0	1	0	0	0	42.5	4	66.7	1	16.7	0	0.0	
0200	2	0	2	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	1	0	0	0	43.5	1	50.0	1	50.0	0	0.0	
0215	5	0	7	0	0	1	0	0215	0	0	0	0	0	0	2	0	0	0	0	0	0	34.1	0	0.0	0	0.0	0	0.0	
0230	5	0	2	0	0	3	0	0230	0	0	0	0	0	0	3	1	1	0	0	0	0	40.6	2	40.0	0	0.0	0	0.0	
0245	8	0	5	3	0	0	0	0245	0	0	0	0	0	1	3	1	1	2	0	0	0	44.3	4	50.0	3	37.5	2	25.0	
0300	5	0	2	1	0	2	0	0300	0	0	0	0	0	0	3	1	1	0	0	0	0	41.5	2	40.0	0	0.0	0	0.0	
0315	5	0	3	2	0	0	0	0315	0	0	0	0	0	1	2	1	0	1	0	0	0	39.9	2	40.0	1	20.0	0	0.0	
0330	5	0	4	0	1	0	0	0330	0	0	0	0	0	0	2	2	0	1	0	0	0	43.5	3	60.0	1	20.0	0	0.0	
0345	5	0	4	1	0	0	0	0345	0	0	0	0	0	1	3	1	0	0	0	0	0	38.1	1	20.0	0	0.0	0	0.0	
0400	7	1	4	0	0	2	0	0400	0	0	0	0	0	0	3	1	0	3	0	0	0	45.4	4	57.1	3	42.9	1	14.3	
0415	6	0	5	1	0	0	0	0415	0	0	0	0	0	1	3	2	0	0	0	0	0	38.9	2	33.3	0	0.0	0	0.0	
0430	6	0	5	1	0	0	0	0430	0	0	0	0	0	0	1	2	2	1	0	0	0	44.9	5	83.3	3	50.0	0	0.0	
0445	8	0	7	0	0	1	0	0445	0	0	0	0	0	0	0	1	1	0	0	0	0	45.4	7	87.5	3	37.5	1	12.5	
0500	11	0	8	3	0	0	0	0500	0	0	0	0	0	0	4	4	0	3	0	0	0	43.9	55.3	7	63.6	3	27.3	1	9.1
0515	24	1	18	3	2	0	0	0515	0	0	0	0	0	3	6	7	7	1	0	0	0	42.2	48.8	15	62.5	8	33.3	1	4.2
0530	35	0	25	10	0	0	0	0530	0	0	0	0	0	1	9	8	11	4	2	0	0	44.6	51.0	25	71.4	13	37.1	3	8.6
0545	30	0	27	2	0	1	0	0545	0	0	0	0	0	3	10	12	5	0	0	0	0	40.7	45.5	17	56.7	3	10.0	0	0.0
0600	50	1	40	6	1	1	1	0600	0	0	0	0	0	4	12	23	6	4	0	1	0	42.6	47.2	34	68.0	8	16.0	2	4.0
0615	72	0	61	7	4	0	0	0615	0	0	0	0	2	11	22	22	10	5	0	0	0	40.8	47.3	37	51.4	12	16.7	1	1.4
0630	113	0	88	16	5	2	2	0630	0	0	0	1	2	13	46	32	11	8	0	0	0	40.2	46.0	51	45.1	17	15.0	3	2.7
0645	147	1	123	15	4	3	1	0645	0	0	0	1	2	30	64	40	8	1	1	0	0	38.2	43.2	70	34.0	8	5.4	1	0.7
0700	200	1	147	28	1	1	2	0700	0	0	0	0	1	31	95	43	6	4	0	0	0	38.5	42.8	53	29.4	8	4.4	1	0.6
0715	204	1	150	11	5	7	1	0715	1	2	0	1	11	58	111	19	0	0	0	0	0	35.0	38.4	25	13.7	4	2.2	1	0.5
0730	212	2	194	10	2	3	1	0730	11	3	2	2	24	93	63	13	0	1	0	0	0	32.7	38.1	14	6.6	1	0.5	0	0.0
0745	217	1	196	11	1	6	2	0745	8	8	3	1	20	101	64	11	1	0	0	0	0	32.1	37.9	12	5.5	0	0.0	0	0.0
0800	237	2	219	8	2	6	0	0800	8	2	2	2	43	125	48	7	0	0	0	0	0	31.6	36.1	7	3.0	0	0.0	0	0.0
0815	264	1	245	9	1	7	1	0815	10	4	0	2	40	129	73	5	1	0	0	0	0	32.1	36.6	6	2.3	0	0.0	0	0.0
0830	234	2	204	20	4	3	1	0830	0	2	0	1	16	104	90	19	2	0	0	0	0	34.9	38.7	21	9.0	1	0.4	0	0.0
0845	139	3	123	5	5	3	0	0845	2	2	0	1	27	69	31	6	1	0	0	0	0	32.4	36.9	7	5.0	1	0.7	0	0.0
0900	145	4	127	10	3	1	0	0900	6	1	1	1	15	61	47	12	1	0	0	0	0	33.3	39.2	13	9.0	1	0.7	0	0.0
0915	171	0	152	12	4	3	0	0915	3	2	2	10	21	76	42	14	1	0	0	0	0	32.7	38.0	15	8.8	1	0.6	0	0.0
0930	178	1	150	21	4	2	0	0930	1	2	0	1	8	53	91	29	3	0	0	0	0	36.0	40.3	32	16.0	3	1.7	0	0.0
0945	184	0	157	16	7	3	1	0945	0	0	0	0	6	63	83	18	4	1	1	0	0	36.2	39.7	24	13.6	4	2.2	1	0.5
1000	169	0	148	18	0	2	1	1000	0	0	0	0	13	70	63	17	6	0	0	0	0	35.3	39.7	23	13.6	3	1.8	0	0.0
1015	168	2	144	13	6	1	2	1015	0	0	0	0	3	17	80	55	11	1	0	0	0	34.4	38.2	13	7.7	2	1.2	0	0.0
1030	155	0	134	13	5	2	1	1030	0	0	0	0	2	5	57	64	24	3	0	0	0	36.1	40.4	27	17.4	2	1.3	0	0.0
1045	174	3	140	15	11	4	1	1045	0	0	0	4	13	66	69	20	2	0	0	0	0	35.1	39.6	22	12.6	1	0.6	0	0.0
1100	206	1	163	30	7	4	1	1100	0	0	0	0	10	87	74	32	3	0	0	0	0	35.9	40.3	35	17.0	1	0.5	0	0.0
1115	191	1	162	20	6	2	0	1115	0	0	0	0	18	56	91	22	3	1	0	0	0	35.8	39.8	26	13.6	3	1.6	1	0.5
1130	189	1	159	19	7	2	1	1130	0	0	0	0	24	55	83	24	2	1	0	0	0	35.6	39.7	27	14.3	1	0.5	0	0.0
1145	197	3	162	24	6	2	0	1145	0	0	1	2	20	74	82	17	1	0	0	0	0	35.0	39.0	18	9.1	1	0.5	0	0.0
1200	174	1	145	16	6	5	1	1200	0	0	0	0	13	74	64	16	6	1	0	0	0	35.4	39.6	23	13.2	4	2.3	0	0.0
1215	194	1	163	25	4	1	0	1215	0	0	0	0	13	70	83	23	3	0	0	0	0	35.9	39.8	28	14.4	3	1.5	0	0.0
1230	199	2	171	17	3	6	0	1230	0	0	0	1	11	70	95	18	3	1	0	0	0	35.6	39.1	22	11.1	3	1.5	0	0.0
1245	188	2	158	23	3	2	0	1245	0	0	0	0	2	66	90	26	4	0	0	0	0	36.4	40.4	30	16.0	3	1.6	0	0.0
1300	217	7	182	20	4	4	0	1300	0	0	0	0	12	79	95	26	5	0	0	0	0	35.9	39.9	31	14.3	4	1.8	0	0.0
1315	195	1	179	12	2	1	0	1315	0	0	0	0	12	53	91	28	10	1	0	0	0	36.8	40.9	39	20.0	8	4.1	0	0.0
1330	213	2	178	24	7	2	0	1330	0	0	0	1	8	52	97	49	5	1	0	0	0	37.1	41.1	55	25.8	2	0.9	0	0.0
1345	194	4	157	23	4	4	2																						

DIR 1

TOTAL
CLASS 1
CLASS 2
CLASS 3
CLASS 4
CLASS 5
CLASS 6

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION **WESTBOUND** ←
PSL 40mph

ALL VEHICLES
Motorcycles
Cars, taxis,
4WD
LGV
OGV1
OGV2
PSV

TIME
0-10mph
10-15mph
15-20mph
20-25mph
25-30mph
30-35mph
35-40mph
40-45mph
45-50mph
50-60mph
60-70mph
70-80mph
80-90mph
90mph+
AVG SPD
85%ile
P5L SPEEDING
P95% SPEEDING
ACPO SPEEDING
ACPO% SPEEDING
DTT SPEEDING
DTT% SPEEDING

DAY 4	Total	Cls						Fixt	Time	Vbin										Mean	Vpp 85	P5L 40	P95% 40	ACPO 40	ACPO% 40	DTT 40	DTT% 40		
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60									60-70	70-80
0000	22	0	22	0	0	0	0	0000	0	0	0	0	0	5	8	3	3	2	0	0	0	41.8	50.3	9	40.9	6	27.3	2	9.1
0015	21	0	18	1	1	1	0	0015	0	0	0	0	0	1	8	6	4	2	0	0	0	41.7	47.1	12	57.1	6	28.6	0	0.0
0030	6	0	6	0	0	0	0	0030	0	0	0	0	0	1	3	1	1	0	0	0	0	44.8	5	83.3	2	33.3	0	0.0	
0045	15	0	13	2	0	0	0	0045	0	0	0	0	0	2	7	1	3	2	0	0	0	41.5	50.9	6	40.0	5	33.3	1	6.7
0100	7	0	5	1	1	0	0	0100	0	0	0	0	0	2	4	0	1	0	0	0	0	37.0	1	14.3	0	0.0	0	0.0	
0115	6	0	4	2	0	0	0	0115	0	0	0	0	1	2	2	0	0	0	0	0	0	36.9	2	33.3	0	0.0	0	0.0	
0130	6	0	3	3	0	0	0	0130	0	0	1	3	0	2	0	0	0	0	0	0	0	25.5	0	0.0	0	0.0	0	0.0	
0145	5	0	4	0	1	0	0	0145	0	0	0	0	0	0	2	1	1	1	0	0	0	45.0	3	60.0	2	40.0	1	20.0	
0200	3	0	1	1	1	0	0	0200	0	0	0	0	0	2	1	0	0	0	0	0	0	33.9	0	0.0	0	0.0	0	0.0	
0215	5	0	2	2	1	0	0	0215	0	0	0	0	0	1	3	1	0	0	0	0	0	37.3	1	20.0	0	0.0	0	0.0	
0230	4	0	3	1	0	0	0	0230	0	0	0	0	0	3	1	0	0	0	0	0	0	35.3	0	0.0	0	0.0	0	0.0	
0245	2	0	1	1	0	0	0	0245	0	0	0	0	0	1	1	0	0	0	0	0	0	35.6	0	0.0	0	0.0	0	0.0	
0300	3	0	1	1	1	0	0	0300	0	0	1	0	0	1	0	0	0	1	0	0	0	39.1	1	33.3	1	33.3	1	33.3	
0315	9	0	3	1	2	3	0	0315	0	0	0	0	0	1	7	0	0	0	1	0	0	39.9	1	11.1	1	11.1	1	11.1	
0330	2	0	2	0	0	0	0	0330	0	0	0	0	0	0	2	0	0	0	0	0	0	38.1	0	0.0	0	0.0	0	0.0	
0345	5	0	3	2	0	0	0	0345	0	0	0	0	0	0	2	0	2	1	0	0	0	44.4	3	60.0	2	40.0	0	0.0	
0400	10	1	6	2	0	1	0	0400	0	0	1	0	0	1	2	1	2	2	1	0	0	43.0	6	60.0	5	50.0	1	10.0	
0415	5	0	3	0	1	1	0	0415	0	0	0	0	0	1	0	2	1	1	0	0	0	44.4	4	80.0	2	40.0	1	20.0	
0430	7	0	6	1	0	0	0	0430	0	0	0	0	0	1	2	2	1	1	0	0	0	41.5	4	57.1	2	28.6	0	0.0	
0445	12	1	9	1	0	1	0	0445	0	1	1	1	1	4	1	3	2	3	4	0	0	45.9	54.7	9	75.0	7	58.3	1	8.3
0500	16	0	11	5	0	0	0	0500	0	0	0	0	0	1	7	4	0	4	0	0	0	42.5	51.6	8	50.0	4	25.0	1	6.3
0515	28	1	23	4	0	0	0	0515	1	0	0	0	0	2	7	7	8	1	1	0	0	43.2	49.9	18	64.3	10	35.7	2	7.1
0530	25	2	19	4	0	0	0	0530	0	0	0	0	1	6	10	4	2	1	0	0	0	42.9	49.3	17	68.0	5	20.0	3	12.0
0545	34	0	29	4	0	1	0	0545	0	0	0	0	0	5	15	5	6	3	0	0	0	40.9	47.5	14	41.2	8	23.5	2	5.9
0600	56	0	47	7	1	1	0	0600	0	0	0	0	0	4	18	15	12	6	1	0	0	42.7	49.2	34	60.7	14	25.0	2	3.6
0615	72	1	55	9	5	2	0	0615	0	0	0	0	0	9	27	22	10	4	0	0	0	40.6	46.2	36	50.0	11	15.3	0	0.0
0630	94	1	79	12	2	0	0	0630	0	0	0	0	1	5	40	24	15	7	1	0	0	42.1	48.0	48	51.1	21	22.3	4	4.3
0645	126	5	119	11	2	0	1	0645	0	0	0	1	0	1	50	37	23	10	4	0	0	39.9	44.1	57	41.9	11	8.1	0	0.0
0700	165	6	122	17	4	3	3	0700	0	0	0	1	1	36	64	43	9	1	0	0	0	38.2	42.7	53	34.2	8	5.2	0	0.0
0715	156	2	139	11	2	2	0	0715	0	1	1	1	1	41	75	27	5	4	0	0	0	37.3	41.9	36	23.9	2	1.1	0	0.0
0730	181	0	162	12	4	3	0	0730	3	3	0	2	7	59	81	22	2	2	0	0	0	35.2	39.9	26	14.4	3	1.7	1	0.6
0745	211	0	193	11	2	4	1	0745	8	10	2	3	14	92	62	19	1	0	0	0	0	32.8	39.2	20	9.5	1	0.5	0	0.0
0800	301	2	270	21	4	3	1	0800	4	1	0	3	46	150	85	11	1	0	0	0	0	33.1	36.8	12	4.0	0	0.0	0	0.0
0815	300	0	270	23	2	5	0	0815	0	0	0	0	4	148	93	10	0	0	0	0	0	33.4	36.9	10	3.3	0	0.0	0	0.0
0830	196	0	179	12	3	2	0	0830	4	3	2	4	21	80	68	9	5	0	0	0	0	33.4	37.8	14	7.1	3	1.5	0	0.0
0845	159	2	137	13	4	2	1	0845	6	3	0	1	11	60	64	12	2	0	0	0	0	33.6	39.0	14	8.8	1	0.6	0	0.0
0900	182	0	158	18	4	2	0	0900	3	0	1	1	6	73	78	17	2	1	0	0	0	35.2	39.3	20	11.0	2	1.1	0	0.0
0915	185	0	160	18	5	2	0	0915	0	0	0	0	9	77	69	25	4	1	0	0	0	35.6	40.2	30	16.2	3	1.6	1	0.5
0930	183	2	156	20	4	0	1	0930	0	0	0	1	0	19	47	96	27	3	0	0	0	36.0	40.5	30	16.4	2	1.1	0	0.0
0945	170	2	143	15	5	4	1	0945	0	0	0	2	3	16	49	70	29	1	1	0	0	35.7	40.4	30	17.7	1	0.6	0	0.0
1000	192	3	158	23	3	4	1	1000	0	0	0	0	13	60	96	32	1	0	0	0	0	36.0	40.6	33	17.2	1	0.5	0	0.0
1015	167	2	136	18	5	6	0	1015	0	0	0	1	6	73	58	22	6	1	0	0	0	36.0	40.4	29	17.4	3	1.8	0	0.0
1030	183	1	150	16	11	5	0	1030	0	0	0	0	7	48	96	26	5	1	0	0	0	37.0	40.6	32	17.5	6	3.3	0	0.0
1045	210	5	164	29	6	6	0	1045	0	0	1	3	17	75	81	29	3	1	0	0	0	35.5	40.2	33	15.7	3	1.4	1	0.5
1100	211	0	169	29	8	4	1	1100	0	0	0	0	36	64	81	22	6	2	0	0	0	35.2	39.8	30	14.2	6	2.8	0	0.0
1115	185	1	160	12	7	4	1	1115	0	0	0	0	10	66	69	27	9	4	0	0	0	36.6	41.4	40	21.6	9	4.9	0	0.0
1130	201	2	159	22	8	10	0	1130	0	0	0	2	0	15	67	99	17	1	0	0	0	35.3	39.2	18	9.0	0	0.0	0	0.0
1145	159	3	160	28	4	4	0	1145	0	0	0	0	22	58	83	30	6	0	0	0	0	36.0	40.7	36	18.1	5	2.5	0	0.0
1200	246	4	232	30	9	3	0	1200	0	0	0	1	21	81	88	44	9	1	1	0	0	36.1	40.8	54	21.8	6	2.4	0	0.0
1215	227	3	186	25	6	4	3	1215	0	0	0	0	20	103	82	18	4	0	0	0	0	35.0	39.5	22	9.7	3	1.3	0	0.0
1230	258	2	214	28	7	7	0	1230	0	0	0	0	7	54	127	59	6	5	0	0	0	32.9	37.4	11	4.3	3	1.2	0	0.0
1245	289	3	238	37	1	10	0	1245	0	0	0	0	6	47	153	70	13	0	0	0	0	33.2	37.3	13	4.5	0	0.0	0	0.0
1300	277	7	223	37	6	4	0	1300	0	1	2	6	47	136	69	12	2	1	1	0	0	33.2	36.8	16	5.8	3	1.1	1	0.4
1315	281	3	237	35	3	3	0	1315	0	0	0	0	8	49	111	91	20	2	0	0	0	33.9	38.2	22	7.8	1	0.4	0	0.0
1330	261	2	226	24	4	4	1	1330	0	0	0	0	3	33	122	91	10	2	0	0	0	34.0	38.1	12	4.6	1	0.4	0	0.0
1345	294	3	247	35	3	5</																							

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION WESTBOUND ←
PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0 - 10mph
 10 - 15mph
 15 - 20mph
 20 - 25mph
 25 - 30mph
 30 - 35mph
 35 - 40mph
 40 - 45mph
 45 - 50mph
 50 - 60mph
 60 - 70mph
 70 - 80mph
 80 - 90mph
 90mph+
 AVG SPD
 85%ile
 PSL SPEEDING
 PSL% SPEEDING
 ACPO SPEEDING
 ACPO% SPEEDING
 DfT SPEEDING
 DfT% SPEEDING

DAY 5	Total	Cls						Fixt	Time	Vbin										Mean	Vpp 85	PSSL 40	PSSL% 40	ACPO 10	ACPO% 10	DfT 10	DfT% 10			
		1	2	3	4	5	6			0	10	15	20	25	30	35	40	45	50									60	70	80
0000	26	0	24	1	1	0	0	0000	0	0	0	0	0	5	11	4	5	1	0	0	0	0	40.0	47.8	10	38.5	5	19.2	1	3.8
0015	32	0	29	3	0	0	0	0015	0	0	0	0	0	3	17	8	2	2	0	0	0	0	39.4	44.8	12	37.5	4	12.5	0	0.0
0030	18	0	17	1	0	0	0	0030	0	0	0	0	1	5	5	4	2	1	0	0	0	0	38.3	45.6	7	38.9	2	11.1	1	5.6
0045	27	1	25	0	0	1	0	0045	0	0	0	0	0	5	7	9	4	2	0	0	0	0	41.1	47.1	15	55.6	6	22.2	0	0.0
0100	24	0	24	0	0	0	0	0100	0	0	0	0	0	9	3	7	3	1	1	0	0	0	39.8	48.4	12	50.0	5	20.8	2	8.3
0115	15	0	15	0	0	0	0	0115	0	0	0	0	1	1	4	6	3	0	0	0	0	0	40.5	47.0	9	60.0	2	13.3	0	0.0
0130	23	0	22	0	1	0	0	0130	0	0	0	0	0	6	7	6	2	2	0	0	0	0	39.5	46.6	10	43.5	4	17.4	0	0.0
0145	14	0	13	0	0	1	0	0145	0	0	0	0	0	3	7	2	0	0	1	1	0	0	40.6	56.5	4	28.6	2	14.3	2	14.3
0200	9	0	7	2	0	0	0	0200	0	0	0	0	1	4	2	0	1	0	1	0	0	0	37.7	-	2	22.2	2	22.2	1	11.1
0215	12	1	10	1	0	0	0	0215	0	0	0	0	0	3	4	3	1	1	1	2	0	0	44.5	62.2	7	50.0	4	28.6	2	14.3
0230	7	0	7	0	0	0	0	0230	0	0	0	0	0	3	1	1	0	2	0	0	0	0	41.8	-	3	42.9	2	28.6	2	28.6
0245	9	0	7	2	0	0	0	0245	0	0	0	0	1	1	2	1	0	3	1	0	0	0	45.6	-	5	55.6	4	44.4	2	22.2
0300	6	0	4	2	0	0	0	0300	0	0	0	0	0	1	1	2	1	0	1	0	0	0	43.6	-	4	66.7	2	33.3	1	16.7
0315	4	0	4	0	0	0	0	0315	0	0	0	0	0	1	0	0	0	3	0	0	0	0	44.1	-	3	75.0	3	75.0	0	0.0
0330	7	0	4	2	1	0	0	0330	0	0	0	0	1	0	5	1	0	0	0	0	0	0	36.6	-	1	14.3	0	0.0	0	0.0
0345	7	0	7	0	0	0	0	0345	0	0	0	0	0	0	3	1	2	1	0	0	0	0	44.2	-	4	57.1	3	42.9	1	14.3
0400	4	0	3	0	0	1	0	0400	0	0	0	0	0	1	3	0	0	0	0	0	0	0	40.4	-	3	75.0	0	0.0	0	0.0
0415	4	0	1	2	1	0	0	0415	0	0	0	0	0	1	3	0	0	0	0	0	0	0	41.8	-	3	75.0	0	0.0	0	0.0
0430	9	0	9	0	0	0	0	0430	0	0	0	0	0	0	8	1	0	0	0	0	0	0	37.7	-	1	11.1	0	0.0	0	0.0
0445	12	1	10	1	0	0	0	0445	0	0	0	0	3	3	4	3	1	1	1	1	0	0	40.6	45.9	5	41.7	1	8.3	1	8.3
0500	17	0	12	4	0	0	1	0500	0	0	0	0	0	7	9	0	1	0	0	0	0	0	36.6	39.8	1	5.9	0	0.0	0	0.0
0515	12	0	10	2	0	0	0	0515	0	0	0	0	0	3	5	0	1	2	1	0	0	0	42.3	55.1	4	33.3	4	33.3	1	8.3
0530	22	0	13	5	3	1	0	0530	0	0	0	0	0	2	3	6	6	3	2	0	0	0	45.3	56.5	17	77.3	10	45.5	4	18.2
0545	27	0	20	4	1	2	0	0545	0	0	0	0	0	2	12	5	3	4	1	0	0	0	42.4	51.9	13	48.2	7	25.9	3	11.1
0600	27	0	24	1	1	0	1	0600	0	0	0	0	0	3	6	10	5	2	1	0	0	0	42.6	47.1	18	66.7	6	22.2	2	7.4
0615	33	1	27	3	2	0	0	0615	0	0	0	0	0	3	11	11	6	2	0	0	0	0	41.3	47.0	19	57.6	5	15.2	1	3.0
0630	46	0	36	8	0	2	0	0630	0	0	0	0	0	8	15	13	3	5	2	0	0	0	42.2	51.4	23	50.0	10	21.7	5	10.9
0645	35	0	23	8	1	1	0	0645	0	0	0	0	1	8	15	4	6	1	0	0	0	0	38.9	45.4	11	33.3	4	12.1	0	0.0
0700	49	1	42	6	0	0	0	0700	0	0	1	0	2	6	12	12	10	5	0	1	0	0	41.6	49.2	28	57.1	14	28.6	2	4.1
0715	67	0	53	9	1	0	0	0715	0	0	0	0	6	16	29	12	3	3	0	0	0	0	40.7	46.6	32	47.8	12	17.9	1	1.9
0730	109	1	90	15	3	0	0	0730	0	0	0	1	0	19	49	26	13	1	0	0	0	0	39.0	43.9	40	36.7	7	6.4	1	0.9
0745	121	1	107	12	1	0	0	0745	0	0	0	0	6	31	55	26	3	0	0	0	0	0	37.1	41.3	29	24.0	1	0.8	0	0.0
0800	125	1	102	19	1	2	0	0800	0	0	1	0	5	17	68	24	10	0	0	0	0	0	38.0	41.6	34	27.2	7	5.6	0	0.0
0815	121	1	104	11	3	2	0	0815	0	0	0	0	2	49	48	17	3	2	0	0	0	0	36.5	40.4	22	18.2	3	2.5	0	0.0
0830	145	5	133	4	1	1	1	0830	0	0	2	0	2	40	62	29	8	2	0	0	0	0	37.4	42.5	39	26.9	7	4.8	0	0.0
0845	203	0	185	16	2	0	0	0845	0	0	0	1	7	69	93	24	5	4	0	0	0	0	36.5	40.7	33	16.3	7	3.4	0	0.0
0900	137	1	127	9	0	0	0	0900	0	0	0	0	2	16	69	35	13	1	1	0	0	0	39.3	44.2	50	36.5	10	7.3	1	0.7
0915	199	7	176	11	2	3	0	0915	0	1	2	4	22	61	81	24	4	0	0	0	0	0	35.1	39.9	28	14.1	3	1.5	0	0.0
0930	179	1	162	11	2	2	1	0930	0	0	0	0	4	64	71	34	5	1	0	0	0	0	36.6	41.8	40	22.4	2	1.1	0	0.0
0945	217	0	205	10	1	1	0	0945	0	0	0	0	4	18	83	84	27	0	0	0	0	0	35.1	38.6	28	12.9	1	0.5	0	0.0
1000	190	1	192	3	2	1	0	1000	0	0	0	0	0	16	49	96	38	7	3	0	0	0	36.9	41.8	48	24.1	6	3.0	0	0.0
1015	222	4	207	9	0	2	0	1015	0	0	2	2	23	82	78	29	6	0	0	0	0	0	35.3	40.1	35	15.8	4	1.8	0	0.0
1030	234	1	223	9	0	1	0	1030	1	0	0	0	11	83	103	30	5	1	0	0	0	0	36.1	40.2	36	15.4	3	1.3	0	0.0
1045	235	2	217	11	2	3	0	1045	0	0	0	0	1	31	86	78	36	3	0	0	0	0	35.2	40.3	39	16.6	2	0.9	0	0.0
1100	242	5	218	17	1	0	1	1100	0	0	0	5	1	15	63	107	46	5	0	0	0	0	36.2	40.8	51	21.1	4	1.7	0	0.0
1115	238	5	219	11	1	2	0	1115	0	0	1	0	15	77	107	30	8	0	0	0	0	0	36.0	40.3	38	16.0	3	1.3	0	0.0
1130	239	2	212	19	3	2	1	1130	0	0	0	0	3	10	99	92	30	4	0	0	0	0	35.8	39.9	35	14.6	5	2.1	1	0.4
1145	226	1	213	8	2	2	0	1145	5	1	0	1	16	81	96	29	6	1	0	0	0	0	35.3	40.4	36	15.9	3	1.3	1	0.4
1200	225	3	208	10	1	3	0	1200	2	0	0	0	3	11	111	83	14	1	0	0	0	0	34.3	38.2	15	6.7	1	0.4	0	0.0
1215	263	3	243	15	1	1	0	1215	0	0	0	1	12	96	108	43	3	0	0	0	0	0	36.1	40.2	46	17.5	2	0.8	0	0.0
1230	240	1	225	12	1	1	0	1230	0	0	0	1	0	17	73	104	42	3	0	0	0	0	36.0	40.4	45	18.8	2	0.8	0	0.0
1245	188	0	179	4	1	4	0	1245	6	4	2	1	6	83	71	13	0	2	0	0	0	0	33.9	38.9	15	8.0	2	1.1	2	1.1
1300	267	3	251	10	1	2	0	1300	0	0	1	2	9	101	117	29	6	1	0	0	0	0	35.6	39.6	36	13.5	7	2.6	0	0.0
1315	24																													

DIR 1

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION WESTBOUND ←
PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0-10mph
 10-15mph
 15-20mph
 20-25mph
 25-30mph
 30-35mph
 35-40mph
 40-45mph
 45-50mph
 50-60mph
 60-70mph
 70-80mph
 80-90mph
 90mph+
 AVG SPD
 85%ile
 PSL SPEEDING
 PSL% SPEEDING
 ACPO SPEEDING
 ACPO% SPEEDING
 DfT SPEEDING
 DfT% SPEEDING

DAY 6	Total	Cls						Fixt	Time	Vbin										Mean	Vpp 85	PSSL 40	PSSL% 40	ACPO 40	ACPO% 40	DfT 40	DfT% 40			
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60									60-70	70-80	80-90
0000	35	0	49	1	0	0	0	0000	0	0	0	0	0	16	15	14	3	1	1	0	0	0	39.1	44.2	19	38.0	4	8.0	1	2.0
0015	35	0	32	3	0	0	0	0015	0	0	0	0	2	4	16	8	1	4	0	0	0	39.5	47.5	13	37.1	5	14.3	1	2.9	
0030	50	1	47	1	1	0	0	0030	0	0	0	0	3	7	24	12	3	1	0	0	0	38.2	42.1	16	32.0	4	8.0	1	2.0	
0045	39	0	36	1	1	1	0	0045	0	0	0	0	1	7	14	9	4	4	0	0	0	39.8	46.9	17	43.6	7	18.0	1	2.6	
0100	50	0	48	2	0	0	0	0100	0	0	0	0	0	8	21	17	4	0	0	0	0	39.2	43.5	21	42.0	3	6.0	0	0.0	
0115	23	0	21	0	2	0	0	0115	0	0	0	0	0	2	7	8	3	3	0	0	0	41.3	48.7	14	60.9	5	21.7	0	0.0	
0130	20	1	18	1	0	0	0	0130	0	0	0	0	0	2	9	4	3	2	1	0	0	40.5	47.9	9	45.0	4	20.0	0	0.0	
0145	15	0	14	1	0	0	0	0145	0	0	0	0	1	3	4	1	3	2	1	0	0	42.4	56.4	7	46.7	6	40.0	2	13.3	
0200	20	0	18	1	0	0	0	0200	0	0	0	0	0	3	7	6	2	1	1	0	0	41.1	46.0	10	50.0	3	15.0	1	5.0	
0215	12	0	11	1	0	0	0	0215	0	0	0	0	1	1	7	1	0	0	0	0	0	38.4	42.5	3	25.0	0	0.0	0	0.0	
0230	12	0	11	1	0	0	0	0230	0	0	0	0	0	3	1	4	2	1	1	0	0	43.7	51.7	8	66.7	4	33.3	1	8.3	
0245	9	0	8	0	0	0	0	0245	0	0	0	0	0	2	3	3	0	1	0	0	0	40.1	-	4	44.4	1	11.1	0	0.0	
0300	11	0	11	0	0	0	0	0300	0	0	0	0	0	3	5	2	1	0	0	0	0	38.1	43.2	3	27.3	1	9.1	0	0.0	
0315	4	0	4	0	0	0	0	0315	0	0	0	0	0	1	2	0	1	0	0	0	0	38.3	-	1	25.0	0	0.0	0	0.0	
0330	6	0	6	0	0	0	0	0330	0	0	0	0	0	0	2	1	0	2	1	0	0	47.7	-	4	66.7	3	50.0	2	33.3	
0345	6	0	6	0	0	0	0	0345	0	0	0	0	0	0	3	2	0	1	0	0	0	40.7	-	3	50.0	1	16.7	0	0.0	
0400	5	0	5	0	0	0	0	0400	0	0	0	0	0	2	2	0	0	0	1	0	0	40.9	-	1	20.0	1	20.0	1	20.0	
0415	7	0	6	1	0	0	0	0415	0	0	0	0	0	2	2	2	0	0	1	0	0	42.2	-	3	42.9	1	14.3	1	14.3	
0430	10	0	6	2	1	1	0	0430	0	0	0	0	1	1	2	4	1	1	0	0	0	40.4	-	6	60.0	2	20.0	1	10.0	
0445	12	0	10	1	0	1	0	0445	0	0	0	0	1	1	2	3	2	3	1	1	0	40.3	48.6	6	50.0	3	25.0	0	0.0	
0500	5	1	2	1	1	0	0	0500	0	0	0	0	0	0	0	1	3	1	0	0	0	47.4	-	5	100.0	3	60.0	1	20.0	
0515	10	0	9	1	0	0	0	0515	0	0	0	0	1	2	3	1	1	2	0	0	0	41.2	-	4	40.0	3	30.0	1	10.0	
0530	5	0	3	2	0	0	0	0530	0	0	0	0	0	1	1	1	1	0	1	0	0	46.5	-	3	60.0	2	40.0	1	20.0	
0545	8	0	8	0	0	0	0	0545	0	0	0	0	0	0	3	3	1	1	0	0	0	41.2	-	5	62.5	2	25.0	0	0.0	
0600	22	0	19	3	0	0	0	0600	0	0	0	0	3	12	2	3	2	0	0	0	0	39.9	47.7	7	31.8	4	18.2	1	4.5	
0615	21	1	20	0	0	0	0	0615	0	0	0	0	2	11	8	0	0	0	0	0	0	38.5	42.3	8	38.1	0	0.0	0	0.0	
0630	17	0	14	2	0	0	1	0630	0	0	0	0	1	0	1	3	9	3	0	0	0	41.1	46.7	12	70.6	3	17.7	0	0.0	
0645	21	0	19	0	1	1	0	0645	0	0	0	0	4	5	7	3	2	0	0	0	0	41.1	46.7	12	70.6	4	19.1	0	0.0	
0700	31	0	29	2	0	0	0	0700	0	0	0	0	2	14	9	5	1	0	0	0	0	41.0	45.5	15	48.4	4	12.9	0	0.0	
0715	40	0	39	1	0	0	0	0715	0	0	0	0	1	7	15	10	4	3	0	0	0	38.9	45.7	17	42.5	5	12.5	1	2.5	
0730	40	0	37	2	0	1	0	0730	0	0	0	0	4	7	10	13	6	0	0	0	0	38.6	45.4	19	47.5	4	10.0	0	0.0	
0745	49	2	44	3	0	0	0	0745	0	0	0	1	2	4	20	12	7	2	1	0	0	40.2	46.8	22	44.9	8	16.3	2	4.1	
0800	67	0	61	6	0	0	0	0800	0	0	0	0	1	8	35	13	7	2	1	0	0	39.6	45.4	23	34.3	8	11.9	2	3.0	
0815	59	3	52	3	1	0	0	0815	0	0	1	0	0	7	13	27	8	3	0	0	0	40.7	45.5	38	64.4	7	11.9	0	0.0	
0830	72	1	67	2	1	1	0	0830	0	0	1	0	6	12	26	18	7	2	0	0	0	38.3	44.2	27	37.5	8	11.1	2	2.8	
0845	92	0	87	4	1	0	0	0845	0	0	0	0	1	14	38	30	7	2	0	0	0	39.4	44.6	39	42.4	7	7.6	0	0.0	
0900	123	4	110	7	1	1	0	0900	0	0	3	0	3	26	54	26	8	2	1	0	0	37.9	43.8	37	30.1	8	6.5	2	1.6	
0915	131	2	121	6	0	2	0	0915	0	0	1	1	3	33	67	20	6	0	0	0	0	36.9	40.9	26	19.9	5	3.8	0	0.0	
0930	141	2	133	5	0	1	0	0930	0	0	1	1	11	41	57	23	6	1	0	0	0	36.4	41.4	30	21.3	5	3.5	0	0.0	
0945	178	2	169	4	2	1	0	0945	0	0	0	0	3	51	82	24	6	1	1	0	0	36.7	40.8	31	17.4	6	3.4	0	0.0	
1000	158	0	152	4	0	2	0	1000	0	0	0	0	2	10	54	83	21	8	0	0	0	36.2	40.7	29	18.4	6	3.8	0	0.0	
1015	169	1	160	5	0	3	0	1015	0	0	0	0	10	54	82	20	3	0	0	0	0	36.0	39.8	23	13.6	3	1.8	0	0.0	
1030	192	4	176	10	0	2	0	1030	0	0	0	2	9	68	74	31	7	1	0	0	0	36.4	41.0	39	20.3	6	3.1	0	0.0	
1045	204	4	188	7	1	4	0	1045	0	0	4	5	14	85	77	16	3	0	0	0	0	34.4	38.3	19	9.3	2	1.0	0	0.0	
1100	178	2	167	6	1	2	0	1100	0	0	0	0	5	52	79	33	7	1	1	0	0	37.2	41.7	42	23.6	6	3.4	1	0.6	
1115	200	2	178	15	2	3	0	1115	0	1	0	3	9	73	89	22	3	0	0	0	0	35.7	39.7	25	12.5	2	1.0	0	0.0	
1130	204	2	195	6	1	0	0	1130	0	0	0	0	14	82	72	27	8	0	0	0	0	36.0	40.9	36	17.7	7	3.4	1	0.5	
1145	152	3	140	6	2	1	0	1145	0	1	0	4	11	58	84	27	7	0	0	0	0	36.1	41.0	34	17.7	5	2.6	0	0.0	
1200	235	0	227	5	0	3	0	1200	0	0	0	1	20	101	86	19	8	0	0	0	0	35.3	39.1	28	11.9	6	2.6	0	0.0	
1215	248	0	236	11	0	1	0	1215	0	0	0	3	26	84	95	33	7	0	0	0	0	35.5	40.5	40	16.1	6	2.4	0	0.0	
1230	238	2	220	9	1	5	1	1230	0	0	0	2	13	78	98	35	10	0	0	0	0	36.1	41.2	45	18.9	6	2.5	0	0.0	
1245	230	2	209	13	1	3	2	1245	0	0	0	0	28	95	80	18	9	0	0	0	0	35.2	39.4	27	11.7	3	1.3	0	0.0	
1300	234	1	219	12	1	0	1	1300	0	0	1	0	13	94	90	22	9	5	0	0	0	35.9	40.0	36	15.4	9	3.8	2	0.9	
1315	211	1	201	7	0	2	0	1315	0	0	0	0	14	76	93	23	4	1	0	0	0	35.8	39.8	28	13.3	4	1.9	0	0.0	
1330	209	2	199	7	1	0	0	1330	0	0	0	0	4	51	106	38	8	2	0											

DIR 1

TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DTT SPEEDING	DTT% SPEEDING
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PROJECT 30447 Weybridge Road, Weybridge
 SITE 30447-008
 LOCATION A317, WEYBRIDGE ROAD
 DIRECTION WESTBOUND ←
 PSL 40mph

DAY 7	Total	ALL VEHICLES						Fixt	Time	0 - 10 mph										Mean	Vpp 85	JPSL 40	JPSL 40	ACPO 40	ACPO 40	DTT 40	DTT 40		
		Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60									Vbin 60-70	Vbin 70-80
0000	3	0	6	2	1	0	0	0000	0	0	0	0	0	4	1	3	0	0	0	0	0	44.8	5	55.6	3	33.3	3	33.3	
0015	8	0	8	0	0	0	0	0015	0	0	0	0	0	1	4	0	1	2	0	0	0	42.4	3	37.5	3	37.5	1	12.5	
0030	11	0	9	2	0	0	0	0030	0	0	0	0	0	3	2	1	4	1	0	0	0	41.3	48.3	6	54.6	2	18.2	1	9.1
0045	9	0	8	0	0	0	1	0045	0	0	0	0	0	1	5	1	0	1	0	0	0	42.6	3	33.3	2	22.2	2	22.2	
0100	7	0	5	0	1	1	0	0100	0	0	0	0	1	0	2	3	1	0	0	0	0	40.1	4	57.1	1	14.3	0	0.0	
0115	5	0	5	0	0	0	0	0115	0	0	0	0	0	1	2	2	0	0	0	0	0	38.8	2	40.0	0	0.0	0	0.0	
0130	3	0	2	1	0	0	0	0130	0	0	0	0	0	2	1	0	0	0	0	0	0	34.8	0	0.0	0	0.0	0	0.0	
0145	3	1	2	0	0	0	0	0145	0	0	1	0	0	0	1	1	0	0	0	0	0	31.3	1	33.3	0	0.0	0	0.0	
0200	4	0	4	0	0	0	0	0200	0	0	0	0	0	1	1	2	0	0	0	0	0	37.5	2	50.0	0	0.0	0	0.0	
0215	3	0	3	0	0	0	0	0215	0	0	0	0	0	0	0	1	2	0	0	0	0	46.4	3	100.0	2	66.7	0	0.0	
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	
0245	3	0	0	2	0	1	0	0245	0	0	0	0	0	0	0	1	0	2	0	0	0	52.3	3	100.0	2	66.7	2	66.7	
0300	2	0	1	0	0	1	0	0300	0	0	0	0	0	0	1	1	0	0	0	0	0	40.7	1	50.0	0	0.0	0	0.0	
0315	10	0	8	0	2	0	0	0315	0	0	1	0	0	1	5	1	1	1	0	0	0	38.0	3	30.0	1	10.0	0	0.0	
0330	6	0	6	0	0	0	0	0330	0	0	0	0	0	0	3	1	2	0	0	0	0	42.1	3	50.0	2	33.3	0	0.0	
0345	3	0	3	0	0	0	0	0345	0	0	0	0	0	2	1	0	0	0	0	0	0	33.9	0	0.0	0	0.0	0	0.0	
0400	5	0	4	1	0	0	0	0400	0	0	0	0	0	1	2	0	0	1	1	0	0	52.7	4	80.0	2	40.0	2	40.0	
0415	3	0	3	0	0	0	0	0415	0	0	0	0	0	0	2	0	0	1	0	0	0	42.6	1	33.3	1	33.3	0	0.0	
0430	11	1	9	1	0	0	0	0430	0	0	0	0	0	0	4	2	3	2	0	0	0	44.4	50.7	7	63.6	5	45.5	0	0.0
0445	13	0	11	1	0	1	0	0445	0	0	1	0	0	12	6	5	2	7	3	0	0	42.2	46.1	10	76.9	2	15.4	0	0.0
0500	13	1	10	0	1	1	0	0500	0	0	0	0	0	2	1	3	5	2	0	0	0	43.8	50.4	10	76.9	4	30.8	1	7.7
0515	19	1	16	2	0	0	0	0515	0	0	0	0	0	1	7	6	3	1	0	0	0	46.6	59.5	17	89.5	10	52.6	3	15.8
0530	36	1	28	5	1	0	1	0530	0	0	0	0	1	8	13	8	3	3	0	0	0	39.8	45.6	14	38.9	4	11.1	2	5.6
0545	35	0	30	5	0	0	0	0545	0	0	0	0	0	2	14	10	5	4	0	0	0	41.9	49.6	19	54.3	9	25.7	0	0.0
0600	65	0	56	7	2	0	0	0600	0	0	0	0	0	0	18	26	11	9	1	0	0	43.8	50.2	47	72.3	18	27.7	4	6.2
0615	84	0	71	8	1	1	3	0615	0	0	0	0	0	11	36	26	7	2	2	0	0	40.0	44.5	37	44.1	10	11.9	2	2.4
0630	100	0	82	14	1	3	0	0630	0	0	0	0	2	10	35	36	12	5	0	0	0	40.7	46.3	53	53.0	15	15.0	1	1.0
0645	141	2	118	14	4	3	0	0645	0	0	0	1	1	41	51	35	8	3	0	1	0	38.0	42.7	47	33.9	5	4.3	1	0.7
0700	166	3	143	17	1	2	0	0700	0	0	1	1	1	32	76	41	10	4	0	0	0	38.5	42.9	59	33.1	12	7.2	1	0.6
0715	207	6	179	12	5	4	1	0715	0	0	1	0	12	65	78	45	5	1	0	0	0	36.8	41.3	61	24.6	6	2.9	0	0.0
0730	198	1	178	15	3	1	0	0730	4	5	3	2	13	87	73	10	1	0	0	0	0	33.4	38.4	11	5.6	1	0.5	0	0.0
0745	247	2	230	8	1	5	1	0745	2	3	2	3	34	94	77	29	3	0	0	0	0	34.0	39.6	32	13.0	2	0.8	0	0.0
0800	311	3	286	18	0	4	0	0800	0	0	2	4	50	139	107	8	0	1	0	0	0	33.6	37.5	9	2.9	1	0.3	0	0.0
0815	263	1	247	10	2	3	0	0815	2	0	1	2	34	121	87	14	2	0	0	0	0	33.8	37.7	16	6.1	2	0.8	0	0.0
0830	186	2	166	8	7	2	1	0830	6	5	3	6	52	75	35	3	1	0	0	0	0	30.6	35.5	4	2.2	0	0.0	0	0.0
0845	198	3	176	13	2	3	1	0845	4	1	1	3	11	81	77	16	4	0	0	0	0	34.6	39.1	20	10.1	3	1.5	0	0.0
0900	161	1	134	20	2	3	1	0900	6	2	0	0	3	11	69	54	12	3	1	0	0	33.7	38.8	16	9.9	3	1.9	0	0.0
0915	194	3	163	23	2	3	0	0915	0	0	0	2	15	74	79	21	3	0	0	0	0	35.3	39.6	24	12.4	2	1.0	0	0.0
0930	191	1	163	16	7	2	2	0930	0	0	0	0	19	80	70	19	1	2	0	0	0	35.3	39.5	22	11.5	2	1.0	1	0.5
0945	191	1	152	25	9	3	1	0945	0	0	0	1	7	90	83	28	2	0	0	0	0	35.5	40.2	30	15.7	2	1.0	0	0.0
1000	187	1	161	19	3	3	0	1000	0	0	0	0	13	79	73	15	5	2	0	0	0	35.6	39.5	22	11.8	6	3.2	0	0.0
1015	237	1	198	22	9	7	0	1015	0	0	0	1	31	81	100	20	4	0	0	0	0	35.1	39.9	24	10.1	3	1.3	0	0.0
1030	224	2	190	20	6	5	1	1030	0	0	0	5	12	89	85	31	2	0	0	0	0	35.5	39.9	33	14.7	2	0.9	0	0.0
1045	255	1	219	27	6	2	0	1045	0	0	1	3	29	88	106	24	4	0	0	0	0	35.1	39.6	28	11.0	2	0.8	0	0.0
1100	254	2	216	24	11	1	0	1100	0	0	1	0	21	83	114	31	4	0	0	0	0	35.8	39.8	35	13.8	2	0.8	0	0.0
1115	181	2	155	12	8	3	1	1115	0	0	0	0	9	65	78	24	2	3	0	0	0	36.4	40.4	29	16.0	5	2.8	0	0.0
1130	204	0	158	34	7	5	0	1130	0	0	0	0	13	55	84	43	8	1	0	0	0	37.1	42.3	52	25.5	6	2.9	0	0.0
1145	241	2	198	26	8	6	1	1145	0	0	1	3	28	103	81	21	4	0	0	0	0	34.5	38.1	25	10.4	4	1.7	0	0.0
1200	284	2	239	38	9	7	0	1200	0	0	0	4	45	122	93	19	2	0	0	0	0	33.8	38.0	20	7.0	1	0.4	0	0.0
1215	298	5	235	43	9	6	0	1215	0	0	0	1	44	127	94	25	7	0	0	0	0	34.4	38.8	32	10.7	4	1.3	0	0.0
1230	251	2	201	31	5	10	2	1230	0	0	0	0	20	94	106	28	2	1	0	0	0	35.5	39.5	31	12.4	3	1.2	0	0.0
1245	172	0	142	18	7	5	0	1245	0	0	0	0	9	66	82	13	0	2	0	0	0	35.6	39.3	15	8.7	2	1.2	0	0.0
1300	192	1	159	26	4	2	0	1300	0	0	0	0	13	90	74	14	1	0	0	0	0	35.0	38.9	15	7.8	0	0.0	0	0.0
1315	205	5	172	24	2	2	0	1315	0	0	0	3	10	70	95	23	4	0	0	0	0	35.9	39.8	27	13.2	1	0.5	0	0.0
1330	191	3	157	21	5	3	2	1330	0	0	1	0	18	82	68	21	1	0	0	0	0	35.0	39.3	22	11.5	1	0.5	0	0.0

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION **EASTBOUND** →
PSL 40mph

ALL VEHICLES

- Motorcycles
- Cars, taxis, 4WD
- LGV
- OGV1
- OGV2
- PSV

- 0-10mph
- 10-15mph
- 15-20mph
- 20-25mph
- 25-30mph
- 30-35mph
- 35-40mph
- 40-45mph
- 45-50mph
- 50-60mph
- 60-70mph
- 70-80mph
- 80-90mph
- 90mph+
- AVG SPD
- 85%ile
- PSL SPEEDING
- PSL% SPEEDING
- ACPO SPEEDING
- ACPO% SPEEDING
- DTT SPEEDING
- DTT% SPEEDING

DAY 1	TOTAL	ALL VEHICLES						TIME	SPEEDING														AVG	85%ile	PSL	PSL%	ACPO	ACPO%	DTT	DTT%			
		CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6		SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14											
0000	17	0	15	2	0	0	0	0000	0	0	0	0	1	3	3	5	3	2	0	0	0	0	0	0	0	41.2	49.2	10	58.8	5	29.4	0	0.0
0015	13	0	12	1	0	0	0	0015	0	0	0	0	2	6	2	1	1	1	0	0	0	0	0	0	0	36.5	48.4	3	23.1	2	15.4	1	7.7
0030	7	0	7	0	0	0	0	0030	0	0	0	0	1	1	0	3	1	1	0	0	0	0	0	0	0	40.9	-	5	71.4	2	28.6	0	0.0
0045	7	0	5	1	1	0	0	0045	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	43.8	-	2	28.6	1	14.3	1	14.3
0100	8	0	7	1	0	0	0	0100	0	0	0	0	0	0	3	3	0	1	0	0	0	1	0	0	0	47.0	-	5	62.5	2	25.0	1	12.5
0115	7	0	4	1	0	2	0	0115	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	41.0	-	4	57.1	1	14.3	0	0.0
0130	2	0	1	0	0	1	0	0130	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	37.9	-	1	50.0	0	0.0	0	0.0
0145	6	0	4	1	0	1	0	0145	0	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	40.7	-	2	33.3	1	16.7	0	0.0
0200	2	0	1	0	0	1	0	0200	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.9	-	1	50.0	0	0.0	0	0.0
0215	7	0	6	1	0	0	0	0215	0	0	0	0	0	1	4	0	1	1	0	0	0	0	0	0	0	41.0	-	2	28.6	2	28.6	0	0.0
0230	6	0	6	0	0	0	0	0230	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	40.0	-	3	50.0	0	0.0	0	0.0
0245	2	0	1	1	0	0	0	0245	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	47.3	-	2	100.0	1	50.0	0	0.0
0300	7	0	5	0	2	0	0	0300	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	38.7	-	3	42.9	0	0.0	0	0.0
0315	5	0	5	0	0	0	0	0315	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0	38.0	-	2	40.0	0	0.0	0	0.0
0330	4	0	3	0	0	1	0	0330	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	41.3	-	2	50.0	0	0.0	0	0.0
0345	3	1	1	1	0	0	0	0345	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	46.2	-	1	33.3	1	33.3	1	33.3
0400	7	0	4	2	0	1	0	0400	0	0	0	0	1	2	1	1	1	1	0	0	0	0	0	0	0	38.6	-	3	42.9	2	28.6	1	14.3
0415	8	0	5	2	0	0	1	0415	0	0	0	0	1	1	1	3	2	0	0	0	0	0	0	0	0	39.3	-	5	62.5	2	25.0	0	0.0
0430	9	0	6	3	0	0	0	0430	0	0	0	0	0	1	0	2	2	4	4	0	0	0	0	0	0	47.2	-	8	88.9	5	55.6	1	11.1
0445	12	0	11	1	0	0	0	0445	0	0	0	0	1	0	3	2	2	1	0	0	0	0	0	0	0	44.7	55.6	8	86.7	5	41.7	2	16.7
0500	16	0	14	1	0	0	1	0500	0	0	1	0	0	0	5	5	3	2	0	0	0	0	0	0	0	41.8	49.9	10	62.5	5	31.3	0	0.0
0515	18	0	16	2	0	0	0	0515	0	0	0	0	0	3	7	2	2	4	4	0	0	0	0	0	0	41.8	52.1	8	44.4	6	33.3	2	11.1
0530	33	0	29	3	1	0	0	0530	0	0	0	0	0	5	8	10	10	0	0	0	0	0	0	0	0	41.0	45.8	20	60.6	4	12.1	0	0.0
0545	45	0	42	3	0	0	0	0545	0	0	0	0	0	4	12	12	10	5	2	0	0	0	0	0	0	43.6	52.4	29	64.4	14	31.1	3	6.7
0600	51	1	43	6	1	0	0	0600	0	0	0	0	0	8	19	13	5	4	2	0	0	0	0	0	0	41.6	47.4	24	47.1	8	15.7	3	5.9
0615	83	1	68	8	4	1	1	0615	0	0	0	0	0	7	23	29	15	7	2	0	0	0	0	0	0	42.7	48.6	53	63.9	22	26.5	3	3.6
0630	131	1	112	9	7	1	1	0630	0	0	0	0	1	0	19	65	29	9	8	0	0	0	0	0	0	39.2	44.1	46	35.1	12	9.2	0	0.0
0645	187	3	152	31	4	1	0	0645	0	0	0	0	1	25	78	47	11	3	1	0	0	0	0	0	0	39.9	43.2	62	33.2	6	4.8	0	0.0
0700	229	3	182	44	4	1	1	0700	0	0	0	0	1	32	112	25	11	3	1	0	0	0	0	0	0	39.9	43.2	62	33.2	6	4.8	0	0.0
0715	252	3	214	28	3	3	1	0715	22	32	26	21	34	58	46	12	1	0	0	0	0	0	0	0	0	26.0	36.4	13	5.2	0	0.0	0	0.0
0730	235	1	212	15	4	1	2	0730	117	77	20	1	6	8	5	1	0	0	0	0	0	0	0	0	0	12.0	16.9	1	0.4	0	0.0	0	0.0
0745	250	0	225	15	4	4	2	0745	135	54	37	5	9	6	4	0	0	0	0	0	0	0	0	0	0	12.3	17.1	0	0.0	0	0.0	0	0.0
0800	206	1	192	11	1	0	1	0800	91	77	20	8	1	6	3	0	0	0	0	0	0	0	0	0	0	11.7	16.3	0	0.0	0	0.0	0	0.0
0815	208	2	181	15	2	5	3	0815	97	58	22	17	4	5	3	2	0	0	0	0	0	0	0	0	0	12.9	19.9	2	1.0	0	0.0	0	0.0
0830	206	1	188	11	0	4	2	0830	159	29	5	0	3	6	3	1	0	0	0	0	0	0	0	0	0	9.7	11.2	1	0.5	0	0.0	0	0.0
0845	191	0	163	14	4	4	6	0845	130	37	15	0	4	5	0	0	0	0	0	0	0	0	0	0	0	10.2	14.7	0	0.0	0	0.0	0	0.0
0900	196	1	169	16	2	1	7	0900	153	32	0	1	3	4	3	0	0	0	0	0	0	0	0	0	0	9.3	11.9	0	0.0	0	0.0	0	0.0
0915	195	2	161	23	6	3	0	0915	3	20	7	2	10	48	73	25	4	3	0	0	0	0	0	0	0	32.9	40.4	32	16.4	5	2.6	2	1.0
0930	246	2	206	30	5	2	1	0930	28	23	1	11	28	47	81	22	3	2	0	0	0	0	0	0	0	29.6	39.1	27	11.0	4	1.6	1	0.4
0945	216	1	193	17	3	2	0	0945	54	57	37	24	14	12	12	5	0	1	0	0	0	0	0	0	0	17.6	28.9	6	2.8	1	0.5	0	0.0
1000	156	2	136	15	1	2	0	1000	0	0	0	0	5	41	81	23	4	2	0	0	0	0	0	0	0	37.2	40.6	29	18.6	5	3.2	0	0.0
1015	193	3	158	26	5	0	1	1015	0	0	0	2	8	42	97	30	11	3	0	0	0	0	0	0	0	37.5	41.4	44	22.8	10	5.2	0	0.0
1030	195	2	162	23	7	1	0	1030	0	0	0	0	7	42	110	31	4	1															

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION **EASTBOUND** →
PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0 - 10mph
 10 - 15mph
 15 - 20mph
 20 - 25mph
 25 - 30mph
 30 - 35mph
 35 - 40mph
 40 - 45mph
 45 - 50mph
 50 - 60mph
 60 - 70mph
 70 - 80mph
 80 - 90mph
 90mph+
 AVG SPD
 85%ile
 PSL SPEEDING
 PSL% SPEEDING
 ACPO SPEEDING
 ACPO% SPEEDING
 DfT SPEEDING
 DfT% SPEEDING

DAY 2	Total	Cls						Fixt	Time	Vbin																				Mean	Vpp	JPSL	JPSL%	ACPO	ACPO%	DfT	DfT%
		1	2	3	4	5	6			0	10	15	20	25	30	35	40	45	50	60	70	80	90	100													
0000	14	0	13	1	0	0	0	0000	0	0	0	0	0	1	6	3	2	2	0	0	0	0	0	0	42.3	50.5	7	50.0	4	28.6	1	7.1					
0015	9	0	8	1	0	0	0	0015	0	0	0	0	2	1	4	2	0	0	0	0	0	0	0	35.8	2	22.2	0	0.0	0	0.0							
0030	15	0	14	1	0	0	0	0030	0	0	0	0	0	4	7	2	1	1	0	0	0	0	0	38.7	44.6	4	26.7	2	13.3	0	0.0						
0045	8	0	8	0	0	0	0	0045	0	0	0	0	1	1	3	2	0	1	0	0	0	0	0	39.4	3	37.5	1	12.5	0	0.0							
0100	6	0	3	3	0	0	0	0100	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	42.4	3	50.0	3	50.0	0	0.0							
0115	10	0	6	3	0	1	0	0115	0	0	0	0	0	3	4	1	2	0	0	0	0	0	0	38.2	3	30.0	1	10.0	0	0.0							
0130	4	0	3	0	0	1	0	0130	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	35.5	0	0.0	0	0.0	0	0.0							
0145	3	0	2	0	1	0	0	0145	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	38.2	1	33.3	0	0.0	0	0.0							
0200	4	0	2	2	0	0	0	0200	0	0	0	0	0	0	2	0	1	1	1	0	0	0	0	43.5	2	50.0	2	50.0	0	0.0							
0215	5	0	3	1	0	1	0	0215	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	36.1	1	20.0	0	0.0	0	0.0							
0230	8	0	4	2	0	2	0	0230	0	0	0	0	0	0	4	1	1	2	0	0	0	0	0	42.8	4	50.0	3	37.5	1	12.5							
0245	6	0	6	0	0	0	0	0245	0	0	0	0	0	1	2	0	1	2	0	0	0	0	0	50.8	5	83.3	3	50.0	2	33.3							
0300	4	0	4	0	0	0	0	0300	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	42.0	2	50.0	1	25.0	0	0.0							
0315	4	0	1	2	0	1	0	0315	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	37.1	1	25.0	0	0.0	0	0.0							
0330	2	0	1	1	0	0	0	0330	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	36.4	0	0.0	0	0.0	0	0.0							
0345	3	1	1	1	0	0	0	0345	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	39.5	1	33.3	0	0.0	0	0.0							
0400	1	0	0	0	1	0	0	0400	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.8	0	0.0	0	0.0	0	0.0							
0415	8	0	5	2	1	0	0	0415	0	0	0	0	0	1	0	2	4	1	0	0	0	0	0	44.9	7	87.5	3	37.5	1	12.5							
0430	8	0	7	1	0	0	0	0430	0	0	0	0	0	1	4	1	1	1	0	0	0	0	0	41.2	3	37.5	2	25.0	1	12.5							
0445	11	0	10	1	0	0	0	0445	8	6	6	27	16	10	31	11	6	1	1	0	0	0	0	42.5	50.2	7	63.6	4	36.4	1	9.1						
0500	13	0	9	3	1	0	0	0500	0	0	0	0	0	2	3	3	0	4	1	0	0	0	0	45.2	57.2	8	81.5	5	38.5	4	30.8						
0515	31	0	30	1	0	0	0	0515	0	0	0	0	1	7	8	6	4	5	0	0	0	0	0	41.0	51.1	15	48.4	9	29.0	2	6.5						
0530	35	0	27	4	3	0	1	0530	0	0	0	0	1	2	15	9	5	3	0	0	0	0	0	41.3	49.0	17	48.6	7	20.0	0	0.0						
0545	34	0	27	5	0	0	2	0545	0	0	0	0	4	12	12	3	2	0	1	0	0	0	0	41.4	47.1	18	52.9	5	14.7	1	2.9						
0600	50	0	36	7	6	1	0	0600	0	0	0	0	0	9	21	9	5	4	2	0	0	0	0	40.9	48.4	20	40.0	11	22.0	3	6.0						
0615	84	2	65	12	4	0	1	0615	0	0	0	0	0	8	35	27	9	5	0	0	0	0	0	40.5	45.9	41	48.8	11	13.1	1	1.2						
0630	141	0	118	13	8	1	1	0630	0	0	0	0	1	19	61	43	10	6	1	0	0	0	0	39.9	44.0	60	42.6	14	9.9	3	2.1						
0645	195	2	162	27	5	2	0	0645	0	0	0	0	1	11	42	38	40	9	4	1	0	0	0	37.9	42.3	94	27.6	11	5.6	2	1.0						
0700	229	3	189	29	4	3	1	0700	0	0	0	0	10	63	94	49	9	2	2	0	0	0	0	37.6	41.7	62	27.1	9	3.9	4	1.7						
0715	257	0	224	29	2	3	8	0715	8	6	6	27	16	10	31	11	6	1	1	0	0	0	0	37.5	41.8	8	3.1	2	0.8	0	0.0						
0730	244	0	211	23	3	5	2	0730	131	97	7	0	0	3	4	1	1	0	0	0	0	0	0	37.7	41.7	10	0.0	0	0.0	0	0.0						
0745	251	1	226	13	3	7	1	0745	88	102	39	4	3	5	7	3	0	0	0	0	0	0	0	37.1	16.7	3	1.2	0	0.0	0	0.0						
0800	230	5	195	24	3	3	0	0800	16	36	25	37	57	39	16	4	0	0	0	0	0	0	0	23.5	32.6	4	1.7	0	0.0	0	0.0						
0815	205	0	194	6	1	2	2	0815	119	19	18	5	11	26	6	1	0	0	0	0	0	0	0	14.5	30.5	1	0.5	0	0.0	0	0.0						
0830	227	3	204	10	0	4	6	0830	127	59	20	7	5	6	3	0	0	0	0	0	0	0	0	11.8	17.2	0	0.0	0	0.0	0	0.0						
0845	214	3	188	8	7	1	7	0845	159	33	10	1	1	3	4	3	0	0	0	0	0	0	0	10.0	12.0	3	1.4	0	0.0	0	0.0						
0900	209	2	178	16	2	3	8	0900	141	55	5	1	2	3	2	0	0	0	0	0	0	0	0	9.8	12.6	0	0.0	0	0.0	0	0.0						
0915	212	2	171	25	3	9	2	0915	28	5	14	11	23	46	56	22	6	1	0	0	0	0	0	29.4	38.9	29	13.7	7	3.3	0	0.0						
0930	199	1	169	22	5	2	1	0930	0	0	0	0	1	8	37	95	23	4	1	0	0	0	0	36.1	39.8	28	14.1	3	1.5	0	0.0						
0945	233	0	197	26	12	8	0	0945	16	42	25	8	32	55	45	5	0	0	0	0	0	0	0	26.0	36.6	10	4.3	3	1.3	0	0.0						
1000	194	2	160	23	5	4	0	1000	7	7	1	6	32	34	80	19	7	1	0	0	0	0	0	33.1	39.4	27	13.9	8	4.1	0	0.0						
1015	183	2	143	29	6	3	0	1015	0	0	0	0	7	48	88	31	8	1	0	0	0	0	0	37.4	42.0	40	21.9	7	3.8	1	0.5						
1030	176	1	144	23	6	2	0	1030	0	0	0	4	8	32	87	29	11	4	1	0	0	0	0	37.9	43.4	45	25.6	11	6.3	1	0.6						
1045	192	3	158	22	8	1	0	1045	0	0	0	7	19	45	82	25	9	3	1	0	0	0	0	36.4	40.8	38	19.8	11	5.7	3	1.6						
1100	162	1	135	21	4	1	0	1100	0	0	0	0	2	34	82	35	7	2	0	0	0	0	0	38.0	41.4	44	27.2	5	3.1	0	0.0						
1115	140	2	114	17	6	0	1	1115	0	0	0	0	0	25	78	30	3	3	1	0	0	0	0	38.4	42.0	37	26.4	6	4.3	0	0.7						
1130	157	0	136	13	6	0	2	1130	0	0	0	0	4	42	74	27	6	3	1	0	0	0	0	37.7	41.7	37	23.6	8	5.1	1	0.6						
1145	177	1	152	20	4	0	0	1145	0	0	0	0	3	2	26	98	34	12	1	0	0	0	0	38.1	42.1	48	27.1	11	6.2	1	0.6						
1200	162	3	128	22	4	4	1	1200	0	0	0	0	3	4	37	70	38	8	2	0	0	0	0	37.8	42.9	48	26.6	8	4.9	0	0.0						
1215	172	1	147	19	2	1	2	1215	0	0	0	0	2	11	31	75	42	6	3	2	0	0	0	38.1	42.5	53	30.8	9	5.2	2	1.2						
1230	155	0	128	17	7	3	0	1230	0	0	0	0	1	29	99	21	4	1	0	0	0	0	0	37.5	40.5	26	16.8	4	2.6	1	0.6						
1245	199	4	177	12	3	2	1	1245	0	0	0	0	14	45	101	28	4	6	1	0	0	0	0	37.3	40.9	39	19.6	9	4.5	2	1.0						
1300	176	4	151	16	4	1	0</																														

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION **EASTBOUND** →
PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0-10mph 10-15mph 15-20mph 20-25mph 25-30mph 30-35mph 35-40mph 40-45mph 45-50mph 50-60mph 60-70mph 70-80mph 80-90mph 90mph+
 AVG SPD 85%ile PSL SPEEDING PSL% SPEEDING ACPO SPEEDING ACPO% SPEEDING DT SPEEDING DT% SPEEDING

DAY 3	Total	Classes						Fixt	Time	Speed Ranges												Mean	Vpp 85	PSL 40	PSL% 40	ACPO 10-15	ACPO 15-20	ACPO 20-25	ACPO 25-30	ACPO 30-35	ACPO 35-40	ACPO 40-45	ACPO 45-50	ACPO 50-60	ACPO 60-70	ACPO 70-80	ACPO 80-90	ACPO 90-100	DT 10-15	DT 15-20	DT 20-25	DT 25-30	DT 30-35	DT 35-40	DT 40-45	DT 45-50	DT 50-60	DT 60-70	DT 70-80	DT 80-90	DT 90-100
		Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80																														
0000	15	0	13	1	0	1	0	0000	0	0	0	0	2	5	3	3	1	0	0	1	0	43.9	50.5	8	53.3	5	33.3	1	6.7																						
0015	10	0	10	0	0	0	0	0015	0	0	0	0	0	2	5	2	1	0	0	0	0	42.7	8	80.0	1	10.0	0	0.0																							
0030	7	0	7	0	0	0	0	0030	0	0	0	0	1	5	1	0	0	0	0	0	0	38.2	1	14.3	0	0.0	0	0.0																							
0045	3	0	1	2	0	0	0	0045	0	0	0	0	0	2	0	1	0	0	0	0	0	42.0	1	33.3	1	33.3	0	0.0																							
0100	11	0	10	1	0	0	0	0100	0	0	0	0	1	3	5	1	1	0	0	0	0	41.7	48.3	7	63.6	2	18.2	0	0.0																						
0115	8	0	5	2	0	1	0	0115	0	0	0	0	0	5	0	2	1	0	0	0	0	41.6	3	37.5	3	37.5	0	0.0																							
0130	6	0	3	0	2	1	0	0130	0	0	0	0	2	2	1	1	0	0	0	0	0	38.1	2	33.3	0	0.0	0	0.0																							
0145	2	0	0	0	0	2	0	0145	0	0	0	0	0	1	0	1	0	0	0	0	0	40.6	1	50.0	1	50.0	0	0.0																							
0200	4	0	2	0	0	2	0	0200	0	0	0	0	0	1	2	0	1	0	0	0	0	43.8	3	75.0	1	25.0	0	0.0																							
0215	5	0	5	0	0	0	0	0215	0	0	0	0	0	4	1	0	1	0	0	0	0	44.0	5	55.6	1	11.1	1	11.1																							
0230	5	0	0	4	0	1	0	0230	0	0	0	0	0	3	0	2	0	0	0	0	0	41.8	2	40.0	2	40.0	0	0.0																							
0245	3	0	2	1	0	0	0	0245	0	0	0	0	1	1	0	1	0	0	0	0	0	39.3	1	33.3	1	33.3	0	0.0																							
0300	4	0	4	0	0	0	0	0300	0	0	0	0	1	1	0	1	1	0	0	0	0	42.0	2	50.0	2	50.0	0	0.0																							
0315	3	0	1	1	0	1	0	0315	0	0	0	0	0	2	1	0	0	0	0	0	0	39.7	1	33.3	0	0.0	0	0.0																							
0330	2	0	2	0	0	0	0	0330	0	0	0	0	1	0	1	0	0	0	0	0	0	38.9	1	50.0	0	0.0	0	0.0																							
0345	2	1	1	0	0	0	0	0345	0	0	0	0	0	2	0	0	0	0	0	0	0	36.7	0	0.0	0	0.0	0	0.0																							
0400	2	0	2	0	0	0	0	0400	0	0	0	0	0	1	0	1	0	0	0	0	0	42.3	1	50.0	1	50.0	0	0.0																							
0415	10	0	7	1	1	1	0	0415	0	0	0	0	1	4	3	0	2	0	0	0	0	41.1	5	50.0	2	20.0	0	0.0																							
0430	9	0	6	2	1	0	0	0430	0	0	0	1	1	0	3	1	3	0	0	0	0	43.6	7	77.8	3	33.3	0	0.0																							
0445	8	0	7	1	0	0	0	0445	0	0	0	0	1	0	2	2	1	1	0	0	0	44.0	6	75.0	2	25.0	0	0.0																							
0500	13	0	10	2	1	0	0	0500	0	0	0	0	0	5	3	5	0	0	0	0	0	42.8	49.0	8	61.5	4	39.8	0	0.0																						
0515	25	0	23	1	1	0	0	0515	0	0	0	1	5	4	5	5	3	2	0	0	0	42.9	54.0	15	60.0	7	28.0	3	12.0																						
0530	37	1	34	1	1	0	0	0530	0	0	0	0	7	12	8	7	3	0	0	0	0	40.9	48.9	18	48.7	10	27.0	1	2.7																						
0545	41	0	36	2	3	0	0	0545	0	0	0	1	4	15	11	4	5	1	0	0	0	41.4	49.9	21	51.2	7	17.1	2	4.9																						
0600	49	0	38	5	4	1	1	0600	0	0	0	0	5	14	14	8	7	1	0	0	0	43.0	50.5	30	61.2	13	26.5	4	8.2																						
0615	85	1	73	8	2	0	1	0615	0	0	0	0	3	6	26	26	14	8	2	0	0	42.1	48.3	50	58.8	21	24.7	6	7.1																						
0630	126	0	99	18	7	1	1	0630	0	0	0	0	1	11	51	39	17	5	2	0	0	40.9	46.0	63	50.0	17	13.5	2	1.6																						
0645	189	2	143	31	9	4	1	0645	0	0	0	0	2	12	38	28	17	9	2	0	0	38.4	45.0	54	28.0	24	12.7	5	2.5																						
0700	222	2	180	27	2	0	1	0700	0	0	0	2	10	72	99	30	6	3	0	0	0	36.4	40.5	39	17.6	8	3.6	2	0.9																						
0715	251	1	207	37	4	1	1	0715	26	37	43	13	24	31	53	22	2	0	0	0	0	35.4	38.4	24	9.1	2	0.8	0	0.0																						
0730	217	4	190	19	1	2	1	0730	120	70	12	2	2	5	1	0	0	0	0	0	0	11.4	14.2	1	0.5	0	0.0	0	0.0																						
0745	233	0	212	15	2	2	2	0745	126	89	6	0	1	7	3	1	0	0	0	0	0	11.1	13.4	1	0.4	0	0.0	0	0.0																						
0800	186	2	168	10	1	3	2	0800	108	42	13	7	7	5	1	0	0	0	0	0	0	12.0	17.7	1	0.5	0	0.0	0	0.0																						
0815	194	4	176	7	1	4	2	0815	69	64	11	17	13	15	3	1	0	1	0	0	0	15.0	26.1	2	1.0	1	0.5	0	0.0																						
0830	234	1	205	17	4	5	2	0830	25	8	12	36	37	56	49	9	2	0	0	0	0	27.7	37.0	11	4.7	0	0.0	0	0.0																						
0845	191	5	156	19	6	2	3	0845	140	33	12	1	2	1	2	0	0	0	0	0	0	9.0	11.9	0	0.0	0	0.0	0	0.0																						
0900	203	4	163	21	3	4	8	0900	134	48	14	1	0	1	4	0	1	0	0	0	0	10.1	13.5	1	0.5	1	0.5	0	0.0																						
0915	212	3	174	24	0	5	6	0915	68	33	11	11	26	35	24	3	1	0	0	0	0	20.2	34.6	4	1.9	1	0.5	0	0.0																						
0930	197	1	162	20	8	6	0	0930	10	20	28	10	25	53	32	13	5	1	0	0	0	27.9	38.2	19	9.6	4	2.0	1	0.5																						
0945	210	1	178	23	5	3	0	0945	0	0	0	0	14	56	36	35	6	3	0	0	0	37.0	40.9	44	21.0	7	3.3	0	0.0																						
1000	185	0	147	32	5	1	0	1000	0	0	0	0	6	57	79	33	7	3	0	0	0	37.0	41.1	43	23.2	6	3.2	1	0.5																						
1015	177	0	151	21	4	1	0	1015	0	0	0	2	12	33	99	22	8	1	0	0	0	36.8	40.7	31	17.5	6	3.4	0	0.0																						
1030	194	3	164	14	10	2	1	1030	0	0	0	0	10	59	98	21	4	2	0	0	0	36.4	39.8	27	13.9	5	2.6	2	1.0																						
1045	188	2	155	24	5	1	1	1045	0	0	0	1	5	54	95	24	6	3	0	0	0	36.9	40.5	33	17.6	8	4.3	1	0.5																						
1100	176	1	142	29	4	0	0	1100	0	0	0	0	14	58	76	21	5	2	0	0	0	36.3	40.0	28	15.9	5	2.8	1	0.6																						
1115	230	1	192	30	5	1	1	1115	0	0	0	0	3	63	117	36	8	3	0	0	0	37.3	41.0	47	20.4	7	3.0	0	0.0																						
1130	171	0	152	14	3	0	2	1130	0	0	0	0	3	49	78	36	3	2	0	0	0	37.5	41.5	41	24.0	4	2.3	1	0.6																						
1145	203	2	172	22	6	1	0	1145	0	0	0	0	4	65	106	24	4	0	0	0	0	36.5	39.6	28	13.8	4	2.0	0	0.0																						
1200	191	2	158	20	7	2	2	1200	0	0	0	3	54	107	18	8	1	0	0	0	0	37.0	39.8	27	14.1	7	3.7	0	0.0																						
1215	211	1	179	23	7	1	0	1215	0	0	0	0	11	66	118	20	5	1	0	0	0	36.8	38.4	26	12.3	3	1.4	0	0.0																						
1230	201	2	172	23	3	0	1	1230	0	0	0	0	9	48	112	25	5	2	0	0	0	36.8	40.2	32	15.9	4	2.0	1	0.5																						
1245	218	4	193	14	5	2	0	1245	0	0	0	0	4	58	104	33	15	4	0	0	0	37.8	42.3	52	23.9	13	6.0	2	0.9																						
1300	196	2	178	10	4	2	0	1300	0	0	0	0	1	46	110	29	6	3	1	0	0	37.7	41.5	39	19.9	8	4.1	2	1.0																						
1315	189	6	164	14	5	0	0	1315	0	0	0	0	6	37																																					

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION **EASTBOUND** →
PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0-10mph
 10-15mph
 15-20mph
 20-25mph
 25-30mph
 30-35mph
 35-40mph
 40-45mph
 45-50mph
 50-60mph
 60-70mph
 70-80mph
 80-90mph
 90mph+
 AVG SPD
 85%ile
 PSL SPEEDING
 PSL% SPEEDING
 ACPO SPEEDING
 ACPO% SPEEDING
 DfT SPEEDING
 DfT% SPEEDING

DAY 4	Total	Classes						Fixt	Time	Speed Ranges										Mean	Vpp	PSL	PSL%	ACPO	ACPO%	DfT	DfT%				
		Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60									Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100
0000	21	0	20	1	0	0	0	0000	0	0	0	0	1	2	10	5	2	0	0	0	0	0	0	40.8	45.3	8	38.1	2	9.5	1	4.8
0015	16	0	16	0	0	0	0	0015	0	0	0	0	0	1	5	7	2	1	0	0	0	0	0	40.9	46.0	10	62.5	2	12.5	0	0.0
0030	12	0	11	1	0	0	0	0030	0	0	0	0	0	1	3	2	4	2	0	0	0	0	0	44.3	53.9	8	66.7	3	25.0	1	8.3
0045	13	0	12	1	0	0	0	0045	0	0	0	0	0	3	6	1	3	0	0	0	0	0	0	39.3	45.9	4	30.8	2	15.4	0	0.0
0100	12	0	10	2	0	0	0	0100	0	0	0	0	1	0	3	7	0	0	0	0	0	0	0	41.9	45.1	8	66.7	1	8.3	1	8.3
0115	8	0	7	1	0	0	0	0115	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	39.6	-	3	37.5	0	0.0	0	0.0
0130	5	0	4	1	0	0	0	0130	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	37.0	-	2	40.0	0	0.0	0	0.0
0145	3	0	3	0	0	0	0	0145	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	38.1	-	1	33.3	0	0.0	0	0.0
0200	4	0	3	0	1	0	0	0200	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	37.3	-	0	0.0	0	0.0	0	0.0
0215	6	0	3	2	1	0	0	0215	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	42.7	-	4	50.0	4	50.0	0	0.0
0230	7	0	4	2	0	1	0	0230	0	0	0	0	1	0	2	2	2	0	0	0	0	0	0	40.2	-	4	57.1	1	14.3	0	0.0
0245	4	0	2	2	0	0	0	0245	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	40.1	-	2	50.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	5	0	5	0	0	0	0	0315	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	35.1	-	0	0.0	0	0.0	0	0.0
0330	4	0	4	0	0	0	0	0330	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	34.5	-	1	25.0	0	0.0	0	0.0
0345	4	1	2	1	0	0	0	0345	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	41.4	-	2	50.0	1	25.0	0	0.0
0400	3	0	1	1	1	0	0	0400	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	40.4	-	1	33.3	1	33.3	0	0.0
0415	5	0	4	1	0	0	0	0415	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	42.8	-	3	60.0	2	40.0	0	0.0
0430	7	0	6	1	0	0	0	0430	0	0	0	0	0	1	3	1	0	2	0	0	0	0	0	43.3	-	3	42.9	2	28.6	1	14.3
0445	14	0	13	1	0	0	0	0445	16	47	25	12	41	58	51	25	5	1	1	1	0	0	0	42.7	53.5	7	50.0	3	21.4	2	14.3
0500	20	0	12	6	2	0	0	0500	0	0	0	0	0	1	13	3	2	1	1	1	0	0	0	39.6	44.8	6	30.0	2	10.0	0	0.0
0515	25	0	23	2	0	0	0	0515	0	0	0	0	0	4	8	6	4	3	0	0	0	0	0	41.3	49.3	13	52.0	6	24.0	0	0.0
0530	31	0	28	2	1	0	0	0530	0	0	0	0	0	2	14	10	3	2	0	0	0	0	0	40.8	46.5	15	48.4	5	16.1	0	0.0
0545	40	1	34	4	1	0	0	0545	0	0	0	0	0	2	17	10	8	3	0	0	0	0	0	41.3	48.2	21	52.5	8	20.0	0	0.0
0600	39	0	33	4	1	0	1	0600	0	0	0	0	0	0	16	13	9	1	0	0	0	0	0	42.2	45.9	23	59.0	5	12.8	1	2.6
0615	67	1	57	7	1	1	0	0615	0	0	0	0	0	5	14	24	14	8	2	0	0	0	0	43.5	49.9	48	71.6	23	34.3	3	4.5
0630	105	1	84	14	5	1	0	0630	0	0	0	0	2	16	33	35	13	6	0	0	0	0	0	40.4	46.3	54	51.4	17	16.2	4	3.8
0645	153	0	134	24	4	1	0	0645	0	0	0	0	1	15	33	40	8	4	2	0	0	0	0	39.6	43.6	74	33.1	12	7.4	5	3.1
0700	219	2	174	34	6	1	2	0700	0	0	0	0	3	61	109	40	6	0	0	0	0	0	0	37.1	41.5	46	21.0	2	0.9	0	0.0
0715	288	1	241	30	8	5	0	0715	16	47	25	12	41	58	51	25	5	1	1	0	0	0	0	37.4	38.4	32	11.1	5	1.7	1	0.3
0730	254	2	221	23	2	6	0	0730	91	70	43	30	8	4	5	3	0	0	0	0	0	0	0	34.5	21.3	3	1.2	0	0.0	0	0.0
0745	252	1	220	18	7	4	2	0745	79	140	14	2	2	9	5	1	0	0	0	0	0	0	0	32.7	14.6	1	0.4	0	0.0	0	0.0
0800	213	4	184	20	4	1	0	0800	12	31	2	2	20	63	58	18	5	2	0	0	0	0	0	30.2	38.6	25	11.7	6	2.8	1	0.5
0815	239	0	213	20	3	2	1	0815	0	2	11	17	50	98	54	6	1	0	0	0	0	0	0	31.4	37.2	7	2.9	1	0.4	0	0.0
0830	227	1	195	15	3	8	5	0830	82	70	22	18	9	13	10	2	1	0	0	0	0	0	0	14.9	26.2	3	1.3	1	0.4	0	0.0
0845	180	3	158	11	3	0	5	0845	124	34	13	5	0	3	1	0	0	0	0	0	0	0	0	9.7	13.9	0	0.0	0	0.0	0	0.0
0900	185	1	153	21	2	4	4	0900	52	8	15	7	8	29	41	19	4	1	1	0	0	0	0	25.4	39.7	25	13.5	3	1.6	1	0.5
0915	186	2	157	20	5	1	1	0915	0	0	0	0	3	63	79	30	4	7	0	0	0	0	0	37.3	41.4	41	22.0	10	5.4	1	0.5
0930	197	3	166	25	2	1	0	0930	0	0	0	0	12	50	83	35	4	3	0	0	0	0	0	37.1	41.1	42	21.3	5	2.5	3	1.5
0945	219	3	175	32	7	2	0	0945	0	0	0	0	9	65	118	17	4	6	3	0	0	0	0	36.6	39.6	27	12.3	7	3.2	3	1.4
1000	168	1	135	17	10	5	0	1000	0	0	0	0	1	12	43	76	21	11	3	1	0	0	0	37.1	41.9	36	21.4	9	5.4	2	1.2
1015	183	1	155	21	4	2	0	1015	0	0	0	0	0	35	89	41	11	5	1	1	0	0	0	39.0	43.2	59	32.2	15	8.2	2	1.1
1030	184	4	145	30	3	1	1	1030	0	0	0	0	5	56	85	34	3	1	0	0	0	0	0	37.1	41.1	38	20.7	4	2.2	0	0.0
1045	179	4	142	24	7	2	0	1045	0	0	0	0	5	57	84	29	2	1	1	0	0	0	0	36.9	40.9	33	18.4	3	1.7	1	0.6
1100	175	0	151	17	5	2	0	1100	0	0	0	0	6	45	92	24	6	2	0	0	0	0	0	37.1	40.8	32	18.3	7	4.0	0	0.0
1115	189	4	162	15	5	2	1	1115	0	0	0	0	3	57	100	25	4	0	0	0	0	0	0	36.6	40.0	29	15.3	4	2.1	0	0.0
1130	182	2	158	18	3	1	0	1130	0	0	0	0	1	3	50	98	28	1	1	0	0	0	0	36.7	40.4	30	16.5	1	0.5	0	0.0
1145	217	3	182	21	5	6	0	1145	0	0	0	0	8	42	90	55	17	4	1	0	0	0	0	33.7	38.6	22	10.1	3	1.4	0	0.0
1200	187	1	151	26	6	1	0	1200	0	0	0	0	2	10	56	91	22	5	1	1	0	0	0	36.3	40.1	41	15.0	3	1.6	0	0.0
1215	204	4	181	15	3	1	0	1215	0	0	0	0	0	8	67	88	31	9	1	0	0	0	0	36.7	41.3	41	20.1	5	2.5	0	0.0
1230	209	2	192	11	3	1	0	1230	0	0	0	0	5	43	92	39	26	4	0	0	0	0	0	33.7	39.9	30	14.4	2	1.0	0	0.0
1245	193	6	162	23	2	0	0	1245	0	0	0	0	8	79	83	17															

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
 SITE 30447-008
 LOCATION A317, WEYBRIDGE ROAD
 DIRECTION **EASTBOUND** →
 PSL 40mph

ALL VEHICLES

Motorcycles
 Cars, taxis,
 4WD
 LGV
 OGV1
 OGV2
 PSV

0-10mph 10-15mph 15-20mph 20-25mph 25-30mph 30-35mph 35-40mph 40-45mph 45-50mph 50-60mph 60-70mph 70-80mph 80-90mph 90mph+
 AVG SPD 85%ile PSL SPEEDING PSL% SPEEDING ACPO SPEEDING ACPO% SPEEDING D/T SPEEDING D/T% SPEEDING

DAY 6	Total	Cls						Fixt	Time	Vbin										Mean	Vpp	JPSL	JPSL%	ACPO		D/T					
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60					60-70	70-80	80-90	90-100	85%ile	>40mph	% >40mph	ACPO
0000	49	2	43	2	2	0	0	0000	0	0	0	0	4	10	20	9	4	1	0	0	1	0	0	39.1	44.4	15	30.6	6	12.2	1	2.0
0015	44	0	41	2	1	0	0	0015	0	0	0	0	0	6	26	4	4	3	1	0	0	0	40.1	46.8	12	27.3	8	18.2	2	4.5	
0030	35	0	35	0	0	0	0	0030	0	0	0	0	0	3	14	16	2	0	0	0	0	0	39.9	44.4	18	51.4	1	2.9	0	0.0	
0045	31	0	31	0	0	0	0	0045	0	0	0	0	1	5	12	8	4	1	0	0	0	0	39.1	45.6	13	41.9	4	12.9	0	0.0	
0100	31	0	31	0	0	0	0	0100	0	0	0	0	7	11	7	4	4	2	0	0	0	0	40.0	48.1	13	41.9	6	19.4	0	0.0	
0115	28	0	28	0	0	0	0	0115	0	0	0	0	1	5	9	8	4	1	0	0	0	0	39.4	46.3	13	46.4	4	14.3	1	3.6	
0130	20	0	18	2	0	0	0	0130	0	0	1	0	2	6	9	1	1	0	0	0	0	0	35.0	39.5	2	10.0	1	5.0	0	0.0	
0145	19	0	17	2	0	0	0	0145	0	0	0	0	1	6	5	4	2	1	0	0	0	0	43.7	53.0	12	63.2	7	36.8	2	10.5	
0200	7	0	6	0	0	0	0	0200	0	0	0	0	0	1	5	1	0	0	0	0	0	0	37.7	-	1	14.3	0	0.0	0	0.0	
0215	11	0	9	1	0	0	0	0215	0	0	0	0	0	2	6	1	1	1	0	0	0	0	40.0	50.8	3	27.3	2	16.2	0	0.0	
0230	7	0	11	0	0	0	0	0230	0	0	0	0	3	0	4	3	1	0	0	0	0	0	37.4	45.2	4	36.4	1	9.1	0	0.0	
0245	10	0	10	0	0	0	0	0245	0	0	0	0	0	1	7	2	0	0	0	0	0	0	37.3	-	2	20.0	0	0.0	0	0.0	
0300	5	0	4	0	1	0	0	0300	0	0	0	0	0	1	1	1	1	1	0	0	0	0	43.3	-	3	60.0	1	20.0	1	20.0	
0315	8	0	7	1	0	0	0	0315	0	0	0	0	0	3	3	1	0	1	0	0	0	0	37.9	-	2	25.0	1	12.5	0	0.0	
0330	3	0	3	0	0	0	0	0330	0	0	0	0	0	0	1	1	1	0	0	0	0	0	42.6	-	2	66.7	1	33.3	0	0.0	
0345	4	0	4	0	0	0	0	0345	0	0	0	0	0	2	0	0	1	1	0	0	0	0	42.2	-	2	50.0	2	50.0	1	25.0	
0400	3	0	3	0	0	0	0	0400	0	0	0	0	0	2	1	0	0	0	0	0	0	0	34.8	-	0	0.0	0	0.0	0	0.0	
0415	7	0	6	1	0	0	0	0415	0	0	0	0	0	2	2	2	0	0	0	0	0	0	41.2	-	3	42.9	1	14.3	1	14.3	
0430	8	0	7	1	0	0	0	0430	0	0	0	0	2	1	2	2	1	0	0	0	0	0	36.8	-	3	37.5	1	12.5	0	0.0	
0445	6	0	4	1	0	0	0	0445	0	0	0	0	0	2	0	2	2	2	0	0	0	0	42.0	-	4	66.7	2	33.3	0	0.0	
0500	9	0	8	1	0	0	0	0500	0	0	0	0	0	3	1	3	1	1	0	0	0	0	40.0	-	5	55.6	2	22.2	0	0.0	
0515	10	0	9	0	0	0	0	0515	0	0	0	0	0	2	2	2	3	1	0	0	0	0	41.7	-	6	60.0	4	40.0	0	0.0	
0530	11	0	10	1	0	0	0	0530	0	0	0	0	0	1	6	0	1	1	2	0	0	0	43.9	60.9	4	36.4	4	36.4	2	18.2	
0545	12	0	8	3	0	0	0	0545	0	0	0	0	0	2	4	1	4	1	0	0	0	0	41.6	48.0	6	50.0	4	33.3	1	8.3	
0600	11	0	10	0	1	0	0	0600	0	0	0	0	0	2	5	3	0	1	0	0	0	0	40.2	46.5	4	36.4	1	9.1	0	0.0	
0615	14	0	12	2	0	0	0	0615	0	0	0	0	0	6	6	1	1	0	0	0	0	0	41.4	46.3	8	57.1	2	14.3	0	0.0	
0630	25	0	24	1	0	0	0	0630	0	0	0	0	0	2	11	6	5	0	1	0	0	0	41.6	46.5	12	48.0	6	24.0	1	4.0	
0645	24	0	20	2	1	0	0	0645	0	0	0	0	0	3	10	6	2	3	0	0	0	0	41.7	50.3	11	45.9	4	18.7	2	8.3	
0700	30	0	28	0	1	0	0	0700	0	0	0	0	0	3	13	6	7	1	0	0	0	0	41.1	46.8	14	46.7	5	16.7	0	0.0	
0715	38	0	188	7	0	0	0	0715	0	0	0	0	0	4	16	11	5	3	1	0	0	0	41.5	46.3	14	46.7	7	19.4	3	8.3	
0730	30	0	27	2	1	0	0	0730	0	0	0	0	0	3	14	7	5	1	0	0	0	0	45.2	52.7	27	90.0	9	30.0	3	10.0	
0745	49	0	47	2	0	0	0	0745	0	0	0	0	0	2	20	18	5	4	0	0	0	0	41.4	45.7	27	55.1	6	12.2	2	4.1	
0800	52	0	49	2	1	0	0	0800	0	0	0	0	0	3	23	14	8	3	1	0	0	0	41.5	46.3	26	50.0	9	17.3	2	3.8	
0815	60	2	54	3	1	0	0	0815	0	0	0	0	0	3	28	19	7	2	1	0	0	0	41.0	45.1	29	48.3	7	11.7	1	1.7	
0830	79	0	68	9	1	0	0	0830	0	0	0	0	2	28	23	14	8	3	1	0	0	0	38.5	45.4	26	32.9	10	12.7	3	3.8	
0845	110	0	103	5	2	0	0	0845	0	0	0	0	3	20	48	25	8	5	1	0	0	0	39.1	44.0	39	35.5	12	10.9	2	1.8	
0900	96	0	93	2	0	0	0	0900	0	0	0	0	3	7	50	23	11	1	1	0	0	0	39.7	44.1	36	37.5	10	10.4	1	1.0	
0915	142	1	132	8	1	0	0	0915	0	0	0	0	4	30	71	27	8	2	0	0	0	0	38.0	42.2	37	26.1	8	5.6	0	0.0	
0930	144	0	135	6	1	0	0	0930	0	0	0	0	2	8	21	77	24	10	2	0	0	0	37.7	42.1	36	25.0	8	5.6	0	0.0	
0945	175	0	168	5	0	0	0	0945	0	0	0	0	0	2	45	86	28	11	3	0	0	0	37.8	42.4	42	24.0	11	4.5	0	0.0	
1000	182	0	170	10	1	0	0	1000	0	0	0	0	4	7	39	96	29	5	2	0	0	0	36.9	40.7	36	19.8	5	2.7	0	0.0	
1015	215	1	201	13	0	0	0	1015	0	0	0	0	1	43	132	33	6	0	0	0	0	0	37.5	40.4	39	18.1	1	0.5	0	0.0	
1030	174	2	161	11	0	0	0	1030	0	0	0	0	4	50	77	36	4	3	0	0	0	0	37.3	41.7	43	24.7	6	3.4	1	0.6	
1045	204	4	189	9	1	0	0	1045	0	0	0	0	20	68	87	25	4	0	0	0	0	0	35.6	39.6	29	14.2	4	2.0	0	0.0	
1100	185	3	174	7	0	0	0	1100	0	0	0	0	4	45	95	24	10	6	1	0	0	0	37.9	42.6	41	22.2	13	7.0	2	1.1	
1115	166	0	162	2	1	0	0	1115	0	0	0	0	1	9	32	80	31	11	2	0	0	0	37.8	42.2	44	26.5	11	6.6	2	1.2	
1130	218	2	206	7	0	0	0	1130	0	0	0	0	1	29	82	79	23	3	0	0	0	0	35.2	39.7	27	12.4	2	0.9	1	0.5	
1145	201	1	190	9	0	0	0	1145	0	0	0	0	1	4	70	85	34	5	2	0	0	0	36.8	40.9	41	20.4	6	3.0	0	0.0	
1200	183	2	175	5	1	0	0	1200	0	0	0	0	1	43	101	31	6	1	0	0	0	0	37.5	40.7	38	20.8	6	3.3	0	0.0	
1215	198	1	192	5	0	0	0	1215	0	0	0	0	0	6	60	98	27	2	4	1	0	0	36.5	40.5	34	17.2	5	2.5	1	0.5	
1230	196	1	184	5	2	3	1	1230	0	0	0	0	1	6	8	63	84	27	4	3	0	0	36.0	40.6	34	17.4	5	2.6	0	0.0	
1245	196	2	182	10	1	0	0	1245	0	0	0	0	12	48	95	31	6	4	0	0	0	0	37.1	41.0	41	20.9	6	3.1	0	0.0	
1300	183	2	173	6	2	0	0	1300	0	0	0	0	9	60	76	29	7	2	0	0	0	0	36.5	41.3	38	20.8	7	3.8	0	0.0	
1315	209	1	195	9	4	0	0	1315	0	0	0	0	10	47	106	38	5</														

DIR 2

PROJECT 30447 Weybridge Road, Weybridge
SITE 30447-008
LOCATION A317, WEYBRIDGE ROAD
DIRECTION **EASTBOUND** →
PSL 40mph

ALL VEHICLES

- Motorcycles
- Cars, taxis, 4WD
- LGV
- OGV1
- OGV2
- PSV

- 0-10mph
- 10-15mph
- 15-20mph
- 20-25mph
- 25-30mph
- 30-35mph
- 35-40mph
- 40-45mph
- 45-50mph
- 50-60mph
- 60-70mph
- 70-80mph
- 80-90mph
- 90mph+
- AVG SPD
- 85%ile
- PSL SPEEDING
- PSL% SPEEDING
- ACPO SPEEDING
- ACPO% SPEEDING
- DfT SPEEDING
- DfT% SPEEDING

DAY 7	Total	CIS						Fixt	Time	Vbin										Mean	Vpp 85	JPSL 40	JPSL% 40	ACPO 40	ACPO% 40	DfT 40	DfT% 40		
		1	2	3	4	5	6			0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-60									60-70	70-80
0000	3	0	7	1	1	0	0	0000	0	0	0	0	1	0	2	1	1	1	3	0	0	0	48.3	6	66.7	4	44.4	4	44.4
0015	6	0	6	0	0	0	0	0015	0	0	0	0	0	1	4	1	0	0	0	0	0	37.7	1	16.7	0	0.0	0	0.0	
0030	15	0	10	4	1	0	0	0030	0	0	0	0	1	6	6	1	0	0	0	0	0	39.3	44.8	7	46.7	0	0.0	0.0	
0045	2	0	1	0	0	1	0	0045	0	0	0	0	0	1	0	1	0	0	0	0	0	36.8	1	50.0	0	0.0	0	0.0	
0100	6	0	6	0	0	0	0	0100	0	0	0	0	1	2	1	1	1	0	0	0	0	37.8	2	33.3	1	16.7	0	0.0	
0115	6	0	5	0	1	0	0	0115	0	0	0	0	0	1	3	2	0	0	0	0	0	37.7	2	33.3	0	0.0	0	0.0	
0130	2	0	2	0	0	0	0	0130	0	0	0	0	0	1	0	0	0	1	0	0	0	44.9	1	50.0	1	50.0	0	0.0	
0145	3	0	3	0	0	0	0	0145	0	0	0	0	0	1	1	0	1	0	0	0	0	39.8	1	33.3	1	33.3	0	0.0	
0200	4	0	2	1	0	1	0	0200	0	0	0	0	0	0	0	1	2	1	0	0	0	49.7	4	100.0	3	75.0	1	25.0	
0215	6	0	6	0	0	0	0	0215	0	0	0	0	0	0	2	0	0	0	1	0	0	41.9	4	66.7	1	16.7	0	0.0	
0230	3	0	3	0	0	0	0	0230	0	0	0	0	0	0	1	2	0	0	0	0	0	41.4	2	66.7	0	0.0	0	0.0	
0245	2	0	2	0	0	0	0	0245	0	0	0	0	0	0	1	0	1	0	0	0	0	41.8	1	50.0	1	50.0	0	0.0	
0300	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	2	0	2	0	0	0	0	0315	0	0	0	0	1	0	0	1	0	0	0	0	0	35.5	1	50.0	0	0.0	0	0.0	
0330	3	0	3	0	0	0	0	0330	0	0	0	0	0	1	1	1	0	0	0	0	0	37.8	1	33.3	0	0.0	0	0.0	
0345	2	0	2	0	0	0	0	0345	0	0	0	0	0	0	1	1	0	0	0	0	0	41.1	1	50.0	0	0.0	0	0.0	
0400	5	1	4	0	0	0	0	0400	0	0	0	0	0	0	1	3	1	0	0	0	0	42.1	4	80.0	1	20.0	0	0.0	
0415	5	0	3	1	1	0	0	0415	0	0	0	0	0	1	1	1	2	0	0	0	0	41.0	3	60.0	1	20.0	0	0.0	
0430	7	0	6	0	0	1	0	0430	0	0	0	0	0	0	3	1	2	1	0	0	0	43.6	4	57.1	3	42.9	0	0.0	
0445	11	0	10	1	0	0	0	0445	0	0	0	0	0	2	2	2	0	0	1	0	0	43.3	51.5	7	63.6	4	36.4	1	9.1
0500	20	0	17	2	0	1	0	0500	0	0	0	0	1	5	2	6	3	3	0	0	0	41.2	51.7	12	60.0	5	25.0	1	5.0
0515	24	0	21	2	0	1	0	0515	0	0	0	0	0	3	7	3	5	5	1	0	0	44.3	54.1	14	58.3	10	41.7	3	12.5
0530	32	0	28	4	0	0	0	0530	0	0	0	0	0	7	6	10	6	3	0	0	0	41.4	49.6	19	59.4	8	25.0	0	0.0
0545	46	0	37	5	3	0	1	0545	0	0	0	1	0	7	16	12	5	5	0	0	0	40.6	47.4	22	47.8	9	19.6	2	4.3
0600	44	0	35	6	2	1	0	0600	0	0	0	0	0	9	10	14	7	3	1	0	0	41.4	47.5	25	56.8	9	20.5	2	4.5
0615	83	2	70	6	3	2	0	0615	0	0	0	1	3	5	36	27	8	2	1	0	0	39.8	44.6	38	45.8	7	8.4	1	1.2
0630	116	0	92	13	6	4	1	0630	0	0	0	0	1	17	42	36	10	10	0	0	0	40.5	45.8	56	48.6	16	13.8	2	1.7
0645	149	3	107	29	7	3	0	0645	0	0	0	0	0	18	72	40	13	5	1	0	0	39.9	44.5	59	39.6	15	10.7	2	1.3
0700	203	2	163	27	5	3	3	0700	0	0	5	11	11	48	85	38	2	3	0	0	0	35.7	41.2	43	21.2	4	2.0	1	0.5
0715	237	3	194	27	7	5	1	0715	0	0	6	14	23	78	89	23	3	1	1	0	0	34.2	39.2	27	11.4	3	1.3	0	0.0
0730	236	1	208	20	1	6	0	0730	47	84	49	16	11	19	8	2	0	0	0	0	0	16.6	28.8	2	0.8	0	0.0	0	0.0
0745	236	1	205	27	2	1	0	0745	13	50	4	14	25	59	57	12	2	0	0	0	0	27.3	37.6	14	5.9	1	0.4	0	0.0
0800	210	1	182	19	3	4	1	0800	0	0	2	2	18	83	86	17	2	0	0	0	0	34.8	38.6	19	9.0	2	1.0	0	0.0
0815	200	2	182	9	5	2	0	0815	35	27	10	2	24	65	35	2	0	0	0	0	0	25.0	36.0	2	1.0	0	0.0	0	0.0
0830	192	3	169	14	6	0	0	0830	121	53	10	1	2	4	1	0	0	0	0	0	0	10.1	13.2	0	0.0	0	0.0	0	0.0
0845	240	3	206	20	4	5	2	0845	41	52	34	16	33	28	25	8	3	0	0	0	0	21.5	35.5	11	4.6	2	0.8	0	0.0
0900	201	2	169	18	3	3	6	0900	66	59	32	13	7	15	6	3	0	0	0	0	0	15.5	25.2	3	1.5	0	0.0	0	0.0
0915	223	2	192	26	2	1	0	0915	0	0	0	4	11	73	97	32	4	2	0	0	0	36.2	40.1	38	17.0	4	1.8	0	0.0
0930	210	0	180	24	1	5	0	0930	0	0	0	0	14	74	90	25	7	0	0	0	0	36.0	40.1	32	15.2	5	2.4	0	0.0
0945	204	3	172	29	8	1	0	0945	0	0	0	0	0	29	67	85	25	6	1	0	0	35.9	40.3	32	15.7	4	2.0	0	0.0
1000	209	3	162	34	7	3	0	1000	0	0	0	0	8	70	95	31	3	0	2	0	0	36.7	40.4	36	17.2	5	2.4	2	1.0
1015	175	3	134	28	6	3	1	1015	0	0	0	0	8	39	72	43	8	5	0	0	0	38.0	42.8	56	32.0	8	4.6	1	0.6
1030	210	3	179	24	3	1	0	1030	0	0	0	0	1	57	103	42	4	3	0	0	0	37.3	41.6	49	23.3	6	2.9	1	0.5
1045	192	2	160	22	5	2	1	1045	0	0	0	6	15	51	79	32	6	2	1	0	0	36.5	41.1	41	21.4	8	4.2	1	0.5
1100	157	3	126	16	8	3	1	1100	0	0	0	11	2	24	84	31	4	1	0	0	0	37.0	41.6	36	22.9	2	1.3	0	0.0
1115	190	3	155	27	2	3	0	1115	0	0	0	3	15	42	77	41	7	5	0	0	0	37.3	42.5	53	27.9	9	4.7	1	0.5
1130	146	1	115	20	5	3	2	1130	0	0	0	0	11	38	59	32	5	1	0	0	0	36.9	42.2	38	26.0	3	2.1	0	0.0
1145	189	2	163	22	2	0	0	1145	0	0	0	1	24	47	88	20	7	2	0	0	0	36.0	40.0	29	15.3	6	3.2	1	0.5
1200	157	6	127	17	3	3	1	1200	0	0	0	6	8	41	71	25	5	1	1	0	0	36.3	41.8	31	19.8	3	1.9	0	0.0
1215	161	0	148	9	3	1	0	1215	0	0	0	0	10	37	87	22	5	0	0	0	0	36.9	40.2	27	16.8	3	1.9	0	0.0
1230	170	3	142	22	1	0	2	1230	0	0	0	0	1	33	90	35	10	1	0	0	0	38.2	42.2	46	27.1	10	5.9	0	0.0
1245	194	5	165	19	2	2	1	1245	0	0	0	0	4	55	90	28	13	2	2	0	0	37.5	41.8	45	23.2	11	5.7	3	1.5
1300	193	6	166	21	0	0	0	1300	0	0	0	1	17	53	91	25	4	1	1	0	0	36.1	40.4	31	16.1	3	1.6	1	0.5
1315	188	2	164	16	1	5	0	1315	0	0	0	2	6	60	91	28	1	0	0	0	0	36.2	40.1	29	15.4	0	0.0	0	0.0
1330	179	1	152	20	5	1	0	1330	0	0	0	2	7	61	87	17	5	0	0	0	0	36.1	39.						

APPENDIX C

AADT and AAWT Traffic Flow Calculations

Project: **Weybridge Business Park**
 Job No: **326431**
 Scenario: **24hr AADT Traffic Flows**

AADT Factors
 Total Vehicles
 HGVS

Tempro Growth Factors
 2022 - 2027 1.0667

24hr AADT
 OPTION A - 100% Industrial Estate

Link Identity	Location of Link	Posted Speed Limit (mph)	2022			Proposed Development Flows			2022 Base + Development			2027 Future Year			2027 Base + Development		
			Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV
1a	Site Access (Northern site)	20.0	0	0	0%	183	10	5.4%	183	10	5.4%	0	0	0.0%	183	10	5.4%
1b	Site Access (Southern Site)	20.0	0	0	0%	883	48	5.4%	883	48	5.4%	0	0	0.0%	883	48	5.4%
2	Addlestone Road (east of site accesses)	30.0	2256	31	1%	21	1	5.4%	2277	32	1.4%	2406	33	1.4%	2427	34	1.4%
3	Addlestone Road (west of site accesses)	30.0	2256	159	7%	1045	56	5.4%	3301	216	6.5%	2406	170	7.1%	3451	226	6.6%
4	Hamm Moor Lane	30.0	4185	159	4%	0	0	0.0%	4185	159	3.8%	4464	170	3.8%	4464	170	3.8%
5	Dashwood Lang Road	20.0	509	26	5%	0	0	0.0%	509	26	5.1%	543	27	5.1%	543	27	5.1%
6	Link Road (twoway)	30.0	4858	98	2%	1045	56	5.4%	5903	155	2.6%	5182	105	2.0%	6227	161	2.6%
7	A317 Weybridge Rd (east of Link Rd)	40.0	22983	639	3%	171	9	5.4%	23154	648	2.8%	24516	682	2.8%	24687	691	2.8%
8	Link Road (southbound)	30.0	3472	57	2%	535	29	5.5%	4007	86	2.1%	3704	61	1.6%	4239	90	2.1%
9	A317 Weybridge Rd (between Link Rd and Link Rd)	40.0	0	0	0%	83	4	5.3%	83	4	5.3%	0	0	0.0%	83	4	5.3%
10	Link Road (northbound)	30.0	2187	74	3%	482	27	5.6%	2669	101	3.8%	2332	79	3.4%	2815	106	3.8%
11	A317 Weybridge Rd (ewest of Link Rd)	40.0	26876	1004	4%	958	56	5.9%	27834	1060	3.8%	28669	1071	3.7%	29627	1127	3.8%
12	Station Road	30.0	11354	229	2%	437	24	5.4%	11791	252	2.1%	12112	244	2.0%	12548	267	2.1%
13	Woburn Hill	40.0	23550	672	3%	438	24	5.4%	23988	695	2.9%	25121	717	2.9%	25558	740	2.9%

OPTION B - Unit 100 B8 Warehousing, Remainder as Industrial Estate

Link Identity	Location of Link	Posted Speed Limit (mph)	2022			Proposed Development Flows			2022 Base + Development			2027 Future Year			2027 Base + Development		
			Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV
1a	Site Access (Northern site)	20.0	0	0	0%	183	58	31.4%	183	58	31.4%	0	0	0.0%	183	58	31.4%
1b	Site Access (Southern Site)	20.0	0	0	0%	236	84	35.7%	236	84	35.7%	0	0	0.0%	236	84	35.7%
2	Addlestone Road (east of site accesses)	30.0	2256	31	1%	8	3	33.6%	2264	34	1.5%	2406	33	1.4%	2414	36	1.5%
3	Addlestone Road (west of site accesses)	30.0	2256	159	7%	411	138	33.6%	2666	297	11.2%	2406	170	7.1%	2817	308	10.9%
4	Hamm Moor Lane	30.0	4185	159	4%	0	0	0.0%	4185	159	3.8%	4464	170	3.8%	4464	170	3.8%
5	Dashwood Lang Road	20.0	509	26	5%	0	0	0.0%	509	26	5.1%	543	27	5.1%	543	27	5.1%
6	Link Road (twoway)	30.0	4858	98	2%	411	138	33.6%	5268	236	4.5%	5182	105	2.0%	5592	243	4.3%
7	A317 Weybridge Rd (east of Link Rd)	40.0	22983	639	3%	67	23	33.6%	23050	662	2.9%	24516	682	2.8%	24583	704	2.9%
8	Link Road (southbound)	30.0	3472	57	2%	207	70	34.0%	3679	127	3.5%	3704	61	1.6%	3911	131	3.4%
9	A317 Weybridge Rd (between Link Rd and Link Rd)	40.0	0	0	0%	33	11	33.2%	33	11	33.2%	0	0	0.0%	33	11	33.2%
10	Link Road (northbound)	30.0	2187	74	3%	482	27	5.6%	2669	101	3.8%	2332	79	3.4%	2815	106	3.8%
11	A317 Weybridge Rd (ewest of Link Rd)	40.0	26876	1004	4%	656	126	19.3%	27532	1131	4.1%	28669	1071	3.7%	29325	1198	4.1%
12	Station Road	30.0	11354	229	2%	172	58	33.6%	11526	286	2.5%	12112	244	2.0%	12283	301	2.5%
13	Woburn Hill	40.0	23550	672	3%	172	58	33.6%	23722	729	3.1%	25121	717	2.9%	25293	774	3.1%

Project: **Weybridge Business Park**
 Job No: **326431**
 Scenario: **18hr AAWT Traffic Flows**

AADT Factors
 Total Vehicles
 HGVS

Tempro Growth Factors
 2022 - 2027 1.0666

18hr AAWT
 OPTION A - 100% Industrial Estate

Link Identity	Location of Link	Posted Speed Limit (mph)	2022 Opening Year			Proposed Development Flows			2022 Base + Development			2027 Future Year			2027 Base + Development		
			Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV
1a	Site Access (Northern site)	20.0	0	0	0%	183	10	5%	183	10	5%	0	0	0%	183	10	5%
1b	Site Access (Southern Site)	20.0	0	0	0%	883	48	5%	883	48	5%	0	0	0%	883	48	5%
2	Addlestone Road (east of site accesses)	30.0	2725	87	3%	21	1	5%	2746	88	3%	2906	93	3%	2928	94	3%
3	Addlestone Road (west of site accesses)	30.0	2725	87	3%	1045	56	5%	3770	143	4%	2906	93	3%	3951	149	4%
4	Hamm Moor Road	30.0	4779	206	4%	0	0	0%	4779	206	4%	5097	220	4%	5097	220	4%
5	Dashwood Lang Road	20.0	692	36	5%	0	0	0%	692	36	5%	738	38	5%	738	38	5%
6	Link Road (two-way)	30.0	4465	93	2%	1045	56	5%	5510	149	3%	4762	99	2%	5807	156	3%
7	A317 Weybridge Rd (east of Link Rd)	40.0	28086	1209	4%	171	9	5%	28257	1218	4%	29957	1289	4%	30127	1298	4%
8	Link Road (southbound)	30.0	3191	54	2%	535	29	5%	3726	83	2%	3404	57	2%	3939	87	2%
9	A317 Weybridge Rd (between Link Rd and Link Rd)	40.0	0	0	0%	83	4	5%	83	4	5%	0	0	0%	83	4	5%
10	Link Road (northbound)	30.0	2464	95	4%	482	27	6%	2946	122	4%	2628	102	4%	3110	129	4%
11	A317 Weybridge Rd (west of Link Rd)	40.0	23038	748	3%	958	56	6%	23996	804	3%	24573	798	3%	25530	854	3%
12	Station Road	30.0	11561	238	2%	437	24	5%	11997	262	2%	12331	254	2%	12767	277	2%
13	Woburn Hill	40.0	23932	223	1%	438	24	5%	24369	247	1%	25525	238	1%	25963	262	1%

OPTION B - Unit 100 B8 Warehousing, Remainder as Industrial Estate

Link Identity	Location of Link	Posted Speed Limit (mph)	2022 Opening Year			Proposed Development Flows			2022 Base + Development			2027 Future Year			2027 Base + Development		
			Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV	Total vehicles	HGV	%HGV
1a	Site Access (Northern site)	20.0	0	0	0%	183	58	31%	183	58	31%	0	0	0%	183	58	31%
1b	Site Access (Southern Site)	20.0	0	0	0%	236	84	36%	236	84	36%	0	0	0%	236	84	36%
2	Addlestone Road (east of site accesses)	30.0	2725	87	3%	8	3	34%	2733	90	3%	2906	93	3%	2915	96	3%
3	Addlestone Road (west of site accesses)	30.0	2725	87	3%	411	138	34%	3136	225	7%	2906	93	3%	3317	231	7%
4	Hamm Moor Lane	30.0	4779	206	4%	0	0	0%	4779	206	4%	5097	220	4%	5097	220	4%
5	Dashwood Lang Road	20.0	692	36	5%	0	0	0%	692	36	5%	738	38	5%	738	38	5%
6	Link Road (two-way)	30.0	4465	93	2%	411	138	34%	4875	231	5%	4762	99	2%	5172	237	5%
7	A317 Weybridge Rd (east of Link Rd)	40.0	28086	1209	4%	67	23	34%	28153	1231	4%	29957	1289	4%	30024	1312	4%
8	Link Road (southbound)	30.0	3191	54	2%	207	70	34%	3399	124	4%	3404	57	2%	3611	128	4%
9	A317 Weybridge Rd (between Link Rd and Link Rd)	40.0	0	0	0%	33	11	33%	33	11	33%	0	0	0%	33	11	33%
10	Link Road (northbound)	30.0	2464	95	4%	482	27	6%	2946	122	4%	2628	102	4%	3110	129	4%
11	A317 Weybridge Rd (west of Link Rd)	40.0	23038	748	3%	656	126	19%	23694	874	4%	24573	798	3%	25228	924	4%
12	Station Road	30.0	11561	238	2%	172	58	34%	11732	296	3%	12331	254	2%	12502	311	2%
13	Woburn Hill	40.0	23932	223	1%	172	58	34%	24103	281	1%	25525	238	1%	25697	296	1%