



## TRANSPORT NOTE

To: [REDACTED] – Essex County Council  
From: Iceni Projects (Transport)  
Date: February 2024  
Title: Response to Highway Officer Comments

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### a. Introduction

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1. Iceni Projects have been appointed by Baya Group (the Applicant) to provide transportation advice regarding their development proposals on Land to the west of Clatterbury Lane, Clavering (the site). A planning application was submitted to Essex County Council (ECC) under the application reference S62A/2023/0030 for the following:

*Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure.*

2. Following the submission of this application, ECC highways have provided consultee comments, set out within a letter dated 13<sup>th</sup> February 2024. The full consultation response is included at **Appendix A1**.
3. This Transport Note has therefore been prepared to respond to the matters raised.
4. Extracts from the highway officer response are provided in blue *italics*, followed by Iceni Projects' comments in normal text. For ease, the responses are set out in the same order that comments were provided within the letter.
5. The Transport Note should be read in conjunction with the following Appendices:
  - **Appendix A1** – ECC Consultation Response
  - **Appendix A2** – B1038 Speed Data
  - **Appendix A3** – TRICS Outputs

## b. Response to comments

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### **Site Sustainability**

*It is important to note that the bus services available within the vicinity of the site are essentially school services – running once in the morning and once in the afternoon during term-time only. As such, we consider that given the location of the site, for the majority of journeys the only practical option will be the car as access to key facilities, public transport, employment and leisure opportunities is limited.*

6. It is noted that the bus services available within the local area only run once in the AM and once in the PM. However, the bus timetables show that the services run Monday to Friday, but the services continue to run regardless of the school term times i.e.) the services continue to operate during the half-term/summer term times.
7. Further to the above, the bus timetables do not specify that these services are restricted to school children only so it is reasonable to assume that those commuting to the local towns/train station would use the local bus services to access areas further afield.
8. Lastly, as detailed further within the TS and this note. The number of vehicles that are likely to be generated from this development would be minimal and fall within daily fluctuations of the highway network meaning that any future residents travelling via private car would have a negligible impact on the surrounding highway network. In addition, car parking is provided in accordance with ECC standards so there would be no overspill of car parking on the surrounding highway network.
9. There are a number of recent planning decisions within the wider village, where access to public transport / reliance on vehicles has been found to be acceptable. Irrespective of the specific location, the availability of buses and their regularity is common for all sites that have been, or that are to be considered.

### **Access Arrangement Proposals – Visibility, Manual for Streets and Speed Surveys**

*Visibility splays of 40m are achievable in both directions at the proposed vehicular access. We do not accept the applicant's reasoning that this is acceptable due to the proximity of the change to a 30mph speed limit, the access is within a 40mph area and should be designed accordingly.*

10. As detailed further within the highways response and this note. Speed surveys can be undertaken to determine the existing 85<sup>th</sup> percentile speed within the vicinity of the site access.
11. However, it is worth highlighting that the change of speed limit is located circa 50m from the proposed access arrangement, with the physical junction of Stickling Green/Clatterbury Lane located circa 75m from the proposed access arrangement. Given these distances it's unlikely that a car would be travelling from slow turning speeds when entering Stickling Green and accelerate up to 40mph within this short distance. It's believed that 30mph is more realistic of

what the actual speed of vehicles would be in this area. Indeed this is expected to be robust as you only need look at the other ATC attached taken a similar distance from the bend on B1038.

12. The same can be said for vehicles approaching the Stickling Green/Clatterbury Lane junction from the west. Vehicles could be travelling faster than 30mph, but the streetscape changes to the west of the site from a rural setting to an urban setting which would naturally slow vehicles down, this is further assisted due to the various access arrangements that take access from Stickling Green. Lastly, vehicles would be approaching the junction and would need to slow to a stop in order to give way to the major arm traffic on Clatterbury Lane, meaning that sensible drivers would be travelling past the access at circa 30mph speeds.

*We also do not accept that it is necessarily appropriate to use Manual for Street and request justification from the applicant as to why they feel it is appropriate in this context.*

13. Manual for Streets (MfS) states that it focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other type of street for example high streets and lightly trafficked lanes in rural areas.
14. Some trunk roads could be described as streets within the definition given in MfS, but their strategic nature means that traffic movement is their primary function. These would then fall under the category of a trunk road, meaning that the design standards Design Manual for Roads and Bridges (DMRB) would be applicable. MfS goes on to state that the DMRB is not an appropriate design standard for most streets, particularly those in lightly-trafficked residential and mixed-use areas. Indeed, at the launch of the draft MfS it was made clear that all the supporting research had been undertaken for roads up to and including 40mph.
15. The following paragraph from section 2.2 of MfS clearly defines the difference between a street and a road.

*'There is a clear distinction between streets and roads. Roads are essentially highway who main function is accommodating the motor of motor traffic. Streets are typically lined with buildings and public spaces, and while movement is still a key function, there are several other, of which the place function is the most important.'*...

*'A sense of place encompasses a number of aspects, most notably the streets local distinctiveness, visual quality and propensity to encourage social activity.'*

16. Further to this, MfS 2 which is a companion document for MfS 1 at table 1.1 within the document shows the various speed limit parameters in relation to whether they are in accordance with MfS advise or subject to local context. The table shows that a frontage access within a 40mph zone should still follow the advise within MfS. Paragraph 1.3.2 goes on to state that *'It is therefore recommended that as a starting point for any schemes affecting non-trunk roads, designers should start with MfS'*. Please note the table details speeds up to and including 50mph in making this statement.

17. It is agreed that the area located to the west of the site, after the new development from Eldridge Close could be considered a rural road, as it has little to no sense of place and it's main use is to carry traffic through Stickling Green towards various towns in the west. Nevertheless, even in this instance it would still be applicable to use MfS as a lightly trafficked rural area. However, when travelling to the east towards Clatterbury Lane, there is a clear sense of place and understanding of entering the village as a result of the existing development (from Eldridge Close) to the north creating a the clearly legible residential environment. with footways and accesses before reaching the junction with Clatterbury Lane, which again reinforces a sense of place.
18. Below is a quote from the PINS Inspectors Training Manual 26th Jan 2024 which we feel also clearly supports the use of Manual for Streets as the starting position **(Iceni highlighting)**:

“While the DMRB is sometimes used to inform guidance adopted by highway authorities for roads where the speed limit is 40mph or above, MfS2 makes clear that the strict application of DMRB standards to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume. Inspectors should be aware that the DMRB standards are significantly higher than MfS as they have been specifically developed for the Strategic Road Network (SRN) and represent NH policy rather than government standards. Moreover, the Stopping Sight Distances do not reflect significant improvements in vehicle braking systems over the last 30 years. 18. The application of the advice in MfS and DMRB is ultimately a matter of judgement which should be based on the evidence presented by the parties. **However, as a general rule, DMRB standards will be appropriate for motorways and all-purpose trunk roads whereas MfS should be the starting point on all other roads regardless of speed limit”**

*We request that a speed survey is undertaken so that the actual speed of vehicles travelling along Stickling Green is known and can be used to inform the necessary visibility splays.*

19. Unfortunately, this cannot be achieved before the deadline for responses and is therefore suggested that an ATC forms part of the detailed design and is a condition of the application.

### **Pedestrian Crossings**

*Pedestrian visibility splays on B1038 are shown based on 85<sup>th</sup> percentile speeds – we would welcome submission of that traffic survey data.*

20. This was previously agreed with ECC. The survey data used to determine the 85<sup>th</sup> percentile can be found within **Appendix A2**.

*Pedestrian visibility splays are shown based on ‘road speed of 30mph’ however, not all of the pedestrian crossing points shown are within the signed 30mph limit.*

21. The justification and text used within paragraph 10 and 11 of this notes applies to this comment regarding the pedestrian visibility splays being based on a road speed of 30mph.

### **Stage One Road Safety Audit**

*We requested that a Stage 1 Road Safety Audit be undertaken and included as part of the submission. No Stage 1 road safety audit has been provided; we request this be submitted along with the designers' response to the issue raised.*

22. A stage One Road Safety Audit undertaken by a licensed auditor can be instructed to assess any safety implications that may arise from the proposed access arrangement, improvements to the Clatterbury Lane and the pedestrian crossing points. However, the design accords with standards and as such any matters raised could be dealt with at detailed design. Indeed, a Stage 1 & 2 audit could be commissioned at the detailed design stage, which is not unusual for such a simplistic junction. This could be conditioned.

### **Accident Data**

*The applicant has obtained personal injury accident data from Crashmap – ECC do not accept Crashmap data. Current accident data can be obtained from: [casualtydata@essexhighways.org](mailto:casualtydata@essexhighways.org)*

23. None of this can be undertaken before the due date of the response and importantly ECC have accepted crashmap data historically on other sites throughout Essex. Further, we would not expect a discrepancy between the data, and certainly nothing which would change the conclusions that this is a safe environment.

### **Trip Rates**

*The applicant confirms that they have used previously agreed trip rates from planning application UTT/20/2639/OP. It does not seem entirely reasonable to use trip rates from that planning application as it was directly adjacent to the primary school, and the latest survey data was undertaken in 2017, however, any difference is likely to be small in the context.*

24. This is noted. However, the use of these trip rates was agreed upon as part of the previous discussions on this site, hence why they have been used for this new application. Given the size of the development, the number of vehicle trips that could be produced by the site would be minimal and would likely fall within daily fluctuations of the network.
25. However, an assessment has been conducted to obtain new trip rates from TRICs which shows that the trip rates used in the TS were higher/robust when compared to those now found in TRICS at **Appendix A3**. TRICS suggest in the AM peak there would be 13 two-way movements and in the PM peak there would be 14 two-way movements.

## **c. Conclusion**

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26. This Transport Note has been prepared to respond to the matters raised within the Highways Consultation Response dated 13<sup>th</sup> February 2024.
27. The intention is that these matters can be addressed fully so that there is no objection from ECC regarding the development. The requested surveys and additional work can be dealt with by condition if deemed absolutely necessary.

## **A1. HIGHWAY COMMENTS**

Your Ref: S62A/2023/0030  
Our Ref: HT/SD/RMc/10499  
Date: 13/02/2024



**Essex County Council**

Highways and Transportation  
County Hall  
Chelmsford  
Essex  
CM1 1QH

CC (by email): [REDACTED]  
Essex Highways Development Management  
Uttlesford District Council

To: Inquiries and Major Casework Team  
The Planning Inspectorate  
3<sup>rd</sup> Floor  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

### Consultation response

Application No.	S62A/2023/0030
Applicant	BAYA Group
Site Location	Land to the west of Clatterbury Lane, Clavering, Essex
Proposal	Description of proposed development: Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure

The assessment of this S62A application, including its Transport Statement, was undertaken with reference to the National Planning Policy Framework 2023, in particular, paragraphs 114-116, the following were considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The highway authority is not currently in a position to support this application and requests further information on a number of matters to assist our assessment. We welcome further discussion with the applicant and their transport consultant ahead of any hearing in order to resolve these matters and are happy to review additional submissions if provided (and accepted by PINS).

At paragraph 2.5 of the Planning Statement, it is noted “the site is in a highly sustainable location due to its proximity to the bus route”, this is repeated at section 2.02 of the Design and Access Statement which notes “the no. 306 and 446 bus service connect the site to Saffron Walden, Bishops Stortford and Newport...” – it is important to note that the bus services available within the vicinity of the site are essentially school services – running once in the morning and once in the afternoon during term-time only. As such, we consider that given the location of the site, for the majority of journeys, the only practical option will be the car as access to key facilities, public transport, employment and leisure opportunities is limited. This should be taken into consideration by the Inspector when assessing the overall sustainability and acceptability of the site.

Paragraph 4.5 of the Transport Statement sets out that visibility splays of 40m are achievable in both directions at the proposed vehicular access. We do not accept the applicant’s reasoning that this is acceptable due to the proximity of the change to a 30mph speed limit, the access is within a 40mph area and should be designed accordingly. We also do not accept that it is necessarily appropriate to use Manual for Streets and request justification from the applicant as to why they feel it is appropriate in this context. We request that a speed survey is undertaken so that the actual speed of vehicles travelling along Stickling Green is known and can be used to inform the necessary visibility splays. Without such information being provided, splays should be provided in line with the signed speed limit.

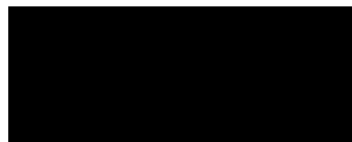


At Appendix A4 of the Transport Statement, on drawing no. 23-T011-05 Rev D, pedestrian visibility splays on B1038 are shown based on 85<sup>th</sup> percentile speeds – we would welcome submission of that traffic survey data. Furthermore, on drawing no. 23-T011-06 Rev B at Appendix A4, pedestrian visibility splays are shown based on “road speed of 30mph” however, not all of the pedestrian crossing points shown are within the signed 30mph limit.

During pre-application discussions, we requested that a Stage 1 Road Safety Audit be undertaken and included as part of the submission. No Stage 1 road safety audit has been provided; we request this be submitted along with the designers’ response to the issues raised. Furthermore, the applicant has obtained personal injury accident data from Crashmap – ECC do not accept CrashMap data. Current accident data can be obtained from: [casualtydata@essexhighways.org](mailto:casualtydata@essexhighways.org)

At paragraph 5.3 of the Transport Statement, the applicant confirms that they have used previously agreed trip rates from planning application UTT/20/2639/OP. It does not seem entirely reasonable to use trip rates from that planning application as it was directly adjacent to the primary school, and the latest survey data used was undertaken in 2017, however, any difference is likely to be small in the context.

Should this information not be forthcoming, then the highway authority would recommend refusal on the grounds of insufficient information to demonstrate that the proposal would be acceptable in terms of highway safety and accessibility.



pp. Director for Highways and Transportation  
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Email: 



## **A2. TRAFFIC SPEED DATA**

24280 CLAVERING										
JUNE 2019										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 24280001	B1038 Clavering (30mph Sign) TL 48185 32669	Channel: Eastbound	Thu 06-Jun-19	Wed 12-Jun-19	30	10072	1609	1439	25.2	20.1
		Channel: Westbound	Thu 06-Jun-19	Wed 12-Jun-19		10074	1607	1439	25.6	21.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Thu 06-Jun-19</b>											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
06:00	37	0	0.0	34	91.9	2	5.4	1	2.7	0	0.0
07:00	133	3	2.3	121	91.0	7	5.3	2	1.5	0	0.0
08:00	160	2	1.3	150	93.8	7	4.4	1	0.6	0	0.0
09:00	123	2	1.6	108	87.8	11	8.9	2	1.6	0	0.0
10:00	133	5	3.8	115	86.5	9	6.8	4	3.0	0	0.0
11:00	86	5	5.8	74	86.1	6	7.0	1	1.2	0	0.0
12:00	92	0	0.0	84	91.3	6	6.5	2	2.2	0	0.0
13:00	86	0	0.0	77	89.5	7	8.1	2	2.3	0	0.0
14:00	87	0	0.0	80	92.0	7	8.1	0	0.0	0	0.0
15:00	134	5	3.7	118	88.1	8	6.0	3	2.2	0	0.0
16:00	122	2	1.6	108	88.5	9	7.4	3	2.5	0	0.0
17:00	144	0	0.0	130	90.3	9	6.3	5	3.5	0	0.0
18:00	121	5	4.1	109	90.1	4	3.3	3	2.5	0	0.0
19:00	73	0	0.0	66	90.4	4	5.5	3	4.1	0	0.0
20:00	32	0	0.0	28	87.5	1	3.1	3	9.4	0	0.0
21:00	37	1	2.7	32	86.5	3	8.1	1	2.7	0	0.0
22:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>1421</b>	<b>29</b>	<b>2.0</b>	<b>1274</b>	<b>89.7</b>	<b>90</b>	<b>6.3</b>	<b>28</b>	<b>2.0</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>1600</b>	<b>30</b>	<b>1.9</b>	<b>1434</b>	<b>89.6</b>	<b>100</b>	<b>6.3</b>	<b>36</b>	<b>2.3</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>1630</b>	<b>30</b>	<b>1.8</b>	<b>1464</b>	<b>89.8</b>	<b>100</b>	<b>6.1</b>	<b>36</b>	<b>2.2</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>1646</b>	<b>30</b>	<b>1.8</b>	<b>1478</b>	<b>89.8</b>	<b>102</b>	<b>6.2</b>	<b>36</b>	<b>2.2</b>	<b>0</b>	<b>0.0</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Fri 07-Jun-19</b>											
00:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	10	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
05:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
06:00	34	1	2.9	28	82.4	4	11.8	0	0.0	1	2.9
07:00	108	1	0.9	100	92.6	3	2.8	4	3.7	0	0.0
08:00	169	2	1.2	158	93.5	5	3.0	4	2.4	0	0.0
09:00	127	2	1.6	119	93.7	5	3.9	1	0.8	0	0.0
10:00	105	0	0.0	94	89.5	8	7.6	3	2.9	0	0.0
11:00	115	0	0.0	98	85.2	14	12.2	3	2.6	0	0.0
12:00	100	3	3.0	91	91.0	6	6.0	0	0.0	0	0.0
13:00	79	2	2.5	64	81.0	9	11.4	4	5.1	0	0.0
14:00	110	1	0.9	101	91.8	6	5.5	2	1.8	0	0.0
15:00	147	0	0.0	135	91.8	7	4.8	5	3.4	0	0.0
16:00	112	3	2.7	94	83.9	10	8.9	5	4.5	0	0.0
17:00	169	2	1.2	155	91.7	8	4.7	4	2.4	0	0.0
18:00	105	0	0.0	98	93.3	6	5.7	1	1.0	0	0.0
19:00	79	0	0.0	76	96.2	2	2.5	1	1.3	0	0.0
20:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
21:00	23	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
22:00	18	1	5.6	17	94.4	0	0.0	0	0.0	0	0.0
23:00	17	1	5.9	16	94.1	0	0.0	0	0.0	0	0.0
12H,7-19	1446	16	1.1	1307	90.4	87	6.0	36	2.5	0	0.0
16H,6-22	1619	17	1.1	1470	90.8	94	5.8	37	2.3	1	0.1
18H,6-24	1654	19	1.2	1503	90.9	94	5.7	37	2.2	1	0.1
24H,0-24	1681	19	1.1	1528	90.9	95	5.7	38	2.3	1	0.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sat 08-Jun-19</b>											
00:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	4	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
05:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
06:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
07:00	31	1	3.2	29	93.6	1	3.2	0	0.0	0	0.0
08:00	71	0	0.0	66	93.0	4	5.6	1	1.4	0	0.0
09:00	87	0	0.0	85	97.7	2	2.3	0	0.0	0	0.0
10:00	93	1	1.1	85	91.4	3	3.2	4	4.3	0	0.0
11:00	67	0	0.0	63	94.0	2	3.0	2	3.0	0	0.0
12:00	91	1	1.1	85	93.4	4	4.4	1	1.1	0	0.0
13:00	79	2	2.5	75	94.9	2	2.5	0	0.0	0	0.0
14:00	65	0	0.0	58	89.2	4	6.2	3	4.6	0	0.0
15:00	74	1	1.4	66	89.2	6	8.1	1	1.4	0	0.0
16:00	65	2	3.1	56	86.2	4	6.2	3	4.6	0	0.0
17:00	76	0	0.0	72	94.7	2	2.6	2	2.6	0	0.0
18:00	86	1	1.2	75	87.2	5	5.8	5	5.8	0	0.0
19:00	49	0	0.0	46	93.9	2	4.1	1	2.0	0	0.0
20:00	25	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
21:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
22:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
23:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
<b>12H,7-19</b>	<b>885</b>	<b>9</b>	<b>1.0</b>	<b>815</b>	<b>92.1</b>	<b>39</b>	<b>4.4</b>	<b>22</b>	<b>2.5</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>983</b>	<b>9</b>	<b>0.9</b>	<b>907</b>	<b>92.3</b>	<b>43</b>	<b>4.4</b>	<b>24</b>	<b>2.4</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>1011</b>	<b>9</b>	<b>0.9</b>	<b>934</b>	<b>92.4</b>	<b>44</b>	<b>4.4</b>	<b>24</b>	<b>2.4</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>1029</b>	<b>9</b>	<b>0.9</b>	<b>948</b>	<b>92.1</b>	<b>47</b>	<b>4.6</b>	<b>25</b>	<b>2.4</b>	<b>0</b>	<b>0.0</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sun 09-Jun-19</b>											
00:00	18	0	0.0	16	88.9	1	5.6	1	5.6	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
07:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
08:00	34	2	5.9	30	88.2	1	2.9	1	2.9	0	0.0
09:00	76	3	4.0	71	93.4	1	1.3	1	1.3	0	0.0
10:00	87	7	8.1	74	85.1	1	1.2	5	5.8	0	0.0
11:00	111	12	10.8	89	80.2	4	3.6	6	5.4	0	0.0
12:00	91	5	5.5	76	83.5	5	5.5	5	5.5	0	0.0
13:00	109	5	4.6	96	88.1	3	2.8	5	4.6	0	0.0
14:00	77	1	1.3	72	93.5	3	3.9	1	1.3	0	0.0
15:00	69	4	5.8	65	94.2	0	0.0	0	0.0	0	0.0
16:00	97	5	5.2	87	89.7	2	2.1	3	3.1	0	0.0
17:00	56	1	1.8	51	91.1	3	5.4	1	1.8	0	0.0
18:00	58	2	3.5	50	86.2	6	10.3	0	0.0	0	0.0
19:00	33	0	0.0	30	90.9	2	6.1	1	3.0	0	0.0
20:00	32	2	6.3	27	84.4	3	9.4	0	0.0	0	0.0
21:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
22:00	15	2	13.3	12	80.0	0	0.0	1	6.7	0	0.0
23:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>871</b>	<b>47</b>	<b>5.4</b>	<b>767</b>	<b>88.1</b>	<b>29</b>	<b>3.3</b>	<b>28</b>	<b>3.2</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>955</b>	<b>50</b>	<b>5.2</b>	<b>842</b>	<b>88.2</b>	<b>34</b>	<b>3.6</b>	<b>29</b>	<b>3.0</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>972</b>	<b>52</b>	<b>5.4</b>	<b>856</b>	<b>88.1</b>	<b>34</b>	<b>3.5</b>	<b>30</b>	<b>3.1</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>1000</b>	<b>52</b>	<b>5.2</b>	<b>882</b>	<b>88.2</b>	<b>35</b>	<b>3.5</b>	<b>31</b>	<b>3.1</b>	<b>0</b>	<b>0.0</b>

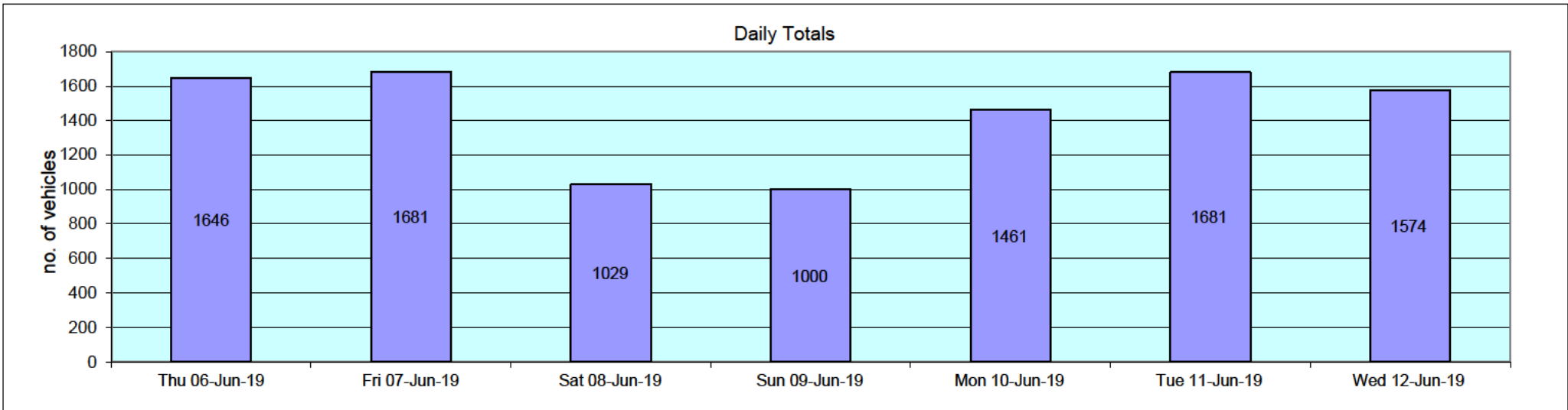


TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 10-Jun-19</b>											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
06:00	30	0	0.0	25	83.3	3	10.0	2	6.7	0	0.0
07:00	109	0	0.0	98	89.9	7	6.4	4	3.7	0	0.0
08:00	136	1	0.7	115	84.6	11	8.1	9	6.6	0	0.0
09:00	109	0	0.0	95	87.2	8	7.3	6	5.5	0	0.0
10:00	118	2	1.7	99	83.9	8	6.8	9	7.6	0	0.0
11:00	103	1	1.0	92	89.3	6	5.8	4	3.9	0	0.0
12:00	82	0	0.0	74	90.2	5	6.1	3	3.7	0	0.0
13:00	76	0	0.0	70	92.1	5	6.6	1	1.3	0	0.0
14:00	76	0	0.0	67	88.2	5	6.6	4	5.3	0	0.0
15:00	122	5	4.1	108	88.5	3	2.5	6	4.9	0	0.0
16:00	126	1	0.8	114	90.5	6	4.8	5	4.0	0	0.0
17:00	113	0	0.0	101	89.4	6	5.3	6	5.3	0	0.0
18:00	104	1	1.0	99	95.2	2	1.9	2	1.9	0	0.0
19:00	74	0	0.0	70	94.6	2	2.7	2	2.7	0	0.0
20:00	28	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
21:00	25	1	4.0	23	92.0	0	0.0	1	4.0	0	0.0
22:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1274	11	0.9	1132	88.9	72	5.7	59	4.6	0	0.0
16H,6-22	1431	12	0.8	1275	89.1	79	5.5	65	4.5	0	0.0
18H,6-24	1447	12	0.8	1290	89.2	79	5.5	66	4.6	0	0.0
24H,0-24	1461	12	0.8	1304	89.3	79	5.4	66	4.5	0	0.0

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 11-Jun-19</b>											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	45	3	6.7	36	80.0	5	11.1	1	2.2	0	0.0
07:00	126	2	1.6	111	88.1	6	4.8	7	5.6	0	0.0
08:00	169	1	0.6	149	88.2	9	5.3	10	5.9	0	0.0
09:00	136	1	0.7	116	85.3	10	7.4	9	6.6	0	0.0
10:00	93	2	2.2	80	86.0	6	6.5	5	5.4	0	0.0
11:00	81	1	1.2	68	84.0	7	8.6	5	6.2	0	0.0
12:00	87	2	2.3	75	86.2	7	8.1	3	3.5	0	0.0
13:00	98	1	1.0	89	90.8	2	2.0	6	6.1	0	0.0
14:00	99	1	1.0	86	86.9	6	6.1	6	6.1	0	0.0
15:00	132	0	0.0	121	91.7	9	6.8	2	1.5	0	0.0
16:00	146	1	0.7	130	89.0	13	8.9	2	1.4	0	0.0
17:00	157	0	0.0	146	93.0	8	5.1	3	1.9	0	0.0
18:00	127	0	0.0	121	95.3	4	3.2	2	1.6	0	0.0
19:00	88	1	1.1	79	89.8	2	2.3	6	6.8	0	0.0
20:00	28	0	0.0	27	96.4	0	0.0	1	3.6	0	0.0
21:00	25	0	0.0	22	88.0	2	8.0	1	4.0	0	0.0
22:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>1451</b>	<b>12</b>	<b>0.8</b>	<b>1292</b>	<b>89.0</b>	<b>87</b>	<b>6.0</b>	<b>60</b>	<b>4.1</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>1637</b>	<b>16</b>	<b>1.0</b>	<b>1456</b>	<b>88.9</b>	<b>96</b>	<b>5.9</b>	<b>69</b>	<b>4.2</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>1666</b>	<b>16</b>	<b>1.0</b>	<b>1484</b>	<b>89.1</b>	<b>97</b>	<b>5.8</b>	<b>69</b>	<b>4.1</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>1681</b>	<b>16</b>	<b>1.0</b>	<b>1499</b>	<b>89.2</b>	<b>97</b>	<b>5.8</b>	<b>69</b>	<b>4.1</b>	<b>0</b>	<b>0.0</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Wed 12-Jun-19</b>											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
06:00	35	1	2.9	27	77.1	4	11.4	3	8.6	0	0.0
07:00	116	1	0.9	95	81.9	13	11.2	7	6.0	0	0.0
08:00	152	2	1.3	133	87.5	12	7.9	5	3.3	0	0.0
09:00	128	0	0.0	121	94.5	5	3.9	2	1.6	0	0.0
10:00	94	1	1.1	87	92.6	4	4.3	2	2.1	0	0.0
11:00	102	5	4.9	90	88.2	4	3.9	3	2.9	0	0.0
12:00	96	2	2.1	86	89.6	5	5.2	3	3.1	0	0.0
13:00	88	1	1.1	79	89.8	4	4.6	4	4.6	0	0.0
14:00	71	1	1.4	64	90.1	4	5.6	2	2.8	0	0.0
15:00	134	1	0.8	123	91.8	8	6.0	2	1.5	0	0.0
16:00	131	1	0.8	118	90.1	5	3.8	7	5.3	0	0.0
17:00	132	0	0.0	117	88.6	5	3.8	10	7.6	0	0.0
18:00	112	1	0.9	103	92.0	4	3.6	4	3.6	0	0.0
19:00	81	1	1.2	76	93.8	2	2.5	2	2.5	0	0.0
20:00	33	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
21:00	30	0	0.0	29	96.7	0	0.0	1	3.3	0	0.0
22:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
23:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>1356</b>	<b>16</b>	<b>1.2</b>	<b>1216</b>	<b>89.7</b>	<b>73</b>	<b>5.4</b>	<b>51</b>	<b>3.8</b>	<b>0</b>	<b>0.0</b>
<b>16H,6-22</b>	<b>1535</b>	<b>18</b>	<b>1.2</b>	<b>1379</b>	<b>89.8</b>	<b>81</b>	<b>5.3</b>	<b>57</b>	<b>3.7</b>	<b>0</b>	<b>0.0</b>
<b>18H,6-24</b>	<b>1558</b>	<b>18</b>	<b>1.2</b>	<b>1402</b>	<b>90.0</b>	<b>81</b>	<b>5.2</b>	<b>57</b>	<b>3.7</b>	<b>0</b>	<b>0.0</b>
<b>24H,0-24</b>	<b>1574</b>	<b>18</b>	<b>1.1</b>	<b>1417</b>	<b>90.0</b>	<b>81</b>	<b>5.2</b>	<b>58</b>	<b>3.7</b>	<b>0</b>	<b>0.0</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Thu 06-Jun-19	1646	30	1.8	1478	89.8	102	6.2	36	2.2	0	0.0
Fri 07-Jun-19	1681	19	1.1	1528	90.9	95	5.7	38	2.3	1	0.1
Sat 08-Jun-19	1029	9	0.9	948	92.1	47	4.6	25	2.4	0	0.0
Sun 09-Jun-19	1000	52	5.2	882	88.2	35	3.5	31	3.1	0	0.0
Mon 10-Jun-19	1461	12	0.8	1304	89.3	79	5.4	66	4.5	0	0.0
Tue 11-Jun-19	1681	16	1.0	1499	89.2	97	5.8	69	4.1	0	0.0
Wed 12-Jun-19	1574	18	1.1	1417	90.0	81	5.2	58	3.7	0	0.0
<b>Total Vehicles</b>											
[--]	10072	156	1.7	9056	89.9	536	5.2	323	3.2	1	0.0



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 06-Jun-19																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	12	24.4	19.3	5.3	0	0	4	3	4	1	0	0	0	0	0	0
06:00	37	25.2	20.9	4.7	0	0	7	8	19	3	0	0	0	0	0	0
07:00	133	26.1	22.1	5.2	0	2	21	13	76	19	2	0	0	0	0	0
08:00	160	27.1	21.8	5.4	0	2	31	17	79	30	1	0	0	0	0	0
09:00	123	25.3	20.6	5.2	0	1	30	20	62	9	1	0	0	0	0	0
10:00	133	24.5	18.7	5.2	0	5	40	41	38	9	0	0	0	0	0	0
11:00	86	24.9	19.5	5.1	0	0	26	23	30	7	0	0	0	0	0	0
12:00	92	24.9	19.5	5.5	0	5	24	15	43	5	0	0	0	0	0	0
13:00	86	24.8	19.5	5.2	0	1	28	13	40	4	0	0	0	0	0	0
14:00	87	24.8	18.9	5.4	0	1	34	15	31	6	0	0	0	0	0	0
15:00	134	25	20.2	4.9	0	3	26	36	60	9	0	0	0	0	0	0
16:00	122	25.1	20.7	4.9	0	2	21	29	62	7	1	0	0	0	0	0
17:00	144	25.6	21.9	4.6	0	1	21	17	90	15	0	0	0	0	0	0
18:00	121	27.3	22	5.4	0	2	18	21	55	24	1	0	0	0	0	0
19:00	73	25.3	19.9	5.3	0	1	19	19	26	8	0	0	0	0	0	0
20:00	32	25.1	19.9	6	0	3	7	2	18	2	0	0	0	0	0	0
21:00	37	25.6	19.7	6	0	1	13	4	14	5	0	0	0	0	0	0
22:00	20	25.2	22.3	4.8	0	0	3	2	12	3	0	0	0	0	0	0
23:00	10	24.8	19.5	5.8	0	0	4	1	4	1	0	0	0	0	0	0
12H,7-19	1421	25.5	20.6	5.3	0	25	320	260	666	144	6	0	0	0	0	0
16H,6-22	1600	25.5	20.6	5.3	0	30	366	293	743	162	6	0	0	0	0	0
18H,6-24	1630	25.5	20.6	5.3	0	30	373	296	759	166	6	0	0	0	0	0
24H,0-24	1646	25.5	20.6	5.3	0	30	379	301	763	167	6	0	0	0	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Fri 07-Jun-19</b>																
00:00	6	-	21	6.3	0	0	2	0	3	1	0	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	10	26	21	5.6	0	0	2	3	3	2	0	0	0	0	0	0
05:00	9	-	20.7	5.2	0	0	2	2	4	1	0	0	0	0	0	0
06:00	34	25.6	22	4.4	0	0	4	6	20	4	0	0	0	0	0	0
07:00	108	26.7	21.9	5.4	0	2	18	13	56	17	2	0	0	0	0	0
08:00	169	25.3	20.6	5	0	4	29	41	81	14	0	0	0	0	0	0
09:00	127	24.9	20	5	0	3	29	27	62	6	0	0	0	0	0	0
10:00	105	24.5	19.3	4.9	0	2	27	34	37	5	0	0	0	0	0	0
11:00	115	24.7	19.4	5.1	0	3	34	22	52	4	0	0	0	0	0	0
12:00	100	24.5	18.6	5.4	0	4	35	23	32	6	0	0	0	0	0	0
13:00	79	24.6	18.8	5.6	0	7	20	16	33	3	0	0	0	0	0	0
14:00	110	24.8	19.3	5.3	0	4	31	25	44	6	0	0	0	0	0	0
15:00	147	25.3	20.2	5.3	0	5	33	30	66	13	0	0	0	0	0	0
16:00	112	25	20.1	5.2	2	0	26	22	56	6	0	0	0	0	0	0
17:00	169	25.8	22	4.6	0	1	19	32	94	23	0	0	0	0	0	0
18:00	105	25.3	20.5	5.1	0	1	26	16	53	9	0	0	0	0	0	0
19:00	79	25.3	19.5	5.6	0	1	29	10	31	8	0	0	0	0	0	0
20:00	37	24.9	18.1	6.1	0	3	14	7	9	4	0	0	0	0	0	0
21:00	23	25.5	20	5.7	0	0	8	3	9	3	0	0	0	0	0	0
22:00	18	24.8	18.8	5.7	0	0	8	3	5	2	0	0	0	0	0	0
23:00	17	24.3	19.1	5.5	0	1	5	2	9	0	0	0	0	0	0	0
12H,7-19	1446	25.2	20.2	5.2	2	36	327	301	666	112	2	0	0	0	0	0
16H,6-22	1619	25.2	20.2	5.3	2	40	382	327	735	131	2	0	0	0	0	0
18H,6-24	1654	25.2	20.1	5.3	2	41	395	332	749	133	2	0	0	0	0	0
24H,0-24	1681	25.3	20.1	5.3	2	41	401	337	760	138	2	0	0	0	0	0



24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Sat 08-Jun-19</b>																
00:00	6	-	17.7	5.1	0	0	3	1	2	0	0	0	0	0	0	0
01:00	4	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
02:00	1	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
06:00	10	26	20.5	6.9	0	1	2	1	4	2	0	0	0	0	0	0
07:00	31	25.6	21.1	5.2	0	0	7	5	15	4	0	0	0	0	0	0
08:00	71	25.8	20	5.6	0	1	20	16	24	10	0	0	0	0	0	0
09:00	87	25.1	20.5	5	0	3	15	19	45	5	0	0	0	0	0	0
10:00	93	24.9	20.3	4.6	0	0	20	23	46	4	0	0	0	0	0	0
11:00	67	25.3	20	5.5	0	1	21	8	31	6	0	0	0	0	0	0
12:00	91	24.6	19.2	5.3	0	5	23	21	39	3	0	0	0	0	0	0
13:00	79	25.6	20.3	5.3	0	1	19	19	30	10	0	0	0	0	0	0
14:00	65	25.1	20.7	4.7	0	0	14	13	34	4	0	0	0	0	0	0
15:00	74	25.3	20	5.7	0	4	18	11	34	7	0	0	0	0	0	0
16:00	65	24.8	20.1	4.7	0	0	17	12	34	2	0	0	0	0	0	0
17:00	76	24.8	19.9	5.1	0	3	17	15	38	3	0	0	0	0	0	0
18:00	86	25	19.5	5.5	0	5	20	19	36	6	0	0	0	0	0	0
19:00	49	24	18.3	4.9	0	0	21	10	17	1	0	0	0	0	0	0
20:00	25	25.4	19.7	6	0	1	8	3	10	3	0	0	0	0	0	0
21:00	14	24.9	18.5	7.2	0	3	3	0	7	1	0	0	0	0	0	0
22:00	15	24.1	18.5	5.8	0	1	4	6	2	2	0	0	0	0	0	0
23:00	13	24.6	20	4.9	0	0	3	4	5	1	0	0	0	0	0	0
12H,7-19	885	25.1	20.1	5.2	0	23	211	181	406	64	0	0	0	0	0	0
16H,6-22	983	25.1	19.9	5.3	0	28	245	195	444	71	0	0	0	0	0	0
18H,6-24	1011	25.1	19.9	5.3	0	29	252	205	451	74	0	0	0	0	0	0
24H,0-24	1029	25.1	19.9	5.3	0	30	255	210	458	76	0	0	0	0	0	0

24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Eastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Sun 09-Jun-19</b>																
00:00	18	25.7	19.6	7.5	0	4	2	1	8	3	0	0	0	0	0	0
01:00	3	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	3	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
06:00	4	-	19.8	2.8	0	0	0	3	1	0	0	0	0	0	0	0
07:00	6	-	20.2	5.4	0	0	2	0	4	0	0	0	0	0	0	0
08:00	34	24.5	19.1	5.2	0	1	11	6	15	1	0	0	0	0	0	0
09:00	76	27	21.5	5.4	0	0	16	13	32	15	0	0	0	0	0	0
10:00	87	25.4	21.4	4.4	0	0	11	22	46	8	0	0	0	0	0	0
11:00	111	25	19.5	5.6	0	5	27	32	37	8	2	0	0	0	0	0
12:00	91	25.1	20.3	5.5	0	3	21	15	46	5	0	1	0	0	0	0
13:00	109	24.5	19.1	5.2	0	6	26	32	40	5	0	0	0	0	0	0
14:00	77	24.7	18.8	5.6	0	4	26	14	28	5	0	0	0	0	0	0
15:00	69	23.7	17.8	5.1	0	3	26	20	17	3	0	0	0	0	0	0
16:00	97	25	19.5	5.4	0	4	26	21	39	7	0	0	0	0	0	0
17:00	56	22.6	16.9	5	0	6	19	18	13	0	0	0	0	0	0	0
18:00	58	23.9	18.1	5.3	0	5	17	14	22	0	0	0	0	0	0	0
19:00	33	25.5	20	5.7	0	0	12	3	14	4	0	0	0	0	0	0
20:00	32	25.6	20.2	6.5	0	3	5	8	11	4	1	0	0	0	0	0
21:00	15	27.6	24.5	3.1	0	0	0	1	10	4	0	0	0	0	0	0
22:00	15	25.1	18.5	7.4	0	2	5	2	4	1	1	0	0	0	0	0
23:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
12H,7-19	871	25	19.4	5.4	0	37	228	207	339	57	2	1	0	0	0	0
16H,6-22	955	25.1	19.6	5.5	0	40	245	222	375	69	3	1	0	0	0	0
18H,6-24	972	25.1	19.5	5.5	0	42	250	224	381	70	4	1	0	0	0	0
24H,0-24	1000	25.1	19.5	5.5	0	46	256	227	391	75	4	1	0	0	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Mon 10-Jun-19</b>																
00:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
04:00	3	-	20.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
05:00	8	-	17.9	4.4	0	0	3	3	2	0	0	0	0	0	0	0
06:00	30	25.7	21.7	4.9	0	0	5	5	16	4	0	0	0	0	0	0
07:00	109	25.5	21.3	4.7	0	0	18	24	56	11	0	0	0	0	0	0
08:00	136	25.4	21.4	4.8	0	1	25	15	84	11	0	0	0	0	0	0
09:00	109	24.9	20.6	4.7	1	1	18	24	61	4	0	0	0	0	0	0
10:00	118	23.9	18.1	5.1	0	6	40	32	37	3	0	0	0	0	0	0
11:00	103	24.1	19	4.7	1	2	24	36	39	1	0	0	0	0	0	0
12:00	82	24.3	19.5	4.4	0	0	18	34	26	4	0	0	0	0	0	0
13:00	76	24.8	19.4	5.3	0	2	24	12	34	4	0	0	0	0	0	0
14:00	76	24.5	19.4	5.1	0	4	17	19	34	2	0	0	0	0	0	0
15:00	122	24.7	19.5	5.1	0	6	25	36	49	6	0	0	0	0	0	0
16:00	126	25.4	20.6	5.2	0	3	26	24	61	12	0	0	0	0	0	0
17:00	113	26.6	21.9	5.3	0	2	19	13	59	20	0	0	0	0	0	0
18:00	104	26.8	21.6	5.5	0	3	17	16	49	19	0	0	0	0	0	0
19:00	74	25.7	20.4	5.3	0	0	19	18	27	10	0	0	0	0	0	0
20:00	28	24.2	18.5	5.3	0	1	10	6	10	1	0	0	0	0	0	0
21:00	25	22.5	17.7	4.3	0	0	10	9	6	0	0	0	0	0	0	0
22:00	12	20.3	17.3	4	0	0	5	5	2	0	0	0	0	0	0	0
23:00	4	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
12H,7-19	1274	25.2	20.3	5.1	2	30	271	285	589	97	0	0	0	0	0	0
16H,6-22	1431	25.2	20.2	5.1	2	31	315	323	648	112	0	0	0	0	0	0
18H,6-24	1447	25.2	20.2	5.1	2	31	324	328	650	112	0	0	0	0	0	0
24H,0-24	1461	25.2	20.1	5.1	2	31	329	333	654	112	0	0	0	0	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Tue 11-Jun-19</b>																
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
02:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	16	3.2	0	0	2	2	0	0	0	0	0	0	0	0
05:00	7	-	19.2	6.2	0	0	3	1	2	1	0	0	0	0	0	0
06:00	45	27	21.8	5.3	0	0	9	6	21	9	0	0	0	0	0	0
07:00	126	25.7	21.1	5.3	0	2	26	19	64	14	1	0	0	0	0	0
08:00	169	25.3	21.4	4.6	0	1	29	22	105	12	0	0	0	0	0	0
09:00	136	25	20.5	4.8	0	2	27	29	71	7	0	0	0	0	0	0
10:00	93	25.2	20.2	4.8	0	0	20	31	33	9	0	0	0	0	0	0
11:00	81	24.5	18.5	5.7	1	6	24	13	35	2	0	0	0	0	0	0
12:00	87	24	18.8	4.6	0	1	25	32	26	3	0	0	0	0	0	0
13:00	98	23.7	17.4	5.4	1	6	38	24	26	3	0	0	0	0	0	0
14:00	99	24.8	19.6	7.2	0	2	34	22	34	4	0	0	0	3	0	0
15:00	132	25.1	20.8	4.8	0	4	21	23	78	6	0	0	0	0	0	0
16:00	146	24.7	19.9	4.9	0	3	35	31	73	4	0	0	0	0	0	0
17:00	157	25.7	20.6	5.4	0	5	32	32	68	20	0	0	0	0	0	0
18:00	127	25.5	20.3	5.3	0	2	30	29	52	14	0	0	0	0	0	0
19:00	88	25.8	20.8	5.2	0	0	20	20	36	12	0	0	0	0	0	0
20:00	28	25.8	21.9	4.8	0	0	4	5	15	4	0	0	0	0	0	0
21:00	25	23.3	19.1	3.9	0	0	5	12	8	0	0	0	0	0	0	0
22:00	24	26.9	21.2	5.9	0	1	4	5	9	5	0	0	0	0	0	0
23:00	5	-	19.5	6.6	0	0	2	1	1	1	0	0	0	0	0	0
12H,7-19	1451	25.1	20.1	5.3	2	34	341	307	665	98	1	0	0	3	0	0
16H,6-22	1637	25.2	20.2	5.3	2	34	379	350	745	123	1	0	0	3	0	0
18H,6-24	1666	25.2	20.2	5.3	2	35	385	356	755	129	1	0	0	3	0	0
24H,0-24	1681	25.2	20.2	5.3	2	35	394	359	757	130	1	0	0	3	0	0

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Wed 12-Jun-19</b>																
00:00	2	-	18.5	7.1	0	0	1	0	1	0	0	0	0	0	0	0
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
05:00	9	-	20.2	4.5	0	0	1	5	2	1	0	0	0	0	0	0
06:00	35	25.5	21.1	5	0	0	7	7	17	4	0	0	0	0	0	0
07:00	116	25.7	21.2	5.2	1	0	18	31	51	12	3	0	0	0	0	0
08:00	152	25.6	21.3	4.8	0	1	24	35	74	18	0	0	0	0	0	0
09:00	128	24.9	20.3	5	1	3	23	30	65	6	0	0	0	0	0	0
10:00	94	25.3	21	4.6	0	0	14	28	43	9	0	0	0	0	0	0
11:00	102	24.6	19.5	4.9	0	2	24	32	39	5	0	0	0	0	0	0
12:00	96	25.5	20.1	5.4	0	3	21	25	36	11	0	0	0	0	0	0
13:00	88	24.4	18.6	5.3	0	4	26	28	24	6	0	0	0	0	0	0
14:00	71	24.8	19.3	5.2	0	2	19	20	25	5	0	0	0	0	0	0
15:00	134	25.3	20.7	4.9	0	3	20	38	61	12	0	0	0	0	0	0
16:00	131	25.1	20.6	4.7	0	4	17	38	64	8	0	0	0	0	0	0
17:00	132	25.8	21.2	5.2	0	0	31	15	69	17	0	0	0	0	0	0
18:00	112	25.4	21.7	4.4	0	0	18	13	73	8	0	0	0	0	0	0
19:00	81	25.7	19.7	6.2	0	4	27	7	32	11	0	0	0	0	0	0
20:00	33	25.6	20.5	6	0	1	10	2	15	5	0	0	0	0	0	0
21:00	30	24.3	19.5	4.7	0	0	7	12	9	2	0	0	0	0	0	0
22:00	14	20.5	17.4	4.7	0	0	6	6	1	1	0	0	0	0	0	0
23:00	9	-	18.5	4.6	0	0	3	3	3	0	0	0	0	0	0	0
12H,7-19	1356	25.3	20.6	5	2	22	255	333	624	117	3	0	0	0	0	0
16H,6-22	1535	25.4	20.5	5.1	2	27	306	361	697	139	3	0	0	0	0	0
18H,6-24	1558	25.3	20.5	5.1	2	27	315	370	701	140	3	0	0	0	0	0
24H,0-24	1574	25.3	20.5	5.1	2	27	320	375	706	141	3	0	0	0	0	0

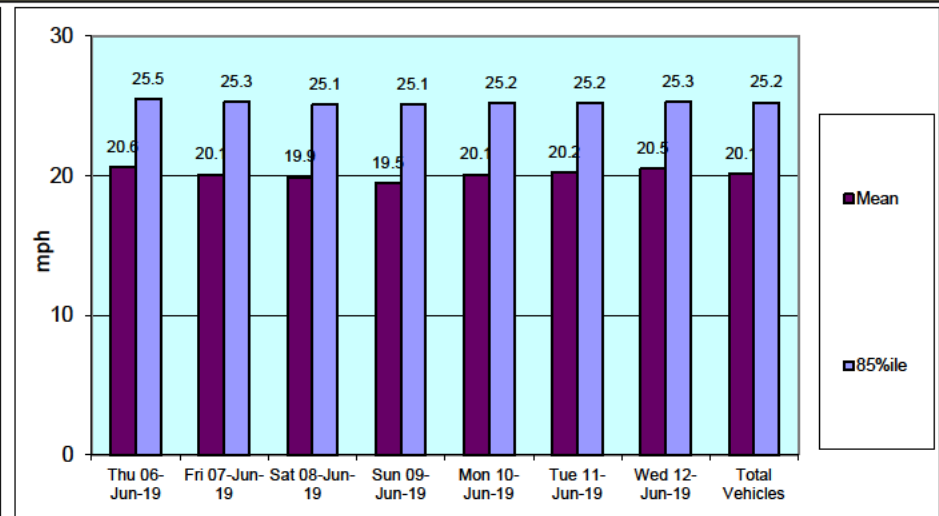
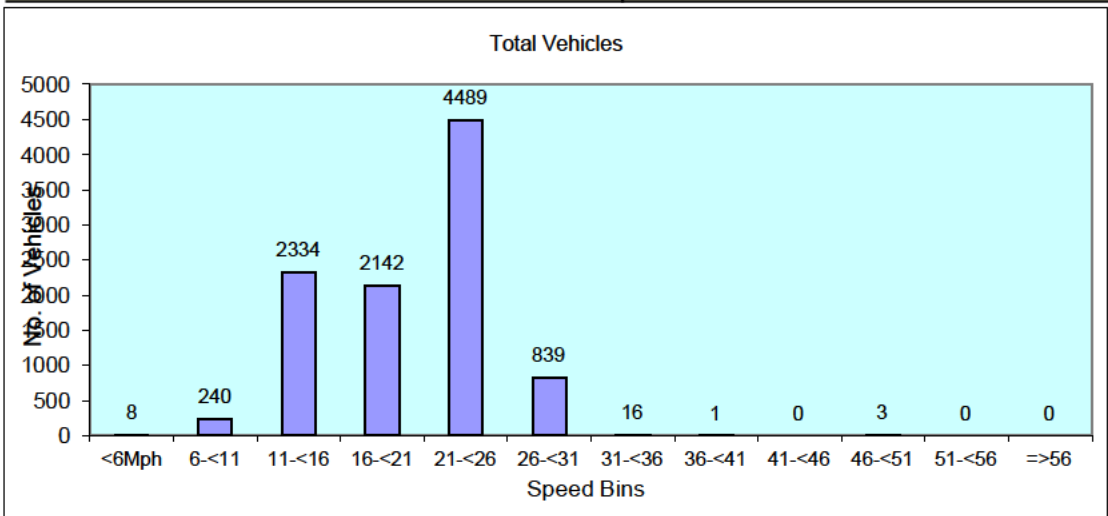
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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**Daily Totals**

Thu 06-Jun-19	1646	25.5	20.6	5.3	0	30	379	301	763	167	6	0	0	0	0	0
Fri 07-Jun-19	1681	25.3	20.1	5.3	2	41	401	337	760	138	2	0	0	0	0	0
Sat 08-Jun-19	1029	25.1	19.9	5.3	0	30	255	210	458	76	0	0	0	0	0	0
Sun 09-Jun-19	1000	25.1	19.5	5.5	0	46	256	227	391	75	4	1	0	0	0	0
Mon 10-Jun-19	1461	25.2	20.1	5.1	2	31	329	333	654	112	0	0	0	0	0	0
Tue 11-Jun-19	1681	25.2	20.2	5.3	2	35	394	359	757	130	1	0	0	3	0	0
Wed 12-Jun-19	1574	25.3	20.5	5.1	2	27	320	375	706	141	3	0	0	0	0	0

**Total Vehicles**

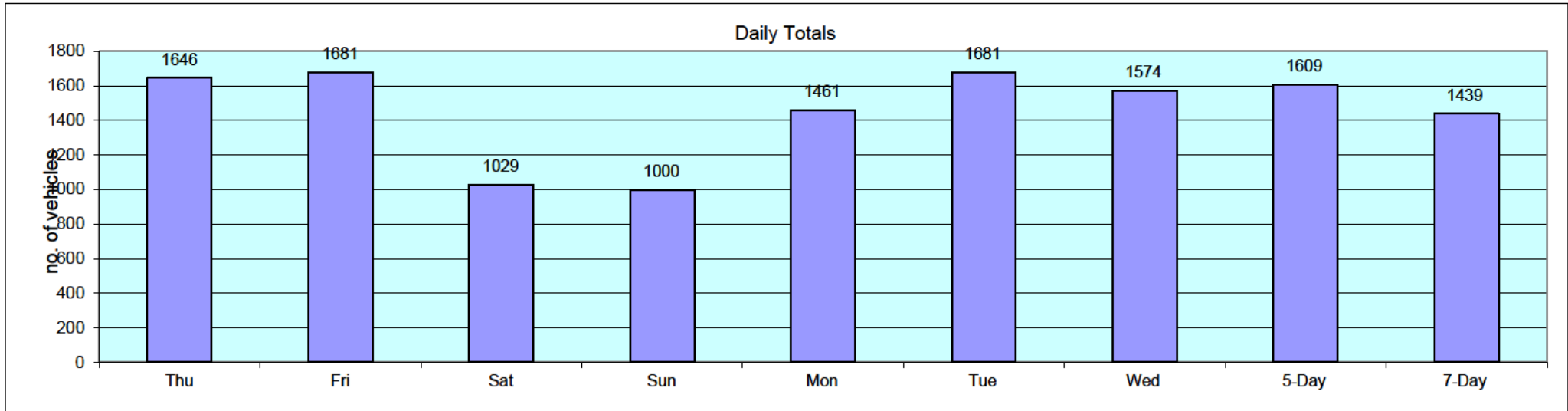
[--]	10072	25.2	20.1	5.3	8	240	2334	2142	4489	839	16	1	0	3	0	0
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24280	CLAVERING		Site No: 24280001		Location		B1038 Clavering (30mph Sign)		
	Channel: Eastbound								
TIME PERIOD	Thu 06/06/19	Fri 07/06/19	Sat 08/06/19	Sun 09/06/19	Mon 10/06/19	Tue 11/06/19	Wed 12/06/19	5-Day Av	7-Day Av
<b>Week Begin: 06-Jun-19</b>									
00:00	1	6	6	18	1	0	2	2	5
01:00	1	1	4	3	0	3	1	1	2
02:00	1	0	1	1	0	1	1	1	1
03:00	0	1	1	2	2	0	0	1	1
04:00	1	10	1	1	3	4	3	4	3
05:00	12	9	5	3	8	7	9	9	8
06:00	37	34	10	4	30	45	35	36	28
07:00	133	108	31	6	109	126	116	118	90
08:00	160	169	71	34	136	169	152	157	127
09:00	123	127	87	76	109	136	128	125	112
10:00	133	105	93	87	118	93	94	109	103
11:00	86	115	67	111	103	81	102	97	95
12:00	92	100	91	91	82	87	96	91	91
13:00	86	79	79	109	76	98	88	85	88
14:00	87	110	65	77	76	99	71	89	84
15:00	134	147	74	69	122	132	134	134	116
16:00	122	112	65	97	126	146	131	127	114
17:00	144	169	76	56	113	157	132	143	121
18:00	121	105	86	58	104	127	112	114	102
19:00	73	79	49	33	74	88	81	79	68
20:00	32	37	25	32	28	28	33	32	31
21:00	37	23	14	15	25	25	30	28	24
22:00	20	18	15	15	12	24	14	18	17
23:00	10	17	13	2	4	5	9	9	9
12H,7-19	1421	1446	885	871	1274	1451	1356	1390	1243
16H,6-22	1600	1619	983	955	1431	1637	1535	1564	1394
18H,6-24	1630	1654	1011	972	1447	1666	1558	1591	1420
24H,0-24	1646	1681	1029	1000	1461	1681	1574	1609	1439
Am	08:00	08:00	10:00	11:00	08:00	08:00	08:00	-	-
Peak	160	169	93	111	136	169	152	157	141
Pm	17:00	17:00	12:00	13:00	16:00	17:00	15:00	-	-
Peak	144	169	91	109	126	157	134	146	133

TIME PERIOD	Thu 06/06/19	Fri 07/06/19	Sat 08/06/19	Sun 09/06/19	Mon 10/06/19	Tue 11/06/19	Wed 12/06/19	5-Day Av	7-Day Av
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TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Thu 06-Jun-19</b>											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	4	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
04:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	11	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0
06:00	33	1	3.0	28	84.9	3	9.1	1	3.0	0	0.0
07:00	138	1	0.7	116	84.1	17	12.3	3	2.2	1	0.7
08:00	184	0	0.0	159	86.4	23	12.5	2	1.1	0	0.0
09:00	108	0	0.0	93	86.1	15	13.9	0	0.0	0	0.0
10:00	104	3	2.9	82	78.9	17	16.4	1	1.0	1	1.0
11:00	89	0	0.0	69	77.5	17	19.1	3	3.4	0	0.0
12:00	85	0	0.0	72	84.7	13	15.3	0	0.0	0	0.0
13:00	91	1	1.1	73	80.2	13	14.3	4	4.4	0	0.0
14:00	94	0	0.0	80	85.1	13	13.8	0	0.0	1	1.1
15:00	131	1	0.8	112	85.5	16	12.2	2	1.5	0	0.0
16:00	151	4	2.7	123	81.5	21	13.9	2	1.3	1	0.7
17:00	155	2	1.3	138	89.0	14	9.0	1	0.7	0	0.0
18:00	102	1	1.0	89	87.3	11	10.8	0	0.0	1	1.0
19:00	72	3	4.2	62	86.1	7	9.7	0	0.0	0	0.0
20:00	37	0	0.0	31	83.8	6	16.2	0	0.0	0	0.0
21:00	31	0	0.0	27	87.1	4	12.9	0	0.0	0	0.0
22:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
23:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>1432</b>	<b>13</b>	<b>0.9</b>	<b>1206</b>	<b>84.2</b>	<b>190</b>	<b>13.3</b>	<b>18</b>	<b>1.3</b>	<b>5</b>	<b>0.4</b>
<b>16H,6-22</b>	<b>1605</b>	<b>17</b>	<b>1.1</b>	<b>1354</b>	<b>84.4</b>	<b>210</b>	<b>13.1</b>	<b>19</b>	<b>1.2</b>	<b>5</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>1646</b>	<b>17</b>	<b>1.0</b>	<b>1393</b>	<b>84.6</b>	<b>212</b>	<b>12.9</b>	<b>19</b>	<b>1.2</b>	<b>5</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>1667</b>	<b>17</b>	<b>1.0</b>	<b>1405</b>	<b>84.3</b>	<b>221</b>	<b>13.3</b>	<b>19</b>	<b>1.1</b>	<b>5</b>	<b>0.3</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Fri 07-Jun-19</b>											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	33	1	3.0	28	84.9	4	12.1	0	0.0	0	0.0
07:00	129	0	0.0	108	83.7	18	14.0	3	2.3	0	0.0
08:00	158	1	0.6	136	86.1	16	10.1	4	2.5	1	0.6
09:00	102	0	0.0	81	79.4	14	13.7	7	6.9	0	0.0
10:00	110	0	0.0	91	82.7	17	15.5	2	1.8	0	0.0
11:00	100	1	1.0	85	85.0	11	11.0	0	0.0	3	3.0
12:00	107	0	0.0	87	81.3	17	15.9	2	1.9	1	0.9
13:00	101	2	2.0	85	84.2	13	12.9	1	1.0	0	0.0
14:00	110	2	1.8	92	83.6	12	10.9	4	3.6	0	0.0
15:00	150	1	0.7	125	83.3	20	13.3	4	2.7	0	0.0
16:00	128	1	0.8	103	80.5	22	17.2	1	0.8	1	0.8
17:00	132	0	0.0	117	88.6	13	9.9	0	0.0	2	1.5
18:00	110	0	0.0	97	88.2	13	11.8	0	0.0	0	0.0
19:00	69	0	0.0	61	88.4	8	11.6	0	0.0	0	0.0
20:00	29	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
21:00	26	0	0.0	23	88.5	3	11.5	0	0.0	0	0.0
22:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
23:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
12H,7-19	1437	8	0.6	1207	84.0	186	12.9	28	2.0	8	0.6
16H,6-22	1594	9	0.6	1346	84.4	203	12.7	28	1.8	8	0.5
18H,6-24	1637	9	0.6	1387	84.7	205	12.5	28	1.7	8	0.5
24H,0-24	1655	9	0.5	1401	84.7	209	12.6	28	1.7	8	0.5

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sat 08-Jun-19</b>											
00:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	10	0	0.0	6	60.0	4	40.0	0	0.0	0	0.0
07:00	30	0	0.0	23	76.7	7	23.3	0	0.0	0	0.0
08:00	48	0	0.0	38	79.2	10	20.8	0	0.0	0	0.0
09:00	73	1	1.4	62	84.9	9	12.3	1	1.4	0	0.0
10:00	84	1	1.2	71	84.5	11	13.1	1	1.2	0	0.0
11:00	88	3	3.4	77	87.5	7	8.0	1	1.1	0	0.0
12:00	72	2	2.8	59	81.9	11	15.3	0	0.0	0	0.0
13:00	94	1	1.1	84	89.4	9	9.6	0	0.0	0	0.0
14:00	77	0	0.0	71	92.2	5	6.5	1	1.3	0	0.0
15:00	72	0	0.0	67	93.1	4	5.6	1	1.4	0	0.0
16:00	116	1	0.9	101	87.1	13	11.2	0	0.0	1	0.9
17:00	96	1	1.0	78	81.3	15	15.6	2	2.1	0	0.0
18:00	70	1	1.4	60	85.7	9	12.9	0	0.0	0	0.0
19:00	43	0	0.0	39	90.7	4	9.3	0	0.0	0	0.0
20:00	22	1	4.6	16	72.7	4	18.2	1	4.6	0	0.0
21:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
22:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
23:00	16	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
12H,7-19	920	11	1.2	791	86.0	110	12.0	7	0.8	1	0.1
16H,6-22	1026	12	1.2	881	85.9	124	12.1	8	0.8	1	0.1
18H,6-24	1066	12	1.1	916	85.9	129	12.1	8	0.8	1	0.1
24H,0-24	1085	12	1.1	932	85.9	132	12.2	8	0.7	1	0.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Sun 09-Jun-19</b>											
00:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	9	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
06:00	5	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
07:00	21	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
08:00	32	1	3.1	26	81.3	4	12.5	1	3.1	0	0.0
09:00	54	4	7.4	45	83.3	5	9.3	0	0.0	0	0.0
10:00	65	8	12.3	49	75.4	5	7.7	2	3.1	1	1.5
11:00	87	7	8.1	70	80.5	8	9.2	2	2.3	0	0.0
12:00	112	5	4.5	96	85.7	9	8.0	2	1.8	0	0.0
13:00	83	4	4.8	67	80.7	12	14.5	0	0.0	0	0.0
14:00	87	5	5.8	72	82.8	9	10.3	1	1.2	0	0.0
15:00	68	3	4.4	62	91.2	3	4.4	0	0.0	0	0.0
16:00	85	5	5.9	73	85.9	5	5.9	2	2.4	0	0.0
17:00	72	1	1.4	64	88.9	6	8.3	1	1.4	0	0.0
18:00	51	2	3.9	42	82.4	7	13.7	0	0.0	0	0.0
19:00	38	0	0.0	34	89.5	4	10.5	0	0.0	0	0.0
20:00	32	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
21:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
22:00	15	1	6.7	13	86.7	1	6.7	0	0.0	0	0.0
23:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	817	46	5.6	685	83.8	74	9.1	11	1.4	1	0.1
16H,6-22	910	46	5.1	767	84.3	85	9.3	11	1.2	1	0.1
18H,6-24	928	47	5.1	783	84.4	86	9.3	11	1.2	1	0.1
24H,0-24	953	47	4.9	803	84.3	91	9.6	11	1.2	1	0.1

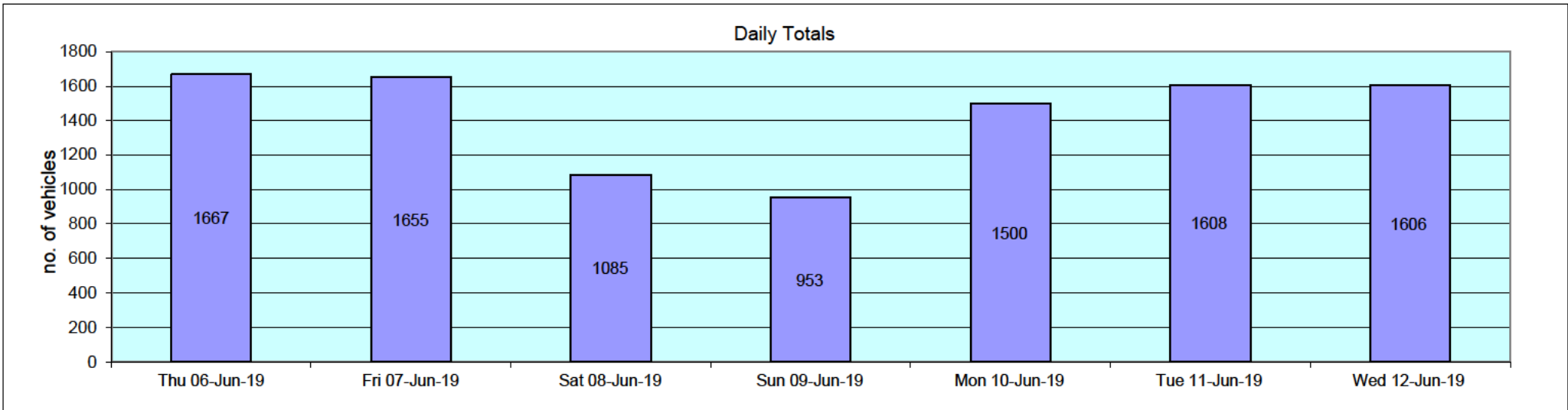


TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Mon 10-Jun-19</b>											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
06:00	29	1	3.5	25	86.2	3	10.3	0	0.0	0	0.0
07:00	139	0	0.0	115	82.7	22	15.8	2	1.4	0	0.0
08:00	151	0	0.0	135	89.4	13	8.6	3	2.0	0	0.0
09:00	108	1	0.9	86	79.6	19	17.6	2	1.9	0	0.0
10:00	86	1	1.2	70	81.4	14	16.3	1	1.2	0	0.0
11:00	101	0	0.0	82	81.2	14	13.9	3	3.0	2	2.0
12:00	96	1	1.0	69	71.9	19	19.8	7	7.3	0	0.0
13:00	88	2	2.3	71	80.7	14	15.9	1	1.1	0	0.0
14:00	70	0	0.0	62	88.6	6	8.6	1	1.4	1	1.4
15:00	130	0	0.0	115	88.5	13	10.0	1	0.8	1	0.8
16:00	116	1	0.9	97	83.6	15	12.9	3	2.6	0	0.0
17:00	137	0	0.0	120	87.6	16	11.7	1	0.7	0	0.0
18:00	96	0	0.0	86	89.6	8	8.3	2	2.1	0	0.0
19:00	73	0	0.0	64	87.7	7	9.6	2	2.7	0	0.0
20:00	27	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
21:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
22:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
23:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
<b>12H,7-19</b>	<b>1318</b>	<b>6</b>	<b>0.5</b>	<b>1108</b>	<b>84.1</b>	<b>173</b>	<b>13.1</b>	<b>27</b>	<b>2.1</b>	<b>4</b>	<b>0.3</b>
<b>16H,6-22</b>	<b>1464</b>	<b>7</b>	<b>0.5</b>	<b>1235</b>	<b>84.4</b>	<b>188</b>	<b>12.8</b>	<b>30</b>	<b>2.1</b>	<b>4</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>1486</b>	<b>7</b>	<b>0.5</b>	<b>1254</b>	<b>84.4</b>	<b>191</b>	<b>12.9</b>	<b>30</b>	<b>2.0</b>	<b>4</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>1500</b>	<b>7</b>	<b>0.5</b>	<b>1265</b>	<b>84.3</b>	<b>194</b>	<b>12.9</b>	<b>30</b>	<b>2.0</b>	<b>4</b>	<b>0.3</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Tue 11-Jun-19</b>											
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
06:00	38	1	2.6	25	65.8	10	26.3	1	2.6	1	2.6
07:00	128	1	0.8	107	83.6	14	10.9	6	4.7	0	0.0
08:00	169	1	0.6	144	85.2	22	13.0	2	1.2	0	0.0
09:00	101	1	1.0	83	82.2	15	14.9	2	2.0	0	0.0
10:00	75	0	0.0	61	81.3	13	17.3	0	0.0	1	1.3
11:00	83	2	2.4	74	89.2	3	3.6	3	3.6	1	1.2
12:00	111	1	0.9	94	84.7	16	14.4	0	0.0	0	0.0
13:00	98	1	1.0	76	77.6	17	17.4	4	4.1	0	0.0
14:00	94	3	3.2	68	72.3	20	21.3	2	2.1	1	1.1
15:00	125	3	2.4	100	80.0	19	15.2	3	2.4	0	0.0
16:00	142	0	0.0	115	81.0	23	16.2	4	2.8	0	0.0
17:00	152	0	0.0	133	87.5	17	11.2	2	1.3	0	0.0
18:00	98	0	0.0	81	82.7	14	14.3	3	3.1	0	0.0
19:00	81	2	2.5	69	85.2	10	12.4	0	0.0	0	0.0
20:00	30	0	0.0	25	83.3	3	10.0	2	6.7	0	0.0
21:00	36	0	0.0	34	94.4	2	5.6	0	0.0	0	0.0
22:00	21	0	0.0	15	71.4	5	23.8	1	4.8	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
<b>12H,7-19</b>	<b>1376</b>	<b>13</b>	<b>0.9</b>	<b>1136</b>	<b>82.6</b>	<b>193</b>	<b>14.0</b>	<b>31</b>	<b>2.3</b>	<b>3</b>	<b>0.2</b>
<b>16H,6-22</b>	<b>1561</b>	<b>16</b>	<b>1.0</b>	<b>1289</b>	<b>82.6</b>	<b>218</b>	<b>14.0</b>	<b>34</b>	<b>2.2</b>	<b>4</b>	<b>0.3</b>
<b>18H,6-24</b>	<b>1587</b>	<b>16</b>	<b>1.0</b>	<b>1309</b>	<b>82.5</b>	<b>223</b>	<b>14.1</b>	<b>35</b>	<b>2.2</b>	<b>4</b>	<b>0.3</b>
<b>24H,0-24</b>	<b>1608</b>	<b>16</b>	<b>1.0</b>	<b>1325</b>	<b>82.4</b>	<b>227</b>	<b>14.1</b>	<b>36</b>	<b>2.2</b>	<b>4</b>	<b>0.3</b>

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Wed 12-Jun-19</b>											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	5	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
05:00	12	0	0.0	8	66.7	4	33.3	0	0.0	0	0.0
06:00	46	1	2.2	37	80.4	7	15.2	1	2.2	0	0.0
07:00	135	1	0.7	117	86.7	14	10.4	3	2.2	0	0.0
08:00	158	1	0.6	140	88.6	14	8.9	3	1.9	0	0.0
09:00	106	0	0.0	86	81.1	17	16.0	3	2.8	0	0.0
10:00	91	1	1.1	68	74.7	16	17.6	5	5.5	1	1.1
11:00	87	2	2.3	69	79.3	10	11.5	6	6.9	0	0.0
12:00	91	0	0.0	77	84.6	14	15.4	0	0.0	0	0.0
13:00	102	1	1.0	86	84.3	13	12.8	2	2.0	0	0.0
14:00	84	2	2.4	70	83.3	11	13.1	0	0.0	1	1.2
15:00	150	0	0.0	128	85.3	19	12.7	3	2.0	0	0.0
16:00	152	2	1.3	126	82.9	24	15.8	0	0.0	0	0.0
17:00	122	0	0.0	103	84.4	15	12.3	3	2.5	1	0.8
18:00	98	1	1.0	90	91.8	7	7.1	0	0.0	0	0.0
19:00	68	1	1.5	60	88.2	7	10.3	0	0.0	0	0.0
20:00	35	1	2.9	31	88.6	3	8.6	0	0.0	0	0.0
21:00	32	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
22:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
23:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	1376	11	0.8	1160	84.3	174	12.7	28	2.0	3	0.2
16H,6-22	1557	14	0.9	1318	84.7	193	12.4	29	1.9	3	0.2
18H,6-24	1582	14	0.9	1341	84.8	195	12.3	29	1.8	3	0.2
24H,0-24	1606	14	0.9	1357	84.5	203	12.6	29	1.8	3	0.2

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
<b>Daily Totals</b>											
Thu 06-Jun-19	1667	17	1.0	1405	84.3	221	13.3	19	1.1	5	0.3
Fri 07-Jun-19	1655	9	0.5	1401	84.7	209	12.6	28	1.7	8	0.5
Sat 08-Jun-19	1085	12	1.1	932	85.9	132	12.2	8	0.7	1	0.1
Sun 09-Jun-19	953	47	4.9	803	84.3	91	9.6	11	1.2	1	0.1
Mon 10-Jun-19	1500	7	0.5	1265	84.3	194	12.9	30	2.0	4	0.3
Tue 11-Jun-19	1608	16	1.0	1325	82.4	227	14.1	36	2.2	4	0.3
Wed 12-Jun-19	1606	14	0.9	1357	84.5	203	12.6	29	1.8	3	0.2
<b>Total Vehicles</b>											
[--]	10074	122	1.4	8488	84.3	1277	12.5	161	1.5	26	0.2



24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Thu 06-Jun-19</b>																
00:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
01:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
04:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	11	25.6	22.6	4	0	0	0	4	5	2	0	0	0	0	0	0
06:00	33	29.4	23.8	6.2	0	2	1	5	12	11	2	0	0	0	0	0
07:00	138	28.8	23.6	4.9	0	2	6	27	58	43	2	0	0	0	0	0
08:00	184	25.5	21.3	4.8	0	4	19	52	89	19	1	0	0	0	0	0
09:00	108	24.9	20	4.8	0	1	22	37	40	8	0	0	0	0	0	0
10:00	104	25	19.9	5.1	0	4	18	36	37	9	0	0	0	0	0	0
11:00	89	24.7	20.2	4.6	0	1	19	20	47	2	0	0	0	0	0	0
12:00	85	24.8	20.8	4.2	0	1	10	25	47	2	0	0	0	0	0	0
13:00	91	24.4	20.1	4.2	0	2	11	35	42	1	0	0	0	0	0	0
14:00	94	24.7	20.3	4.6	0	4	10	31	46	3	0	0	0	0	0	0
15:00	131	25	20.7	4.5	0	3	12	49	58	9	0	0	0	0	0	0
16:00	151	25.2	20.8	4.4	0	2	16	55	66	12	0	0	0	0	0	0
17:00	155	25.2	21.1	4.4	0	4	10	55	74	12	0	0	0	0	0	0
18:00	102	25.3	21.3	4.6	0	2	10	28	54	7	1	0	0	0	0	0
19:00	72	25.3	19.9	5.3	0	2	15	24	23	8	0	0	0	0	0	0
20:00	37	28.5	23.9	4.8	0	0	0	10	17	8	1	1	0	0	0	0
21:00	31	24.7	20.6	4.3	0	0	5	9	16	1	0	0	0	0	0	0
22:00	26	25.5	22	4.4	0	0	3	5	15	3	0	0	0	0	0	0
23:00	15	29.8	24.8	5.7	0	0	1	3	3	7	1	0	0	0	0	0
12H,7-19	1432	25.4	20.9	4.7	0	30	163	450	658	127	4	0	0	0	0	0
16H,6-22	1605	25.5	21	4.8	0	34	184	498	726	155	7	1	0	0	0	0
18H,6-24	1646	25.5	21.1	4.8	0	34	188	506	744	165	8	1	0	0	0	0
24H,0-24	1667	25.5	21.1	4.8	0	34	189	515	752	168	8	1	0	0	0	0

24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Fri 07-Jun-19</b>																
00:00	4	-	22.3	4.9	0	0	0	2	1	1	0	0	0	0	0	0
01:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	7	-	24.9	4	0	0	0	1	3	3	0	0	0	0	0	0
05:00	4	-	26	3.2	0	0	0	0	2	2	0	0	0	0	0	0
06:00	33	29	25	3.7	0	0	0	3	18	11	1	0	0	0	0	0
07:00	129	27.8	22.5	5.1	0	2	11	31	55	28	2	0	0	0	0	0
08:00	158	25.3	21.2	4.8	1	4	16	36	89	12	0	0	0	0	0	0
09:00	102	25.2	20.6	5	0	3	16	26	49	8	0	0	0	0	0	0
10:00	110	24.7	19.2	5.6	1	8	21	31	43	5	1	0	0	0	0	0
11:00	100	24.9	20.6	4.3	0	1	11	40	42	6	0	0	0	0	0	0
12:00	107	25.6	21.3	5.1	2	1	12	25	55	12	0	0	0	0	0	0
13:00	101	25.2	20.8	4.8	0	2	15	27	49	8	0	0	0	0	0	0
14:00	110	26.3	21.9	4.9	0	2	11	26	53	18	0	0	0	0	0	0
15:00	150	24.9	20.4	4.6	0	2	26	43	71	8	0	0	0	0	0	0
16:00	128	25.6	20.5	6	0	13	14	26	60	14	1	0	0	0	0	0
17:00	132	26.6	21.6	5.3	0	5	13	32	59	22	1	0	0	0	0	0
18:00	110	25.5	20.9	4.8	0	2	13	38	44	13	0	0	0	0	0	0
19:00	69	25.3	20.1	4.9	0	0	14	27	20	8	0	0	0	0	0	0
20:00	29	25.1	21.4	4.6	0	0	3	9	15	1	1	0	0	0	0	0
21:00	26	25.2	21.4	4.5	0	0	4	5	15	2	0	0	0	0	0	0
22:00	22	24.1	19.9	4.1	0	0	4	8	10	0	0	0	0	0	0	0
23:00	21	24.9	21.4	4	0	0	2	6	12	1	0	0	0	0	0	0
12H,7-19	1437	25.6	21	5.1	4	45	179	381	669	154	5	0	0	0	0	0
16H,6-22	1594	25.6	21	5.1	4	45	200	425	737	176	7	0	0	0	0	0
18H,6-24	1637	25.6	21	5	4	45	206	439	759	177	7	0	0	0	0	0
24H,0-24	1655	25.6	21.1	5	4	45	206	443	766	183	8	0	0	0	0	0

24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Sat 08-Jun-19</b>																
00:00	9	-	21.8	3.8	0	0	0	4	4	1	0	0	0	0	0	0
01:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
02:00	3	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
06:00	10	27.7	23.5	4.9	0	0	1	1	5	3	0	0	0	0	0	0
07:00	30	26.8	22.5	4.3	0	0	1	10	13	6	0	0	0	0	0	0
08:00	48	26.2	21.5	5.1	0	1	6	12	21	8	0	0	0	0	0	0
09:00	73	25.8	20.3	5.6	1	2	12	24	23	11	0	0	0	0	0	0
10:00	84	25.2	20.9	4.4	0	1	8	31	37	7	0	0	0	0	0	0
11:00	88	24.8	20.6	4.4	0	2	10	28	45	3	0	0	0	0	0	0
12:00	72	25.4	20.9	4.7	0	1	8	27	28	8	0	0	0	0	0	0
13:00	94	25.1	20	5.1	0	2	20	27	37	8	0	0	0	0	0	0
14:00	77	25.5	21.4	4.9	0	3	7	17	42	8	0	0	0	0	0	0
15:00	72	25.2	20.3	5.4	1	1	16	14	34	6	0	0	0	0	0	0
16:00	116	25.2	20.7	4.6	0	1	15	44	45	11	0	0	0	0	0	0
17:00	96	25.8	21.5	4.7	1	0	9	30	43	13	0	0	0	0	0	0
18:00	70	25.8	21.4	4.6	0	0	8	23	29	10	0	0	0	0	0	0
19:00	43	25.5	20.5	5.6	0	2	8	9	19	5	0	0	0	0	0	0
20:00	22	24.9	21.5	3.9	0	0	2	6	13	1	0	0	0	0	0	0
21:00	31	25.8	20.8	6.3	0	2	6	5	13	4	1	0	0	0	0	0
22:00	24	25.9	22.5	4.6	0	0	3	3	14	4	0	0	0	0	0	0
23:00	16	27.8	21.9	5.9	0	0	2	6	4	3	1	0	0	0	0	0
12H,7-19	920	25.5	20.9	4.8	3	14	120	287	397	99	0	0	0	0	0	0
16H,6-22	1026	25.5	20.9	4.9	3	18	137	308	447	112	1	0	0	0	0	0
18H,6-24	1066	25.6	21	4.9	3	18	142	317	465	119	2	0	0	0	0	0
24H,0-24	1085	25.6	21	4.9	3	18	142	325	472	123	2	0	0	0	0	0



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 09-Jun-19																
00:00	11	24.9	21.2	4.3	0	0	1	4	5	1	0	0	0	0	0	0
01:00	9	-	20.7	3.9	0	0	1	3	5	0	0	0	0	0	0	0
02:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	3	-	21.8	3.1	0	0	0	1	2	0	0	0	0	0	0	0
06:00	5	-	19.5	2.6	0	0	0	4	1	0	0	0	0	0	0	0
07:00	21	25.6	21.6	4.6	0	0	2	7	9	3	0	0	0	0	0	0
08:00	32	28.3	23.7	4.7	0	0	1	7	16	6	2	0	0	0	0	0
09:00	54	25.2	20.5	4.9	0	1	9	16	23	5	0	0	0	0	0	0
10:00	65	25	19.5	5.7	2	2	12	21	22	6	0	0	0	0	0	0
11:00	87	25.7	21.7	4.7	0	1	10	19	46	11	0	0	0	0	0	0
12:00	112	24.8	19.8	4.9	0	4	18	41	42	7	0	0	0	0	0	0
13:00	83	25.4	20.8	4.9	0	2	10	28	34	9	0	0	0	0	0	0
14:00	87	24.9	20.1	5.1	0	4	11	32	34	5	1	0	0	0	0	0
15:00	68	25.5	21.1	5	0	1	12	12	36	7	0	0	0	0	0	0
16:00	85	25	20.1	5.1	0	3	17	20	40	5	0	0	0	0	0	0
17:00	72	26.7	21.8	5.4	0	2	9	15	33	12	1	0	0	0	0	0
18:00	51	25.5	21.4	4.4	0	0	5	17	23	6	0	0	0	0	0	0
19:00	38	25.1	19.7	5.3	0	1	9	12	12	4	0	0	0	0	0	0
20:00	32	25.5	23.3	10.5	0	1	4	7	15	3	0	0	0	0	0	2
21:00	18	27.8	23.2	4.6	0	0	1	4	8	5	0	0	0	0	0	0
22:00	15	26.4	22.2	5.7	0	1	1	2	8	3	0	0	0	0	0	0
23:00	3	-	23.5	8.8	0	0	1	0	0	2	0	0	0	0	0	0
12H,7-19	817	25.5	20.8	5	2	20	116	235	358	82	4	0	0	0	0	0
16H,6-22	910	25.5	20.9	5.3	2	22	130	262	394	94	4	0	0	0	0	2
18H,6-24	928	25.6	20.9	5.4	2	23	132	264	402	99	4	0	0	0	0	2
24H,0-24	953	25.5	20.9	5.3	2	23	134	274	414	100	4	0	0	0	0	2



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 10-Jun-19																
00:00	2	-	23.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
05:00	8	-	22.3	4.7	0	0	0	4	2	2	0	0	0	0	0	0
06:00	29	29.3	24.5	4.7	0	0	1	5	11	11	1	0	0	0	0	0
07:00	139	26.9	22.1	4.9	0	3	12	32	66	26	0	0	0	0	0	0
08:00	151	25.8	22.3	4.2	0	3	4	39	85	20	0	0	0	0	0	0
09:00	108	25.1	20.1	5	0	3	19	35	42	9	0	0	0	0	0	0
10:00	86	25.6	21.4	5	0	2	12	16	46	10	0	0	0	0	0	0
11:00	101	24.8	19.9	4.8	0	3	18	32	43	5	0	0	0	0	0	0
12:00	96	25.3	21.1	4.5	0	1	11	29	47	8	0	0	0	0	0	0
13:00	88	24.7	20.1	4.4	0	1	15	29	40	3	0	0	0	0	0	0
14:00	70	25.8	21.2	4.7	0	1	6	27	26	10	0	0	0	0	0	0
15:00	130	25.2	20.6	4.9	0	4	20	32	65	9	0	0	0	0	0	0
16:00	116	24.8	19.4	5.5	0	10	21	28	51	6	0	0	0	0	0	0
17:00	137	25.7	22	4.3	1	1	7	35	77	16	0	0	0	0	0	0
18:00	96	25.7	20.8	5.2	1	2	12	32	36	13	0	0	0	0	0	0
19:00	73	26.6	21.1	5.4	0	1	14	17	28	13	0	0	0	0	0	0
20:00	27	23.7	18.5	4.8	0	1	8	8	10	0	0	0	0	0	0	0
21:00	17	25.5	22.3	4	0	0	1	4	10	2	0	0	0	0	0	0
22:00	16	26.2	21.6	5	0	0	2	5	6	3	0	0	0	0	0	0
23:00	6	-	18.5	4.7	0	0	2	2	2	0	0	0	0	0	0	0
12H,7-19	1318	25.5	21	4.9	2	34	157	366	624	135	0	0	0	0	0	0
16H,6-22	1464	25.6	21.1	4.9	2	36	181	400	683	161	1	0	0	0	0	0
18H,6-24	1486	25.6	21.1	4.9	2	36	185	407	691	164	1	0	0	0	0	0
24H,0-24	1500	25.6	21.1	4.9	2	36	185	411	697	168	1	0	0	0	0	0

24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Tue 11-Jun-19</b>																
00:00	5	-	18.5	5.2	0	0	2	1	2	0	0	0	0	0	0	0
01:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	2	-	28.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
04:00	1	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	10	28.5	24	5.1	0	0	1	1	4	4	0	0	0	0	0	0
06:00	38	28.8	24.2	4.3	0	0	1	7	16	14	0	0	0	0	0	0
07:00	128	28.2	23.2	4.7	0	1	9	21	62	35	0	0	0	0	0	0
08:00	169	25.4	21.3	4.8	0	4	22	32	96	15	0	0	0	0	0	0
09:00	101	25.6	20.7	5.4	1	3	16	24	45	12	0	0	0	0	0	0
10:00	75	25.5	22	3.8	0	0	2	26	39	8	0	0	0	0	0	0
11:00	83	24.8	20	5.1	2	2	11	27	37	4	0	0	0	0	0	0
12:00	111	25	20.1	5.2	0	6	16	34	47	8	0	0	0	0	0	0
13:00	98	24.9	20.4	4.8	0	5	9	33	46	5	0	0	0	0	0	0
14:00	94	25.4	20.7	4.9	0	4	7	36	37	10	0	0	0	0	0	0
15:00	125	25.5	21.2	5	1	3	14	29	65	13	0	0	0	0	0	0
16:00	142	25.6	21.1	4.9	0	2	21	37	65	17	0	0	0	0	0	0
17:00	152	25.9	21.6	4.8	0	0	25	28	78	21	0	0	0	0	0	0
18:00	98	25.9	21.8	4.8	0	1	12	21	49	15	0	0	0	0	0	0
19:00	81	25.5	21.2	4.8	0	2	8	24	38	9	0	0	0	0	0	0
20:00	30	25.2	21	4.3	0	0	3	12	12	3	0	0	0	0	0	0
21:00	36	25	21.3	4.1	0	0	4	10	20	2	0	0	0	0	0	0
22:00	21	25.2	21.1	4.6	0	0	3	6	10	2	0	0	0	0	0	0
23:00	5	-	21.5	4.7	0	0	1	0	4	0	0	0	0	0	0	0
12H,7-19	1376	25.7	21.2	4.9	4	31	164	348	666	163	0	0	0	0	0	0
16H,6-22	1561	25.7	21.3	4.9	4	33	180	401	752	191	0	0	0	0	0	0
18H,6-24	1587	25.7	21.3	4.9	4	33	184	407	766	193	0	0	0	0	0	0
24H,0-24	1608	25.7	21.3	4.9	4	33	188	410	773	200	0	0	0	0	0	0

24280		CLAVERING			Site No: 24280001		Location B1038 Clavering (30mph Sign)									
Thu 06-Jun-19 to Wed 12-Jun-19					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
<b>Wed 12-Jun-19</b>																
00:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
01:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	5	-	22.5	5.6	0	0	1	0	3	1	0	0	0	0	0	0
05:00	12	25.3	22.7	3.9	0	0	0	4	6	2	0	0	0	0	0	0
06:00	46	29.3	24.7	4.6	0	0	2	7	15	22	0	0	0	0	0	0
07:00	135	27.2	22.2	5	0	3	11	32	62	26	1	0	0	0	0	0
08:00	158	25.9	21.7	4.7	1	1	16	39	79	22	0	0	0	0	0	0
09:00	106	25.2	20.6	5	2	0	15	32	48	9	0	0	0	0	0	0
10:00	91	25.3	20.9	4.7	1	0	10	32	39	9	0	0	0	0	0	0
11:00	87	25	19.4	5.7	1	5	18	24	32	7	0	0	0	0	0	0
12:00	91	25.1	20.8	4.7	0	2	12	26	45	6	0	0	0	0	0	0
13:00	102	25.1	20.9	4.7	2	1	9	30	54	6	0	0	0	0	0	0
14:00	84	25.3	22	3.8	0	0	6	19	53	6	0	0	0	0	0	0
15:00	150	25.2	20.4	5.2	0	8	19	44	66	13	0	0	0	0	0	0
16:00	152	25.7	21.1	5	0	5	15	46	67	19	0	0	0	0	0	0
17:00	122	25.5	21.4	4.5	0	2	12	33	63	12	0	0	0	0	0	0
18:00	98	26.6	21.9	5	0	3	6	29	43	16	1	0	0	0	0	0
19:00	68	25.1	20.5	5	0	4	5	24	30	5	0	0	0	0	0	0
20:00	35	25.4	20.6	5	0	0	7	10	14	4	0	0	0	0	0	0
21:00	32	24.7	20.1	4.7	0	0	7	10	13	2	0	0	0	0	0	0
22:00	19	26.8	22.7	5	0	0	3	1	11	4	0	0	0	0	0	0
23:00	6	-	23.5	4.7	0	0	0	2	2	2	0	0	0	0	0	0
12H,7-19	1376	25.6	21.2	4.9	7	30	149	386	651	151	2	0	0	0	0	0
16H,6-22	1557	25.7	21.2	4.9	7	34	170	437	723	184	2	0	0	0	0	0
18H,6-24	1582	25.7	21.2	4.9	7	34	173	440	736	190	2	0	0	0	0	0
24H,0-24	1606	25.7	21.2	4.9	7	34	174	446	748	195	2	0	0	0	0	0

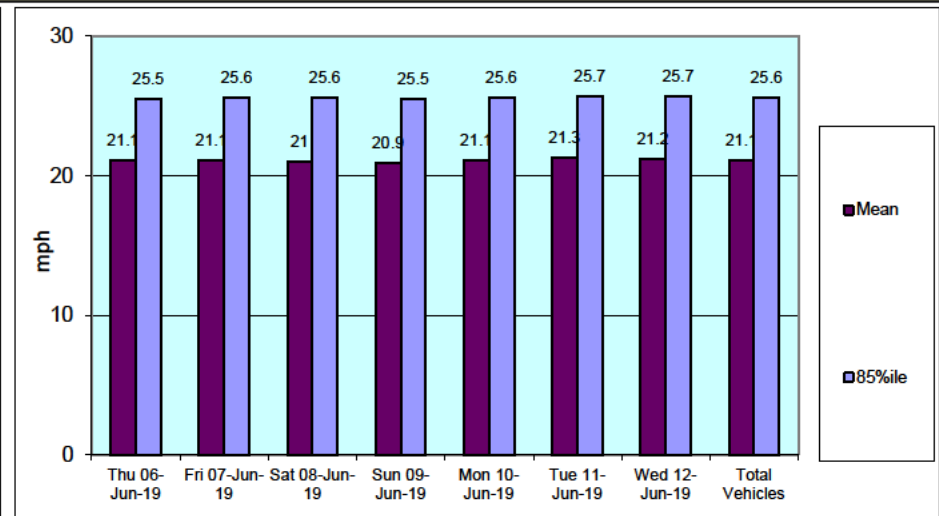
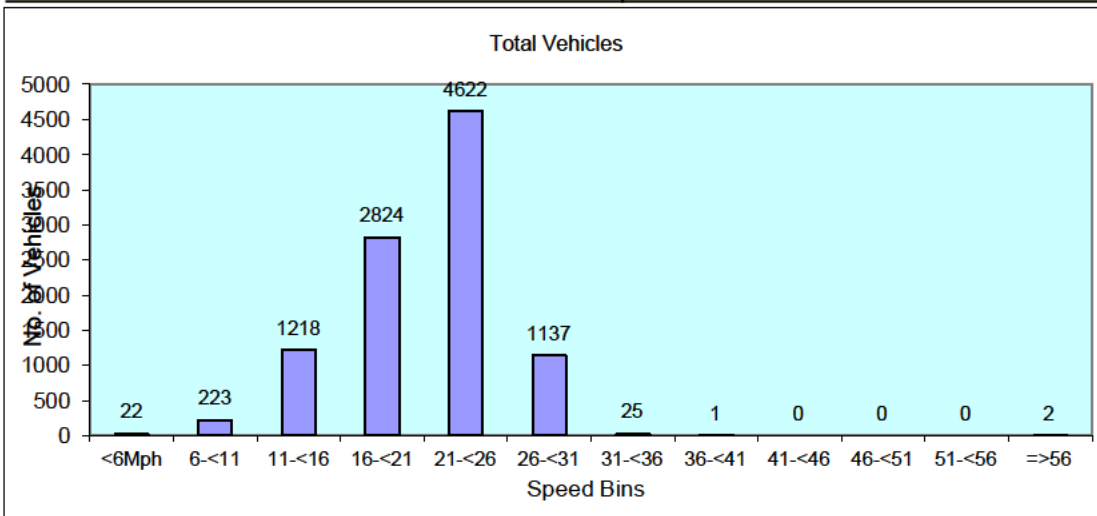
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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**Daily Totals**

Thu 06-Jun-19	1667	25.5	21.1	4.8	0	34	189	515	752	168	8	1	0	0	0	0
Fri 07-Jun-19	1655	25.6	21.1	5	4	45	206	443	766	183	8	0	0	0	0	0
Sat 08-Jun-19	1085	25.6	21	4.9	3	18	142	325	472	123	2	0	0	0	0	0
Sun 09-Jun-19	953	25.5	20.9	5.3	2	23	134	274	414	100	4	0	0	0	0	2
Mon 10-Jun-19	1500	25.6	21.1	4.9	2	36	185	411	697	168	1	0	0	0	0	0
Tue 11-Jun-19	1608	25.7	21.3	4.9	4	33	188	410	773	200	0	0	0	0	0	0
Wed 12-Jun-19	1606	25.7	21.2	4.9	7	34	174	446	748	195	2	0	0	0	0	0

**Total Vehicles**

[--]	10074	25.6	21.1	5.0	22	223	1218	2824	4622	1137	25	1	0	0	0	2
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24280	CLAVERING		Site No: 24280001		Location		B1038 Clavering (30mph Sign)		
	Channel: Westbound								
TIME PERIOD	Thu 06/06/19	Fri 07/06/19	Sat 08/06/19	Sun 09/06/19	Mon 10/06/19	Tue 11/06/19	Wed 12/06/19	5-Day Av	7-Day Av
<b>Week Begin: 06-Jun-19</b>									
00:00	4	4	9	11	2	5	3	4	5
01:00	1	2	3	9	0	2	2	1	3
02:00	0	0	3	1	0	1	0	0	1
03:00	4	1	1	0	1	2	2	2	2
04:00	1	7	1	1	3	1	5	3	3
05:00	11	4	2	3	8	10	12	9	7
06:00	33	33	10	5	29	38	46	36	28
07:00	138	129	30	21	139	128	135	134	103
08:00	184	158	48	32	151	169	158	164	129
09:00	108	102	73	54	108	101	106	105	93
10:00	104	110	84	65	86	75	91	93	88
11:00	89	100	88	87	101	83	87	92	91
12:00	85	107	72	112	96	111	91	98	96
13:00	91	101	94	83	88	98	102	96	94
14:00	94	110	77	87	70	94	84	90	88
15:00	131	150	72	68	130	125	150	137	118
16:00	151	128	116	85	116	142	152	138	127
17:00	155	132	96	72	137	152	122	140	124
18:00	102	110	70	51	96	98	98	101	89
19:00	72	69	43	38	73	81	68	73	63
20:00	37	29	22	32	27	30	35	32	30
21:00	31	26	31	18	17	36	32	28	27
22:00	26	22	24	15	16	21	19	21	20
23:00	15	21	16	3	6	5	6	11	10
12H,7-19	1432	1437	920	817	1318	1376	1376	1388	1239
16H,6-22	1605	1594	1026	910	1464	1561	1557	1556	1388
18H,6-24	1646	1637	1066	928	1486	1587	1582	1588	1419
24H,0-24	1667	1655	1085	953	1500	1608	1606	1607	1439
Am	08:00	08:00	11:00	11:00	08:00	08:00	08:00	-	-
Peak	184	158	88	87	151	169	158	164	142
Pm	17:00	15:00	16:00	12:00	17:00	17:00	16:00	-	-
Peak	155	150	116	112	137	152	152	149	139

24280

CLAVERING

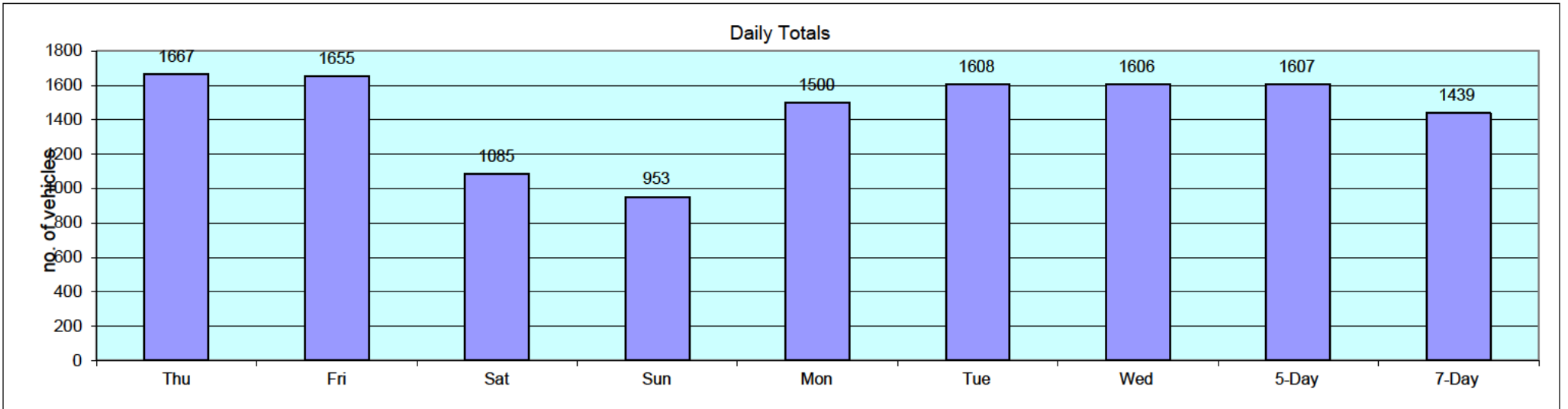
Site No: 24280001

Location

B1038 Clavering (30mph Sign)

Channel: Westbound

TIME PERIOD	Thu 06/06/19	Fri 07/06/19	Sat 08/06/19	Sun 09/06/19	Mon 10/06/19	Tue 11/06/19	Wed 12/06/19	5-Day Av	7-Day Av
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### **A3. TRICS OUTPUTS**

Calculation Reference: AUDIT-751001-240222-0213

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	5 days
	MW MEDWAY	2 days
	SC SURREY	2 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days

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



Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 8 to 49 (units: )  
 Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/03/23

*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	6 days
Tuesday	3 days
Wednesday	9 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	1 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	4

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

Selected Location Sub Categories:

Residential Zone	22
Village	3

*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.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	28 days - Selected

Secondary Filtering selection:

Use Class:

C3 25 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	8 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	9 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	16 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	12 days
No	13 days

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

PTAL Rating:

No PTAL Present	25 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	46	
	<i>Survey date: WEDNESDAY</i>	<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
2	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	<i>Survey date: MONDAY</i>	<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
3	HC-03-A-17 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	36	
	<i>Survey date: THURSDAY</i>	<i>12/11/15</i>	<i>Survey Type: MANUAL</i>
4	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	<i>Survey date: TUESDAY</i>	<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
5	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	<i>Survey date: WEDNESDAY</i>	<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
6	HC-03-A-30 MEUDON AVENUE FARNBOROUGH	TERRACED HOUSES	HAMPSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	31	
	<i>Survey date: FRIDAY</i>	<i>14/10/22</i>	<i>Survey Type: MANUAL</i>
7	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	44	
	<i>Survey date: FRIDAY</i>	<i>07/10/22</i>	<i>Survey Type: MANUAL</i>
8	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	30	
	<i>Survey date: MONDAY</i>	<i>29/06/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village	DETACHED & SEMI -DETACHED	MEDWAY
	Total No of Dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
10	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
11	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL
12	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
13	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT
14	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone		
	Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
15	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone	SEMI -DETACHED	NORFOLK
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
17	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
18	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
19	SC-03-A-10 GUILDFORD ROAD ASH	MIXED HOUSES		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		32	
	<i>Survey date: WEDNESDAY</i>		<i>14/09/22</i>	<i>Survey Type: MANUAL</i>
20	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
21	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED		SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/09/17</i>	<i>Survey Type: MANUAL</i>
22	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
23	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>25/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
25	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	39	
	Survey date: MONDAY	21/11/16	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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	COVID
CA-03-A-07	COVID
ES-03-A-06	COVID
HF-03-A-04	COVID
KC-03-A-09	COVID
NM-03-A-02	COVID
NN-03-A-01	COVID
SF-03-A-08	COVID
WO-03-A-07	COVID

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	33	0.088	25	33	0.261	25	33	0.349
08:00 - 09:00	25	33	0.147	25	33	0.324	25	33	0.471
09:00 - 10:00	25	33	0.157	25	33	0.185	25	33	0.342
10:00 - 11:00	25	33	0.153	25	33	0.183	25	33	0.336
11:00 - 12:00	25	33	0.155	25	33	0.150	25	33	0.305
12:00 - 13:00	25	33	0.157	25	33	0.177	25	33	0.334
13:00 - 14:00	25	33	0.166	25	33	0.160	25	33	0.326
14:00 - 15:00	25	33	0.155	25	33	0.187	25	33	0.342
15:00 - 16:00	25	33	0.285	25	33	0.212	25	33	0.497
16:00 - 17:00	25	33	0.255	25	33	0.156	25	33	0.411
17:00 - 18:00	25	33	0.308	25	33	0.202	25	33	0.510
18:00 - 19:00	25	33	0.259	25	33	0.140	25	33	0.399
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.285			2.337			4.622

*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: 8 - 49 (units: )  
 Survey date range: 01/01/15 - 13/03/23  
 Number of weekdays (Monday-Friday): 25  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 9

*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.*