
Mampitts Lane Shaftesbury – Bus Gate Technical Note

Ref: SM/RC/ITB19251-001c TN
Date: 5 March 2024

SECTION 1 Introduction

1.1.1 Shaftesbury Town Council has appointed i-Transport to provide highways and transport advice in relation to the implementation of a bus gate on Mampitts Lane, Shaftesbury. The bus gate was a conditional requirement of the outline consent for the site at Land to the East of Shaftesbury, comprising some 817 new homes.

1.1.2 The bus gate is to be located on Mampitts Lane immediately to the east of the junction with Pound Lane and would be enforced by appropriate signage linked to a Traffic Regulation Order (TRO). The purpose of the bus gate would be to prevent the following traffic movements:

- Development traffic accessing the A350 Christy's Lane via Pound Lane;
- Strategic traffic routeing between A350 Christy's Lane and Salisbury Road - via Pound Lane, Mampitts Lane and Allen Road; and
- Encourage local journeys to be made by non-car modes towards central Shaftesbury.

1.1.3 Shaftesbury Town Council have requested a review to be undertaken to consider various potential options to remove or relocate the bus gate from its secured location on Mampitts Lane. To undertake the review the following tasks have been undertaken;

- A review of vehicle volumes and speeds currently using Pound Lane, Mampitts Lane and Allen Road;
- An assessment of vehicle journey times across the local highway network, and
- Consideration of forecast vehicle trip movements from local residential areas in proximity to the proposed bus gate.

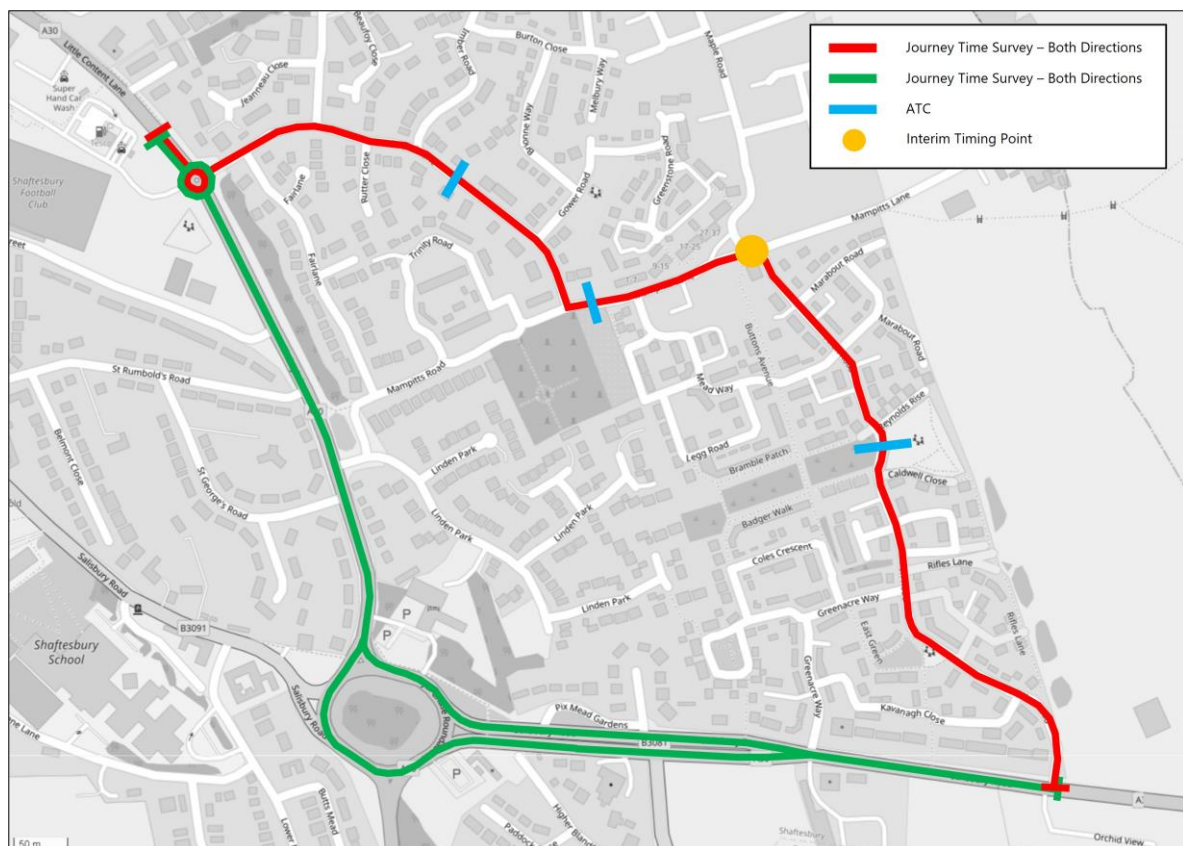
1.1.4 This technical note sets out the findings of the review and puts forward a recommendation.

SECTION 2 Local Traffic Conditions

2.1.1 This section details the traffic surveys undertaken to establish the existing volume and speed of traffic currently using Pound Lane, Mampitts Lane and Allen Road. This provides the necessary evidence base to consider the impact of implementing a bus gate on Mampitts Lane or in the near vicinity. It should be noted that the survey locations and dates were agreed with Dorset Council.

2.1.2 A plan presenting the location and type of traffic surveys is presented in **Image 2.1** below.

Image 2.1: Traffic Survey Scope



2.2 Existing Vehicle Flows and Speeds

2.2.1 Automatic Traffic Count (ATC) surveys were undertaken for a period of seven days, from 06/10/2023 to 12/10/2023 at the following locations:

- Pound Lane, northwest of the proposed bus gate location;
- Mampitts Lane, at the approximate location of the proposed bus gate; and
- Allen Road, southeast of the proposed bus gate location.

2.2.2 The observed traffic flows identified a morning peak hour between 08:00 and 09:00, and an evening peak hour between 17:00 and 18:00 on the local highway network. These flows are summarised in **Table 2.1** below.

2.2.3 The full ATC results are provided at **Appendix A**, with all calculations presented at **Appendix B**.

Table 2.1: ATC Summary

	Morning Peak (08:00-09:00)*		Evening Peak (17:00-18:00)*	
Pound Lane	Northbound	185	Northbound	110
	Southbound	108	Southbound	175
	Two-Way	294	Two-Way	285
Mampitts Lane	Eastbound	104	Eastbound	185
	Westbound	138	Westbound	130
	Two-Way	242	Two-Way	315
Allen Road	Northbound	62	Northbound	65
	Southbound	80	Southbound	65
	Two-Way	142	Two-Way	129

Source: Survey Data – Appendix A. *Note: Rounding accounts for differences.

2.2.4 The ATC results show that Mampitts Lane (at the location of the proposed bus gate) is currently utilised by between 250 and 315 vehicles during the peak periods. This equates to a vehicle every 15 seconds and represents a significant level of traffic flow.

2.2.5 Comparison of the data also indicates that there are currently a limited volume of vehicle movements from the residential area adjacent Pound Lane, through Mampitts Lane. The data also indicates there are a greater volume of vehicle movements from the residential area north of the Allens Road ATC location, through Mampitts Lane to Pound Lane.

2.2.6 A summary of the observed speeds at each survey location is provided in **Table 2.2**, with the full results contained at **Appendix A**.

Table 2.2: Observed Vehicle Speed Summary

Period	85 th Percentile Speed (mph)			Average Speed (mph)		
	Pound Lane	Mampitts Lane	Allen Road	Pound Lane	Mampitts Lane	Allen Road
07:00-10:00	22.7	17.4	17.1	21.0	16.2	16.0
16:00-19:00	22.5	17.6	17.1	20.6	16.9	16.1
Average	22.6	17.5	17.1	20.8	16.5	16.1

Source: Survey Data – Appendix A.

2.2.7 The above data demonstrates that vehicle speeds within the highway network are relatively low and well within the posted speed limit. Pound Lane shows the highest average vehicle speed of 21 mph and an 85th percentile vehicle speed of circa 22.7 mph. Mampitts Lane and Allen Road see slightly lower speeds, noting the Mampitts Lane ATC was located adjacent the narrow section of the link.

SECTION 3 Highway Network Journey Times

3.1.1 This section outlines the results of vehicle journey time surveys undertaken on key routes within the study area. The specific, surveyed routes which were agreed with Dorset Council are presented in **Image 2.1**, and included the following:

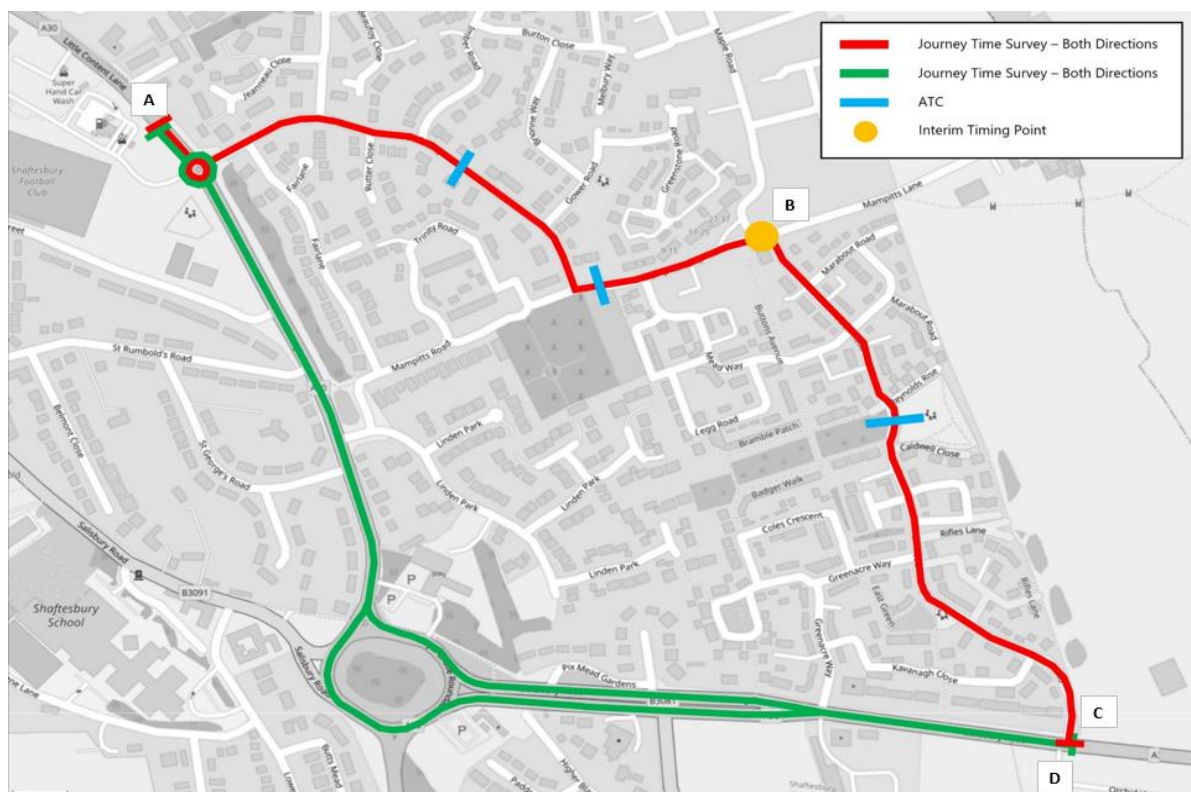
- **Red Route:** Between Pound Lane Roundabout and Allen Road / Salisbury Road Junction – via Allen Road.
- **Green Route:** Between Pound Lane Roundabout and Allen Road / Salisbury Road Junction – via Christy's Lane (A350).

3.2 Journey Time Survey Results

3.2.1 Journey times along the above routes were obtained using 'Tom Tom' GPS data extraction and analysis. The data provided shows the average vehicle journey times in October (excluding half-term, covering 02/10/2023-20/10/2023) along the identified routes on Tuesdays and Thursdays at 15-minute intervals between 07:30 and 09:30, as well as 15:00 and 18:00.

3.2.2 The routes and timing points of the 'Tom Tom' survey are shown in **Image 3.1**.

Image 3.1: Tom Tom Survey Scope



Source: i-Transport

3.2.3 'Tom Tom' data used the following timing points to assess average vehicle journey times:

- **A:** Pound Lane Roundabout
- **B:** Mampitts Lane (Interim Timing Point)
- **C and D:** Allen Road / Salisbury Road Junction

3.2.4 A comparative summary of average journey times along the above identified routes is presented in **Table 3.1** below. The 'Tom Tom' data outputs are presented in full in **Appendix A**.

Table 3.1: Tom Tom Journey Time Summary

	Origin	Destination	Route	Average Time (minutes)	AM Peak	PM Peak
Strategic Journeys	A	C	Red	03:29	03:31	03:46
	A	D	Green	02:02	02:11	02:02
	C	A	Red	03:39	03:57	03:48
	D	A	Green	02:40	02:51	02:38
Local Journeys	A	B	Red	01:49	01:50	01:45
	A	B	Green	03:39	04:02	03:42
	B	A	Red	02:02	02:07	02:09
	B	A	Green	04:29	04:31	04:39
	C	B	Red	01:49	01:51	01:40

Source: Tom Tom Data – Appendix A

3.2.5 The above data demonstrates the following impacts on both strategic and local vehicle journey routing:

Strategic Impacts

- On average, Christy's Lane and Salisbury Road (green route) provides a faster journey time between points A and C/D. The route via Pound Lane, Mampitts Lane and Allen Road (red route) would take 03:29 minutes, and the green route would take 02:02 minutes (01:27 faster). The green route also remains the faster option during the peak hours for those making wider, strategic trips.
- On average, the green route also provides a faster journey time between C/D and A (by 00:59 seconds), and this remains consistent during the peak hours for those making wider, strategic trips.

Local Impacts

- On average, the red route provides a faster vehicle journey time between points B and A, taking approximately 02:02 minutes, compared to 04:29 minutes via the green route. This is similar during the peak hours, where it takes approximately 04:35 minutes to make this vehicle journey via the green route, and 02:08 minutes via the red route.
- If the bus gate was in place on Mampitts Lane, this would equate to an additional journey time between those points of 2 minutes and 27 seconds for each vehicle.
- A similar journey time increase is noted for trips in the opposite direction, between points A and B. It takes approximately 03:39 minutes to make this journey via the green route, and 01:49 minutes via the red route. If the bus gate was in place on Mampitts Lane, this would equate to a vehicle journey time increase of 1 minute and 50 seconds.

3.2.6 To summarise, strategic vehicle trips (i.e. those that do not start or end in the residential area surrounding Mampitts Lane) benefit from faster average journey times via the green route between A and C/D during the peak and off-peak hours, in comparison to routeing via point B along the red route.

3.2.7 For vehicle local journeys (i.e. those made by the residents within vicinity of the proposed bus gate location), vehicles are forecast to experience a maximum average increase in journey time between the timing points of 2 minutes and 27 seconds during the peak and off-peak hours.

3.2.8 The following sections of this technical note aim to set out the quantum of local trips that would be displaced (and consequently experience a longer journey time as noted above) and assess the impact of the bus gate proposal on Mampitts Lane on the surrounding residential area.

SECTION 4 Forecast Vehicle Trips and Assignment

4.1.1 This section presents the forecast impact of implementing a bus gate on Mampitts Lane, based on the potential travel patterns of local residents, by vehicle. The assessment considers the quantum of vehicle trips and the routes choices those trips may take based on established data sources, including Census Data and an interrogation of the TRICS database.

4.2 Parcels of Land

4.2.1 To assess overall impact, the residential area within the vicinity of the proposed bus gate location has been separated into parcels. These are presented in **Images 4.1-4.3** below.

Image 4.1: P1 – Maple Road



Image 4.2: P2 – Allen Road North



Image 4.3: P3 - Allen Road South



4.2.2 Based on a high-level, desk-based assessment, the following quantum of dwellings have been identified for each parcel:

- Parcel 1 – Maple Road: 241 dwellings;
- Parcel 2 – Allen Road North: 171 dwellings; and
- Parcel 3 – Allen Road South: 260 dwellings.

4.2.3 Due to the proximity of each parcel to the relevant junctions assessed within the routeing analysis, it is forecast that residents in Parcel 3 undertake all trips via the Allen Road / Salisbury Lane junction to the south.

4.2.4 Parcels 1 and 2 are considered in greater detail through a review of Census data to establish forecast direction of vehicle trips (distribution and assignment).

4.3 Trip Generation

4.3.1 Trip rates have been derived utilising the TRICS database in order to assess the number of trips undertaken by each of the above parcels. The following parameters are set out below, with the full TRICS output presented in **Appendix C**.

- **Region** – all of England (excluding Greater London);
- **Size Relevance** – developments with a range of 300 to 900 dwellings;
- **Location Relevance** – ‘edge of town’ / ‘neighbourhood centre’ only; and
- **Date Relevance** – surveys undertaken on neutral weekdays only.

4.3.2 **Table 4.1** below presents the trip rates for the residential area within vicinity of the proposed bus gate location.

Table 4.1: Trip Rate Summary

	Arrivals	Departures	Two-Way
AM Peak	0.141	0.4	0.541
PM Peak	0.356	0.147	0.503
24hr	2.164	2.195	4.359

Source: TRICS 7.10.3 (Appendix C)

4.4 Trip Distribution

- 4.4.1 To understand the quantum of vehicle trips that would be impacted by the provision of a bus gate on Mampitts Lane, an assessment of how vehicle trips are likely to distribute from the existing residential area is required. Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations and journeys that existing residents undertake.
- 4.4.2 Data for the residents of North Dorset 003 mid-layer super output area (MSOA) have been used. This encompasses Mampitts Lane and the surrounding residential area and is therefore likely to be representative of travel behaviours for the existing local residents.
- 4.4.3 The analysis is summarised in **Table 4.2** and presented in full in **Appendix D**.

Table 4.2: Distribution Destination Summary (By Car)

Location	Percentage of Trips*
Shaftesbury	24%
South	15%
Salisbury	7%
Gillingham	7%
Sturminster Newton	5%
Ludwell	5%
Wider Gillingham	5%
South Somerset	5%
Mere	5%
Other Destinations	13%
Total:	100%

Source: 2011 Census *Note: Rounding accounts for differences.

- 4.4.4 **Table 4.2** demonstrates that the greatest number of trips are associated with Shaftesbury (24%), with smaller quantum associated with destinations to the South (15%), Salisbury (7%) and Gillingham (7%).

4.5 Assignment

- 4.5.1 To determine the routing of traffic generated by the existing residential dwellings surrounding Mampitts Lane, vehicle trips associated with the likely destinations (**Table 4.2**) have been assigned to the road network using the Google Maps 'Directions' Facility (from Mampitts Lane, in roughly the location of the interim timing point shown in **Image 2.1**). Within the Directions facility, a 'starting journey time' of 08:00 during weekday periods has been used to reflect peak traffic conditions.

- 4.5.2 In some cases where the vehicle assignment identifies multiple routes, vehicle trips have been assigned based upon the journey times identified and judgement, with the quickest and direct route assigned a large number of trips.
- 4.5.3 The overall traffic assignment of trips generated by the existing residential area surrounding Mampitts Lane is summarised in **Table 4.3**, with the full analysis presented in **Appendix D**.

Table 4.3: Assignment Routeing Summary

Assignment Route Option 1	Proportion of Cars
Allen Road	34%
Pound Lane	66%
Total	100%
Assignment Routeing Option 2	Proportion of Cars*
Christy's Lane (N)	48%
Salisbury Road (W)	23%
Salisbury Road (E)	11%
Christy's Lane (S)	19%
Total	100%
Assignment Routeing Option 3	Proportion of Cars
Christy's Lane (N)	48%
Salisbury Road (W)	17%
Salisbury Road (E)	9%
Higher Blandford Road	11%
Christy's Lane (S)	7%
Lower Blandford Road	8%
Total	100%

Source: Consultants Calculations *Note: Rounding accounts for differences

- 4.5.4 **Table 4.3** demonstrates that, based on a starting point of Mampitts Lane, 66% of individuals would route via Pound Lane to the west, and 34% would route via Allen Road to the south.
- 4.5.5 However, from the second and third routeing option points (i.e., the subsequent 'decisions' that vehicle drivers would undertake) indicate that only 48% continue their journey northward. On this basis, vehicle trips from Parcels 1 and 2 are distributed 52% southward and 48% north.
- 4.6 **Trip Displacement – East of the Proposed Bus Gate Location**
- 4.6.1 To determine the number of vehicular trips that would be subject to a longer journey time by the implementation of a bus gate on Mampitts Lane, both the vehicular trip rates and vehicle routeing options have been analysed for each parcel identified in Section 4.2.

4.6.2 Due to the proximity of each parcel to the relevant junctions assessed within the routeing analysis, it is forecast that residents in Parcel 3 make all trips via the Allen Road / Salisbury Lane junction to the south.

4.6.3 For Parcels 1 and 2 however, the quantum of displaced trips is presented in **Table 4.4**. This was calculated using the derived trip rates in Section 4.3, and the routeing proportions set out in Section 4.5 for the observed number of dwellings in each parcel. The full analysis is presented at **Appendix E**.

Table 4.4: Summary of Displaced Trips

	Arrivals	Departures	Two-Way
	Parcel 1 – Number of Displaced Trips		
AM Peak	16	46	63
PM peak	41	17	58
24 hour	250	254	504
	Parcel 2 – Number of Displaced Trips		
AM Peak	12	33	44
PM peak	29	12	41
24 hour	178	180	358
	Total Displaced Trips		
AM Peak	28	79	107
PM peak	70	29	99
24 hour	428	434	862

Source: Consultants Calculations – Appendix E.

4.6.4 **Table 4.4** demonstrates that up to 107 vehicle movements will need to travel further in the morning peak hour, and 99 trips will need to travel further in the evening peak hour if the bus gate is implemented on Mampitts Lane.

4.6.5 This quantum is noted, however the Journey Time Analysis presented in Section 3.2 indicates that the overall impact of this displacement does not impact wider strategic trips.

4.6.6 The impact will be on local trips routeing from B to A (i.e., travelling from Mampitts Lane and attempting to travel north via the Pound Lane Roundabout) during both the peak and off-peak hours. This indicates that approximately 100 trips in the AM and PM peaks will experience a vehicle journey time increase of 2 minutes and 27 seconds in the AM peak if the bus gate is implemented on Mampitts Lane. Across the day the displaced trips equate to approximately 36 vehicles per hour; 18 inbound and 18 outbound.

4.6.7 These vehicles will route via Allen Road, noting that those trips originating in Parcel 2 will already be present along that section of Allen Road. Whilst the vehicle flows will increase, the capacity of the link will not be exceeded and an additional vehicle per minute during the peak period will not have a material impact on highway capacity.

4.7 Trip Displacement – West of the Proposed Bus Gate Location

4.7.1 Consideration has also been given to the trips generated by the existing residential dwellings to the west of the proposed bus gate location. Due to the proximity of these dwellings to the Pound Lane roundabout, it is assumed that all associated traffic will route via this junction and will experience a maximum average journey time increase of 1 minute and 27 seconds when routing southward from point A (Pound Lane Roundabout) to points C and D (Allen Road / Salisbury Road Junction).

4.7.2 It is noted that from 2011 at minimum, there was no option to route via Mampitts Lane from the Pound Lane roundabout, as presented in the historical satellite imagery shown in **Image 4.4** and **4.5** below.

Image 4.4: Mampitts Lane – 2006 Satellite Imagery



Source: Google Earth Historical Mapping

Image 4.5: Mampitts Lane – 2011 Satellite Imagery



Source: Google Earth Historical Mapping

- 4.7.3** **Image 4.4** and **4.5** demonstrate that the majority of residential development between the Pound Lane roundabout and the proposed bus gate location could not previously route southward via Mampitts Lane and Allen Road and would have routed via Christy's Lane (A350) and Salisbury Road.

SECTION 5 **Summary, Options and Conclusion**

- 5.1.1 Without the implementation of a bus gate on Mampitts Lane, it is forecast that a significant proportion of traffic generated by the built-out development will assign via Pound Lane. The resulting vehicle flows will then be greater on Pound Lane than Allen Road.
- 5.1.2 These forecasts are confirmed by the traffic survey data collected recently in advance of the bus gate being implemented. This demonstrates that in the absence of the bus gate on Mampitts Lane, there is a significant assignment of vehicle traffic on Mampitts Lane and Pound Lane.
- 5.1.3 With the bus gate in place, there is forecast to be up to 100 vehicles per hour undertaking journeys from the local area which will need to route a greater distance, with resulting increased journey time of approximately 2 to 3 minutes per vehicle. On an hourly basis this equates to approximately 18 inbound trips and 18 outbound vehicle trips per hour. These vehicles will route via Allen Road, noting that those trips originating in Parcel 2 will already be present along that section of Allen Road. Whilst the vehicle flows will increase, the capacity of Allen Road will not be exceeded and an additional vehicle per minute during the peak period will not have a material impact on highway capacity.
- 5.1.4 Vehicles routing through Shaftesbury as a part of a longer journey will remain largely unaffected by the implementation of the bus gate.

5.2 **Potential Options**

- 5.2.1 On the basis of the above review three potential options have been considered;
- 1 Bus gate implemented on Mampitts Lane as originally secured;
 - 2 No bus gate implemented;
 - 3 Bus gates are implemented south of Mampitts Lane (at the northern end of Mead Way and Allen Road).

Bus Gate Implemented on Mampitts Lane

- 5.2.2 A bus gate on Mampitts Lane will ensure vehicles will not assign via Pound Lane, in the absence of an alternative route north to Wincombe Lane. On Pound Lane, the vehicle flows will reduce significantly over the current flows. Increased vehicle journey times for up to 100 vehicles in the AM and PM peaks will be experienced for dwellings accessed off Maple Road (Parcel 1) and the northern section of Allen Road (Parcel 2). On an hourly basis this equates to approximately 18 inbound trips and 18 outbounds trips per hour and is not considered a significant volume, noting that a proportion would likely reassign to non-car modes for local journeys.

No Bus Gate Implemented

- 5.2.3 In the absence of a bus gate on Mampitts Lane, there will remain significant assignment of vehicle trips from the residential areas east of the proposed bus gate location, on Pound Lane, as currently experienced.

Bus Gates Implemented South of Mampitt Lane

- 5.2.4 Implementing bus gates at the northern end of Mead Way and Allen Road would result in only vehicle trips from dwellings in Parcel 1 routeing via Pound Lane and Mampitts Lane. This would reduce the volume of vehicles routeing to/from a destination in the north, assigning to Pound Lane and Mampitts Lane.
- 5.2.5 However, it would also result in all vehicle trips from Parcel 1 routeing to/from destinations in the south having to route via Pound Lane and Mampitts Lane. This would therefore offset any vehicle flow reduction on Pound Lane and ultimately the vehicle flows on these links would remain as those forecast (and currently experienced) in a no bus gate scenario.

5.3 Conclusion

- 5.3.1 Following the review of vehicle volumes and speeds currently using Pound Lane, Mampitts Lane and Allen Road, the assessment of vehicle journey times across the local highway network and consideration of forecast vehicle trip movements from local residential areas in proximity to the proposed bus gate, it is recommended that the bus gate, as proposed in the original plans, continues to be implemented, noting that this will need to be formally consulted upon through the Traffic Regulation Order process.

APPENDIX A. Traffic Survey Results

Friday 06/10/2023		Channel - Northbound													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	17	0	0	0	0	0	0	0	0	0	0	0	0	17
6	0	46	7	0	0	0	0	0	0	0	0	0	0	0	53
7	0	133	17	0	0	1	0	0	0	0	0	0	1	0	152
8	0	155	16	0	0	0	0	0	0	0	0	0	1	0	172
9	0	95	12	0	0	0	0	0	0	0	0	0	1	0	107
10	0	12	2	0	0	0	0	0	0	0	0	0	2	0	16
11	0	83	11	0	0	0	0	0	0	0	0	0	3	0	97
12	0	27	7	0	0	0	0	0	0	0	0	0	2	0	36
13	0	83	4	0	0	0	0	0	0	0	0	0	0	0	87
14	0	88	5	0	0	0	0	0	0	0	0	0	1	0	94
15	0	95	12	0	0	0	0	0	0	0	0	0	0	0	107
16	0	94	5	0	0	0	0	0	0	0	0	0	1	0	100
17	0	133	14	0	0	0	0	0	0	0	0	0	2	0	142
18	0	101	7	0	0	0	0	0	0	0	0	0	0	0	108
19	0	82	3	0	0	0	0	0	0	0	0	0	0	0	85
20	0	44	5	0	0	0	0	0	0	0	0	0	0	0	49
21	0	28	0	0	0	0	0	0	0	0	0	0	0	0	28
22	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
23	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

Hour	7-19	1128	115	0	0	1	0	0	0	0	0	0	0	16	0	1319
Ranges	6-22	1313	127	0	0	1	0	0	0	0	0	0	0	16	0	1467
	6-24	1333	127	0	0	1	0	0	0	0	0	0	0	16	0	1467
	6-24	1361	128	0	0	1	0	0	0	0	0	0	0	16	0	1506

Friday 06/10/2023		Channel - Southbound													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
7	0	24	11	0	0	0	0	0	0	0	0	0	1	0	36
8	0	79	16	0	0	0	0	0	0	0	0	0	0	0	95
9	0	90	8	0	0	0	0	0	0	0	0	0	0	0	98
10	0	85	12	0	0	0	0	0	0	0	0	0	0	0	97
11	0	58	8	0	0	1	0	0	0	0	0	0	2	0	69
12	0	30	7	0	0	0	0	0	0	0	0	0	0	0	37
13	0	89	6	0	0	0	0	0	0	0	0	0	0	0	95
14	0	90	6	0	0	0	0	0	0	0	0	0	1	0	103
15	0	164	16	0	0	0	0	0	0	0	0	0	0	0	180
16	0	150	11	0	0	1	0	0	0	0	0	0	1	0	173
17	0	187	19	0	0	0	0	0	0	0	0	0	0	0	206
18	0	150	8	0	0	0	0	0	0	0	0	0	0	0	158
19	0	109	8	0	0	0	0	0	0	0	0	0	0	0	117
20	0	65	6	0	0	0	0	0	0	0	0	0	0	0	71
21	0	56	3	0	0	0	0	0	0	0	0	0	0	0	59
22	0	30	1	0	0	0	0	0	0	0	0	0	0	0	31
23	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21

Hour	7-19	1317	136	0	0	2	0	0	0	0	0	0	0	5	0	1460
Ranges	6-22	1350	151	0	0	2	0	0	0	0	0	0	0	5	0	1538
	6-24	1334	147	0	0	2	0	0	0	0	0	0	0	5	0	1599
	6-24	1513	153	0	0	2	0	0	0	0	0	0	0	5	0	1673

Saturday 07/10/2023		Channel - Northbound													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
5	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
6	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
7	0	33	0	0	0	0	0	0	0	0	0	0	0	0	34
8	0	83	11	0	0	0	0	0	0	0	0	0	0	0	94
9	0	100	3	0	0	0	0	0	0	0	0	0	0	0	103
10	0	101	5	0	0	0	0	0	0	1	0	0	1	0	108
11	0	73	7	0	0	0	0	0	0	0	0	0	0	0	80
12	0	87	6	0	0	0	0	0	0	0	0	0	0	0	93
13	0	87	3	0	0	0	0	0	0	0	0	0	0	0	90
14	0	75	2	0	0	0	0	0	1	0	0	0	0	0	78
15	0	65	3	0	0	0	0	0	0	0	0	0	0	0	68
16	0	66	1	0	0	0	0	1	0	0	0	0	0	0	67
17	0	70	5	0	0	0	0	0	0	0	0	0	0	0	75
18	0	94	7	0	0	0	0	0	0	0	0	0	0	0	101
19	0	83	2	0	0	0	0	0	0	0	0	0	0	0	85
20	0	29	0	0	0	0	0	0	0	0	0	0	0	0	29
21	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
22	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
23	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10

Hour	7-19	1002	96	0	0	0	0	1	1	1	0	0	1	0	1	1092
Ranges	6-22	1084	95	0	0	0	0	1	1	1	0	0	1	0	1	1146
	6-24	1033	95	0	0	0	0	1	1	1	0	0	1	0	1	1190
	6-24	1125	80	0	0	0	0	1	1	1	0	0	1	0	1	1191

Channel - Southbound															
Saturday 07/10/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
6	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
8	0	38	6	0	0	0	0	0	0	0	0	0	0	0	44
9	0	82	8	0	0	0	0	0	0	1	0	0	0	0	91
10	0	74	6	1	0	0	0	0	0	0	0	0	0	0	81
11	0	87	8	0	0	0	0	0	0	0	0	0	0	0	95
12	0	96	8	0	0	0	0	0	0	0	0	0	0	0	104
13	0	89	8	0	0	0	0	0	0	0	0	0	0	0	99
14	0	108	3	0	0	0	0	0	0	0	0	0	0	0	109
15	0	99	9	1	0	0	0	0	0	0	0	0	0	0	109
16	0	96	9	0	0	0	0	0	0	0	0	0	0	0	104
17	0	107	8	0	0	0	0	0	0	0	0	0	0	0	116
18	0	96	8	0	0	0	0	0	0	0	0	0	0	0	104
19	0	75	5	0	0	0	0	0	0	0	0	0	0	0	80
20	0	68	0	0	0	0	0	0	0	0	0	0	0	0	68
21	0	60	4	0	0	0	0	0	0	0	0	0	0	0	64
22	0	36	0	0	0	0	0	0	1	0	0	0	0	0	36
23	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20

Channel - Northbound															
Wednesday 11/10/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
5	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
6	0	46	5	0	0	0	0	0	0	0	0	0	0	0	51
7	0	124	20	0	0	0	0	0	0	0	0	0	0	0	144
8	0	180	21	0	0	1	0	0	0	0	0	0	0	0	182
9	0	74	7	0	0	0	0	0	0	0	0	0	1	0	82
10	0	55	7	0	0	0	0	0	0	0	0	0	2	0	64
11	0	45	1	0	0	0	0	0	0	0	0	0	2	0	48
12	0	47	2	0	0	0	0	0	0	0	0	0	1	0	50
13	0	58	4	0	0	0	0	0	0	0	0	0	1	0	63
14	0	71	8	0	0	0	0	0	0	0	0	0	1	0	80
15	0	100	12	0	0	0	0	0	0	0	0	0	0	0	112
16	0	92	11	0	0	0	0	0	0	0	0	0	1	0	104
17	0	102	11	0	0	0	0	0	0	0	0	0	3	0	116
18	0	93	3	0	0	0	0	0	0	0	0	0	1	0	97
19	0	58	5	0	0	0	0	0	0	0	0	0	0	0	63
20	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29
21	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
23	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Ranges:	7-19	1079	112	0	0	1	0	0	0	0	0	0	13	0	1206
	8-22	1188	121	0	0	1	0	0	0	0	0	0	13	0	1334
	9-24	1297	125	0	0	1	0	0	0	0	0	0	13	0	1331
	0-24	1232	125	0	0	1	0	0	0	0	0	0	13	0	1331

Hour	7-19	1079	112	0	0	1	0	0	0	0	0	0	0	13	0	1205
Ranges	6-22	1138	121	0	0	1	0	0	0	0	0	0	0	12	0	1323
	6-24	1232	125	0	0	1	0	0	0	0	0	0	0	13	0	1371

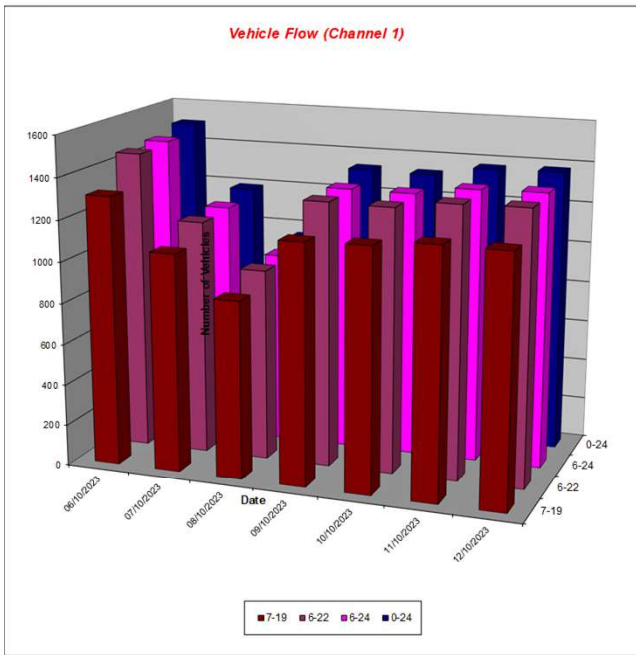
Channel - Southbound															
Wednesday 11/10/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
7	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
8	0	77	16	0	0	0	0	0	0	0	0	0	0	0	93
9	0	77	15	0	0	1	0	0	0	0	0	0	0	0	93
10	0	57	4	0	0	0	0	0	0	0	0	0	0	0	61
11	0	53	4	0	0	0	0	0	0	0	0	0	1	0	58
12	0	54	2	0	0	0	0	0	0	0	0	0	0	0	56
13	0	87	7	0	0	0	0	0	0	0	0	0	0	0	94
14	0	81	6	0	0	0	0	0	0	0	0	0	0	0	87
15	0	135	7	0	0	0	0	0	0	0	0	0	0	0	142
16	0	139	20	0	0	0	0	0	0	0	0	0	2	0	161
17	0	150	18	0	0	1	0	0	0	0	0	0	0	0	169
18	0	141	13	0	0	0	0	0	0	0	0	0	0	0	154
19	0	85	12	0	0	0	0	0	0	0	0	0	0	0	97
20	0	52	5	0	0	0	0	0	0	0	0	0	0	0	57
21	0	42	4	0	0	0	0	0	0	0	0	0	0	0	46
22	0	28	2	0	0	0	0	0	0	0	0	0	0	0	30
23	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Hour Ranges:	7-19	1137	129	0	0	2	0	0	0	0	0	0	0	3	1271
	6-22	1275	154	0	0	2	2	0	0	0	0	0	0	3	1428
	5-24	1425	165	0	0	2	2	0	0	0	0	0	0	3	1499
	0-24	1300	145	0	0	2	0	0	0	0	0	0	0	3	1445

Hour	7-19	1137	129	0	0	2	0	0	0	0	0	0	3	0	0	1271
Ranges	6-22	1195	147	0	0	2	0	0	0	0	0	0	3	0	0	1403
	6-24	1288	151	0	0	2	0	0	0	0	0	0	3	0	0	1426
	0-24	1300	145	0	0	2	0	0	0	0	0	0	3	0	0	1450

Channel - Northbound																
Thursday 12/10/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
5	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20	
6	0	47	7	0	0	0	0	0	0	0	0	0	0	0	54	
7	0	138	22	1	0	1	0	0	0	0	0	0	1	0	163	
8	0	169	19	0	0	0	0	0	0	0	0	0	1	0	189	
9	0	70	6	0	0	0	0	0	0	0	0	0	0	1	77	
10	0	58	11	0	0	0	0	0	0	0	0	0	2	0	71	
11	0	50	2	1	0	0	0	0	0	0	0	0	2	0	58	
12	0	52	1	0	0	0	0	0	0	0	0	0	2	0	55	
13	0	66	5	0	0	0	0	0	0	0	0	0	2	0	73	
14	0	86	8	0	0	0	0	0	0	0	0	0	1	0	95	
15	0	85	11	0	0	0	0	0	0	1	0	0	0	0	97	
16	0	80	8	0	0	0	0	0	0	0	0	0	0	0	88	
17	0	91	10	0	0	0	0	0	0	0	0	0	2	0	103	
18	0	67	6	0	0	0	0	0	0	0	0	0	1	0	74	
19	0	60	2	0	0	0	0	0	0	0	0	0	0	0	62	
20	0	32	2	0	0	0	0	0	0	0	0	0	0	0	34	
21	0	26	1	0	0	0	0	0	0	0	0	0	0	0	27	
22	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11	
23	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
Hour Ranges	7-19	1072	111	2	0	1	0	0	0	1	0	0	0	16	0	1203
	6-22	1187	122	2	0	1	0	0	0	1	0	0	0	16	0	1339
	5-24	1298	128	2	0	1	0	0	0	1	0	0	0	16	0	1454
	0-24	1234	124	2	0	1	0	0	0	1	0	0	0	16	0	1379

Hour	7-19	1072	111	2	0	1	0	0	1	0	0	0	16	0	0	1209
Ranges	6-22	1187	122	2	0	1	0	0	1	0	0	0	15	0	0	1320
	6-24	1198	125	2	0	1	0	0	1	0	0	0	16	0	0	1338
	0-24	1234	124	2	0	1	0	0	1	0	0	0	16	0	0	1378

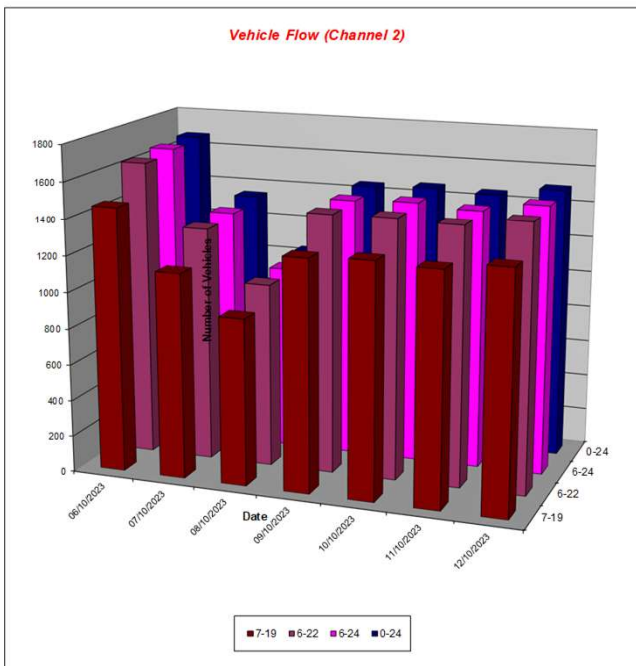
Channel - Southbound															
Thursday 12/10/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
7	0	30	7	1	0	0	0	0	0	0	0	0	0	0	38
8	0	72	18	0	0	0	0	0	0	0	0	0	0	0	90
9	0	78	9	0	0	0	0	0	0	0	0	0	0	0	87
10	0	52	11	0	0	0	0	0	0	0	0	0	0	0	64
11	0	49	6	0	0	0	0	0	0	0	0	0	0	0	55
12	0	69	5	0	0	0	0	0	0	0	0	0	0	0	74
13	0	69	8	0	0	0	0	0	0	0	0	0	0	0	77
14	0	76	7	0	0	0	0	0	0	0	0	0	0	0	83
15	0	130	15	0	0	0	0	0	0	0	0	0	0	0	145
16	0	147	22	0	0	0	0	0	0	0	0	0	0	0	169
17	0	168	10	0	0	0	0	0	0	0	0	0	0	0	178
18	0	130	9	0	0	0	0	0	0	0	0	0	0	0	139
19	0	104	9	0	0	0	0	0	0	0	0	0	0	0	113
20	0	81	3	0	0	0	0	0	0	0	0	0	0	0	84
21	0	42	1	0	0	0	0	0	0	0	0	0	0	0	43
22	0	32	2	0	0	0	0	0	0	0	0	0	0	0	34
23	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
Hour Ranges	7-19	1172	136	1	0	0	0	0	0	0	0	0	1	0	1310
	6-22	1318	166	1	0	0	0	0	0	0	0	0	0	0	1486
	5-24	1464	166	1	0	0	0	0	0	0	0	0	0	0	1630
	0-24	1350	147	1	0	0	0	0	0	0	0	0	1	1	1400



Channel - Southbound

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday	5 Day Ave	7 Day Ave
0	0	6	15	10	3	7	9	10	7	9
1	0	3	7	3	3	0	5	2	3	3
2	0	1	2	4	1	3	3	0	2	2
3	0	0	0	1	0	1	1	1	1	1
4	0	0	1	0	2	0	1	1	1	1
5	0	4	4	1	4	4	2	3	3	3
6	0	14	8	5	14	21	19	15	17	14
7	0	36	11	12	33	34	26	38	31	27
8	0	95	45	19	93	90	93	90	92	75
9	0	64	71	36	83	77	93	87	81	73
10	0	77	81	63	62	62	61	64	65	67
11	0	69	95	67	59	52	58	55	59	65
12	0	87	104	108	63	77	56	74	71	81
13	0	95	99	91	69	87	74	77	75	82
14	0	103	109	98	96	76	87	83	89	93
15	0	189	109	93	145	124	142	145	147	134
16	0	173	104	86	146	170	181	169	164	144
17	0	206	115	90	166	207	169	178	189	164
18	0	158	104	81	156	158	154	139	153	136
19	0	117	83	75	79	92	87	113	100	94
20	0	74	58	42	76	60	57	64	66	62
21	0	59	64	30	45	47	46	43	48	46
22	0	31	36	20	24	21	30	34	28	28
23	0	21	20	5	7	14	6	16	13	13

Hour Ranges: 7-19 1460 1130 917 1270 1286 1271 1310 1319 1235
6-22 1636 1296 1014 1429 1435 1423 1466 1478 1386
6-24 1059 1316 1019 1436 1449 1459 1452 1491 1399
0-24 1673 1345 1038 1446 1464 1450 1499 1507 1417



Channel - Northbound

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0	0	27.81	33.79	38.42	28.42	27.07	28.49	28.49
1	0	20.93	26.42	29.47	29.02	27.07	26.14	28.82
2	0	27.24	25.00	34.37	26.53	23.39	26.51	26.92
3	0	18.99	28.86	-	29.08	30.68	27.20	22.33
4	0	31.07	25.67	21.93	26.20	29.25	26.63	25.18
5	0	38.00	35.74	34.00	25.31	25.15	29.01	24.96
6	0	27.62	27.07	38.54	26.94	26.15	26.46	24.45
7	0	26.05	28.23	26.02	24.96	23.86	23.54	25.38
8	0	25.29	26.97	27.24	23.69	24.44	22.53	26.30
9	0	25.22	26.94	25.75	24.43	25.30	25.91	26.73
10	0	24.12	28.79	24.69	23.95	26.53	24.63	25.00
11	0	23.38	27.28	26.13	24.13	24.50	25.07	25.35
12	0	24.09	24.90	26.47	23.80	23.73	23.89	25.34
13	0	24.38	24.64	26.15	24.89	25.69	25.20	24.57
14	0	24.00	26.69	25.69	23.31	26.06	24.36	25.08
15	0	25.23	28.36	27.74	25.18	26.64	25.05	25.71
16	0	24.69	27.87	26.09	23.53	26.28	23.95	24.19
17	0	24.01	30.05	26.57	24.10	25.07	25.17	25.49
18	0	25.75	26.79	25.82	24.96	25.44	25.07	24.22
19	0	25.96	27.28	26.69	24.71	26.74	26.77	24.27
20	0	27.75	28.33	28.06	28.43	27.93	26.46	26.40
21	0	30.31	25.97	38.90	28.37	26.66	27.52	26.14
22	0	27.25	27.70	27.18	33.02	29.02	25.94	25.55
23	0	31.28	29.35	29.40	26.49	24.79	30.76	27.07

Hour Ranges: 10-12 23.87 27.54 25.68 24.05 24.62 24.60 25.48
14-16 24.53 27.85 26.70 23.94 26.29 24.62 25.07
6-24 25.47 27.60 26.51 24.90 25.51 24.93 25.61

Channel - Southbound

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0	0	22.85	22.85	21.85	22.85	23.28	26.16	23.04
1	0	22.48	22.25	27.61	27.00	23.28	20.41	22.33
2	0	22.85	26.77	29.67	12.09	25.74	23.76	-
3	0	-	-	21.50	-	18.78	28.80	14.95
4	0	-	20.90	-	22.95	-	18.35	19.45
5	0	18.33	23.45	27.82	23.97	23.16	17.90	20.63
6	0	23.13	22.61	21.93	23.80	21.14	22.16	20.38
7	0	20.33	22.68	21.49	21.09	18.10	19.69	20.51
8	0	20.73	21.61	21.89	20.03	20.88	19.02	21.97
9	0	21.83	20.91	20.98	19.85	21.24	19.21	23.03
10	0	21.17	21.91	21.41	19.40	20.20	20.15	20.13
11	0	20.88	21.51	21.91	19.76	20.82	20.48	21.43
12	0	20.28	20.17	20.18	21.80	20.16	20.18	20.77
13	0	21.78	21.97	20.32	21.38	21.92	20.23	21.06
14	0	20.30	22.28	21.09	20.62	20.98	19.59	21.50
15	0	20.02	23.90	23.30	20.89	20.73	19.51	21.08
16	0	19.84	23.45	21.80	19.00	20.26	19.95	19.87
17	0	19.37	22.21	21.95	19.85	20.90	20.45	20.75
18	0	19.82	21.57	21.40	20.14	22.01	20.85	20.77
19	0	20.34	21.59	20.95	21.64	22.75	22.40	20.51
20	0	23.27	22.70	22.11	22.97	23.93	21.62	21.07
21	0	23.26	22.13	22.17	24.04	23.42	22.21	22.27
22	0	23.03	21.81	23.60	25.33	23.15	22.64	21.77
23	0	23.83	21.94	30.20	25.62	22.36	24.68	20.44

Hour Ranges: 10-12 20.75 21.13 21.00 20.33 20.35 20.24 20.75
14-16 20.01 23.20 22.05 20.36 20.58 19.30 20.65
6-24 20.85 22.95 21.57 20.89 21.26 20.32 21.01

Channel - Southbound

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0	0	28.31	27.55	26.07	26.05	28.75	26.00	26.68
1	0	24.03	24.05	31.69	30.77	-	23.64	25.49
2	0	22.85	28.54	28.18	12.09	32.89	24.53	-
3	0	-	-	21.50	-	18.78	28.80	14.95
4	0	-	20.90	-	25.05	-	18.35	19.45
5	0	22.31	26.87	27.82	25.97	26.37	18.82	22.56
6	0	27.25	25.94	24.88	30.08	26.42	26.58	24.00
7	0	23.96	27.38	24.89	25.38	22.35	22.35	25.04
8	0	24.25	26.72	26.20	23.20	24.53	21.97	25.48
9	0	25.16	25.48	24.31	23.46	26.55	22.34	26.17
10	0	24.63	26.81	26.30	22.64	25.10	23.78	25.06
11	0	24.48	27.00	25.21	23.34	23.59	23.70	24.91
12	0	23.99	25.43	24.84	25.06	24.15	22.42	25.45
13	0	25.38	26.52	24.71	25.66	25.64	24.98	25.26
14	0	23.81	27.00	25.14	23.95	24.74	23.00	25.11
15	0	23.60	27.91	27.52	24.02	24.43	22.46	24.76
16	0	24.23	28.56	26.45	22.82	24.06	23.06	24.94
17	0	24.18	27.30	25.26	23.47	24.90	24.89	24.56
18	0	24.10	25.41	24.90	24.01	26.40	25.25	25.05
19	0	23.74	26.42	24.90	25.72	26.43	26.39	25.28
20	0	27.10	25.50	25.92	27.36	27.85	25.23	25.53
21	0	27.39	26.58	26.37	26.83	26.11	26.33	26.03
22	0	26.82	27.96	28.24	28.94	26.30	25.69	25.37
23	0	28.29	25.60	33.69	35.04	25.21	27.54	25.29

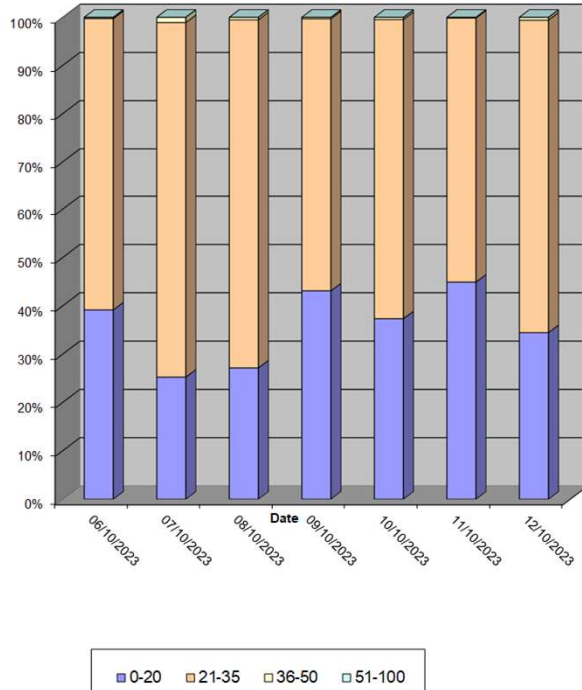
Hour Ranges: 10-12 24.33 26.32 25.42 23.77 24.35 23.76 25.24
14-16 24.00 27.85 26.23 23.92 24.28 22.91 24.90
6-24 24.75 26.74 25.70 24.71 25.41 24.15 25.25

Channel - Northbound

Speed Summary

	06/10/2023	07/10/2023	08/10/2023	09/10/2023	10/10/2023	11/10/2023	12/10/2023
Speed (MPH)	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0-20	590	301	260	574	495	616	475
21-35	912	877	692	753	824	753	895
36-50	4	13	5	4	6	2	8
51-100	0	0	0	0	0	0	0
TOTAL	1506	1191	957	1331	1325	1371	1378

Speed Summary (MPH)

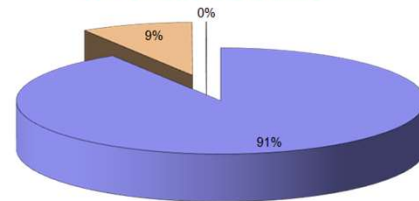


Channel - Northbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time				
06/10/2023				
7-19	1178	132	0	1310
6-22	1313	144	0	1457
6-24	1323	144	0	1467
0-24	1361	145	0	1506
07/10/2023				
7-19	1002	58	2	1062
6-22	1054	60	2	1116
6-24	1033	61	2	1096
0-24	1125	64	2	1191
08/10/2023				
7-19	815	51	0	866
6-22	881	54	0	935
6-24	892	54	0	936
0-24	902	55	0	957
09/10/2023				
7-19	1059	108	0	1167
6-22	1176	114	0	1290
6-24	1178	114	0	1292
0-24	1214	117	0	1331
10/10/2023				
7-19	1049	126	1	1176
6-22	1152	133	1	1286
6-24	1156	134	1	1291
0-24	1187	137	1	1325
11/10/2023				
7-19	1079	126	0	1205
6-22	1188	135	0	1323
6-24	1196	135	0	1331
0-24	1232	139	0	1371
12/10/2023				
7-19	1072	130	1	1203
6-22	1187	141	1	1329
6-24	1196	141	1	1338
0-24	1234	143	1	1378
Average				
7-19	1036	104	1	1141
6-22	1140	112	1	1252
6-24	1145	112	1	1259
0-24	1179	114	1	1294

Total Vehicle Class Distribution

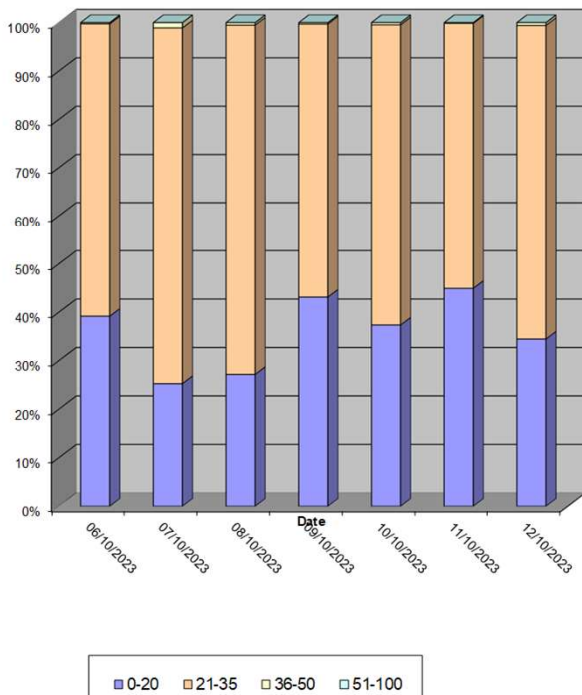


Channel - Southbound

Speed Summary

	06/10/2023	07/10/2023	08/10/2023	09/10/2023	10/10/2023	11/10/2023	12/10/2023
Speed (MPH)	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0-20	792	469	395	711	625	776	672
21-35	877	868	641	733	836	673	825
36-50	4	8	2	5	3	1	2
51-100	0	0	0	0	0	0	0
TOTAL	1673	1345	1038	1449	1464	1450	1499

Speed Summary (MPH)

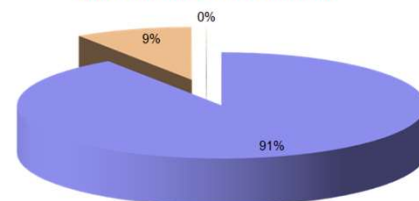


Channel - Southbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time				
06/10/2023				
7-19	1317	143	0	1460
6-22	1480	158	0	1638
6-24	1501	158	0	1659
0-24	1513	160	0	1673
07/10/2023				
7-19	1038	90	2	1130
6-22	1197	97	2	1296
6-24	1215	99	2	1316
0-24	1243	100	2	1345
08/10/2023				
7-19	844	73	0	917
6-22	933	81	0	1014
6-24	937	82	0	1019
0-24	955	83	0	1038
09/10/2023				
7-19	1167	112	1	1270
6-22	1300	128	1	1429
6-24	1307	128	1	1436
0-24	1317	130	2	1449
10/10/2023				
7-19	1148	138	0	1286
6-22	1286	149	0	1435
6-24	1298	151	0	1449
0-24	1313	151	0	1464
11/10/2023				
7-19	1137	134	0	1271
6-22	1275	148	0	1423
6-24	1280	149	0	1429
0-24	1300	150	0	1450
12/10/2023				
7-19	1172	138	0	1310
6-22	1318	148	0	1466
6-24	1333	149	0	1482
0-24	1360	149	0	1499
Average				
7-19	1116	118	0	1235
6-22	1256	130	0	1386
6-24	1267	131	0	1399
0-24	1284	132	1	1417

Total Vehicle Class Distribution



Channel - Eastbound													
Friday 06/10/2023													
Hour	1	2	3	4	5	6	7	8	9	10	11	12	13
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
TOTAL	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	4	2	0	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	5	1	0	0	0	0	0	0	0	0	0	0
6	0	15	1	0	0	0	0	0	0	0	0	0	0
7	0	29	13	0	0	0	0	0	0	0	0	1	0
8	0	92	17	0	0	0	0	0	0	0	0	0	0
9	0	51	8	0	0	0	0	0	0	0	0	0	0
10	0	90	8	0	0	0	0	0	0	0	0	0	0
11	0	70	11	0	0	1	0	0	0	0	0	1	0
12	0	96	7	0	0	0	0	0	0	0	0	0	0
13	0	87	4	0	0	0	0	0	0	0	0	0	0
14	0	90	7	0	0	0	0	0	0	0	0	0	0
15	0	162	17	0	0	0	0	0	0	0	0	0	0
16	0	149	18	0	0	0	0	0	0	0	0	0	0
17	0	184	21	0	0	0	0	0	0	0	0	0	0
18	0	150	8	0	0	0	0	0	0	0	0	0	0
19	0	105	11	0	0	0	0	0	0	0	0	0	0
20	0	81	6	0	0	0	0	0	0	0	0	0	0
21	0	59	2	0	0	0	0	0	0	0	0	0	0
22	0	28	1	0	0	0	0	0	0	0	0	0	0
23	0	19	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges	7-19	1285	159	0	0	1	0	0	0	0	0	2	0
	6-22	1468	193	0	0	1	0	0	0	0	0	2	0
	6-24	1465	193	0	0	1	0	0	0	0	0	2	0
	6-24	1480	193	0	0	1	0	0	0	0	0	2	0

Channel - Westbound													
Friday 06/10/2023													
Hour	1	2	3	4	5	6	7	8	9	10	11	12	13
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
TOTAL	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	4	1	0	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	0	0	0	0	0	0
2	0	2	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	0	0	0	0	0	0	0	0	0	0
4	0	9	0	0	0	0	0	0	0	0	0	0	0
5	0	20	0	0	0	0	0	0	0	0	0	1	0
6	0	37	3	0	0	0	0	0	0	0	0	1	0
7	0	91	15	0	0	0	0	0	0	0	0	0	0
8	0	124	19	0	0	0	0	0	0	0	0	0	0
9	0	87	9	0	0	0	0	0	0	0	0	0	0
10	0	90	8	0	0	1	0	0	0	0	0	0	0
11	0	51	8	0	0	0	0	0	0	0	0	1	0
12	0	45	5	0	0	0	0	0	0	0	0	1	0
13	0	56	4	0	0	0	0	0	0	0	0	1	0
14	0	78	8	0	0	0	0	0	0	0	0	1	0
15	0	71	14	0	0	0	0	0	0	0	0	2	0
16	0	73	9	0	0	0	0	0	0	0	0	0	0
17	0	104	19	0	0	0	0	0	0	0	0	0	0
18	0	97	7	0	0	0	0	0	0	0	0	0	0
19	0	59	4	0	0	0	0	0	0	0	0	1	0
20	0	37	5	0	0	0	0	0	0	0	0	0	0
21	0	24	2	0	0	0	0	0	0	0	0	0	0
22	0	13	0	0	0	0	0	0	0	0	0	0	0
23	0	12	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges	7-19	963	126	0	0	1	0	0	0	0	0	9	0
	6-22	1064	138	0	0	1	0	0	0	0	0	10	0
	6-24	1076	138	0	0	1	0	0	0	0	0	10	0
	6-24	1116	138	0	0	1	0	0	0	0	0	11	0

Channel - Eastbound													
Saturday 07/10/2023													
Hour	1	2	3	4	5	6	7	8	9	10	11	12	13
Vehicle Classes	1	2	3	4	5	6	7	8	9	10	11	12	13
TOTAL	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	15	0	0	0	0	0	0	0	0	0	0	0
1	0	7	1	0	0	0	0	0	0	0	0	0	0
2	0	3	1	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0
5	0	4	1	0	0	0	0	0	0	0	0	0	0
6	0	6	1	0	0	0	0	0	0	0	0	0	0
7	0	13	1	0	0	0	0	0	0	0	0	0	0
8	0	26	3	0	0	0	0	0	0	0	0	0	0
9	0	98	10	0	0	0	0	0	0	0	0	0	0
10	0	71	4	0	0	0	0	0	0	0	0	0	0
11	0	78	6	0	0	0	0	0	0	0	0	0	0
12	0	88	6	0	0	0	0	0	0	0	0	0	0
13	0	91	11	0	0	0	0	0	0	0	0	0	0
14	0	102	5	0	0	0	0	0	0	0	0	0	0
15	0	89	11	0	0	0	0	0	0	0	0	0	0
16	0	94	8	0	0	0	0	0	0	0	0	0	0
17	0	108	8	0	0	0	0	0	0	0	0	0	0
18	0	97	9	0	0	0	0	0	0	0	0	0	0
19	0	77	5	0	0	0	0	0	0	0	0	0	0
20	0	56	0	0	0	0	0	0	0	0	0	0	0
21	0	90	3	0	0	0	0	0	0	0	0	0	0
22	0	30	1	0	0	0	0	0	0	0	0	0	0
23	0	21	1	0	0	0	0	0	0	0	0	0	0
Hour Ranges	7-19	1018	88	0	0	0	0	0	0	0	0	0	0
	6-22	1165	93	0	0	0	0	0	0	0	0	0	0
	6-24	1168	94	0	0	0	0	0	0	0	0	0	0
	6-24	1216	97	0	0	0	0	0	0	0	0	0	0

Channel - Westbound																
Saturday 07/10/2023																
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
Vehicle Classes																
0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
5	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
6	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
7	0	28	1	0	0	0	0	0	0	0	0	0	0	0	29	
8	0	76	9	0	0	0	0	0	0	0	0	0	0	0	85	
9	0	73	7	0	0	0	0	0	0	0	0	0	0	0	80	
10	0	73	10	0	0	0	0	0	0	0	0	0	0	0	83	
11	0	68	5	0	0	0	0	0	0	0	0	0	0	0	73	
12	0	73	4	0	0	2	0	0	0	0	0	0	0	0	79	
13	0	70	5	0	0	0	0	0	0	0	0	0	0	0	75	
14	0	66	5	0	0	0	0	0	0	0	0	0	0	0	71	
15	0	48	4	0	0	0	0	0	0	0	0	0	0	0	52	
16	0	51	7	0	0	0	0	0	0	0	0	0	1	0	59	
17	0	63	9	0	0	0	0	0	0	0	0	0	0	0	72	
18	0	79	7	0	0	0	0	0	0	0	0	0	0	0	86	
19	0	46	6	0	0	0	0	0	0	0	0	0	0	0	52	
20	0	29	1	0	0	0	0	0	0	0	0	0	0	0	31	
21	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25	
22	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24	
23	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12	
Hour Ranges		7-19	803	79	0	0	2	0	0	1	1	0	0	1	0	887
		6-22	692	83	0	0	2	0	0	1	1	0	0	1	0	870
		5-24	506	85	0	0	2	0	0	1	1	0	0	1	0	845
		4-24	506	85	0	0	2	0	0	1	1	0	0	1	0	1016

Channel - Westbound														
Sunday 08/10/2023		Vehicle Classes												
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13
0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5	0	3	0	0	0	0	0	0	0	0	0	1	0	4
6	0	8	2	0	0	0	0	0	0	0	0	0	0	8
7	0	11	1	0	0	0	0	0	0	0	0	0	0	12
8	0	29	1	0	0	0	0	0	0	0	0	0	0	30
9	0	55	7	0	0	0	0	0	0	1	1	0	0	63
10	0	64	8	0	0	0	0	0	0	0	0	1	0	73
11	0	70	9	0	0	0	0	0	0	0	0	0	0	79
12	0	67	6	0	0	0	0	0	0	0	0	0	0	73
13	0	59	10	0	0	0	0	0	0	0	0	0	0	69
14	0	52	9	0	0	0	0	0	0	0	0	0	0	61
15	0	53	4	0	0	0	0	0	0	0	0	0	0	57
16	0	47	4	0	0	0	0	0	0	0	0	0	0	51
17	0	52	5	0	0	0	0	0	0	0	0	0	0	57
18	0	52	2	0	0	0	0	0	0	0	0	0	0	54
19	0	36	3	0	0	0	0	0	0	0	0	1	0	40
20	0	27	0	0	0	0	0	0	0	0	0	0	0	27
21	0	16	1	0	0	0	0	0	0	0	0	0	0	17
22	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Ranges:	7-19	647	89	0	0	0	0	0	0	1	0	0	2	719
	6-24	108	74	0	0	0	0	0	0	0	0	0	2	184
	0-24	755	163	0	0	0	0	0	0	1	0	0	2	793
	0-24	723	75	0	0	0	0	0	0	1	0	0	3	800

Channel - Eastbound															
Monday 08/10/2020		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	4
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
6	0	11	2	0	0	0	0	0	0	0	0	0	1	0	14
7	0	36	10	0	0	0	0	0	0	0	0	0	0	0	46
8	0	92	14	0	1	0	0	0	0	0	0	0	0	0	107
9	0	75	9	0	0	0	0	0	0	0	0	0	0	0	84
10	0	54	10	0	0	0	0	0	0	0	0	0	0	0	64
11	0	51	3	0	0	0	0	0	0	0	0	0	1	0	55
12	0	55	2	0	0	0	0	0	0	0	0	0	0	0	57
13	0	51	6	0	0	0	0	0	0	0	0	0	0	0	57
14	0	73	6	0	0	0	0	0	0	0	0	0	0	0	79
15	0	134	9	0	0	0	0	0	0	0	0	0	0	0	143
16	0	118	18	0	0	0	1	0	0	0	0	0	0	0	137
17	0	161	19	0	0	0	0	0	1	0	0	0	0	0	183
18	0	135	7	0	0	0	0	0	0	0	0	0	0	0	142
19	0	66	5	0	0	0	0	0	0	0	0	0	0	0	71
20	0	69	4	0	0	0	0	0	0	0	0	0	0	0	73
21	0	45	4	1	0	0	0	0	0	0	0	0	0	0	46
22	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
23	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Ranges:	7-19	1102	118	0	1	1	0	0	0	1	0	0	0	0	1224
	6-22	1246	130	0	1	1	0	0	0	0	0	0	0	0	1386
	5-23	1368	133	0	1	1	0	0	0	0	0	0	0	0	1502
	0-24	1268	133	0	1	1	0	0	0	1	0	0	0	2	1400

Channel - Westbound															
Monday 08/10/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
5	0	23	1	0	0	0	0	0	0	0	0	0	0	1	25
6	0	45	5	0	0	0	0	0	0	0	0	0	0	1	51
7	0	101	12	0	0	0	0	0	0	0	0	0	0	0	113
8	0	145	17	0	0	0	0	0	0	0	0	0	0	0	162
9	0	42	9	0	0	0	0	0	0	0	0	0	0	0	51
10	0	49	6	0	0	0	0	0	0	0	0	0	0	0	55
11	0	48	5	0	0	0	0	0	0	0	0	0	0	0	53
12	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
13	0	44	7	0	0	0	0	0	0	0	0	0	0	0	51
14	0	54	4	0	0	0	0	0	0	0	0	0	0	0	58
15	0	66	7	0	0	0	0	0	0	0	0	0	0	0	73
16	0	66	19	0	0	0	0	0	0	0	0	0	1	0	86
17	0	81	7	0	0	0	0	0	0	0	0	0	0	0	88
18	0	85	5	0	0	0	0	0	0	0	0	0	0	0	90
19	0	43	6	0	0	0	0	0	0	0	0	0	1	0	50
20	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
21	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
22	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Ranges:	7-19	896	109	0	0	1	0	0	0	0	0	0	2	0	078
	0-22	971	119	0	0	1	0	0	0	0	0	3	3	0	1006
	0-24	896	109	0	0	1	0	0	0	0	0	0	2	0	1006
	0-24	1010	122	0	0	1	0	0	0	0	0	0	4	0	1133

Channel - Eastbound															
Tuesday 10/10/2023		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
6	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
7	0	29	10	0	0	0	0	0	0	0	0	0	1	0	40
8	0	87	18	0	1	0	0	0	0	0	0	0	0	0	106
9	0	63	7	0	0	0	0	0	0	0	0	0	0	0	70
10	0	55	7	0	0	0	0	0	0	0	0	0	0	0	62
11	0	46	4	0	0	0	0	0	0	0	0	0	0	0	50
12	0	63	4	0	0	0	0	0	0	0	0	0	0	0	67
13	0	66	4	0	0	0	0	0	0	0	0	0	0	0	70
14	0	65	9	0	0	0	0	0	0	0	0	0	0	0	74
15	0	135	7	0	0	0	0	0	0	0	0	0	0	0	142
16	0	131	16	0	0	0	1	0	0	0	0	0	0	0	148
17	0	177	20	0	0	0	0	1	0	0	0	0	0	0	198
18	0	144	8	0	0	0	0	0	0	0	0	0	0	0	152
19	0	75	14	0	0	0	0	0	0	0	0	0	0	0	89
20	0	98	3	0	0	0	0	0	0	0	0	0	0	0	101
21	0	40	1	0	0	0	0	0	0	0	0	0	0	0	41
22	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
23	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
Hour Ranges:	7-19	1139	128	0	1	2	0	0	1	0	0	0	1	0	1269
	0-22	1268	137	0	1	2	0	0	0	0	0	0	1	0	1408
	0-24	1365	138	0	2	2	0	0	0	0	0	0	1	0	1498
	0-24	1294	139	0	1	2	0	0	0	0	0	0	1	0	1435

[illegible][illegible]

Channel - Eastbound														
Monday 06/10/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
1	0	0	0	3	1	0	0	0	0	0	0	0	0	4
2	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	2	0	0	0	0	0	0	0	0	0	2
5	0	0	1	4	0	0	1	1	0	0	0	0	0	7
6	0	2	5	4	2	1	0	0	0	0	0	0	0	14
7	0	2	20	22	2	0	0	0	0	0	0	0	0	26
8	0	10	51	39	7	0	0	0	0	0	0	0	0	107
9	0	5	48	29	5	0	0	0	0	0	0	0	0	87
10	0	3	33	23	4	0	0	0	0	0	0	0	0	64
11	0	0	36	17	2	0	0	0	0	0	0	0	0	55
12	0	2	33	32	1	0	0	0	0	0	0	0	0	68
13	0	0	19	31	6	1	0	0	0	0	0	0	0	57
14	0	1	34	40	3	1	0	0	0	0	0	0	0	79
15	0	4	67	60	11	1	0	0	0	0	0	0	0	143
16	0	0	71	64	2	0	0	0	0	0	0	0	0	137
17	0	4	81	84	12	0	0	0	0	0	0	0	0	181
18	0	4	76	58	5	0	0	0	0	0	0	0	0	132
19	0	1	36	31	2	1	0	0	0	0	0	0	0	41
20	0	2	26	26	44	2	0	0	0	0	0	0	0	73
21	0	0	18	27	1	0	0	0	0	0	0	0	0	46
22	0	0	7	13	4	0	0	0	0	0	0	0	0	24
23	0	0	1	5	1	1	0	0	0	0	0	0	0	8
Hour Ranges:	7-19	36	601	520	62	5	0	0	0	0	0	0	0	1224
	6-22	40	656	608	71	6	0	0	0	0	0	0	0	1381
	5-24	40	656	608	71	6	0	0	0	0	0	0	0	1380
	0-24	40	656	623	73	7	1	0	0	0	0	0	0	1406

Channel - Westbound														
Monday 06/10/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3	0	1	2	0	1	0	0	0	0	0	0	0	0	4
4	0	0	1	5	2	0	0	0	0	0	0	0	0	8
5	0	1	6	14	3	1	0	0	0	0	0	0	0	25
6	0	0	11	36	4	0	0	0	0	0	0	0	0	51
7	0	3	27	83	18	2	0	0	0	0	0	0	0	113
8	0	5	46	92	19	0	0	0	0	0	0	0	0	152
9	0	0	15	26	9	1	0	0	0	0	0	0	0	51
10	0	0	12	37	6	0	0	0	0	0	0	0	0	55
11	0	1	22	25	3	0	0	0	0	0	0	0	0	53
12	0	0	16	28	2	1	0	0	0	0	0	2	0	47
13	0	0	15	32	5	0	0	0	0	0	0	0	0	52
14	0	0	16	33	9	0	0	0	0	0	0	0	0	58
15	0	2	15	46	9	1	0	0	0	0	0	0	0	73
16	0	0	24	54	7	0	0	1	0	0	0	0	0	86
17	0	3	22	49	13	1	0	0	0	0	0	0	0	88
18	0	0	29	51	9	1	0	0	0	0	0	0	0	90
19	0	0	21	25	3	1	0	0	0	0	0	0	0	35
20	0	6	8	24	4	1	0	0	0	0	0	0	0	35
21	0	0	6	9	1	2	0	0	0	0	0	0	0	18
22	0	0	0	6	3	2	0	0	0	0	0	0	0	11
23	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Hour Ranges	7-19	14	280	561	114	8	1	0	0	0	0	0	0	978
	8-22	14	303	636	128	13	1	0	0	0	0	0	0	1093
	9-24	18	282	564	115	10	1	0	0	0	0	0	0	1008
	0-24	18	314	657	133	14	2	0	0	0	0	0	0	1137

Channel - Eastbound														
Tuesday		10/10/2023												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	1	2	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	5	0	0	4	0	1	0	0	0	0	0	0	0	5
6	0	0	5	11	1	1	0	0	0	0	0	0	0	18
7	0	1	27	12	0	0	0	0	0	0	0	0	0	40
8	0	6	59	38	2	1	0	0	0	0	0	0	0	105
9	0	3	36	36	29	3	0	0	0	0	0	0	0	111
10	0	0	28	30	3	1	0	0	0	0	0	0	0	62
11	0	1	23	25	1	0	0	0	0	0	0	0	0	50
12	34	2	34	30	1	0	0	0	0	0	0	0	0	99
13	0	2	29	33	5	1	0	0	0	0	0	0	0	70
14	0	2	33	36	3	0	0	0	0	0	0	0	0	74
15	0	5	84	45	5	0	0	0	0	0	0	0	0	142
16	0	1	88	53	5	0	0	0	0	0	0	0	0	146
17	0	0	94	100	3	1	0	0	0	0	0	0	0	198
18	0	1	80	67	4	0	0	0	0	0	0	0	0	152
19	0	3	44	37	3	2	0	0	0	0	0	0	0	89
20	0	3	21	32	3	1	1	0	0	0	0	0	0	46
21	0	0	17	21	3	0	0	0	0	0	0	0	0	41
22	0	0	5	12	4	0	0	0	0	0	0	0	0	21
23	0	0	7	6	1	0	0	0	0	0	0	0	0	14
Hour Ranges	7-19	30	659	535	39	6	0	0	0	0	0	0	0	1269
	8-22	33	707	611	51	9	0	1	0	0	0	0	0	1410
	9-24	36	818	678	59	13	0	1	0	0	0	0	0	1528
	0-24	33	715	629	51	9	0	1	0	0	0	0	0	1434

[illegible]

Hour	7-19	1141	131	0	0	1	0	1	0	0	0	4	0	1278
6-22	1292	140	0	0	1	0	0	1	0	0	0	4	0	1438
6-24	1298	141	0	0	1	0	0	1	0	0	0	4	0	1445
0-24	1318	143	0	0	1	0	0	1	0	0	0	4	0	1467

Hour	7-19	947	100	0	0	1	0	0	0	0	0	4	0	1052
Ranges:	6-22	1037	114	0	0	1	0	0	0	0	0	4	0	1156
	6-24	1044	114	0	0	1	0	0	0	0	0	4	0	1163
	0-24	1082	116	0	0	1	0	0	0	0	0	5	0	1200

Hour	7-19	1140	137	1	0	1	0	0	0	0	0	0	0	1279
Ranges:	6-22	1290	147	1	0	1	0	0	0	0	0	0	0	1439
	6-24	1304	149	1	0	1	0	0	0	0	0	0	0	1455
	0-24	1321	150	1	0	1	0	0	0	0	0	0	0	1471

Hour	7-19	896	112	1	0	0	0	0	0	0	0	0	0	1	0	1010
Ranges:	6-22	995	125	1	0	0	0	0	0	0	0	0	0	1	0	1122
	6-24	1006	125	1	0	0	0	0	0	0	0	0	0	1	0	1133
	0-24	1042	127	1	0	0	0	0	0	0	0	0	0	2	0	1177

Hour	7-19	21	598	597	58	4	0	0	0	0	0	0	0	1278
Ranges:	6-22	23	647	692	68	8	0	0	0	0	0	0	0	1438
	6-24	23	649	696	69	8	0	0	0	0	0	0	0	1445
	0-24	24	652	709	72	10	0	0	0	0	0	0	0	1467

Hour	7-19	9	270	633	133	6	0	1	0	0	0	0	0	1052
Ranges:	6-22	9	291	702	146	7	0	1	0	0	0	0	0	1156
	6-24	9	293	704	149	7	0	1	0	0	0	0	0	1163
	0-24	9	304	721	161	8	0	1	0	0	0	0	0	1204

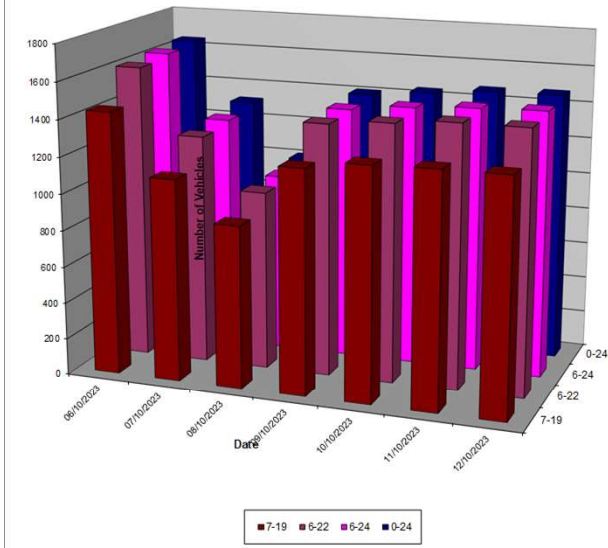
Hour	7-19	22	606	583	63	5	0	0	0	0	0	0	0	1279
Ranges:	6-22	23	668	670	70	8	0	0	0	0	0	0	0	1439
	6-24	23	674	678	72	8	0	0	0	0	0	0	0	1455
	6-24	23	676	691	74	9	0	0	0	0	0	0	0	1473

Hour	7-19	6	281	605	111	6	1	0	0	0	0	0	0	1010
Ranges:	6-22	7	313	671	121	9	1	0	0	0	0	0	0	1122
	6-24	7	315	677	124	9	1	0	0	0	0	0	0	1133
	6-24	7	320	692	134	9	1	0	0	0	0	0	0	1172



7 Day Ave	15
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Vehicle Flow (Channel 1)



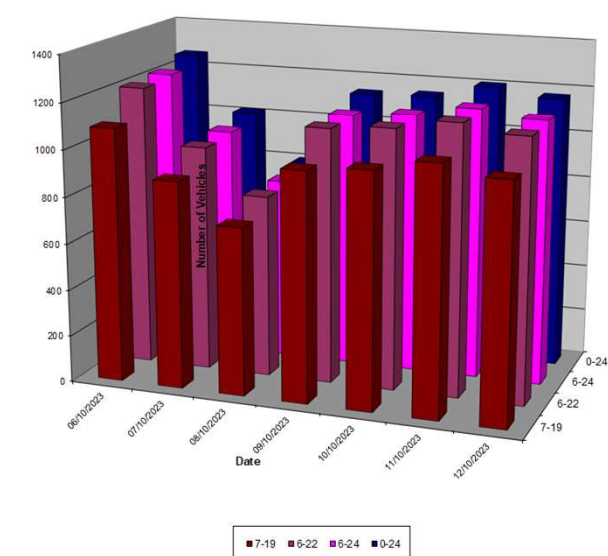
Channel - Westbound

Vehicle Flow

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday	5 Day Ave	7 Day Ave
0	0	5	8	2	4	0	4	3	3	4
1	0	2	4	5	3	0	2	3	2	3
2	0	2	4	5	3	0	2	3	2	3
3	0	2	3	2	4	3	2	1	2	2
4	0	9	4	3	6	9	6	6	6	6
5	0	21	11	4	25	17	24	24	22	18
6	0	41	13	8	51	48	39	44	45	35
7	0	106	29	12	113	124	109	117	114	87
8	0	143	85	30	162	156	167	166	159	130
9	0	87	82	85	51	81	67	83	86	65
10	0	59	84	73	55	57	47	57	55	62
11	0	60	73	79	53	38	39	43	47	55
12	0	51	79	73	47	52	44	48	48	56
13	0	60	75	69	52	51	54	60	55	60
14	0	85	61	61	58	64	62	78	70	70
15	0	87	52	57	73	82	99	79	86	76
16	0	82	59	51	86	93	87	76	87	76
17	0	120	72	57	88	87	94	84	87	87
18	0	104	86	54	90	95	69	78	91	85
19	0	64	52	40	50	42	64	51	54	52
20	0	42	21	27	35	37	31	29	35	32
21	0	26	25	17	18	16	17	24	20	20
22	0	13	24	10	11	10	17	15	13	14
23	0	12	12	1	3	4	7	11	7	7

Hour	7-19	1086	887	719	878	1002	1052	1019	1026	892
Ranges	6-22	1230	970	781	1093	1113	1150	1122	1139	1064
	0-24	1222	932	782	1096	1117	1153	1130	1148	1071
	0-24	1263	1016	802	1137	1147	1204	1172	1185	1108

Vehicle Flow (Channel 2)



Channel - Eastbound

85th Percentile

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0	0	21.00	17.48	18.50	17.22	18.71	22.03	21.51
1	0	16.22	16.89	20.32	20.77	-	16.94	16.34
2	0	16.98	23.98	19.65	19.56	18.75	-	-
3	0	-	-	31.75	11.34	-	20.87	-
4	0	-	13.42	-	19.65	-	24.11	16.39
5	0	20.57	20.24	27.00	21.92	23.49	25.61	19.65
6	0	19.98	17.91	18.77	21.13	19.62	19.19	17.74
7	0	17.69	21.60	19.68	18.19	16.32	17.74	17.66
8	0	17.47	17.99	18.03	18.47	17.37	17.78	17.52
9	0	17.84	18.67	18.06	17.72	17.75	17.96	17.56
10	0	17.97	17.61	16.88	17.43	18.19	17.96	18.07
11	0	17.80	17.50	18.08	17.87	18.19	17.84	19.64
12	0	17.84	18.22	18.22	17.56	17.62	17.72	17.66
13	0	17.73	17.81	18.68	19.70	18.56	18.12	19.09
14	0	17.34	16.75	17.92	18.33	18.09	18.59	18.33
15	0	18.33	17.22	18.37	17.91	17.53	18.67	17.99
16	0	18.11	17.80	18.87	17.72	17.64	18.10	18.02
17	0	17.41	17.54	18.15	18.14	18.13	18.16	19.56
18	0	18.00	19.05	18.69	18.11	18.64	18.78	17.96
19	0	19.39	18.85	17.74	18.29	17.81	19.09	19.15
20	0	19.36	18.74	18.06	18.43	19.72	18.57	19.03
21	0	18.02	19.23	20.17	18.64	18.52	20.88	18.08
22	0	21.27	18.14	17.23	19.91	20.89	19.28	17.79
23	0	21.00	19.13	19.42	22.90	18.54	20.46	20.14

Hour	10-12	17.97	17.64	17.99	17.75	17.99	17.88	18.15
Ranges	14-16	18.02	17.21	18.41	18.00	17.88	18.53	18.14
	6-24	18.10	18.80	18.36	18.32	18.19	18.50	18.39

7 Day Ave 18.26

Channel - Westbound

Average Speed

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0	0	17.88	21.63	21.88	19.47	17.17	23.60	17.01
1	0	14.04	18.60	19.53	-	-	20.94	16.78
2	0	17.21	15.40	20.84	9.78	-	18.16	18.09
3	0	14.49	18.12	21.55	15.01	17.85	19.85	17.97
4	0	18.33	15.47	17.99	18.52	19.74	18.18	17.41
5	0	18.94	19.05	17.85	18.22	18.73	18.49	17.51
6	0	18.74	17.75	18.76	17.13	17.70	17.72	16.44
7	0	17.50	18.06	17.85	17.72	17.16	17.38	17.49
8	0	17.14	17.76	17.42	16.88	16.19	16.76	17.13
9	0	17.27	18.17	17.49	17.80	17.04	17.38	17.45
10	0	16.69	17.02	17.51	17.29	17.34	17.86	17.09
11	0	16.67	16.74	17.38	16.10	16.64	16.64	17.12
12	0	17.63	16.72	17.08	16.88	16.95	17.84	17.08
13	0	16.22	16.64	17.21	17.28	17.43	17.54	17.84
14	0	16.98	16.95	17.40	17.39	18.56	17.56	17.43
15	0	17.83	16.60	17.80	17.42	18.11	17.80	16.62
16	0	17.37	16.98	16.73	17.39	17.34	17.21	17.59
17	0	16.96	18.01	17.40	17.41	18.78	17.05	17.10
18	0	17.57	17.72	17.39	17.13	16.31	17.48	17.31
19	0	17.03	16.58	17.69	16.54	17.80	17.73	16.45
20	0	16.52	18.93	17.55	18.02	17.46	18.50	17.74
21	0	17.68	19.25	17.70	17.06	20.52	17.24	17.08
22	0	17.42	17.71	16.78	20.68	17.73	15.55	18.03
23	0	18.58	17.62	21.76	17.35	16.83	16.77	18.14

Hour	10-12	16.96	16.83	17.33	16.76	17.02	17.49	17.09
Ranges	14-16	17.40	16.85	17.37	17.40	17.93	17.52	17.21
	6-24	17.28	17.39	17.47	17.23	17.22	17.42	17.23

7 Day Ave 17.32

Channel - Westbound

85th Percentile

Hour	Min	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0	0	22.43	25.44	22.51	19.47	18.15	26.81	18.26
1	0	15.30	23.01	20.93	-	-	20.94	19.45
2	0	18.06	16.04	23.40	10.28	-	18.59	20.71
3	0	15.69	21.46	24.27	18.86	-	23.60	17.87
4	0	22.52	17.83	20.52	23.21	25.21	23.52	22.07
5	0	21.97	22.78	20.14	21.39	21.39	22.91	20.90
6	0	21.44	20.16	20.94	19.48	20.87	20.88	18.71
7	0	20.20	21.34	20.36	20.69	20.01	19.97	19.84
8	0	19.62	21.07	19.89	19.79	19.10	19.55	20.02
9	0	20.48	21.23	20.49	21.59	20.07	20.51	20.30
10	0	20.14	19.44	20.90	19.72	19.93	21.23	20.43
11	0	20.67	19.42	20.58	19.10	18.64	19.65	20.26
12	0	20.99	19.44	19.84	19.48	19.38	19.94	20.46
13	0	18.60	18.63	20.13	20.06	20.86	20.40	19.86
14	0	19.04	19.41	20.01	20.57	21.17	20.44	20.42
15	0	21.39	20.06	20.52	20.19	20.96	21.09	20.19
16	0	20.10	19.32	19.80	19.83	20.06	20.05	20.83
17	0	19.59	20.36	20.41	20.61	19.16	19.81	19.84
18	0	21.07	20.29	19.83	19.79	19.02	20.19	19.73
19	0	20.25	19.52	19.79	19.54	21.22	21.15	19.41
20	0	19.41	21.93	21.85	19.87	20.57	20.93	19.63
21	0	21.40	21.10	19.87	21.10	23.40	20.17	20.39
22	0	21.13	21.33	21.21	24.74	19.18	17.28	22.29
23	0	21.38	21.20	21.76	19.99	18.19	22.35	22.12

Hour	10-12	20.59	19.47	20.29	19.65	19.37	20.66	20.38
Ranges	14-16	20.17	19.52	20.05	19.95	20.78	20.49	20.41
	6-24	20.34	20.32	20.41	20.15	20.22	20.40	20.14

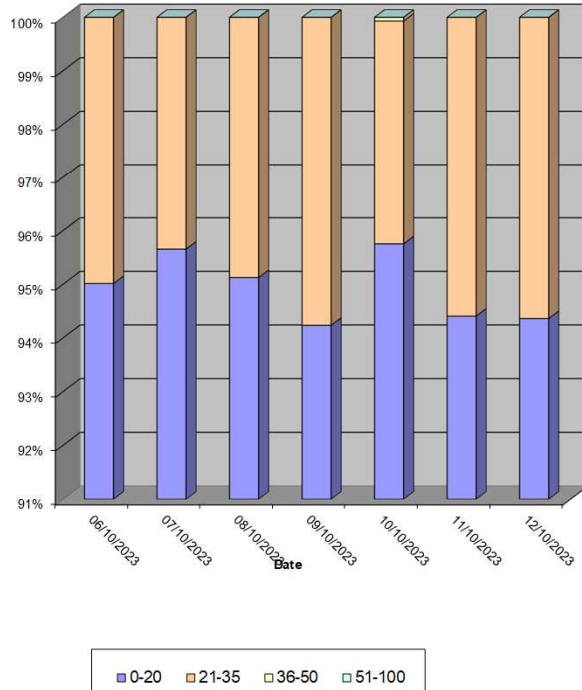
7 Day Ave 20.28

Channel - Eastbound

Speed Summary

	06/10/2023	07/10/2023	08/10/2023	09/10/2023	10/10/2023	11/10/2023	12/10/2023
Speed (MPH)	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0-20	1564	1256	957	1325	1377	1385	1390
21-35	82	57	49	81	60	82	83
36-50	0	0	0	0	1	0	0
51-100	0	0	0	0	0	0	0
TOTAL	1646	1313	1006	1406	1438	1467	1473

Speed Summary (MPH)

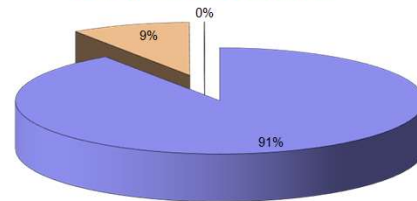


Channel - Eastbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13
Day / Time				
06/10/2023				
7-19	1285	153	0	1438
6-22	1449	163	0	1612
6-24	1468	163	0	1631
0-24	1480	166	0	1646
07/10/2023				
7-19	1018	88	0	1106
6-22	1165	93	0	1258
6-24	1106	94	0	1200
0-24	1216	97	0	1313
08/10/2023				
7-19	822	67	0	889
6-22	908	72	0	980
6-24	911	73	0	984
0-24	930	76	0	1006
09/10/2023				
7-19	1102	120	2	1224
6-22	1246	133	2	1381
6-24	1264	133	2	1389
0-24	1268	136	2	1406
10/10/2023				
7-19	1136	131	2	1269
6-22	1268	140	2	1410
6-24	1261	141	2	1424
0-24	1294	142	2	1438
11/10/2023				
7-19	1141	136	1	1278
6-22	1292	145	1	1438
6-24	1298	146	1	1445
0-24	1318	148	1	1467
12/10/2023				
7-19	1140	139	0	1279
6-22	1290	149	0	1439
6-24	1304	151	0	1455
0-24	1321	152	0	1473
Average				
7-19	1092	119	1	1212
6-22	1231	128	1	1360
6-24	1243	129	1	1373
0-24	1261	131	1	1393

Total Vehicle Class Distribution

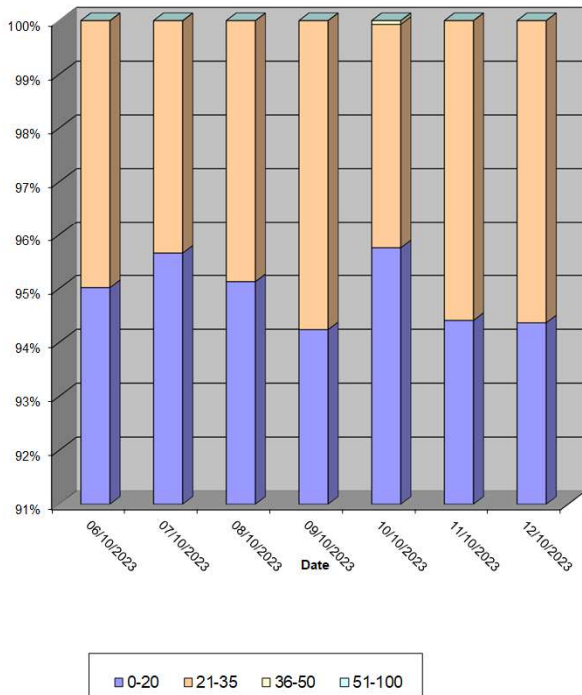


Channel - Westbound

Speed Summary

	06/10/2023	07/10/2023	08/10/2023	09/10/2023	10/10/2023	11/10/2023	12/10/2023
Speed (MPH)	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0-20	1088	876	686	989	998	1034	1028
21-35	175	139	116	148	149	169	144
36-50	0	1	0	0	0	1	0
51-100	0	0	0	0	0	0	0
TOTAL	1263	1016	802	1137	1147	1204	1172

Speed Summary (MPH)

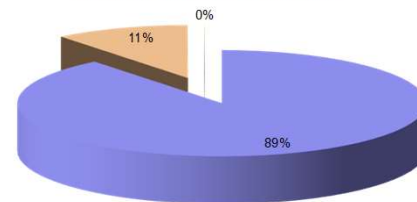


Channel - Westbound

Vehicle Class

Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13
Day / Time				
06/10/2023				
7-19	953	135	0	1088
6-22	1064	146	0	1210
6-24	1076	146	0	1222
0-24	1115	148	0	1263
07/10/2023				
7-19	803	82	2	887
6-22	882	86	2	970
6-24	893	87	2	982
0-24	906	88	2	1016
08/10/2023				
7-19	647	71	1	719
6-22	704	76	1	781
6-24	705	76	1	782
0-24	723	78	1	802
09/10/2023				
7-19	866	112	0	978
6-22	971	122	0	1093
6-24	974	122	0	1096
0-24	1010	127	0	1137
10/10/2023				
7-19	883	119	0	1002
6-22	984	129	0	1113
6-24	998	129	0	1117
0-24	1015	132	0	1147
11/10/2023				
7-19	947	105	0	1052
6-22	1037	119	0	1156
6-24	1034	119	0	1163
0-24	1082	122	0	1204
12/10/2023				
7-19	896	114	0	1010
6-22	995	127	0	1122
6-24	1006	127	0	1133
0-24	1042	130	0	1172
Average				
7-19	856	105	0	962
6-22	948	115	0	1064
6-24	955	115	0	1071
0-24	988	118	0	1106

Total Vehicle Class Distribution



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Channel - Northbound															
Tuesday 10/10/2023		Vehicle Classes													TOTAL
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	48	6	0	0	0	0	0	0	0	0	0	2	0	56
9	0	25	4	0	0	0	0	0	0	0	0	0	0	0	29
10	0	16	3	0	0	1	0	0	0	0	0	0	2	0	22
11	0	19	3	0	0	0	0	0	0	0	0	0	2	0	24
12	0	22	3	0	0	0	0	0	0	0	0	0	2	0	27
13	0	16	5	0	0	0	0	0	0	0	0	2	2	0	26
14	0	22	9	0	0	0	0	0	0	0	0	2	2	0	33
15	0	49	6	0	0	0	0	0	0	0	0	0	0	0	55
16	0	45	10	0	0	0	0	0	0	0	0	0	0	0	55
17	0	55	13	0	0	0	0	0	0	0	0	1	0	0	69
18	0	38	2	0	0	0	0	0	0	0	0	0	1	0	41
19	0	17	3	0	0	0	0	0	0	0	0	0	1	0	21
20	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
21	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
22	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Ranges:	7-19	374	67	1	0	1	0	0	0	0	0	0	15	0	458
	0-22	417	67	0	0	1	0	0	0	0	0	0	15	0	501
	0-24	422	67	1	0	1	0	0	0	0	0	0	15	0	509

Channel - Southbound															
Tuesday 10/10/2023	Vehicle Classes														TOTAL
Hour	Mn	1	2	3	4	5	6	7	8	9	10	11	12	13	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	67	12	0	0	0	0	0	0	0	0	0	0	0	0
9	4	43	4	0	0	0	2	0	0	0	0	0	1	0	0
10	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0
11	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0
12	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0
13	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0
14	0	21	9	0	0	0	0	0	0	0	0	0	1	0	0
15	0	57	1	0	0	0	0	0	0	0	0	0	0	0	0
16	0	34	6	0	0	0	0	0	0	0	0	0	1	0	0
17	0	62	4	0	0	0	0	0	0	0	0	0	0	0	0
18	0	68	4	0	0	0	0	0	0	0	0	0	0	0	0
19	0	38	4	0	0	0	0	0	0	0	0	0	0	0	0
20	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0
21	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0
22	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0
23	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges:	7-19 0-22	444 498	54 97	0	0	2	0	0	0	0	0	0	3	0	503 548
	0-24	498	57	0	0	2	0	0	0	0	0	3	3	0	559

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Channel - Southbound														
Monday 09/10/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
1	0	0	0	3	3	0	0	0	0	0	0	3	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	3	0	0	0	0	0	0	0	0	0	3
6	0	0	7	7	1	0	0	0	0	0	0	0	0	15
7	0	2	14	28	1	0	0	0	0	0	0	0	0	45
8	0	3	44	51	4	0	0	0	0	0	0	0	0	102
9	0	1	6	25	5	0	0	0	0	1	0	0	0	32
10	0	0	14	12	3	0	0	0	0	0	0	0	0	20
11	0	1	8	16	0	0	0	0	0	0	0	0	0	25
12	0	2	5	15	1	0	0	0	0	0	0	0	0	23
13	0	0	11	18	2	0	0	0	0	0	0	0	0	31
14	0	0	7	25	3	1	0	0	0	0	0	0	0	36
15	0	0	18	44	1	1	0	0	0	0	0	0	0	64
16	0	0	17	29	2	0	0	0	0	0	0	0	0	48
17	0	4	26	27	1	0	0	0	4	0	0	0	0	80
18	0	0	0	5	0	0	0	0	0	0	0	0	0	5
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	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	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges:	7-19	13	170	295	25	2	0	0	0	0	0	0	0	505
	6-22	13	177	302	26	2	0	0	0	0	0	0	0	520
	5-24	13	180	309	27	2	0	0	0	0	0	0	0	526
	0-24	13	180	309	27	2	0	0	0	0	0	0	0	531

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Channel - Southbound														
Tuesday 10/19/2023														
Hour	Mn	0-10	11-15	16-20	21-25	25-30	31-35	36-40	41-45	46-50	51-80	61-70	71-100	TOTAL
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	32	42	4	1	0	0	0	0	0	0	0	79
9	0	3	16	29	2	0	0	0	0	0	0	0	0	50
10	0	0	8	14	2	0	0	0	0	0	0	0	0	24
11	0	0	4	9	1	0	0	0	0	0	0	0	0	14
12	0	0	7	9	1	0	0	0	0	0	0	0	0	17
13	0	1	12	14	2	0	0	0	0	0	0	0	0	28
14	0	0	14	27	0	0	0	0	0	0	0	0	0	41
15	0	2	20	33	3	0	0	0	0	0	0	0	0	58
16	0	1	16	21	2	1	0	0	0	0	0	0	0	41
17	0	3	29	34	0	0	0	0	0	0	0	0	0	66
18	0	2	27	38	2	1	0	0	0	0	0	0	0	80
19	0	1	19	13	1	0	0	0	0	0	0	0	0	34
20	0	0	8	11	2	0	0	0	0	0	0	0	0	21
21	0	1	3	12	1	0	0	0	0	0	0	0	0	17
22	0	0	1	5	1	0	0	0	0	0	0	0	0	7
23	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Ranges:	7-19 6-22	13 21B	20A 29I	263 291	20 25	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	203 848
	0-24	14	21F	29J	34	5	0	0	0	0	0	0	0	593

Channel - Northbound																
Wednesday 11/10/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
6	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12	
7	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18	
8	0	58	9	0	0	0	0	0	0	0	0	0	0	0	67	
9	0	22	4	0	0	0	0	0	0	0	0	0	1	0	27	
10	0	17	3	0	0	0	0	0	0	0	0	0	2	0	22	
11	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20	
12	0	23	1	0	0	0	0	0	0	0	0	0	1	0	25	
13	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34	
14	0	34	6	0	0	0	0	0	0	0	0	0	1	0	41	
15	0	63	6	0	0	0	0	0	0	0	0	0	1	0	70	
16	0	47	8	0	0	0	0	0	0	0	0	0	0	0	55	
17	0	51	7	0	0	0	0	0	0	0	0	0	1	0	59	
18	0	46	4	0	0	0	0	0	0	0	0	0	1	0	51	
19	0	32	2	0	0	0	0	0	0	0	0	0	0	0	34	
20	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	
21	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16	
22	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
23	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
Hour Ranges:		7-19	455	60	0	0	0	0	0	0	0	0	0	10	0	525
		6-22	588	36	0	0	0	0	0	0	0	0	0	10	0	624
		6-24	588	36	0	0	0	0	0	0	0	0	0	10	0	624
		0-24	512	67	0	0	0	0	0	0	0	0	0	10	0	588

Channel - Northbound														
Wednesday 11/10/2023		Vehicle Speeds (MPH)												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
6	0	7	4	7	7	0	0	0	0	0	0	0	0	12
7	0	0	10	8	0	0	0	0	0	0	0	0	0	18
8	0	1	32	32	2	0	0	0	0	0	0	0	0	67
9	0	1	15	11	0	0	0	0	0	0	0	0	0	27
10	0	1	13	8	0	0	0	0	0	0	0	0	0	22
11	0	0	10	0	0	0	0	0	0	0	0	0	0	20
12	0	2	11	11	1	0	0	0	0	0	0	0	0	25
13	0	3	10	21	1	0	0	0	0	0	0	0	0	35
14	0	1	15	21	4	0	0	0	0	0	0	0	0	41
15	0	1	27	39	3	0	0	0	0	0	0	0	0	70
16	0	1	20	32	3	0	0	0	0	0	0	0	0	56
17	0	2	24	33	0	0	0	0	0	0	0	0	0	59
18	0	1	25	25	0	0	0	0	0	0	0	0	0	51
19	0	0	10	2	0	0	0	0	0	0	0	0	0	34
20	0	0	5	7	1	0	0	0	0	0	0	0	0	13
21	0	0	6	9	1	0	0	0	0	0	0	0	0	16
22	0	1	4	3	0	0	0	0	0	0	0	0	0	8
23	0	0	2	5	1	0	0	0	0	0	0	0	0	8
Hour Ranges:	7-19	14	222	273	16	0	0	0	0	0	0	0	0	525
	6-22	15	241	296	20	0	0	0	0	0	0	0	0	574
	6-24	15	241	296	20	0	0	0	0	0	0	0	0	574
	0-24	15	248	306	20	0	0	0	0	0	0	0	0	588

		Channel - Southbound														
Wednesday 11/10/2023		Vehicle Classes														
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
6	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19	
7	0	46	11	0	0	0	0	0	0	0	0	0	0	0	57	
8	0	63	15	0	0	0	0	0	0	0	0	0	0	0	78	
9	0	38	7	0	0	0	0	0	0	0	0	1	0	0	46	
10	0	33	5	0	0	0	0	0	0	0	0	0	1	0	39	
11	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
12	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22	
13	0	28	4	0	0	0	0	0	0	0	0	0	0	0	32	
14	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34	
15	0	52	3	0	0	0	0	0	0	0	0	0	0	0	55	
16	0	49	2	0	0	0	0	0	0	0	0	1	0	0	52	
17	0	50	6	0	0	0	0	0	0	0	0	0	0	0	56	
18	0	45	6	0	0	0	0	0	0	0	0	0	0	0	51	
19	0	31	1	0	0	0	0	0	0	0	0	0	0	0	32	
20	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16	
21	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10	
22	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
23	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
Hour Ranges	7-19	594	66	0	0	0	0	0	0	0	0	0	3	0	573	
	6-22	624	73	0	0	0	0	0	0	0	0	0	3	0	626	
	6-24	624	73	0	0	0	0	0	0	0	0	0	3	0	626	
	0-24	565	74	0	0	0	0	0	0	0	0	0	3	0	640	

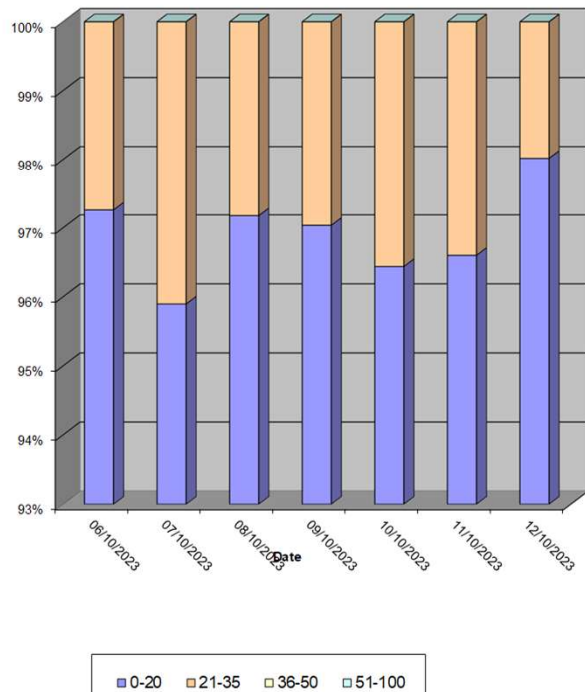
Channel - Southbound														
Wednesday		11/10/2023												
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-60	61-70	71-100	TOTAL
0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
1	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	1	0	0	0	0	0	0	0	0	0	2
4	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5	0	0	0	2	0	0	0	0	0	0	0	0	0	2
6	0	0	7	12	0	0	0	0	0	0	0	0	0	19
7	0	2	15	38	2	0	0	0	0	0	0	0	0	57
8	0	3	35	37	3	0	0	0	0	0	0	0	0	78
9	0	0	13	28	5	0	0	0	0	0	0	0	0	46
10	0	2	23	13	1	0	0	0	0	0	0	0	0	39
11	0	0	9	9	1	0	0	0	0	0	0	0	0	19
12	0	2	8	11	1	0	0	0	0	0	0	0	0	22
13	0	1	15	15	1	0	0	0	0	0	0	0	0	32
14	0	3	12	16	3	0	0	0	0	0	0	0	0	34
15	0	1	17	36	1	0	0	0	0	0	0	0	0	55
16	0	1	28	22	1	0	0	0	0	0	0	0	0	52
17	0	2	20	34	0	0	0	0	0	0	0	0	0	56
18	0	1	25	24	1	0	0	0	0	0	0	0	0	51
19	0	3	11	14	4	0	0	0	0	0	0	0	0	32
20	0	0	2	13	1	0	0	0	0	0	0	0	0	16
21	0	0	4	6	0	0	0	0	0	0	0	0	0	10
22	0	0	2	5	0	0	0	0	0	0	0	0	0	7
23	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Hour Ranges:	7-19	21	231	297	24	0	0	0	0	0	0	0	0	573
	6-22	21	246	333	26	2	0	0	0	0	0	0	0	626
	5-24	22	260	343	26	2	0	0	0	0	0	0	0	626
	0-24	22	250	343	26	1	0	0	0	0	0	0	0	643

Channel - Northbound

Speed Summary

Speed (MPH)	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0-20	604	421	379	459	488	569	545
21-35	17	18	11	14	18	20	11
36-50	0	0	0	0	0	0	0
51-100	0	0	0	0	0	0	0
TOTAL	621	439	390	473	506	589	556

Speed Summary (MPH)

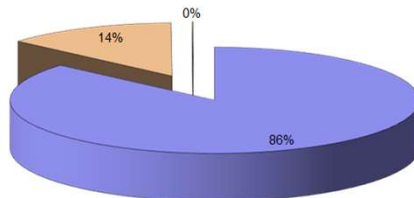


Channel - Northbound

Vehicle Class

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13
06/10/2023					
7-19		470	83	1	554
6-22		516	85	1	602
6-24		523	85	1	609
0-24		535	85	1	621
07/10/2023					
7-19		343	42	2	387
6-22		379	42	2	423
6-24		383	42	2	427
0-24		395	42	2	439
08/10/2023					
7-19		296	28	0	324
6-22		339	32	0	371
6-24		342	32	0	374
0-24		356	34	0	390
09/10/2023					
7-19		366	81	0	447
6-22		377	81	0	458
6-24		377	81	0	458
0-24		389	84	0	473
10/10/2023					
7-19		374	84	0	458
6-22		417	84	0	501
6-24		422	84	0	506
0-24		422	84	0	506
11/10/2023					
7-19		455	70	0	525
6-22		498	76	0	574
6-24		506	76	0	582
0-24		512	77	0	589
12/10/2023					
7-19		411	75	0	486
6-22		460	76	0	536
6-24		468	76	0	544
0-24		479	77	0	556
Average					
7-19		388	66	0	454
6-22		427	68	0	495
6-24		432	68	0	500
0-24		441	69	0	511

Total Vehicle Class Distribution

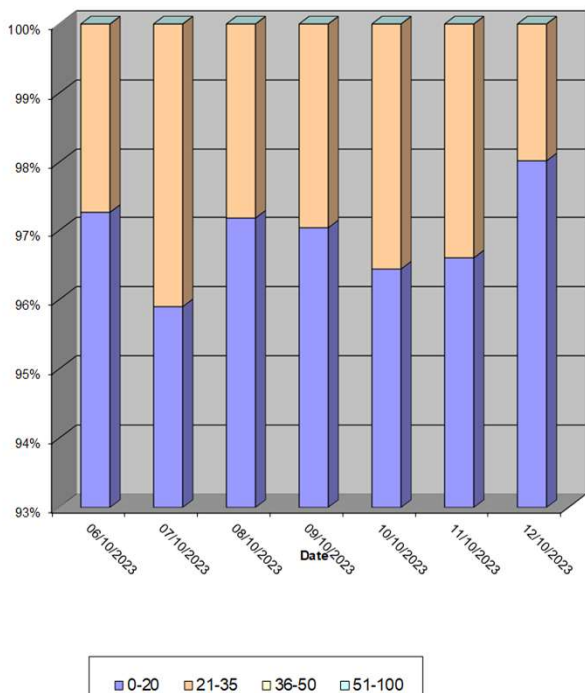


Channel - Southbound

Speed Summary

Speed (MPH)	06/10/2023 Friday	07/10/2023 Saturday	08/10/2023 Sunday	09/10/2023 Monday	10/10/2023 Tuesday	11/10/2023 Wednesday	12/10/2023 Thursday
0-20	730	507	433	502	523	615	607
21-35	24	32	18	29	27	27	34
36-50	0	0	0	0	0	0	0
51-100	0	0	0	0	0	0	0
TOTAL	754	539	451	531	550	642	641

Speed Summary (MPH)

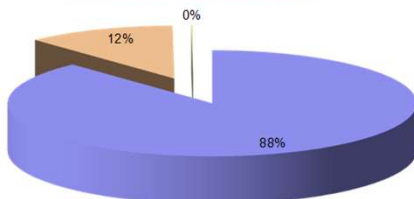


Channel - Southbound

Vehicle Class

Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13
06/10/2023					
7-19		596	86	5	677
6-22		653	89	5	747
6-24		659	89	5	753
0-24		664	90	5	759
07/10/2023					
7-19		425	56	0	481
6-22		468	56	0	524
6-24		474	56	0	530
0-24		482	57	0	539
08/10/2023					
7-19		364	29	0	393
6-22		404	32	0	436
6-24		405	33	0	438
0-24		417	34	0	451
09/10/2023					
7-19		425	79	1	505
6-22		437	82	1	520
6-24		437	82	1	520
0-24		447	83	1	531
10/10/2023					
7-19		444	59	0	503
6-22		486	62	0	548
6-24		488	62	0	550
0-24		488	62	0	550
11/10/2023					
7-19		504	69	0	573
6-22		549	76	0	625
6-24		553	76	0	629
0-24		565	77	0	642
12/10/2023					
7-19		477	76	0	553
6-22		550	82	0	632
6-24		553	82	0	635
0-24		558	83	0	641
Average					
7-19		461	65	1	526
6-22		507	68	1	576
6-24		510	69	1	579
0-24		517	69	1	588

Total Vehicle Class Distribution





11466 - Shaftesbury - Average Journey Times (TomTom Extraction)

Produced by Streetwise Services Ltd.

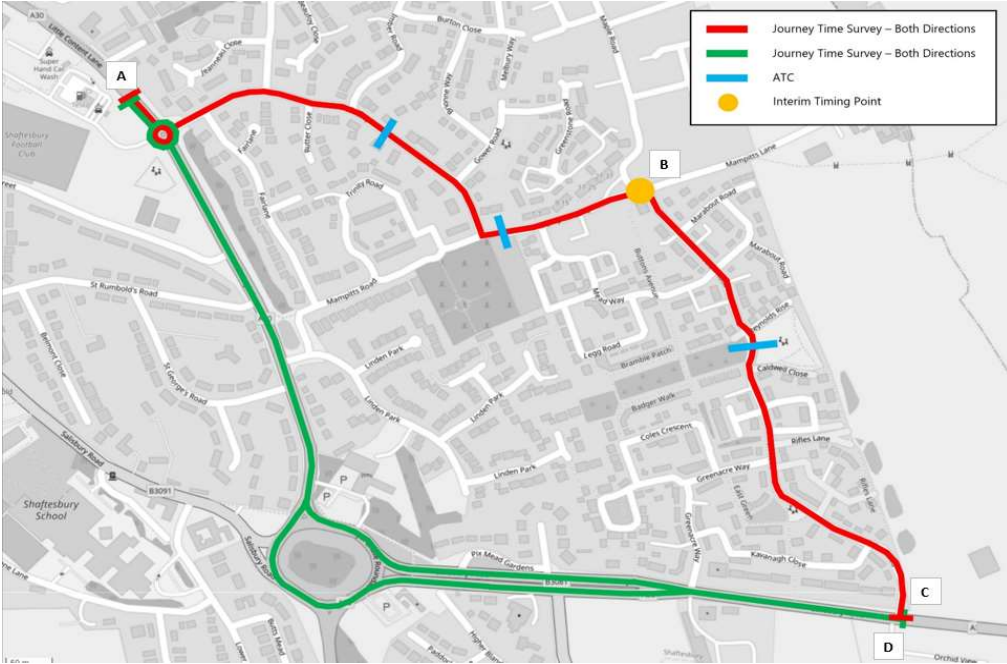
	A-B	A-C	A-D	B-A	B-C	C-A	C-B	D-A
07:30 - 07:45	00:01:38	00:03:12	00:01:55	00:01:53	00:01:35	00:03:13	00:01:21	00:02:19
07:45 - 08:00	00:01:39	00:03:06	00:02:00	00:01:49	00:01:28	00:03:09	00:01:22	00:02:29
08:00 - 08:15	00:01:42	00:03:22	00:02:07	00:02:26	00:01:40	00:04:25	00:02:00	00:02:42
08:15 - 08:30	00:01:59	00:03:44	00:02:21	00:01:51	00:01:45	00:03:08	00:01:18	00:02:53
08:30 - 08:45	00:01:46	00:03:23	00:02:17	00:02:00	00:01:37	00:03:45	00:01:46	00:03:08
08:45 - 09:00	00:01:55	00:03:35	00:02:00	00:02:09	00:01:40	00:04:28	00:02:20	00:02:39
09:00 - 09:15	00:01:30	00:02:52	00:01:55	00:02:22	00:01:22	00:03:57	00:01:36	00:02:24
09:15 - 09:30	00:01:35	00:03:07	00:01:54	00:01:52	00:01:33	00:03:16	00:01:25	00:02:38
15:00 - 15:15	00:01:30	00:03:05	00:01:58	00:01:48	00:01:35	00:03:03	00:01:16	00:02:50
15:15 - 15:30	00:01:35	00:04:14	00:01:57	00:01:52	00:02:39	00:03:18	00:01:27	00:02:39
15:30 - 15:45	00:01:38	00:03:23	00:02:00	00:01:50	00:01:45	00:04:04	00:02:14	00:02:34
15:45 - 16:00	00:01:32	00:03:14	00:02:01	00:01:52	00:01:42	00:03:24	00:01:33	00:02:40
16:00 - 16:15	00:01:43	00:03:18	00:01:59	00:02:06	00:01:35	00:03:38	00:01:33	00:02:36
16:15 - 16:30	00:01:35	00:03:45	00:01:59	00:01:52	00:02:10	00:03:31	00:01:40	00:02:43
16:30 - 16:45	00:01:37	00:03:54	00:02:03	00:02:42	00:02:17	00:03:58	00:01:17	00:02:44
16:45 - 17:00	00:01:49	00:03:32	00:02:00	00:01:54	00:01:43	00:03:26	00:01:33	00:02:45
17:00 - 17:15	00:01:45	00:03:43	00:02:02	00:02:04	00:01:58	00:03:47	00:01:44	00:02:42
17:15 - 17:30	00:01:53	00:03:43	00:02:03	00:02:07	00:01:49	00:03:34	00:01:27	00:02:52
17:30 - 17:45	00:01:47	00:03:30	00:02:03	00:02:26	00:01:44	00:04:13	00:01:48	00:02:42
17:45 - 18:00	00:01:33	00:04:06	00:02:01	00:01:59	00:02:33	00:03:37	00:01:39	00:02:17

MAX	01:59	04:14	02:21	02:42	02:39	04:28	02:20	03:08
MIN	01:30	02:52	01:54	01:48	01:22	03:03	01:16	02:17
AVERAGE	01:41	03:29	02:02	02:03	01:49	03:39	01:37	02:40

APPENDIX B. Traffic Data Analysis

Analysis - Tom Tom Data

	Origin	Destination	Route	Average Time	AM Peak	PM Peak
Strategic Routes	A	C	Red	03:29	03:31	03:46
	A	D	Green	02:02	02:11	02:02
	C	A	Red	03:39	03:57	03:48
	D	A	Green	02:40	02:51	02:38
Local Routes	A	B	Red	01:49	01:50	01:45
	A	B	Green	03:39	04:02	03:42
	B	A	Red	02:02	02:07	02:09
	B	A	Green	04:29	04:31	04:39
	B	C	Red	01:49	01:40	02:01
	B	D	Green	04:04	04:18	04:11
	C	B	Red	01:37	01:51	01:40
	D	B	Green	04:29	04:41	04:23



Analysis - Vehicle Flows (ATC Data)

AVERAGE VEHICLE FLOWS - WEEKDAYS ONLY

POUND LANE

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
0000-0100	3	6	9
0100-0200	1	3	4
0200-0300	4	2	6
0300-0400	4	1	5
0400-0500	8	2	9
0500-0600	19	6	25
0600-0700	55	23	77
0700-0800	152	55	207
0800-0900	185	108	294
0900-1000	78	80	158
1000-1100	69	66	135
1100-1200	59	58	117
1200-1300	56	69	125
1300-1400	68	76	144
1400-1500	84	90	174
1500-1600	100	139	239
1600-1700	98	151	249
1700-1800	110	175	285
1800-1900	92	140	232
1900-2000	59	93	153
2000-2100	37	61	97
2100-2200	22	45	67
2200-2300	12	25	37
2300-0000	7	12	19
	1382	1486	2867

Speed Summary - 85th Percentile Speeds

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
0700-0800	24.76	19.94	22.35
0800-0900	24.45	20.53	22.49
0900-1000	25.52	21.03	23.27
1600-1700	24.51	19.57	22.04
1700-1800	24.77	20.26	22.52
1800-1900	25.09	20.72	22.90

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
07:00-10:00	25	20	23
16:00-19:00	25	20	22
Average	25	20	23

Period	Speed (mph)	Speed (mph)	Speed (mph)
07:00-10:00	22.7	17.4	17.1
16:00-19:00	22.5	17.6	17.1
Average	22.6	17.5	17.1

Speed Summary - Average Speeds

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
0700-0800	21.37	19.94	20.65
0800-0900	21.43	20.53	20.98
0900-1000	21.56	21.03	21.30
1600-1700	20.65	19.57	20.11
1700-1800	20.91	20.26	20.59
1800-1900	21.48	20.72	21.10

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
07:00-10:00	21	20	21
16:00-19:00	21	20	21
Average	21	20	21

Period	Speed (mph)	Speed (mph)	Speed (mph)
07:00-10:00	21.0	16.2	16.0
16:00-19:00	20.6	16.9	16.1
Average	20.8	16.5	16.1

MAMPITTS LANE

HOURL	EASTBOUND	WESTBOUND	TWO-WAY
0000-0100	7	5	12
0100-0200	2	1	3
0200-0300	1	2	4
0300-0400	1	2	2
0400-0500	1	6	7
0500-0600	5	17	22
0600-0700	17	36	52
0700-0800	46	89	135
0800-0900	104	138	242
0900-1000	77	67	144
1000-1100	63	58	120
1100-1200	59	51	111
1200-1300	61	55	116
1300-1400	73	60	133
1400-1500	83	77	160
1500-1600	146	99	245
1600-1700	154	112	265
1700-1800	185	130	315
1800-1900	147	109	256
1900-2000	98	71	170
2000-2100	65	44	109
2100-2200	49	30	79
2200-2300	28	18	45
2300-0000	13	11	24
	1484	1286	2769

HOURL	EASTBOUND	WESTBOUND	TWO-WAY
0700-0800	17.58	17.45	17.51
0800-0900	17.72	16.78	17.25
0900-1000	17.77	17.35	17.56
1600-1700	17.92	17.38	17.65
1700-1800	18.08	17.06	17.57
1800-1900	18.30	17.16	17.73

HOURL	EASTBOUND	WESTBOUND	TWO-WAY
07:00-10:00	18	17	17
16:00-19:00	18	17	18
Average	18	17	18

Period	Speed (mph)	Speed (mph)	Speed (mph)
07:00-10:00	17.7	17.4	17.6
16:00-19:00	18.0	17.1	17.6
Average	17.9	17.3	17.5

HOURL	EASTBOUND	WESTBOUND	TWO-WAY
0700-0800	15.17	17.45	16.31
0800-0900	15.01	16.78	15.89
0900-1000	15.23	17.35	16.29
1600-1700	15.52	17.38	16.45
1700-1800	15.70	17.06	16.38
1800-1900	18.30	17.16	17.73

HOURL	EASTBOUND	WESTBOUND	TWO-WAY
07:00-10:00	15	17	16
16:00-19:00	17	17	17
Average	16	17	17

Period	Speed (mph)	Speed (mph)	Speed (mph)
07:00-10:00	15.0	17.4	16.4
16:00-19:00	16.7	17.1	16.9
Average	15.9	17.3	16.7

ALLEN ROAD

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
0000-0100	2	3	5
0100-0200	0	1	1
0200-0300	1	1	1
0300-0400	1	1	1
0400-0500	0	0	0
0500-0600	6	3	9
0600-0700	8	13	21
0700-0800	21	39	60
0800-0900	62	80	142
0900-1000	28	39	68
1000-1100	21	28	49
1100-1200	24	21	45
1200-1300	27	25	52
1300-1400	31	30	62
1400-1500	38	40	78
1500-1600	57	59	116
1600-1700	58	54	112
1700-1800	65	65	129
1800-1900	33	38	72
1900-2000	28	31	59
2000-2100	13	16	29
2100-2200	12	12	24
2200-2300	10	11	20
2300-0000	6	4	10
	550	612	1163

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
0700-0800	18.21	15.89	17.05
0800-0900	17.78	16.13	16.95
0900-1000	18.05	16.69	17.37
1600-1700	18.74	15.95	17.34
1700-1800	18.06	15.59	16.83
1800-1900	18.30	15.71	17.00

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
07:00-10:00	18	16	17
16:00-19:00	18	16	17
Average	18	16	17

Period	Speed (mph)	Speed (mph)	Speed (mph)
07:00-10:00	17.9	15.9	16.9
16:00-19:00	18.2	15.7	16.9
Average	18.1	15.8	16.9

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
0700-0800	15.84	15.89	15.86
0800-0900	15.60	16.13	15.87
0900-1000	15.73	16.69	16.21
1600-1700	15.95	15.95	15.95
1700-1800	15.71	15.59	15.65
1800-1900	17.92	15.71	16.81

HOURL	NORTHBOUND	SOUTHBOUND	TWO-WAY
07:00-10:00	16	16	16
16:00-19:00	17	16	16
Average	16	16	16

Period	Speed (mph)	Speed (mph)	Speed (mph)
07:00-10:00	15.9	15.9	15.9
16:00-19:00	16.7	15.7	16.2
Average	16.3	15.8	16.1

APPENDIX C. TRICS Outputs

Calculation Reference: AUDIT-236601-231121-1112

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
05	EAST MIDLANDS	
	DY DERBY	1 days

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

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Licence No: 236601

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: 300 to 799 (units:)
 Range Selected by User: 300 to 900 (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 20/03/23

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:

Tuesday 2 days
 Wednesday 3 days
 Thursday 2 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 2 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 6
 Neighbourhood Centre (PPS6 Local Centre) 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:

Residential Zone 5
 Village 1
 Out of Town 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 15 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 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

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Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	1 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	2 days
75,001 to 100,000	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	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	6 days
No	1 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	7 days
-----------------	--------

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

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LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
2	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	514	
	Survey date: WEDNESDAY	22/09/21	Survey Type: MANUAL
3	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	321	
	Survey date: THURSDAY	22/09/22	Survey Type: DIRECTIONAL ATC COUNT
4	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
5	SC-03-A-08 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	790	
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL
6	WS-03-A-06 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	799	
	Survey date: THURSDAY	02/03/17	Survey Type: MANUAL
7	WS-03-A-15 HILLAND ROAD BILLINGSHURST	MIXED HOUSES	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	380	
	Survey date: TUESDAY	23/11/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	7	496	0.086	7	496	0.361	7	496	0.447
08:00 - 09:00	7	496	0.141	7	496	0.400	7	496	0.541
09:00 - 10:00	7	496	0.129	7	496	0.152	7	496	0.281
10:00 - 11:00	7	496	0.113	7	496	0.127	7	496	0.240
11:00 - 12:00	7	496	0.134	7	496	0.139	7	496	0.273
12:00 - 13:00	7	496	0.138	7	496	0.137	7	496	0.275
13:00 - 14:00	7	496	0.138	7	496	0.132	7	496	0.270
14:00 - 15:00	7	496	0.129	7	496	0.162	7	496	0.291
15:00 - 16:00	7	496	0.237	7	496	0.154	7	496	0.391
16:00 - 17:00	7	496	0.253	7	496	0.141	7	496	0.394
17:00 - 18:00	7	496	0.356	7	496	0.147	7	496	0.503
18:00 - 19:00	7	496	0.310	7	496	0.143	7	496	0.453
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.164			2.195			4.359

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:
 Survey date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

300 - 799 (units:)
 01/01/15 - 20/03/23
 7
 0
 0
 6
 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D. Census Data Analysis

Routing Option: Taken from Location of Proposed Bus Gate

Destination	Total		Proportion per route	By Route	Route 1	Route 2	Route 3
	Proportion by Car	Driving a Car or Van		Proportion by car			
North	1%	17	100%	1%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
East	0.1%	1	100%	0.1%	Allen Road	Salisbury Road (W)	Salisbury Road (W)
London	0.5%	9	100%	0.5%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
North East	2%	44	60%	1%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
			40%	1%	Allen Road	Salisbury Road (E)	Salisbury Road (E)
South East	4%	80	50%	2%	Pound Lane	Christy's Lane (S)	Salisbury Road (W)
			50%	2%	Allen Road	Salisbury Road (E)	Salisbury Road (E)
Bath	0.5%	9	100%	0.5%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Bournemouth	0.8%	15	50%	0.4%	Pound Lane	Christy's Lane (S)	Salisbury Road (W)
			50%	0.4%	Allen Road	Salisbury Road (W)	Higher Blanford Road
Bristol	0.1%	2	100%	0.1%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Poole	2%	45	50%	1.2%	Pound Lane	Christy's Lane (S)	Salisbury Road (W)
			50%	1.2%	Allen Road	Salisbury Road (W)	Higher Blanford Road
North West	1%	18	100%	1%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
South West	4%	78	80%	3.4%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
			20%	0.8%	Allen Road	Salisbury Road (W)	Salisbury Road (W)
North Wiltshire	3%	49	100%	3%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Amesbury	2.1%	39	60%	1.3%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
			40%	0.8%	Allen Road	Salisbury Road (E)	Salisbury Road (E)
Mere	5%	85	100%	5%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Salisbury	7%	139	75%	5.6%	Allen Road	Salisbury Road (W)	Salisbury Road (W)
			25%	1.9%	Allen Road	Salisbury Road (E)	Higher Blanford Road
Ludwell	5%	92	100%	5%	Allen Road	Salisbury Road (E)	Salisbury Road (E)
Gillingham	7%	132	100%	7%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Wider Gillingham	5%	90	100%	5%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Shaftesbury	24%	441	40%	9%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
			30%	7%	Pound Lane	Christy's Lane (S)	Christy's Lane (S)
			30%	7%	Allen Road	Salisbury Road (W)	Salisbury Road (W)
			100%	5%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)
Sturminster Newton	5%	97	100%	5%	Pound Lane	Christy's Lane (S)	Lower Blandford Road
South	15%	288	50%	7.7%	Allen Road	Salisbury Road (W)	Higher Blanford Road
			100%	5%	Pound Lane	Christy's Lane (N)	Christy's Lane (N)

Route 1	Proportion of Cars
Allen Road	34%
Pound Lane	66%
Total	100%

Route 2	Proportion of Cars
Christy's Lane (N)	48%
Salisbury Road (W)	23%
Salisbury Road (E)	11%
Christy's Lane (S)	19%
Total	100%

Route 3	Proportion of Cars
Christy's Lane (N)	48%
Salisbury Road (W)	17%
Salisbury Road (E)	9%
Higher Blanford Road	11%
Christy's Lane (S)	7%
Lower Blandford Road	8%
Total	100%

APPENDIX E. Trip Displacement Summary

Analysis - Trip Displacement

PARCEL 1: MAPLE ROAD

DWELLINGS:	
Anstee Road	71
Hoeller Close	10
Indus Road	27
Snowdrop Wynde	35
Maple Road	98
Mampitts Lane	46

241

TOTAL DWELLINGS: 672

PARCEL 2: ALLEN ROAD NORTH

DWELLINGS:	
Allen Road	46
Marabout Road	28
Reynolds Rise	7
Mead Way	39
Bugle Crescent	6
Legg Road	31
Mampitts Lane	14

171

PARCEL 3: ALLEN ROAD SOUTH

DWELLINGS:	
Allen Road	41
Caldwell Close	18
Badgers Walk	23
Stephen Rutter House	11
Greenacre Way	47
Rifles Lane	17
Kavanagh Close	44
Coles Crescent	40
The Rickyard	19

260

TRIP RATES

	ARRIVALS	DEPARTURES	TWO-WAY
AM PEAK	0.141	0.4	0.541
PM PEAK	0.356	0.147	0.503
24HR	2.164	2.195	4.359

TRIP GENERATION - ALL PARCELS

	ARRIVALS	DEPARTURES	TWO-WAY
AM PEAK	95	269	364
PM PEAK	239	99	338
24HR	1454	1475	2929

TRIP GENERATION - PARCEL 1

	ARRIVALS	DEPARTURES	TWO-WAY
AM PEAK	34	96	130
PM PEAK	86	35	121
24HR	522	529	1051

TRIP GENERATION - PARCEL 2

	ARRIVALS	DEPARTURES	TWO-WAY
AM PEAK	24	68	93
PM PEAK	61	25	86
24HR	370	375	745

TRIP GENERATION - PARCEL 3

	ARRIVALS	DEPARTURES	TWO-WAY
AM PEAK	37	104	141
PM PEAK	93	38	131
24HR	563	571	1133

PARCELS

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PARCEL 1: MAPLE ROAD



PARCEL 2: ALLEN ROAD NORTH



PARCEL 3: ALLEN ROAD SOUTH



[illegible]