Transport Assessment

Brailsford Solar

BSR Energy Ltd

SHF.3087.016.TR.RP.001

Planning
Architecture
Geoenvironmental
Hydrology
Ecology
Landscape
Transport
Permitting
Noise
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Arboriculture

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Transport Assessment

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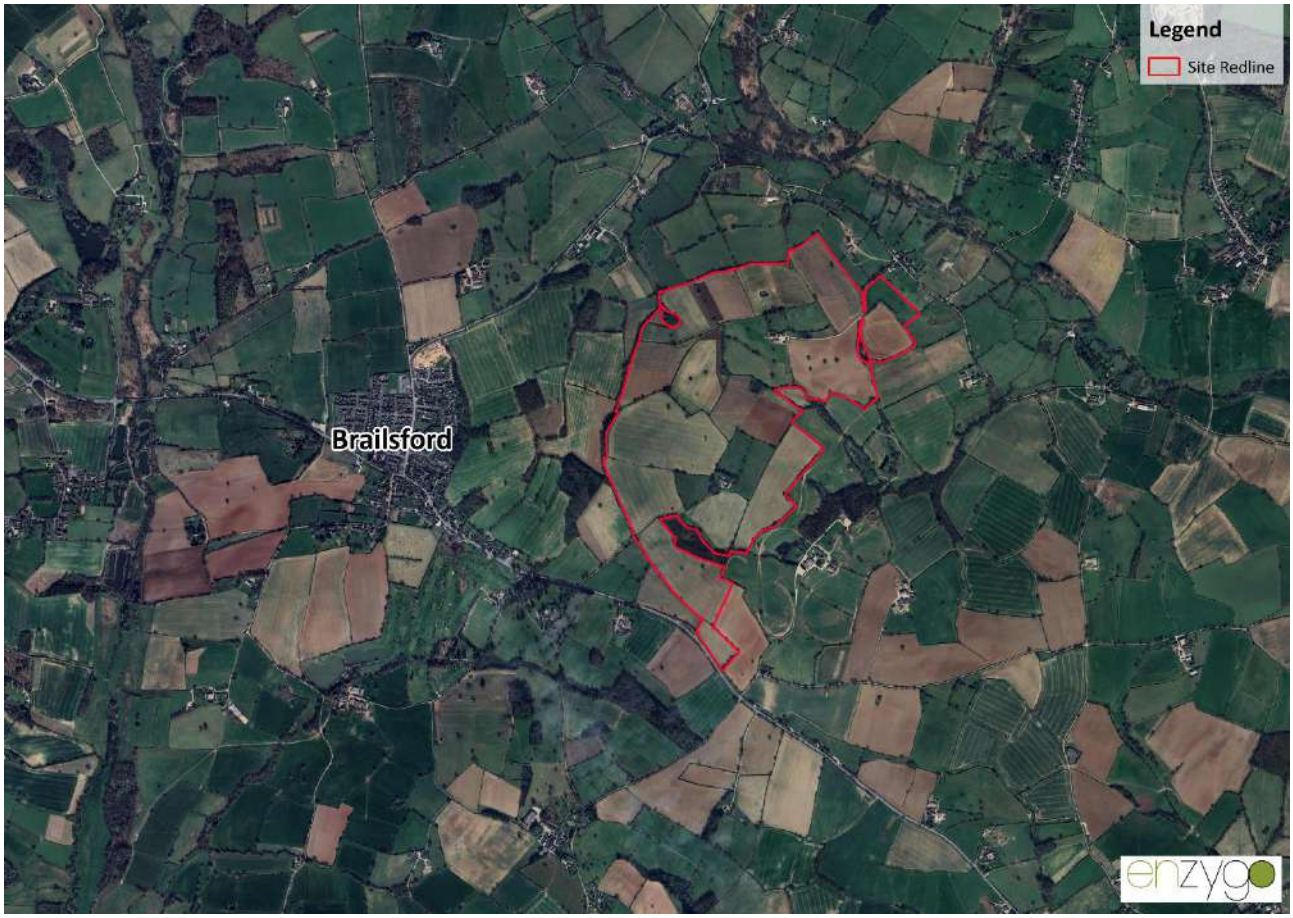
1 Introduction

1.1 Introduction

1.1.1 Enzygo has been commissioned by BSR Energy Ltd to prepare this Transport Assessment (TA) in support of a full planning application for a solar PV (photovoltaic) development on land at Brailsford, Ashbourne, immediately north of the A52.

1.1.2 The proposed development comprises the construction of an up to 55MW solar PV development and associated infrastructure. Access to the site will be provided via a new junction onto the A52, located at the southern boundary of the site. The location of the site is shown in **Figure 1.**

Figure 1 Site Location



Source: Google Maps / annotations by Enzygo

1.1.3 This TA has been prepared in accordance with national and local planning policy, with particular reference to paragraphs 115 to 118 of the National Planning Policy Framework (NPPF, December 2024), and in direct response to detailed pre-application comments received from Derbyshire County Council (DCC) as Highway Authority.

1.1.4 In accordance with NPPF paragraph 115(a), this assessment considers the appropriateness of sustainable transport modes, having regard to the development type, its rural location, and the temporary nature of the construction phase.

1.1.5 The information presented within this report demonstrates that the development will have a temporary and modest impact on the highway network during the construction phase, after which only a negligible quantity of maintenance trips will be generated. The content of this report demonstrates that there are no highway or transport-related reasons for planning permission to be refused.

1.2 Pre-Application Scoping

1.2.1 As part of pre-application engagement, a Transport Technical Note (TTN) was submitted to DCC. DCC responded on 12 November 2025 (ref: 25/01045/EIASO), advising that a detailed Transport Assessment and a Construction Traffic Management Plan were required, and setting out specific comments on the TTN.

1.2.2 A further pre-application Transport Statement (ref: SHF.3087.016.TR.RP.001.C) and CTMP (ref: SHF.3087.016.TR.RP.002.B) were submitted to DCC in December 2025. DCC responded on 22 January 2026 (ref: DDDC/2025/015016), providing detailed observations on those documents. This TA has been prepared to address all comments raised in both pre-application responses.

1.2.3 Key matters addressed in this TA in response to DCC's 22 January 2026 response include:

- Upgrade from Transport Statement to full Transport Assessment;
- New ATC traffic surveys undertaken in January/February 2026, post-Ashbourne roadworks completion;
- Up-to-date PIC data obtained directly from Derbyshire Constabulary, with an extended study area covering the full A52 construction traffic route to Markeaton Roundabout;
- Visibility splays revised to correspond with up to date surveys gathered in 2026 showing 85th percentile speeds below 85kph (2.4m x 160m) in both directions, per DMRB CD109;
- Swept path analyses provided for 18.55m articulated HGVs and abnormal load vehicles for all movements at the site access junction;
- Sustainable accessibility review covering 800m and 2km walking catchments, 5km cycling catchment, and bus services;

- Detailed construction traffic calculations provided, substantiating HGV and staff movement forecasts;
- Wood Lane crossing proposals removed – the revised site boundary means all development areas are now located to the east of Wood Lane, and no crossing of Wood Lane is therefore required;
- Construction compound sizing and parking provision addressed;
- Forward visibility along the A52 through the site access junction assessed per DMRB CD109;
- Layby management measures set out.

1.3 Report Structure

1.3.1 Following this introduction, the report is structured as follows:

- Chapter 2 – Policy Context
- Chapter 3 – Existing Conditions
- Chapter 4 – Development Proposals
- Chapter 5 – Traffic Impacts
- Chapter 6 – Conclusions

2 Policy Context

2.1 Introduction

2.1.1 This TA has been prepared with reference to the following national and local planning and transport policy documents:

- National Planning Policy Framework (December 2024)
- Derbyshire Dales District Council Local Plan (adopted 2017)
- Derbyshire Local Transport Plan 3 (2011-2026)

2.2 National Planning Policy Framework

2.2.1 The revised NPPF was published in December 2024 and sets out the government's planning policies for England. The December 2025 revision is under consultation at the time of preparation of this report and the consultation draft broadly echoes the principles for transport of the 2024 document. The following paragraphs of Chapter 9 (Promoting Sustainable Transport) are of relevance to this assessment.

- 115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
  - a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
  - b) safe and suitable access to the site can be achieved for all users;
  - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
  - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 116. Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 117. Within this context, applications for development should:

- *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as is possible – to facilitating access to high quality public transport…*
- *e) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *f) create places that are safe, secure, and attractive…*

2.2.2 *118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.*

2.2.3 This TA demonstrates compliance with these paragraphs by: confirming sustainable transport options available and why they are limited in this rural context (Section 3); demonstrating safe access can be achieved (Chapter 4); and showing construction traffic impacts are not severe (Chapter 5). In relation to NPPF paragraph 115(a), given the rural location of the site and the temporary nature of the construction phase, prioritisation of walking and cycling is not feasible. However, bus travel and car-sharing measures are promoted for construction staff in the accompanying CTMP.

2.3 Derbyshire Dales District Council Local Plan

2.3.1 The DDDC Local Plan was adopted in 2017 and covers the period 2013 to 2033. The following policies are relevant to this assessment.

- Policy HC19: Accessibility and Transport. The District Council will seek to ensure that development can be safely accessed in a sustainable manner. Proposals should minimise the need to travel, particularly by unsustainable modes of transport and help deliver the priorities of the Derbyshire Local Transport Plan. This will be achieved by: Requiring that all new development is located where the highway network can satisfactorily accommodate traffic generated by the development or can be improved as part of the development.

2.3.2 Given the rural location of the proposed development and its nature as a solar farm, it is unlikely to generate significant demand for travel by sustainable modes. The majority of traffic will occur during the construction phase, as assessed in Chapter 5. The proposed site access is designed to satisfactorily accommodate all anticipated vehicle movements.

- Policy HC21: Car Parking Standards. Vehicular parking standards for new development should be provided having regard to adopted standards, as set out in Appendix 2 of this Local Plan, or where the developer can adequately

justify their own parking provision with evidence accompanying any planning application.

2.3.3 Adequate on-site parking will be provided within the construction compound throughout the construction phase for both construction vehicles and staff. Parking provision is described further in Section 4.10.

2.4 Derbyshire Local Transport Plan 3

2.4.1 The Derbyshire Local Transport Plan (LTP3) was adopted in April 2011 and covers the period to 2026. The following policy statement is of relevance:

- TS1: Improve road and transport-related community safety through the spatial planning process. Developers of any project requiring a Transport Assessment will be required to demonstrate that road and community safety will be effectively addressed by the development.

2.4.2 This TA and the accompanying CTMP demonstrate how road and community safety will be addressed throughout the construction and operational phases of the development.

3 Existing Conditions

3.1 Introduction

3.1.1 This chapter examines the existing conditions at and around the development site, including the local highway network, highway safety records, sustainable accessibility, Public Rights of Way (PRoW), and baseline traffic survey data.

3.2 Site Context

3.2.1 The development site comprises multiple field parcels on agricultural land north of the A52, to the east of Brailsford village. The site is dissected by Wood Lane, a narrow rural track connecting to the A52 via a priority T-junction. The site boundaries are formed by a mixture of hedgerows and trees. The surrounding area is predominantly agricultural, with scattered residential uses. Street-level images of the A52 at the site frontage are shown in **Figure 2**.

Figure 2 - Streetview Images of A52 Site Frontage

Source: Streetview Imagery © Google Maps 2025

3.3 Local Highway Network

3.3.1 The local highway network surrounding the Site is shown on **Figure 3.**

Figure 3 – Local Highway Network

Source: Google maps / annotations by Enzygo

Wood Lane / Access Track

3.3.2 Wood Lane connects to the A52 via a priority T-junction and provides an existing access to residential properties located centrally within the site. Based on the topographic survey, approximately 330m of Wood Lane is tarmacked and varies between 2.29m and 2.77m in width. The road is in a deteriorated condition and is bordered by grass verges, hedgerows, and trees, with no formal pedestrian or cycle infrastructure. Photographs of the existing access track are shown in **Figure 4**.

Figure 4 – Wood Lane / Access Track

Source: Enzygo Limited 2025

3.3.3 The width and condition of Wood Lane and the associated access track confirm that this route is not suitable for accommodating construction traffic. Consequently, no construction traffic associated with this proposed site will be routed along Wood Lane.

A52

3.3.4 The A52 runs along the southern frontage of the development site and is a single two-way carriageway approximately 7.3m wide. A 50mph speed limit applies to the east of the development site, reducing to 30mph approximately 180m west of the Wood Lane junction. The road is capable of accommodating HGVs and carries significant daily traffic volumes. A footway is present on the northern side of the A52, providing pedestrian access towards Brailsford to the west and Kirk Langley/Mackworth to the east.

A38

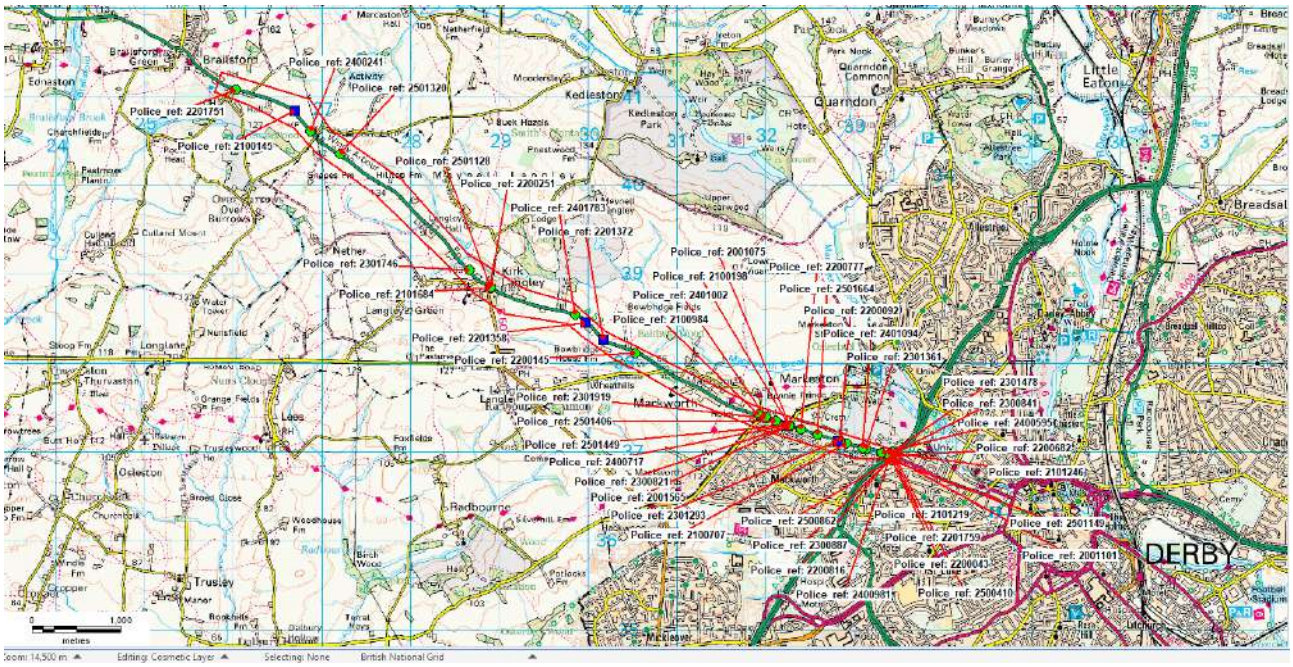
3.3.5 The A38 is located to the east of the site and forms part of the Strategic Road Network (SRN), managed by National Highways. It runs in a north-south alignment and connects with the A52 at Markeaton Roundabout, to the east of the development site. The A38 comprises a dual carriageway subject to the national speed limit on rural sections and 40mph within the urban setting. It is the principal route for all construction HGVs accessing the site.

3.4 Highway Safety Review

3.4.1 In response to DCC's pre-application comments, up-to-date collision data has been obtained directly from Derbyshire Constabulary, covering the five-year period from October 2020 to September 2025.

3.4.2 The collision study area has been extended to cover the full length of the A52 used by construction traffic, from the site access eastward to Markeaton Roundabout. This replaces the CrashMap data referenced in earlier submissions. The study area and recorded collision locations are shown in **Figure 5**.

Figure 5 – Collision Study Area and PIC Locations



Source: Derbyshire Constabulary 2026

3.4.3 **Table 1** highlights that there have been 44 reported collisions within the study area over the most recently available five-year period, from October 2020 to September 2025. The full collision data is included at **Appendix 2.**

Table 1 – Reported PIC Summary by Year (Full Study Area)

Date	Serious	Slight	Total
2020		3	3
2021	1	6	7
2022	2	9	11
2023	1	7	8
2024	2	5	7
2025		8	8
Total	**6**	**38**	**44**

Source: Derbyshire Constabulary 2026

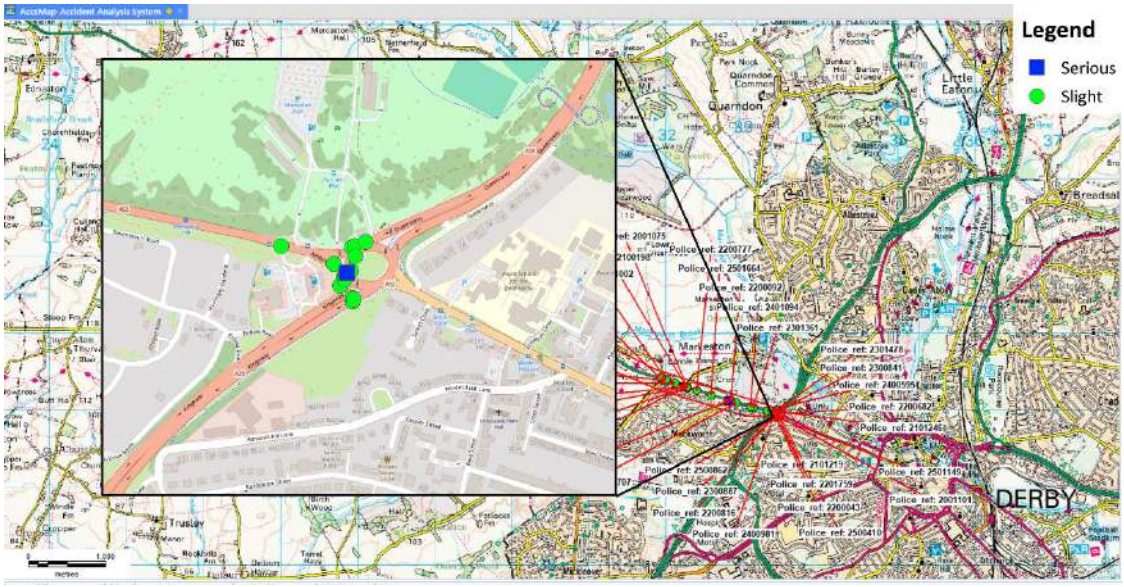
3.4.5 The data shows that:

- No collisions have been recorded as fatal;
- 6 were recorded as being serious in terms of casualty severity; and
- 38 were classified as being slight in terms of casualty severity.

Collision Cluster: Markeaton Roundabout

3.4.6 GIS analysis of the collision data identified a single collision cluster at Markeaton Roundabout. The cluster is shown in **Figure 6**. A total of 15 collisions were recorded at this location during the study period, as summarised in **Table 2**, comprising 14 slight and 1 serious. The pattern is consistent with typical roundabout operation, involving rear-end shunts, inappropriate lane changes, and driver behaviour issues. There is no evidence of an inherent design flaw.

Figure 6 – Collision Cluster at Markeaton Roundabout



Source: Derbyshire Constabulary 2026

Table 2 – Reported PIC Summary – Markeaton Roundabout

Date	Serious	Slight	Total
2020	0	1	1
2021	0	2	2
2022	0	4	4
2023	0	3	3
2024	1	1	2
2025	0	3	3
Total	**1**	**14**	**15**

Source: Derbyshire Constabulary 2026

A52 Corridor

3.4.7 Along the A52 corridor between the site access and Markeaton Roundabout, 29 collisions were recorded during the study period. Two collisions occurred in the vicinity of the proposed site access:

- Ref 2100145 (01 Feb 2021, serious): An LGV overtaking a stationary car collided with an oncoming LGV. Driver behaviour is the identified contributory factor.
- Ref 2400241 (13 Feb 2024, slight): A car driver, distracted by a dog in the vehicle, swerved into the path of an oncoming car. Driver distraction is the identified contributory factor.

3.4.8 Neither collision is related to the road layout, and there are no commonalities in contributory factors.

Road Safety Review Summary

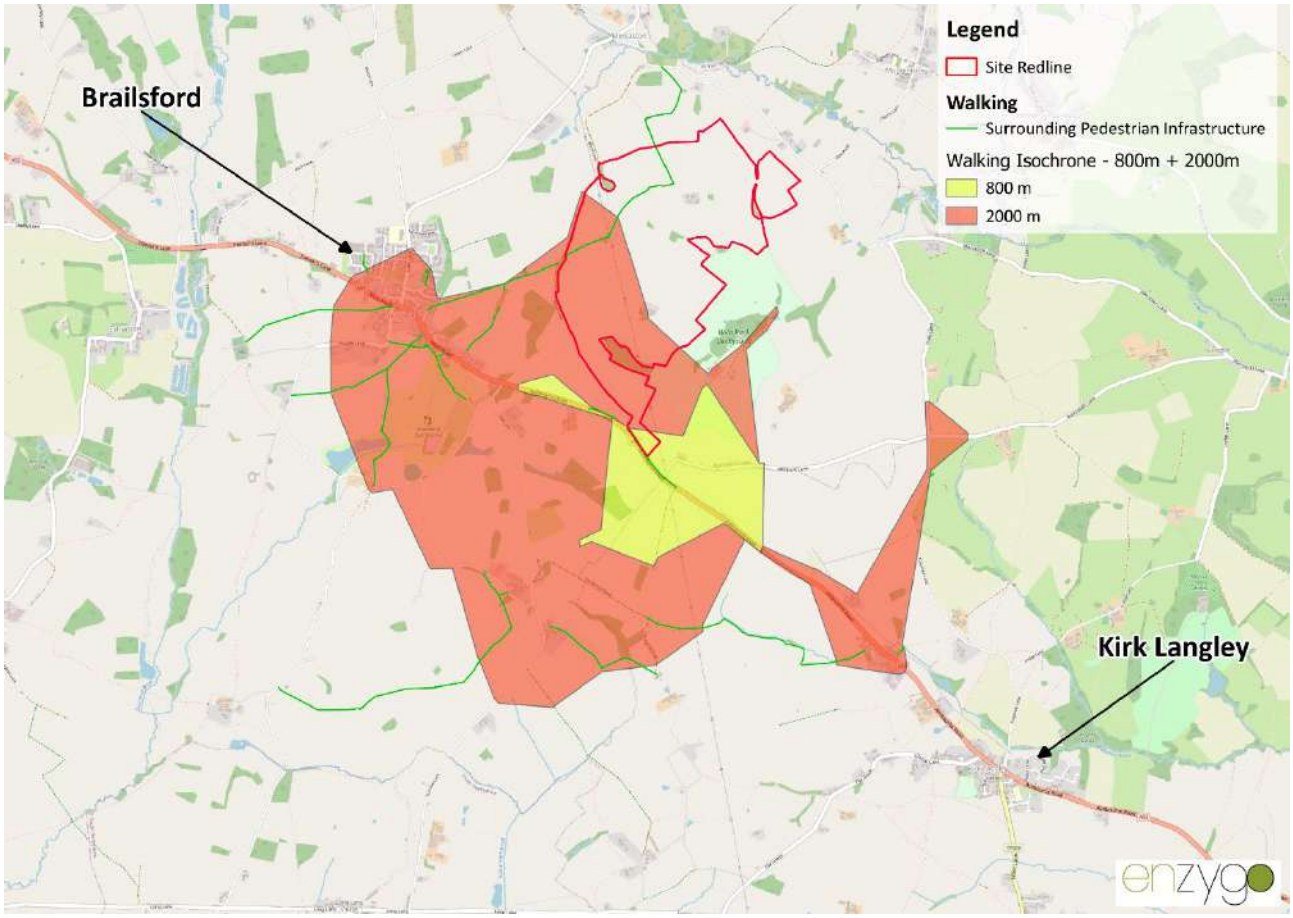
3.4.9 There are no pre-existing highway safety concerns along the A52 corridor that would be exacerbated by the proposed development. Construction vehicles will be operated by professional, trained drivers, with movements managed per the CTMP.

3.5 Sustainable Accessibility Review

3.5.1 In accordance with NPPF paragraph 115(a) and DCC's pre-application advice, an assessment of accessibility by sustainable travel modes has been undertaken, covering the following catchments:

- 800m / 2km walking catchment (**Figure 7**)
- 5km cycling catchment (**Figure 8**)
- A52 bus services (**Figure 9**)

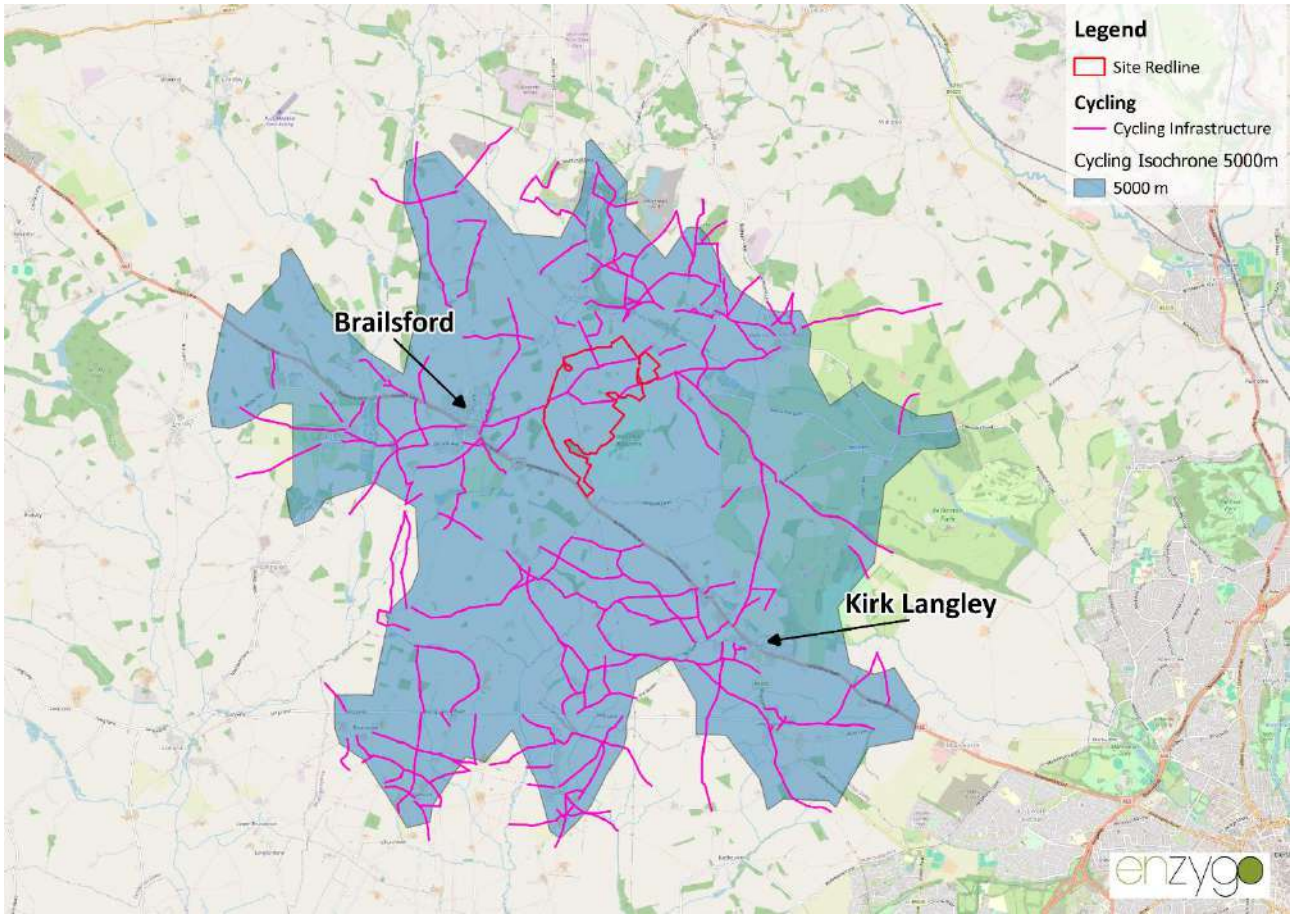
Figure 7 – Walking Accessibility (800m and 2km Catchments)



Source: Open Street Map / annotations by Enzygo

3.5.2 Pedestrian provision in the vicinity of the site is limited, reflecting the rural character of the surrounding area. A footway is provided along the northern side of the A52 with sections of grass verge separation. Street lighting is present towards Brailsford but not in the immediate vicinity of the proposed site access. A network of PRoW provides pedestrian connectivity towards Brailsford to the west and settlements to the north. No significant settlements fall within the 800m walking catchment of the site.

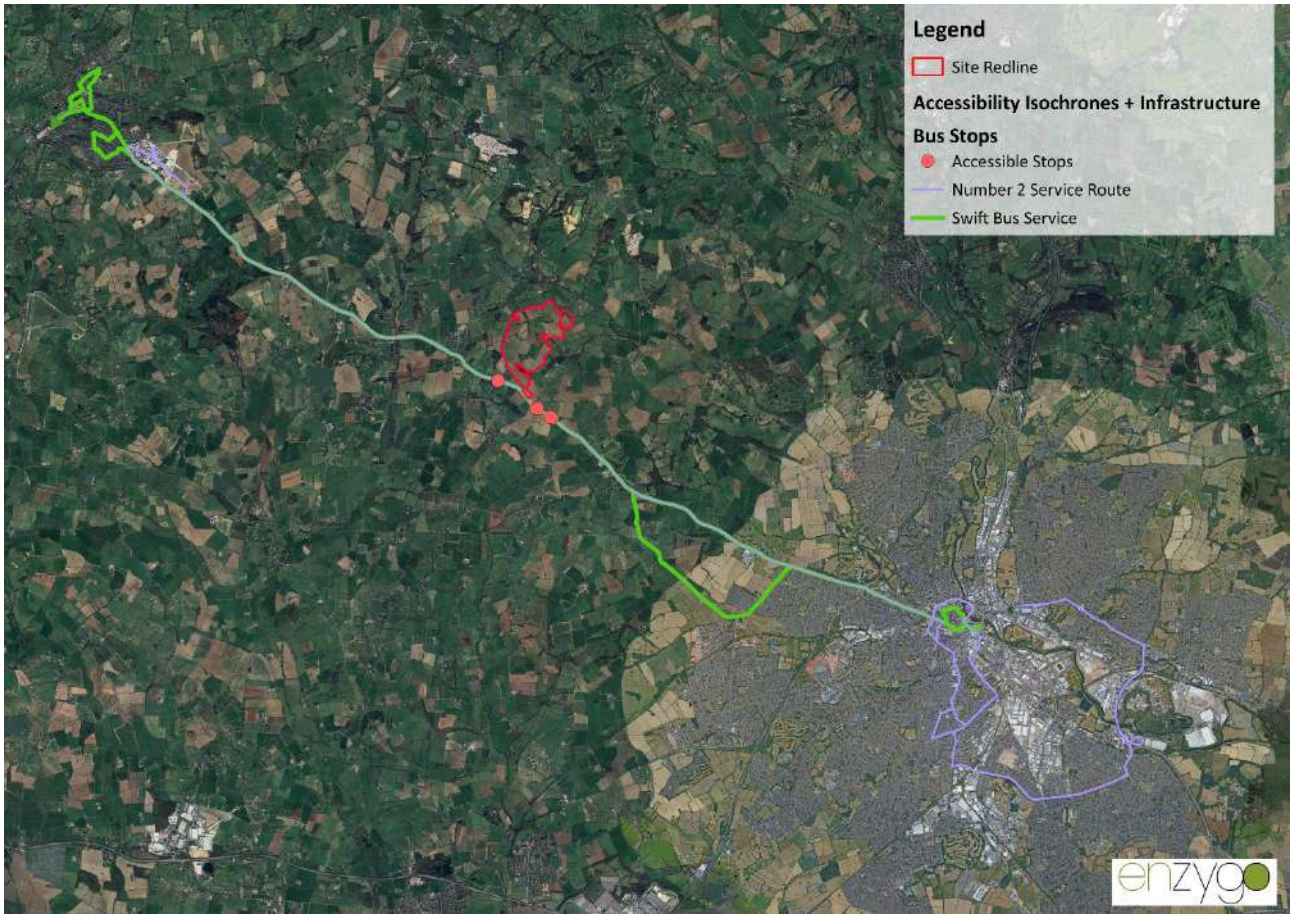
Figure 8 – Cycling Accessibility (5km Catchment)



Source: Open Street Map / annotations by Enzygo

3.5.3 Cycling provision in the vicinity of the site is limited to the PRoW network. There is no formal on-carriageway or segregated cycling infrastructure. No significant settlements fall within a practical 5km cycling catchment of the site access. Bus stops and services within walking distance of the site are shown in **Figure 9** and listed in **Table 3.**

Figure 9 – Local Bus Stops and Services



Source: Google Maps / annotations by Enzygo

Table 3 – Bus Services Summary (Brailsford, adjacent Wood Lane)

Ref.	Route	Weekday Summary	Saturday Summary
2	Derby - Moy Park – Derby	First bus - 06:49 Last bus - 01:36 4 services per day in each direction	First bus - 06:49 Last bus - 01:36 2 services per day in each direction
Swift	Derby - Ashbourne – Uttoxeter	First bus - 05:15 Last bus – 00:35 daytime - 2 services per hour in each direction evening - 1 service per hour in each direction	First bus - 05:15 Last bus – 00:45 daytime - 2 services per hour in each direction evening - 1 service per hour in each direction

Source: bustimes.org / travelline (accessed 26th January 2026)

3.5.4 Bus stops are located on the A52 adjacent to Wood Lane, served by the services summarised in Table 3, served by the Number 2 and Swift services providing connections between Derby, Ashbourne, and Uttoxeter. The walking distance from the nearest bus stop to the proposed construction compound is approximately 800 metres. For construction staff residing along the A52 bus corridor, these services present a realistic opportunity to access the site by public transport. Car-sharing measures are also proposed in the CTMP.

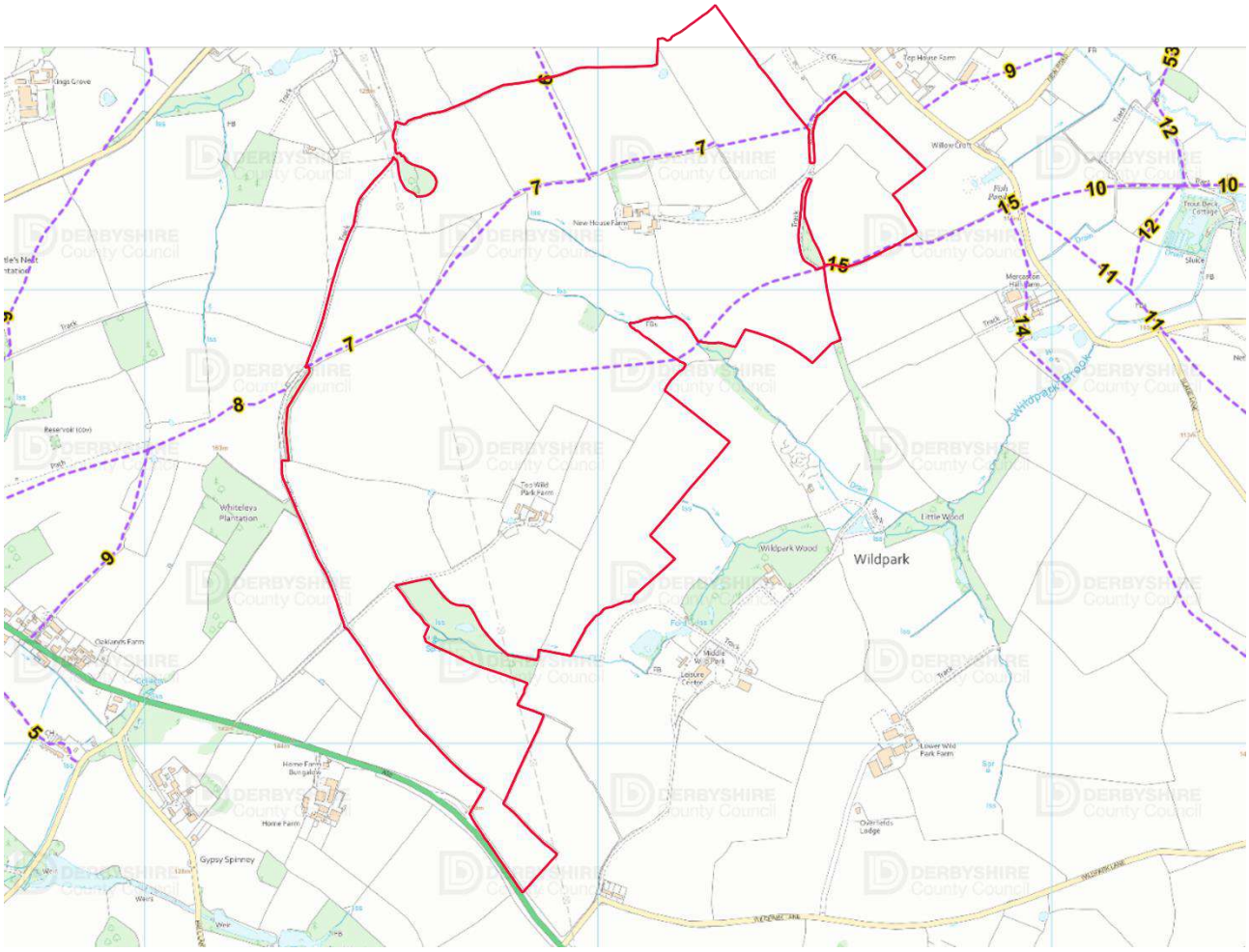
3.5.5 Given the rural location and dispersed settlement pattern, it is not feasible to prioritise walking or cycling access for construction staff. This is consistent with NPPF paragraph 115(a), which requires sustainable transport to be prioritised 'taking account of the type of development and its location'.

3.6 Public Rights of Way

3.6.1 Several Public Rights of Way (PRoW) are present within and surrounding the development site. The following routes have been identified, as shown in **Figure 10**:

- Mercaston – WD71|15/2
- Mercaston – WD|6/1
- Mercaston – WD71|7/1
- Mercaston – WD71|7/2
- Mercaston – WD71|7/3
- Mercaston – WD71|14/1
- Brailsford – WD18|8/1
- Brailsford – WD18|8/2
- Brailsford – WD18|9/1
- Brailsford – WD18|6/3
- Brailsford – WD18|6/1
- Brailsford – WD15|35/1

Figure 10 – PRoW Network



Source: Derbyshire Mapping Portal / annotations by Enzygo

3.6.2 The PRoW network surrounding the site is shown in **Figure 10**. All PRoW crossing the site will be diverted during construction, but reopened after construction. All PRoW routes will be retained on their legal alignments throughout the operational life of the development.

3.6.3 Appropriate measures to protect users during construction will be implemented, including temporary fencing, warning signage, and banksman deployment where a PRoW cross construction traffic routes. The measures are detailed in the accompanying CTMP. The PRoW team at DCC will be consulted at the appropriate stage; no path closures are anticipated, though a temporary closure application would be submitted if required.

3.7 Traffic Data

3.7.1 DCC's pre-application advice noted that the May and June 2025 ATC surveys may have been affected by long-term roadworks in Ashbourne, which ran from January to November 2025 and may have influenced strategic traffic movements between the A52 and A515. In response, new ATC surveys were undertaken from

26 January 2026 to 1 February 2026, following completion of the Ashbourne roadworks. These surveys provide a valid and representative baseline.

3.7.2 DCC also advised that ATC Site 1 from the earlier surveys is not relevant to consideration of the site access; accordingly, only the January 2026 survey data is used in this assessment.

3.7.3 Two ATC survey points were positioned on the A52 either side of the proposed site access, within the visibility envelope of the junction. Their locations are shown in **Figure 11**. A summary of the recorded data is presented in **Tables 4** and **5**, with the full survey data provided at **Appendix 3.**

Figure 11 – January 2026 ATC Survey Locations

Source: Open Street Map / annotations by Enzygo

Table 4 – Summary of ATC Data – Site 1, West of Proposed Site Access

Time Interval	Eastbound 5-Day (Mon–Fri)	Eastbound 7-Day (Mon–Sun)	Westbound 5-Day (Mon–Fri)	Westbound 7-Day (Mon–Sun)	Two-Way 5-Day (Mon–Fri)	Two-Way 7-Day (Mon–Sun)
07:00	434	376	572	488	1,006	864
08:00	443	398	527	462	970	860
09:00	364	353	431	403	794	757
10:00	344	336	400	392	744	728
11:00	359	383	385	387	744	769
12:00	371	397	411	424	782	820
13:00	391	394	395	397	786	791
14:00	396	381	479	469	876	850
15:00	473	444	490	475	963	919
16:00	552	485	459	460	1,011	945
17:00	506	436	433	386	939	822
18:00	338	297	295	265	633	561
07:00–10:00	1,240	1,127	1,530	1,353	2,770	2,481
16:00–19:00	1,396	1,218	1,187	1,111	2,582	2,329
Total Vehicles	**4,970**	**4,681**	**5,277**	**5,007**	**10,247**	**9,687**
Total HGV	**510**	**395**	**343**	**266**	**852**	**661**
Daily HGV %	**10.3%**	**8.4%**	**6.5%**	**5.3%**	**8.3%**	**6.8%**

Source: Intelligent Data 2026

Table 5 – Summary of ATC Data – Site 2, East of Proposed Site Access

Time Interval	Eastbound 5-Day (Mon–Fri)	Eastbound 7-Day (Mon–Sun)	Westbound 5-Day (Mon–Fri)	Westbound 7-Day (Mon–Sun)	Two-Way 5-Day (Mon–Fri)	Two-Way 7-Day (Mon–Sun)
07:00	537	390	446	342	983	733
08:00	515	414	460	391	975	805
09:00	417	376	388	369	805	745
10:00	378	374	371	390	749	764
11:00	383	399	375	408	758	807
12:00	394	413	388	419	782	832
13:00	412	422	422	420	834	842
14:00	466	463	411	396	876	859
15:00	476	462	505	460	981	922
16:00	471	468	573	486	1,043	954
17:00	459	414	514	434	973	847
18:00	309	281	343	301	652	582
07:00–10:00	1,470	1,181	1,294	1,102	2,763	2,283
16:00–19:00	1,238	1,162	1,430	1,221	2,668	2,383
Total Vehicles	**5,216**	**4,876**	**5,195**	**4,817**	**10,410**	**9,692**
Total HGV	**495**	**380**	**369**	**291**	**864**	**671**
Daily HGV %	**9.5%**	**7.8%**	**7.1%**	**6.0%**	**8.3%**	**6.9%**

Source: Intelligent Data 2026

3.7.4 Daily traffic flows along the A52 are consistent with expectations for a rural A-class road, with approximately 10,000 vehicles recorded in both directions on a typical weekday between 07:00 and 19:00. Hourly flows typically range between 350 and 550 vehicles per direction. HGVs represent approximately 8–9% of all vehicles recorded, demonstrating the A52's established capacity to accommodate HGV traffic.

3.7.5 Traffic speed data has established the 85th percentile speeds within the visibility envelope of the proposed site access as follows:

- ATC Site 1 (west of access):
  - Eastbound 52.4mph (83.9kph)
  - Westbound 53.0mph (84.8kph)
- ATC Site 2 (east of access):
  - Eastbound 50.0mph (80.0kph)

- Westbound 51.1mph (81.8kph)

3.7.6 The recorded 85th percentile speeds on the approaches to the proposed site access do not exceed 85kph. In accordance with DMRB CD109, a design speed of 100kph should therefore be adopted, requiring a Stopping Sight Distance (SSD) of 160m. This is addressed in **Chapter 4.**

3.8 Summary

3.8.1 The A52 provides good highway access to the development site. ATC data confirms that 85th percentile speeds at the proposed access location are below 85kph, requiring an 85kph design speed and 160m visibility splays per DMRB CD109.

3.8.2 The PIC review, based on up-to-date Derbyshire Constabulary data covering the full construction traffic route, does not identify any pre-existing highway safety concerns that would be exacerbated by the proposed development.

3.8.3 Sustainable accessibility is limited by the rural location. Bus services on the A52 provide a realistic option for some construction staff; car-sharing is promoted. Walking and cycling prioritisation is not feasible for this development type and location.

4 Development Proposals

4.1 Introduction

4.1.1 This chapter sets out the proposed development and its transport arrangements, including site access design, visibility, swept paths, the DNO access track, the existing access track crossing, construction compound, operational arrangements, and decommissioning.

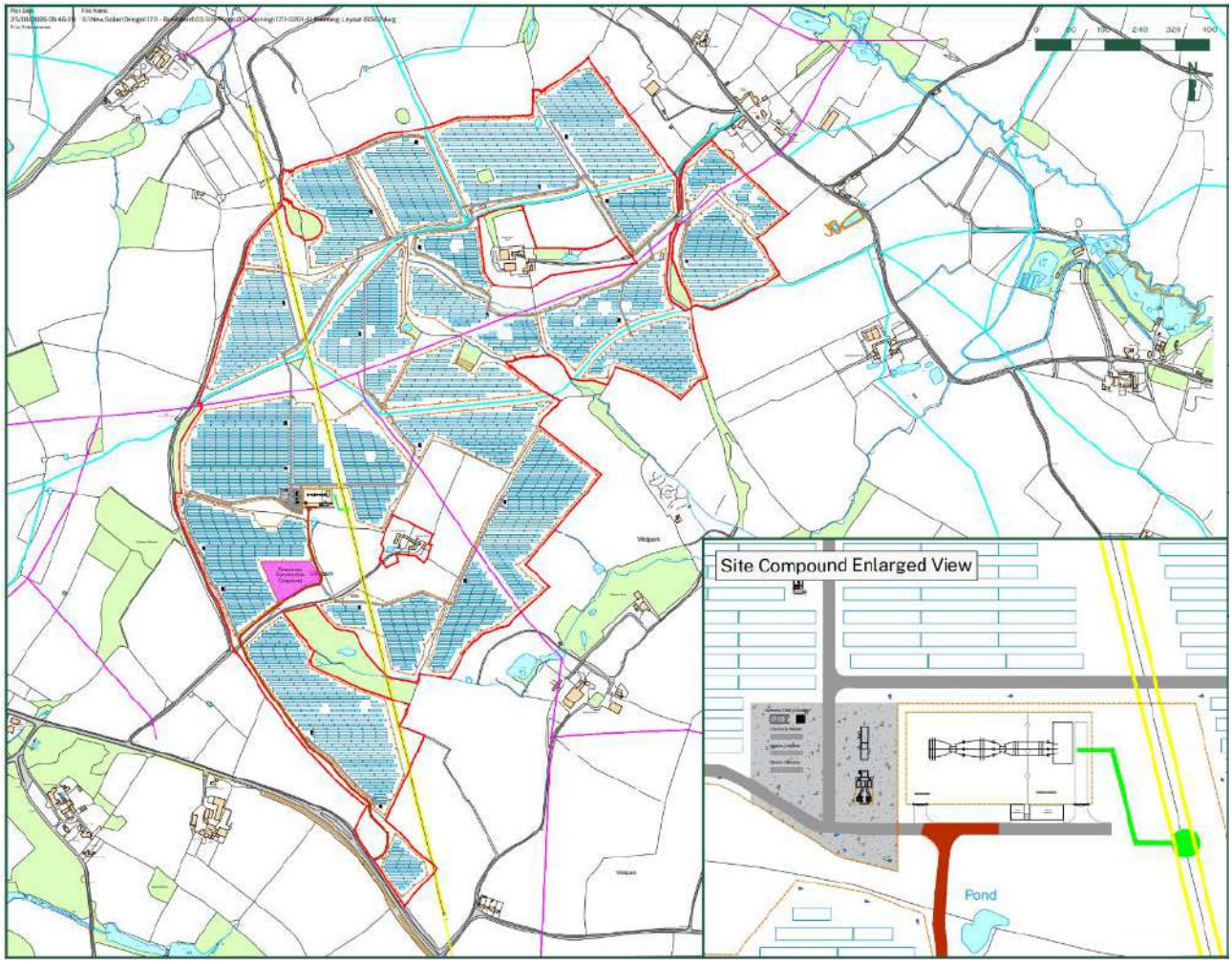
4.2 Proposed Development

4.2.1 The proposed development is for the construction of an up to 55MW solar PV development, comprising:

- Solar Panels
- On-site Substation
- Site Compound
- PV Inverters
- Auxiliary LV Room
- CSS
- Underground Cabling
- Fencing and Gates
- CCTV
- Internal Access Tracks
- Spares Containers

4.2.2 The proposed site layout is shown in **Figure 12.**

Figure 12 – Site Layout Plan



Source: BSR Energy Ltd Drawing No. 1711-0201-01

4.3 Site Access

4.3.1 Access to the site will be taken via a new priority junction located at the southern boundary of the site, fronting the A52. The junction has been designed in accordance with DMRB design standard CD123 (Geometric design of at-grade priority and signal-controlled junctions) and is capable of accommodating all anticipated construction vehicles, including 18.55m articulated HGVs (the maximum permissible length since 2023) and the abnormal load vehicles required for transformer delivery.

4.3.2 The key design parameters of the site access are as follows:

- Minimum 12.0m compound corner radius to accommodate HGV and abnormal load turning requirements.
- Bell mouth locally widened to allow safe simultaneous entry and exit movements, preventing queuing on the A52.

- Corner tapers incorporated to ensure all turning movements are completed without encroachment into opposing traffic lanes on the A52.
- Hard-paved access for the first 20m constructed to DCC specification to prevent debris being tracked onto the highway.
- Forward visibility along the A52 through the site access junction assessed and confirmed adequate in accordance with DMRB CD109 (see also **Section 4.4**).

4.3.3 The hard-paved areas of the site access will be constructed to DCC specification; details will be agreed with the Highway Authority at detailed design stage. The full access geometry is shown on the drawings contained in **Appendix 5.**

4.4 Visibility Splays

4.4.1 Visibility splays at the proposed site access have been determined in accordance with DMRB design standard CD109 (Highway link design).

4.4.2 As set out in **Section 3.7**, both approaches to the proposed site access record 85th percentile speeds below 85kph. In accordance with CD109, the appropriate design speed is therefore 85kph for both approach directions. CD109 Table 2.10 specifies a desirable minimum Stopping Sight Distance (SSD) of 160m for a design speed of 85kph.

4.4.3 The required visibility splays at the proposed site access are therefore:

- To the left (westbound approach): 2.4m x 160m
- To the right (eastbound approach): 2.4m x 160m

4.4.4 The required 160m visibility splays in both directions are achievable within land under the applicant's control and/or highway land. The existing hedge at the site access location is set back sufficiently from the edge of the A52 carriageway. Vegetation within the visibility splay envelope will be maintained at a maximum height of 0.6m above adjacent carriageway level throughout the construction period.

4.4.5 In addition to side road visibility splays, forward visibility along the A52 through the site access junction has been assessed in accordance with DMRB CD109. This assessment confirms adequate forward visibility for vehicles on the A52 to perceive and react to vehicles turning into or out of the site access.

4.4.6 The visibility splay envelopes and forward visibility assessment are shown on the site access drawings in **Appendix 5.**

4.5 Layby Management

4.5.1 A layby is located on the northern side of the A52 approximately 80m west of the proposed site access. Measures will be implemented to prevent construction vehicles from using this layby for waiting, parking, or turning, including advance advisory signage and contractual controls within the CTMP. A layby closure plan showing indicative options is contained in **Appendix 5.**

4.5.2 Subject to agreement with DCC Network Management Team, the layby may be temporarily closed during construction of the site access and during peak construction activity. Any such closure will be progressed in accordance with the appropriate statutory procedures, including engagement with DCC's Network Management Team at the earliest opportunity.

4.6 Swept Path Analysis

4.6.1 Vehicle swept path analysis has been undertaken for the proposed site access junction using an 18.55m articulated HGV, reflecting the maximum legal articulated vehicle length. In addition, swept path analysis has been completed for the abnormal load vehicle(s) required to deliver transformer units to the site. The abnormal load vehicle specification has been confirmed with the Applicant, and the swept paths are based on those confirmed dimensions**.**

4.6.2 Analysis has been undertaken for all entry and exit movements at the site access junction. The swept path analyses confirm that:

- 18.55m articulated HGVs can safely enter and exit the site for all available movements (left-in, right-in, left-out, right-out).
- Abnormal load vehicles can safely enter and exit the site for all available movements, including left-out.
- All turning movements are completed without encroachment into the opposing traffic lane on the A52 (achieved through corner taper geometry per DMRB CD123).
- The proposed internal trackway can accommodate two-way HGV movements where required.
- Adequate forward visibility is provided along internal access tracks between passing places.

4.6.3 The full swept path drawings, including the abnormal load vehicle specification, are included in **Appendix 6.**

4.7 Road Safety Audit

4.7.1 In accordance with the requirements of DCC as Highway Authority, a Stage 1 Road Safety Audit (RSA1) is required for the proposed A52 site access junction. Prior to submission of this planning application, an RSA1 brief was prepared by Enzygo and submitted to DCC for agreement. Following pre-application engagement, DCC agreed that the RSA1 would be undertaken once in-principle agreement of the site access design had been confirmed by the Highway Authority. As such, the RSA1 will be undertaken during the post-submission period, following confirmation of in-principle agreement, and prior to determination of the application.

4.7.2 This approach has been agreed with DCC. The RSA1 and any resulting Design Team Response will be provided to DCC as part of the ongoing pre-determination engagement and will be available to inform the Highway Authority's formal representations on the application prior to determination. Pre-application correspondence with DCC confirming this approach is included at **Appendix 1**.

4.8 Access Track Alignment and Crossings

4.8.1 Following engagement with the occupants of Top Wild Park Farm, which is located centrally in the Site (outside the application redline). The proposed layout has been refined to maintain and protect existing access arrangements. The DNO access track and internal access track will cross the existing private farm access track at two discrete locations within the vicinity of Top Wild Park Farm, as illustrated on **Figure 13**.

Figure 13 – DNO Access Track Crossing

Source: BSR Energy Ltd Drawing No. 1711-0201-01

4.8.2 The first crossing is located to the west of the farmstead, where the DNO access track intersects the farm access track before continuing eastwards. The second crossing is located further east, where the internal solar farm track crosses the same farm access route. Together, these crossings reflect the alignment of the DNO and internal access routes required to serve the site while maintaining connectivity across the scheme.

4.8.3 Between these crossing points, the DNO access track is designed to run broadly parallel to the existing farm access track. This approach minimises disruption to established farm movements and maintains a clear and legible access arrangement for farm operations.

4.8.4 Each crossing point will be constructed to an appropriate specification to accommodate the full range of construction and operational vehicles, including HGVs. Detailed design, including surfacing, levels, drainage, and any localised widening, will be agreed with the landowner prior to commencement of works, alongside appropriate reinstatement proposals where required.

4.8.5 The overall arrangement ensures that the DNO access track and existing farm access track can operate independently, with suitable separation and visibility

maintained. This design approach avoids material impact on day to day access to and from Top Wild Park Farm throughout both the construction and operational phases of the development.

4.9 Construction Phase

4.9.1 During the construction phase (anticipated to be 52 weeks), site operations will be conducted within hours agreed with DCC as Local Highway Authority. It is expected that these will be:

- Monday to Friday: 08:00 to 18:00
- Saturday: 08:00 to 13:00
- Sunday and Bank Holidays: No working

4.9.2 These hours have been selected to avoid the highway network peak periods (typically 08:00–09:00 and 17:00–18:00 on weekdays). All HGV deliveries will be scheduled outside peak periods where possible, as detailed in the accompanying CTMP.

4.10 Construction Compound

4.10.1 A temporary construction compound will be provided within the development site throughout the construction phase. The compound will provide:

- Staff car parking sufficient for peak workforce (up to a maximum of 40 staff, with car-sharing factor to be confirmed by Principal Contractor);
- Construction vehicle parking and queuing areas to prevent any highway waiting;
- Materials laydown areas for solar panels, mounting structures, cabling, and other components;
- Welfare facilities (toilets, canteen, drying room);
- Site offices;
- Wheel wash facility (location and type to be specified in CTMP);
- Turning area within the site to accommodate vehicles arriving in error or to be turned away.

4.10.2 The compound is sized to accommodate peak construction workforce and vehicles without any parking or queuing on the public highway. All deliveries will be scheduled to ensure vehicles can enter the site directly without waiting on the A52. The compound layout will be reviewed as construction progresses; if the

compound is to be relocated to allow construction of solar panels on the initially occupied area, arrangements for the secondary compound location will be agreed and described in the CTMP.

4.11 Operational Phase

4.11.1 Once operational, site visits will be limited to infrequent maintenance activities, typically 1–2 visits per week by car or van. No designated staff parking will be provided on site during the operational phase; maintenance vehicles will use the internal access tracks to reach the areas of the site as required. No permanent on-site parking areas are required and vehicles will not park on the public highway.

4.12 Decommissioning

4.12.1 At the end of its operational life, the solar farm will be decommissioned and the site restored to agricultural use. Decommissioning traffic will access the site via the same A52 access used during construction and operation. Traffic volumes during decommissioning would typically be lower than at construction stage. Following decommissioning, the site access will be removed and the A52 frontage reinstated in accordance with DCC requirements.

5 Traffic Impacts

5.1 Introduction

5.1.1 This chapter presents the forecast traffic impacts during the construction and operational phases of the proposed development.

5.2 Construction Traffic Generation Methodology

5.2.1 The construction traffic forecasts presented in this chapter have been derived using a first-principles methodology, as required by DCC's pre-application advice. Material quantities, vehicle capacities, and construction phasing have been assessed in detail, with the full supporting calculations set out in **Appendix 7**. All movements are conservatively assumed to be by HGV — in practice many smaller deliveries will be made by van — so actual impacts will be lower than assessed here.

5.3 Development Construction Traffic

5.3.1 The construction programme is anticipated to span 52-weeks (12 months). Construction traffic is not evenly distributed across the programme; activity is dominated by bulk aggregate and concrete deliveries required for the access track network, inverter hardstandings, and construction compound, which are concentrated in the first half of the programme. **Table 6** summarises the forecast daily HGV movements and workforce by phase.

Table 6 — Forecast Construction Traffic by Phase

Weeks	Primary Activity	Key Materials	HGV Two-Way/Day	Staff On Site	Staff Vehicles (Two-Way/Day)
1–4	Compound setup, early access works	Aggregate, concrete, containers	20	30	40
5–9	Access tracks, fencing, foundations	Aggregate, concrete, fencing	22	60	80
10–14	Continuing groundworks; panel deliveries commence	Aggregate, concrete, panels, frames	20	60	80
15–25	All activities overlapping — peak	All materials	28	60	80
26–30	Inverters, panels, frames and cabling	Panels, frames, inverters, cabling	12	60	80
31–35	Substations, cabling, commissioning preparation	Substations, cabling, miscellaneous	10	30	40

36–52	Ancillary deliveries, landscaping, commissioning, compound decommissioning	Miscellaneous	<2	20	27

Source: Enzygo (2026); full derivation at Appendix 7

5.3.2 The peak daily HGV generation is 28 two-way movements during Weeks 15–25, when aggregate and concrete deliveries overlap with solar panel, frame, and cabling installations. This peak is sustained across both the main and tail-end aggregate phases before reducing substantially from Week 26 once aggregate deliveries are complete. From Week 26, daily HGV movements fall to around 12 two-way movements per day during inverter and cabling installation, reducing to 10 or fewer during commissioning preparation, and to less than 2 per day during the final completion period.

5.3.3 HGV deliveries are scheduled between 07:00 and 15:00, with deliveries avoided, where possible, during the AM network peak (08:00–09:00) or PM network peak (17:00–18:00). Deliveries will be managed through a booking system within the CTMP to prevent concurrent arrivals at the site access junction.

5.3.4 Peak staffing of 60 personnel occurs during Weeks 5–35. At a conservative car occupancy factor of 1.5, reflecting the rural location, this generates a maximum of 80 two-way staff vehicle movements per day. Staff trips will be predominantly tidal in nature, concentrated in the 07:00–09:00 arrival window and the 16:00–18:00 departure window. Staff and HGV movements are therefore largely temporally separated, with HGV deliveries distributed across the mid-day period when staff are on site.

Combined Daily Traffic Profile

5.3.5 **Table 7** combines HGV and staff movements to present the worst-case hourly profile at the site access junction during peak construction (Weeks 15–25).

Table 7 – Combined Peak Daily Hourly Profile (HGV + Staff)

Hour	HGV In	HGV Out	Staff In	Staff Out	Total Two-Way	Notes
07:00	2	2	27	0	31	Primary staff arrivals + first HGVs
08:00	0	0	13	0	13	Secondary staff arrivals; no HGVs (AM peak)
09:00–15:00	2	2	0	0	4 per hr	HGV deliveries only (no AM/PM peak hours)
16:00	0	0	0	27	27	Primary staff departures
17:00	0	0	0	13	13	Secondary staff departures; no HGVs (PM peak)
Daily Total	**14**	**14**	**40**	**40**	**108**	

Source: Enzygo (2026); full derivation at Appendix 7

5.3.6 The combined peak daily total is 108 two-way movements (28 HGV + 80 staff vehicles) during Weeks 15–25. The busiest single hour at the site access is 07:00–08:00 during peak construction, with a maximum of around 31 two-way movements, comprising 27 staff arrivals alongside 2 HGV arrivals and 2 HGV departures.

5.3.7 **Table 8** combines HGV and staff movements to present the average hourly profile at the site access junction during the full construction period (Weeks 1–52).

Table 8 – Combined Average Daily Hourly Profile (HGV + Staff)

Hour	HGV In	HGV Out	Staff In	Staff Out	Total Two-Way	Notes
07:00	1	1	18	0	20	Primary staff arrivals + first HGVs
08:00	0	0	9	0	9	Secondary staff arrivals; no HGVs (AM peak)
09:00–15:00	1	1	0	0	2 per hr	HGV deliveries only (no AM/PM peak hours)
16:00	0	0	0	18	18	Primary staff departures
17:00	0	0	0	9	9	Secondary staff departures; no HGVs (PM peak)
Daily Total	**8**	**8**	**27**	**27**	**70**	

5.3.8 The combined average daily total is 70 two-way movements (16 HGV + 54 staff vehicles) across the full construction programme. The busiest single hour at the site access is 07:00–08:00 during average construction, with a maximum of around 20 two-way movements, comprising 18 staff arrivals alongside 1 HGV arrival and 1 HGV departures.

5.4 Site Access Capacity Assessment

5.4.1 A detailed junction capacity assessment has not been undertaken, as the scale of development traffic is very low and does not justify modelling on a proportionate basis.

5.4.2 During peak construction, the site generates a maximum of 31 two-way movements in the busiest hour, of which only 4 are HGVs. This is negligible in the context of A52 flows of approximately 800 to 1,000 vehicles per hour. The minor arm demand at the proposed priority junction is therefore extremely low and would not result in any material delay or queuing.

5.4.3 The access has been designed in accordance with DMRB CD123 and CD109, with appropriate geometry and visibility to ensure safe operation. On this basis, there is no realistic potential for capacity constraints, and junction modelling (e.g. PICADY) is not considered necessary or proportionate.

5.5 Construction Phase Active Travel Assessment

5.5.1 The footway on the northern side of the A52 provides pedestrian access to and from Brailsford to the west and Kirk Langley/Mackworth to the east. During the construction phase, HGV movements at the site access will cross this footway.

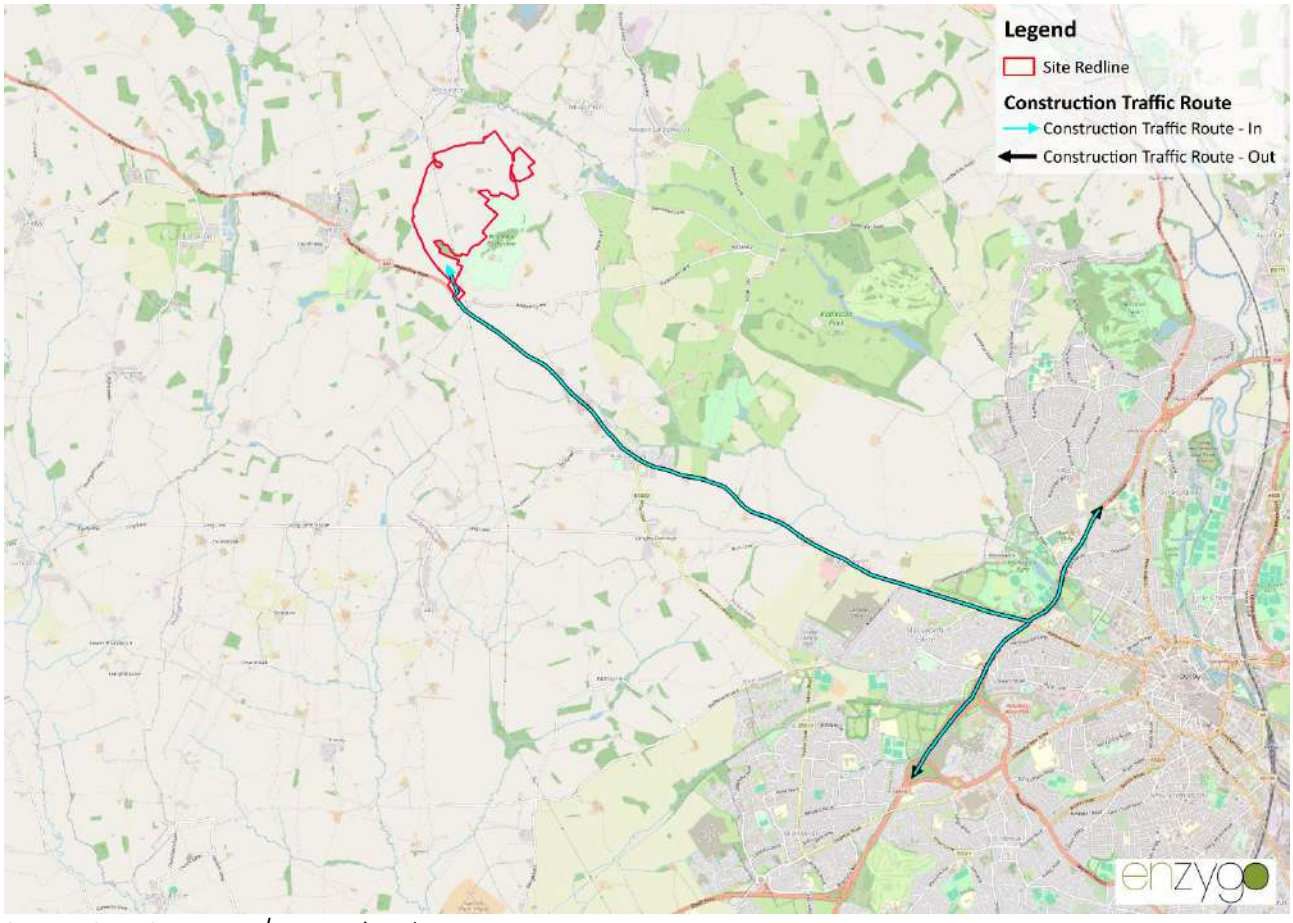
5.5.2 Having regard to the modest scale of construction traffic (maximum 10 one-way HGV movements during the peak 12 weeks, reducing to 3 per day thereafter), the controlled nature of access, and the provision of adequate visibility at the junction, the construction phase is not expected to result in a material adverse effect on pedestrian safety or amenity. No formal cycle infrastructure exists in the vicinity; cyclists sharing the A52 will experience a negligible increase in HGVs on a route already carrying approximately 8–9% HGVs.

5.5.3 The CTMP sets out specific measures to protect PRoW users during construction, including banksman deployment during HGV movements in proximity to PRoW crossings, signage, and maintenance of all PRoW on their legal alignments. Detailed consultation with the DCC PRoW team will be undertaken prior to commencement of construction.

5.6 Construction Traffic Route

5.6.1 All HGVs and abnormal load vehicles are directed to approach the site from the east, via the A38 and A52, to avoid routing through Brailsford village or other unsuitable minor roads. Vehicles will travel along the A38 (from north or south), joining the A52 at Markeaton Roundabout, then westbound along the A52 to the site access. The route is shown in **Figure 14**.

Figure 14 – Construction Traffic Route



Source: OpenStreetMap / annotations by Enzygo

5.6.2 The construction traffic route has been selected because:

- The A38 and A52 are classified roads designed to accommodate HGV traffic.
- The route avoids Brailsford village, narrow roads, and residential areas.
- There are no weight or height restrictions on the route.
- The route has been confirmed suitable for 18.55m articulated HGVs and abnormal loads.

5.6.3 The CTMP includes measures to ensure all construction traffic adheres to the specified route, including driver inductions, route maps, CTMP requirements in all subcontractor agreements, and site manager enforcement. Some deviation is acknowledged for locally based staff; this is addressed in the CTMP.

5.7 Construction Traffic Impact

5.7.1 The forecast construction traffic has been assessed against the baseline traffic flows on the A52, taken from ATC Site 2 (east of the proposed site access), as this location is most representative of traffic conditions on the construction traffic route and approaching the site access. ATC Site 1 data (west of the access) is not

used as the primary baseline. The results of the temporary impact of the Proposed Development during peak construction and average construction are summarised in **Tables 9** and **10** respectively**.**

Table 9 – Peak Construction Traffic Impact (east of site access, typical weekday)

Scenario	HGV (two-way)	All Vehicles (two-way)	HGV %
Baseline (Mon–Fri 5-day average)	864	10,410	8.3%
Peak Construction HGV	28	—	—
Peak Construction All Vehicles	—	108	—
Construction + Baseline (peak)	892	10,518	8.5%

Table 10 – Average Construction Traffic Impact (east of site access, typical weekday)

Scenario	HGV (two-way)	All Vehicles (two-way)	HGV %
Baseline (Mon–Fri 5-day average)	864	10,410	8.3%
Average Construction HGV	16	—	—
Average Construction All Vehicles	—	70	—
Construction + Baseline (peak)	880	10,480	8.4%

5.7.2 As shown in **Tables 9 and 10**, the additional construction traffic represents a modest and temporary increase relative to existing flows. At peak, 14 additional HGV one-way movements (14 arrivals + 14 departures) represent an increase of approximately 3.2% in HGV movements on the A52 east of the site access. During typical construction, 8 additional HGV one-way movements (8 arrivals + 8 departures) represent a 1.9% increase.

5.7.3 Staff trips (up to 80 two-way daily) will be tidal in nature, arriving at site before 08:00 and departing after 18:00, and will therefore avoid the AM and PM highway network peaks. HGV deliveries will be scheduled throughout the working day to avoid concurrent arrivals and peak period conflict, as set out in the CTMP.

5.7.4 The delivery scheduling measures detailed in the CTMP will ensure that HGV deliveries are spread through the working day and do not coincide with network peak periods or with each other at the site access.

5.8 Construction Staff Sustainable Travel

5.8.1 The rural location of the site limits opportunities for construction staff to travel by sustainable modes. The site is served by A52 bus services, providing a realistic option for staff residing along the Derby–Ashbourne corridor. The CTMP promotes:

- Bus use for staff residing along the Swift/No. 2 bus corridor;

- Car-sharing, with coordination of staff from common residential locations;
- Considerate Constructors Scheme compliance, including community engagement.

5.9 Abnormal Loads Routing Review

5.9.1 Abnormal load deliveries will be required to the site for transformer units. The abnormal load vehicle specification has been indicated by the Applicant.

5.9.2 The abnormal load route from the A38 via Markeaton Roundabout and westbound along the A52 to the site access has been reviewed by desktop assessment and site visit. A detailed swept path analysis has been undertaken for the entire route from Markeaton Roundabout to the site, demonstrating that:

- The abnormal load vehicle can navigate Markeaton Roundabout without constraint;
- The vehicle can travel westbound on the A52 from Markeaton Roundabout to the site access;
- The vehicle can safely enter and exit the site access for all movements (left-in, right-in, left-out, right-out);
- The vehicle can circulate within the site to the transformer delivery location.

5.9.3 The swept path drawings for the abnormal load route are included at **Appendix 6.**

5.9.4 DCC's pre-application response noted that National Highways is progressing improvement works at the A38 Markeaton Roundabout. This has been reviewed with reference to the Development Consent Order examination documentation, and National Highways was contacted in January 2026 to seek further information regarding the scheme design, programme, and timescales.

5.9.5 At the time of that consultation, NH confirmed that the construction programme for the A38 Derby Junctions scheme is not yet finalised and is subject to confirmation through Road Investment Strategy 3 (RIS3, covering April 2026 to March 2031). NH indicated that programme details are expected to be published later in 2026 and did not consider a meeting necessary at this stage, but confirmed it will review the TA and CTMP when submitted with the planning application. The applicant is committed to ongoing engagement with NH as the A38 programme is confirmed, with the aim of coordinating construction periods to avoid or minimise overlap. Any temporary traffic management on the A38 or at Markeaton Roundabout associated with NH's works will be factored into the development's construction logistics. NH consultation correspondence is included at **Appendix 1**.

5.9.6 Abnormal load movements will be coordinated with National Highways, DCC, and Derbyshire Constabulary as required, with notifications given per relevant statutory procedures. All abnormal load movements will be scheduled outside highway network peak periods.

5.10 Operational Traffic

5.10.1 Once operational, the development will generate negligible traffic, limited to maintenance visits of approximately 1–2 per week by car or van. These trips will have no perceptible impact on the local highway network.

5.11 Summary – Construction Phase

Construction Traffic

5.11.1 Construction traffic will generate a modest and temporary increase in vehicle flows on the A52. During the construction peak, a maximum of 28 two-way HGV trips per day are forecast. For the remainder of the programme, an average of 16 two-way HGV trips per day are forecast. Up to 40 one-way staff trips per day will be tidal, arriving in the AM peak period and departing across the PM peak period.

Traffic Impact

5.11.2 The additional construction traffic represents an increase of approximately 3.2% in HGV movements during the peak 12 weeks, reducing to less than 1% thereafter. These increases are within the capacity of the A52 and will not result in a severe impact on the highway network in terms of capacity, congestion, or safety.

Construction Traffic Management

5.11.3 The accompanying CTMP sets out comprehensive measures to manage construction traffic, including: designated routing via A38 and A52 from the east; delivery scheduling outside peak periods; on-site parking and welfare; wheel washing; banksman control; PRoW protection; community liaison; Considerate Constructors compliance; and abnormal load coordination with DCC, National Highways, and Police.

Site Access

5.11.4 The proposed access is designed to DMRB CD109 and CD123 standards, with 160m visibility splays in both directions, swept paths confirming all HGV and abnormal load movements without opposing lane encroachment, and hard-surfaced access to DCC specification.

Existing Access Track Crossing

5.11.5 The DNO access track and internal access track cross the existing private access track to Top Wild Park Farm at two locations. No crossing of Wood Lane is required as all development areas are now located to the east of Wood Lane.

Abnormal Loads

5.11.6 Abnormal load route from A38 via Markeaton Roundabout and A52 confirmed suitable by swept path analysis. Coordination with DCC, National Highways, and Police established.

Impact Assessment

5.11.7 The assessment demonstrates, in terms of NPPF paragraph 116: no unacceptable highway safety impact; and residual cumulative impacts on the road network that are not severe.

5.12 Summary – Operational Phase

5.12.1 Once operational, the development will generate only occasional maintenance visits (typically 1–2 per week) by car or van, resulting in no material impact on the performance or safety of the local highway network.

5.13 Summary – Decommissioning

5.13.1 At the end of the operational life, decommissioning traffic will access the site via the same A52 access. Traffic volumes at decommissioning are expected to be similar to or lower than during construction. A further assessment will be required at that stage.

6 Conclusions

6.1.1 This Transport Assessment has been prepared by Enzygo on behalf of BSR Energy Ltd in support of a full planning application for an up to 55MW solar PV development on land at Brailsford, Ashbourne, immediately north of the A52. It has been prepared as a full Transport Assessment in accordance with DCC's pre-application advice, and addresses all comments raised in DCC's responses of November 2025 and January 2026.

6.1.2 The assessment has been prepared in accordance with current national planning policy, specifically NPPF paragraphs 115–118, the Derbyshire Dales Local Plan, and the Derbyshire Local Transport Plan.

6.1.3 Safe and suitable access to the site is achieved via a new junction on the A52, designed in accordance with DMRB standards CD109 and CD123. The junction provides 160m visibility splays in both directions (based on a 85kph design speed), appropriate geometry accommodating 18.55m HGVs and abnormal loads, forward visibility confirmed adequate through the junction, and DCC-specification hard-paved areas.

6.1.4 Traffic impacts during construction are modest and temporary. Peak construction traffic (first 12 weeks) adds approximately 14 HGV one-way movements per day on the A52 east of the access. Typical construction generates only 8 additional HGV one-way movements per day. Staff movements are tidal, avoiding network peaks.

6.1.5 Sustainable transport has been appropriately considered. Given the development type and rural location, prioritisation of walking and cycling is not feasible for construction staff access, consistent with NPPF paragraph 115(a). Bus use and car-sharing are promoted through the CTMP.

6.1.6 The PIC review, based on Derbyshire Constabulary data covering the full construction traffic route, does not identify any pre-existing highway safety concerns that would be exacerbated by the development.

6.1.7 Construction impacts will be managed through comprehensive CTMP measures including delivery scheduling, staff car-sharing, wheel washing, banksman control, PRoW protection, community liaison (Considerate Constructors), and abnormal load coordination.

6.1.8 Operational impacts are negligible with only 1–2 maintenance visits per week.

6.1.9 In relation to NPPF paragraph 116, the assessment demonstrates:

- No unacceptable impact on highway safety;

- Residual cumulative impacts on the road network, following mitigation, are not severe.

6.1.10 Therefore, in transport and highway terms, the proposed development accords with national and local planning policy, and there is no transport or highway reason for planning permission to be refused.

Appendix 1 Pre-Application Engagement

Transport Technical Note

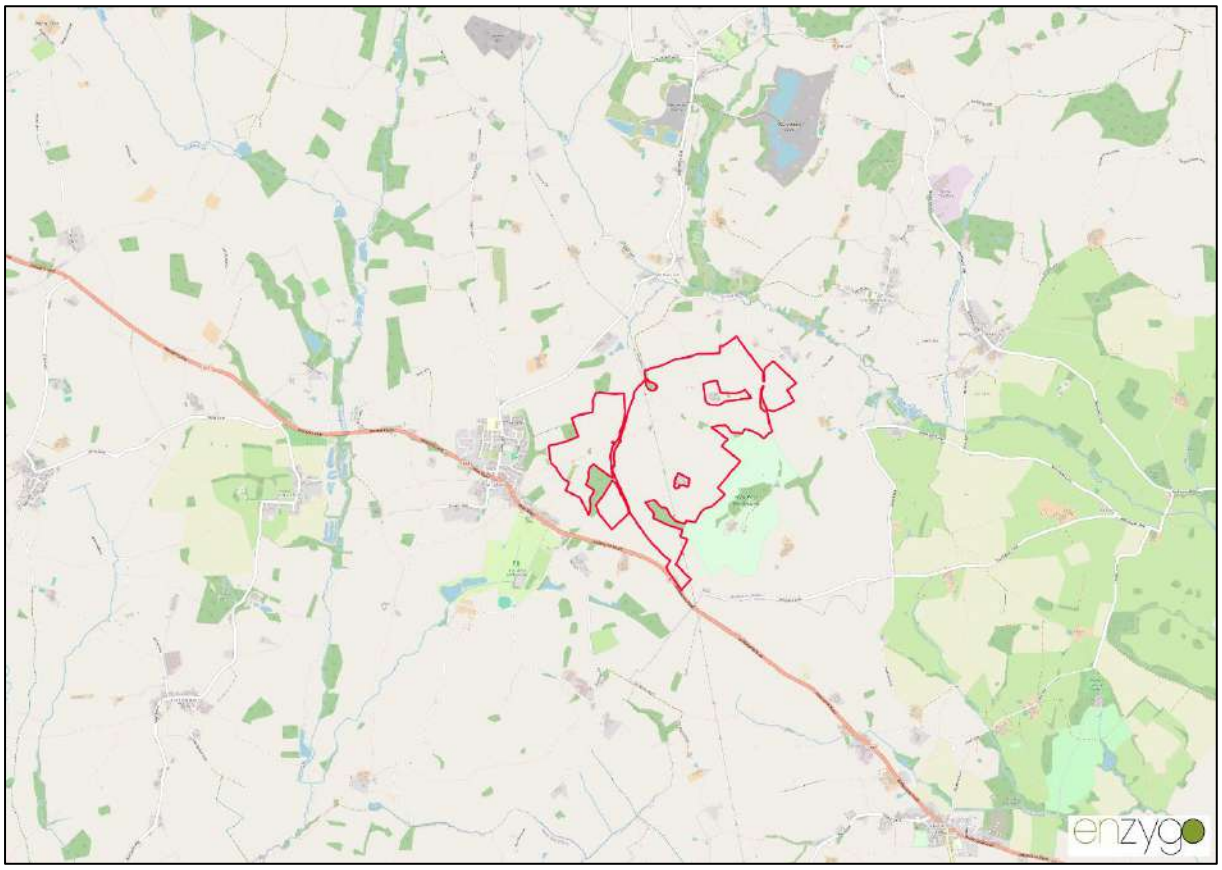
Project:	Brailsford Solar Farm	Number:	SHF.3087.016
Our ref:	SHF.3087.016.TR.TN.002.D	Date:	October 2025
Prepared by	Enzygo	Prepared for	BSR Energy
Subject	Transport Scoping Note		

1.0 Introduction

Enzygo Ltd has been instructed on behalf of BSR Energy, to prepare a Transport Scoping Note to request feedback from Derbyshire County Council in support of a full planning application for the development of a solar farm on land at Main Road, Brailsford, Ashbourne, DE6 3DA (thereafter referred to as 'the site').

The site is located immediately east of the village of Brailsford, and approximately 10km from Derby city centre. The development site spans across a number of field parcels and benefits from good connections to the local highway network. It is positioned on land to the north of the A52. The site will be accessed via a new access from the A52. The site location is shown in **Figure 1**.

Figure 1 – Site Location



2.0 Purpose of Scoping Note

This Technical Note (TN) is provided in support of a request for feedback from Derbyshire County Council who is the Local Highway Authority (LHA) for the development proposal. This Scoping Note defines the scope of transport evidence proposed to support the planning application, which will include a Transport Statement (TS) and a Construction Traffic Management Plan (CTMP). The Scoping Note aims to:

- Outline the proposed access arrangements for construction and operation.
- Establish the methodology for assessing transport impacts, including traffic generation during construction and operation.
- Seek feedback from the LHA to ensure the TS and CTMP meet their requirements.

3.0 Transport Statement Scope

The TS will provide a comprehensive assessment of the transport-related impacts of the proposed development in construction and operation. The TS will include the details as listed in the following sub-sections. Where relevant additional detail on the proposed scope and measures to be implemented are provided for review and feedback from the LHA.

3.1 Policy Review

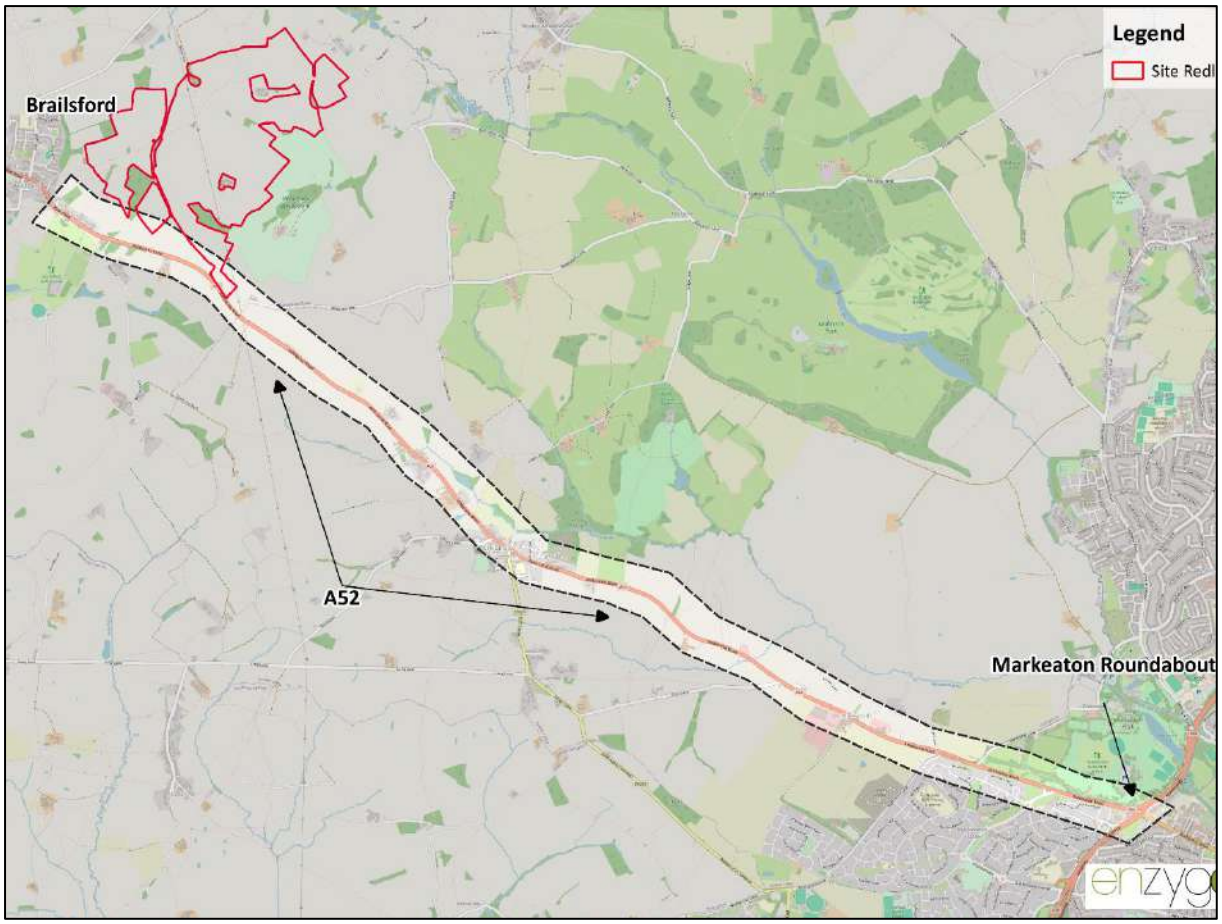
The TS will include a review of the relevant policies to ensure that the application and transport strategy align with both national and local planning objectives. The following key policies will be reviewed and considered:

- National Planning Policy framework (NPPF) (December 2024);
- Derbyshire Dales District Council (DDDC) Local Plan (Adopted 2017); and
- Derbyshire Local Transport Plan 3.

3.2 Review of Existing Conditions and Accessibility

The TS will include a review of the existing transport conditions and accessibility within the area identified in **Figure 2**.

Figure 2 - Review Extents



Highway Overview

The Site benefits from good connections to the surrounding highway network. The primary strategic route is the A38, running generally north to south to the east of the site. The A38 will serve as the route for construction and operational HGV traffic to access the site, connecting to the A52 via Markeaton Roundabout.

Locally, the A52 provides a connection between the A38 to the Site. The A52 is typically a single carriageway primary road, and benefits from a 7.3m carriageway width along most of the route. The access strategy comprises construction of a new site access junction north of the A52 to facilitate HGV movements in and out of the site.

Accessibility Overview

Given the rural nature of the site and the nature of the proposed development, active travel and public transport are not considered viable modes of travel for most users during construction or operation. Construction traffic will primarily comprise private vehicles and heavy goods vehicles (HGVs).

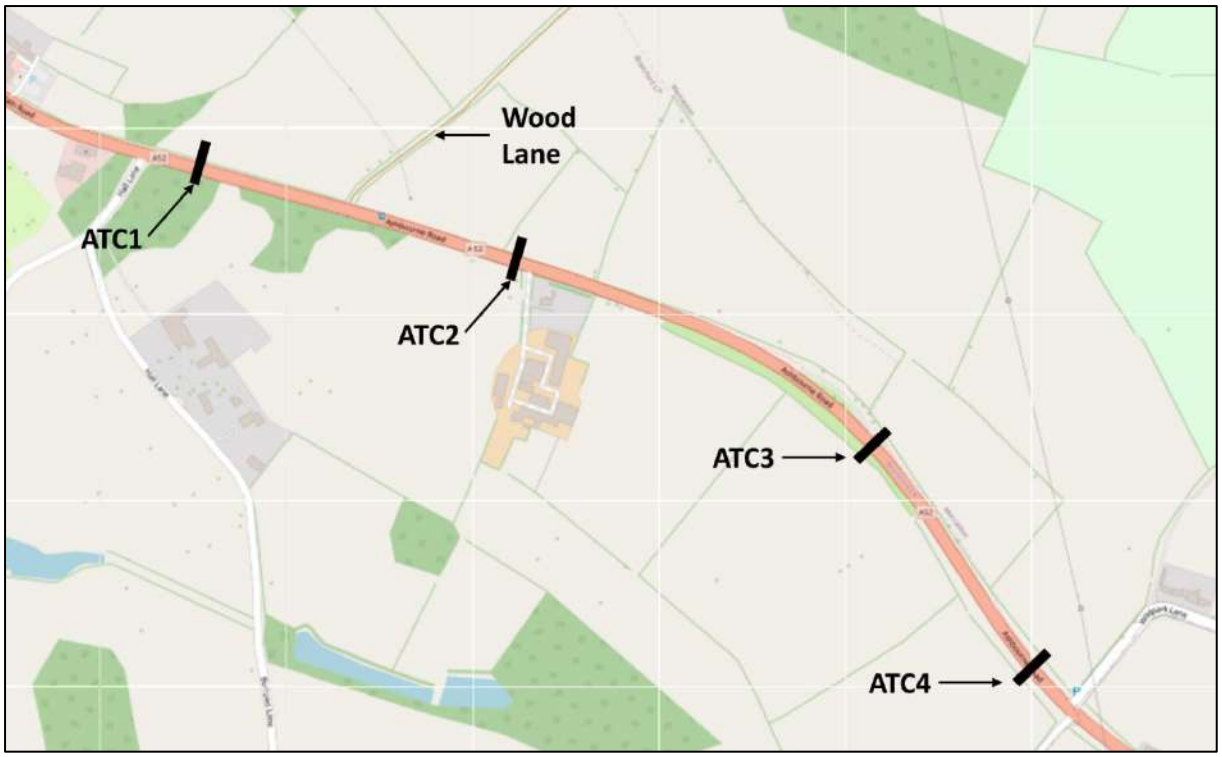
To mitigate transport impacts and enhance sustainable travel as far as is possible, car sharing will be actively encouraged for site staff during construction, as will be outlined in the CTMP.

3.3 Baseline Traffic Survey Data

Automatic Traffic Count (ATC) surveys were undertaken in May (ATC 1 and 2) and June (ATC 3 and 4) 2025, within the extents of visibility splays either side of the site access junction locations. The

locations are shown in **Figure 3**. The surveys have recorded traffic flows, vehicle types, and speeds for a 24-hour period on each survey day, reported in 15-minute segments.

Figure 3 - ATC Locations



A summary of the traffic flows captured by the ATC surveys, broken down by direction and by hour are included in **Tables 1 to 4**. The full data will be appended to the TS.

Table 1 – Summary of Baseline Traffic Flows ATC1

	Eastbound		Westbound		Two-Way	
Time Interval	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)
07:00	565	467	397	342	961	809
08:00	513	443	475	438	988	881
09:00	432	405	450	464	881	869
10:00	382	390	423	438	805	828
11:00	362	371	384	413	746	783
12:00	375	388	390	418	765	807
13:00	387	400	413	419	800	818
14:00	435	426	414	417	849	843
15:00	481	471	455	434	936	905
16:00	535	515	535	485	1070	1001
17:00	570	548	528	471	1098	1019
18:00	309	342	391	357	700	700
07:00-10:00	1,509	1,314	1,322	1,245	2,831	2,559
16:00-19:00	1,414	1,406	1,453	1,313	2,867	2,719
07:00-19:00 Total Vehicles	5,345	5,166	5,254	5,096	10,599	10,262
HGV%	10.3%	8.3%	10.5%	8.6%	10.4%	8.5%

Table 2 – Summary of Baseline Traffic Flows ATC2

	Eastbound		Westbound		Two-Way	
Time Interval	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Fri)	5-Day Average (Mon-Sun)	7-Day Average (Mon-Fri)
07:00	574	473	415	357	988	830
08:00	525	453	481	445	1006	898
09:00	437	409	461	474	898	883
10:00	384	393	435	446	819	839
11:00	370	379	390	416	759	795
12:00	383	398	400	426	783	824
13:00	389	401	422	427	811	828
14:00	445	435	420	420	865	855
15:00	480	474	462	437	942	911
16:00	542	524	537	487	1079	1011
17:00	572	550	532	474	1104	1024
18:00	317	350	390	355	707	705
07:00-10:00	1,536	1,335	1,357	1,275	2,893	2,610
16:00-19:00	1,431	1,424	1,459	1,316	2,890	2,740
07:00-19:00 Total Vehicles	5,418	5,239	5,346	5,164	10,763	10,403
HGV%	9.7%	7.9%	8.4%	6.9%	9.1%	7.4%

Table 3 – Summary of Baseline Traffic Flows ATC3

	Eastbound		Westbound		Two-Way	
Time Interval	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)
07:00	640	429	463	349	1,104	778
08:00	570	409	505	409	1,076	818
09:00	480	420	501	493	981	912
10:00	436	437	425	444	861	882
11:00	405	430	424	462	829	891
12:00	442	458	449	471	891	929
13:00	439	448	448	459	887	907
14:00	501	476	479	459	979	936
15:00	528	501	519	470	1,047	971
16:00	609	576	602	510	1,211	1,087
17:00	654	600	578	486	1,232	1,086
18:00	358	392	389	340	747	732
07:00-10:00	1,691	1,258	1,469	1,250	3,160	2,508
16:00-19:00	1,621	1,568	1,568	1,336	3,190	2,905
07:00-19:00 Total Vehicles	6,063	5,576	5,781	5,352	11,844	10,929
HGV%	10.0%	8.0%	10.7%	8.6%	10.4%	8.3%

Table 4 – Summary of Baseline Traffic Flows ATC4

	Eastbound		Westbound		Two-Way	
Time Interval	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)	5-Day Average (Mon-Fri)	7-Day Average (Mon-Sun)
07:00	632	424	464	350	1,096	774
08:00	567	408	506	411	1,073	819
09:00	497	424	519	501	1,016	925
10:00	439	439	423	442	862	881
11:00	400	427	422	460	822	888
12:00	445	458	440	466	885	925
13:00	436	447	448	458	884	905
14:00	498	477	467	453	965	929
15:00	528	498	525	476	1,053	974
16:00	607	574	602	513	1,210	1,087
17:00	648	596	580	487	1,228	1,082
18:00	358	392	387	339	745	731
07:00-10:00	1,696	1,256	1,489	1,262	3,185	2,517
16:00-19:00	1,613	1,561	1,569	1,339	3,182	2,900
07:00-19:00 Total Vehicles	6,056	5,563	5,782	5,355	11,838	10,918
HGV%	10.4%	8.4%	10.5%	8.3%	10.4%	8.4%

3.4 Traffic Speeds

In proximity of the site, the A52 is subject to a 50mph speed limit. The surveys have gathered speed data in proximity of the existing site access location via Wood Lane. Traffic speed data established that the 85th percentile speeds across the seven-day period at each location as follows, along with the calculated visibility requirements:

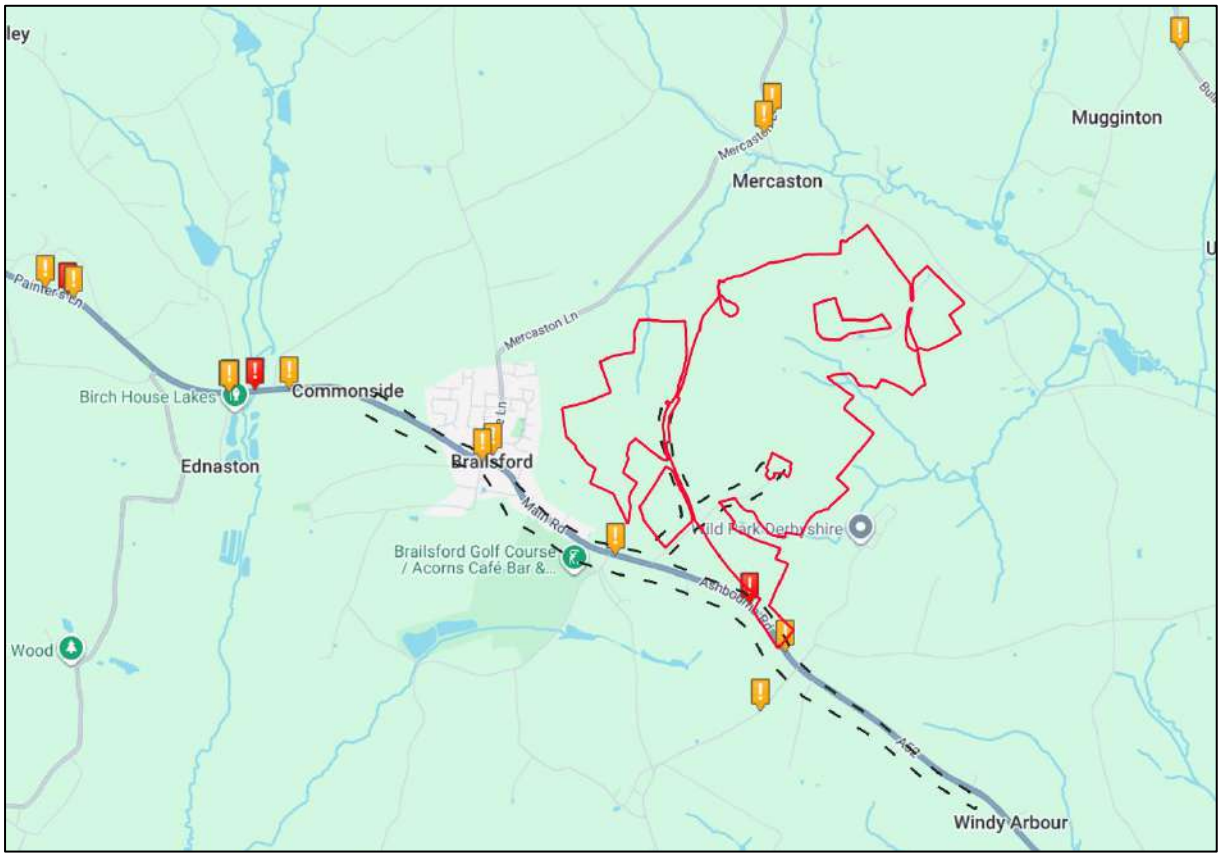
- ATC1
    - 42.7 mph eastbound = 2.4m x 91m visibility splay
    - 43.6 mph westbound = 2.4m x 93m visibility splay
- ATC2
    - 51.7 mph eastbound = 2.4m x 121m visibility splay
    - 53.7 mph westbound = 2.4m x 129m visibility splay
- ATC3
    - 53.3 mph eastbound = 2.4m x 127m visibility splay
    - 52.2 mph westbound = 2.4m x 123m visibility splay
- ATC4
    - 52.0 mph eastbound = 2.4m x 122m visibility splay
    - 52.1 mph westbound = 2.4m x 123m visibility splay

The 85th percentile speeds observed have been used to demonstrate required visibility splays at the proposed site access, as shown on drawings in **Appendix A**. Visibility splays based on the observed speeds will be appended to the TS at planning submission.

3.5 Road Safety Review

An initial review of recorded personal injury collisions has been undertaken using CrashMap, to identify whether there are any existing trends or safety concerns within proximity to the proposed development site access. **Figure 4** shows the reported collisions within the most recently available five-year period. There have been 4 collisions (3 slight, 1 serious) in proximity of the site frontage on the A52.

Figure 4 - Road Safety Review Extents



A road safety review will be reported in the TS. At this stage no particular issues of concern have been identified.

3.6 Proposed Access Arrangements

The Transport Statement will set out the site access strategy, including any temporary construction-phase measures such as directional or warning signage, where considered necessary. The access options that are being considered are illustrated in **Figure 5**, with commentary on each provided in the following sections. Preliminary drawings of the identified access options are included at **Appendix A**.

At either access location, visibility splays will be demonstrated in line with the observed 85th percentile speeds. Swept path analysis will be provided to confirm that construction HGVs and abnormal loads will be able to access the site in a forward gear and without conflict at all appropriate locations.

Figure 5 –Proposed Site Access

Option A – New Access from A52

Option A will comprise a new purpose-built access junction to the east of the existing layby on the A52. The junction will be designed with a minimum 12.0m compound corner radius to accommodate the turning requirements of HGVs and abnormal loads. The bellmouth will be locally widened to allow safe simultaneous entry and exit movements and to prevent queuing on the A52.

The first 20 metres of the access will be hard-surfaced and built to adoptable standards to prevent material being tracked onto the highway. Internally, the access track will be 3.5m wide, increasing to 7.0m at passing bays and widened further at bends as required. The construction specification will reflect ground conditions and District Network Operator (DNO) requirements.

This track will serve as the primary access during construction and operation, with full reinstatement of the land upon decommissioning.

Option B – Widened Access via Wood Lane from the A52

Option B will utilise the existing priority junction between Wood Lane and the A52, with improvements proposed to widen the junction and internal access track. The junction will feature a 12.0m corner radius, with a widened bellmouth and surfacing to adoptable standards for the first 20m.

The first 320m (approx.) of Wood Lane is adopted highway, with adoption extents to be confirmed by the Local Highway Authority (LHA). Beyond this, the internal access track will be widened to 3.5m with 7.0m passing bays. An initial review has identified areas of deterioration and grass growth within the carriageway, as shown in **Figure 6**.

The remainder of the route will be constructed to the same standards as Option A. Swept path analysis will be provided for a 16.5m articulated HGV and a 19.4m 60MVA abnormal load vehicle. No direct access will be taken from Wood Lane itself; all traffic will route through the upgraded junction. Upon decommissioning, the tracks will be removed and the land reinstated.

Figure 6 - Access Track Typical Sections Wood Lane

3.7 Swept Path Analysis

Swept path analysis of the access junctions and internal access track will be provided for the following vehicles routing into and out of the site in a forward gear and accessing the construction compound locations:

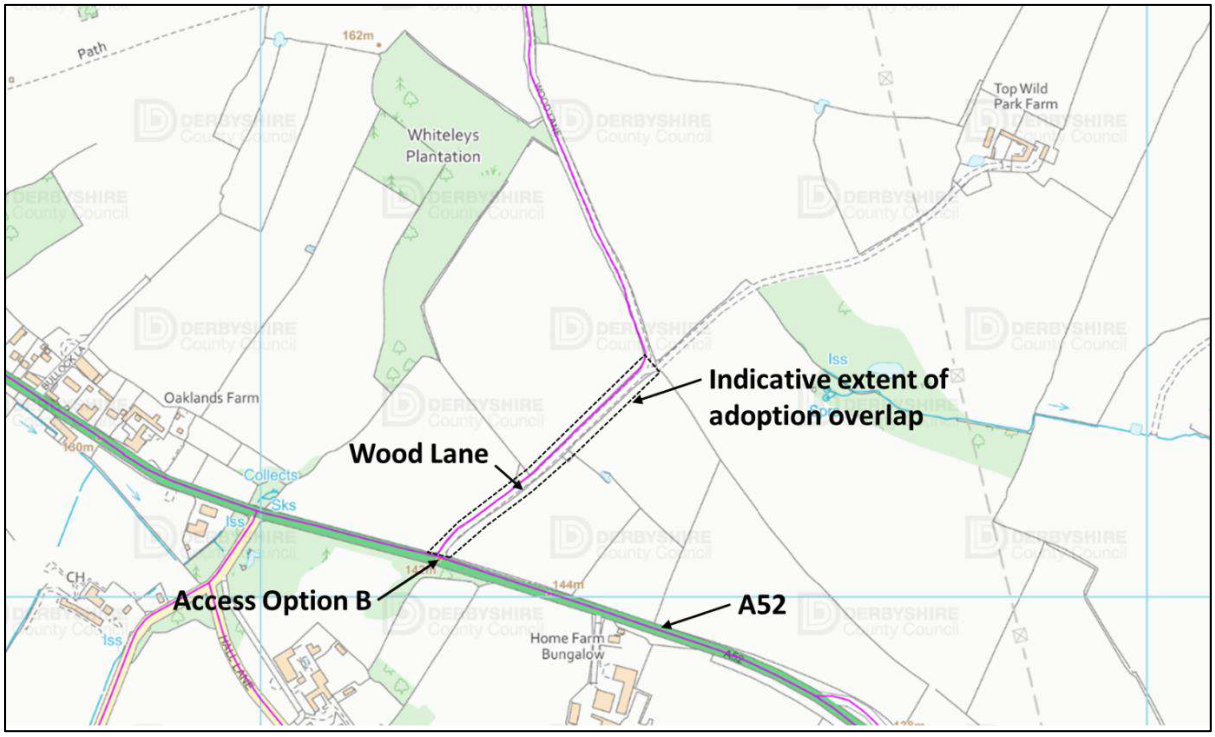
- 16.5m articulated HGV; and
- 19.4m 60MVA Abnormal Load design vehicle.

Swept path analysis of the current track widening proposals confirms that the widened track and passing bays can facilitate the safe movements of the largest design vehicles requiring access for construction.

3.8 Wood Lane Access (Relevant to Access Option B)

Beyond the initial section of Wood Lane, the adopted highway deviates north (**Figure 7**), and becomes an agricultural field track, with no hard surfacing.

Figure 7 – Adoption of Wood Lane



The site redline abuts Wood Lane either side, and it is intended that in one location construction plant (such as telehandlers) will pass across Wood Lane between two sections of the site redline. It is proposed that temporary and proportionate management measures are implemented to protect the condition of Wood Lane in this location, in the form of temporary surfacing (rubber mats or aluminium trackway) covering the ground between the redlines, an example shown in **Figure 8**. The crossing point will be manned in any movement of vehicles or plant to ensure no conflict with a user of Wood Lane. Any vehicles of pedestrians using Wood Lane will be given priority over construction plant/traffic.

Figure 8 - Example Rubber Temporary Trackway

Image Source: © Start Traffic Ltd

3.9 Parking

There is no parking standard required for a development of this nature. In construction all parking will be contained on-site. Once the site is operational, parking demand will be negligible and easily accommodated within the site.

The CTMP will be prepared to detail the necessary parking arrangements during the construction phase.

3.10 Abnormal Loads Routing

An abnormal load is a vehicle that has any of the following:

- a weight of more than 44,000kg
- an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
- a width of more than 2.9 metres
- a rigid length of more than 18.65 metres

Abnormal Loads are likely to be utilised for the delivery of transformer units. These will be routed via the primary route from the A38 (approaching from the east). At present, BSR has provided details of a 60MVA design vehicle, which is 19.4m in length and 3.0m in width.

An initial desktop-based review of the route has identified three uncontrolled crossing points with a refuge, all along the A52 from Markeaton Roundabout. Swept path analysis has been undertaken along the A52 from the A38 Markeaton Roundabout. Drawings covering this will be appended to the TS.

Movements of the abnormal load vehicle will be planned in advance, in agreement with all required authorities.

Subject to the width and any overhanging loads on the Abnormal Load, some obstructions may require temporary removal by the contractor prior. Full details will be agreed with the LHA and principal contractor.

3.11 Traffic Generation and Distribution

The TS will report on the forecast traffic generation, including daily vehicle trips for construction (both HGVs and staff vehicles), and operational traffic, which will primarily be limited to periodic maintenance visits.

3.12 Traffic Impacts

The TS will assess the forecast impacts of construction traffic on the surrounding highway network, focusing on daily trip generation along the A52 east of the site, to/from which all construction traffic will be routed. Impacts will be reported on:

- Daily traffic flows by direction (baseline / baseline + construction).
- HGV traffic flows by direction (baseline / baseline + construction).
- Temporary measures to mitigate any identified adverse effects during construction.

3.13 Conclusion and Recommendations

The TS will conclude with a summary of findings and outline recommendations to ensure safe and efficient transport arrangements for the development. It will also propose any additional measures required to mitigate transport-related impacts.

4.0 Construction Traffic Management Plan

A CTMP will be prepared to support the development. The CTMP will provide strategies to manage construction traffic to minimize disruption, ensure road safety, and address the potential impact on the local highway network. This will include site-specific measures for construction traffic timing and routing, parking, signage, and the management of vehicle movements, as well as mitigation measures to address identified impacts.

5.0 Feedback

Derbyshire County Council, as the Local Highway Authority, is invited to review and provide feedback on the proposed scope of transport work outlined above. Confirmation on the suitability of the proposed construction access arrangements and associated routing strategy will be important, as this is a key element we wish to agree at this stage. Any comments, questions, or requests for clarification should be directed to Enzygo using the contact details below:

William Lunn

Assistant Transport Planner

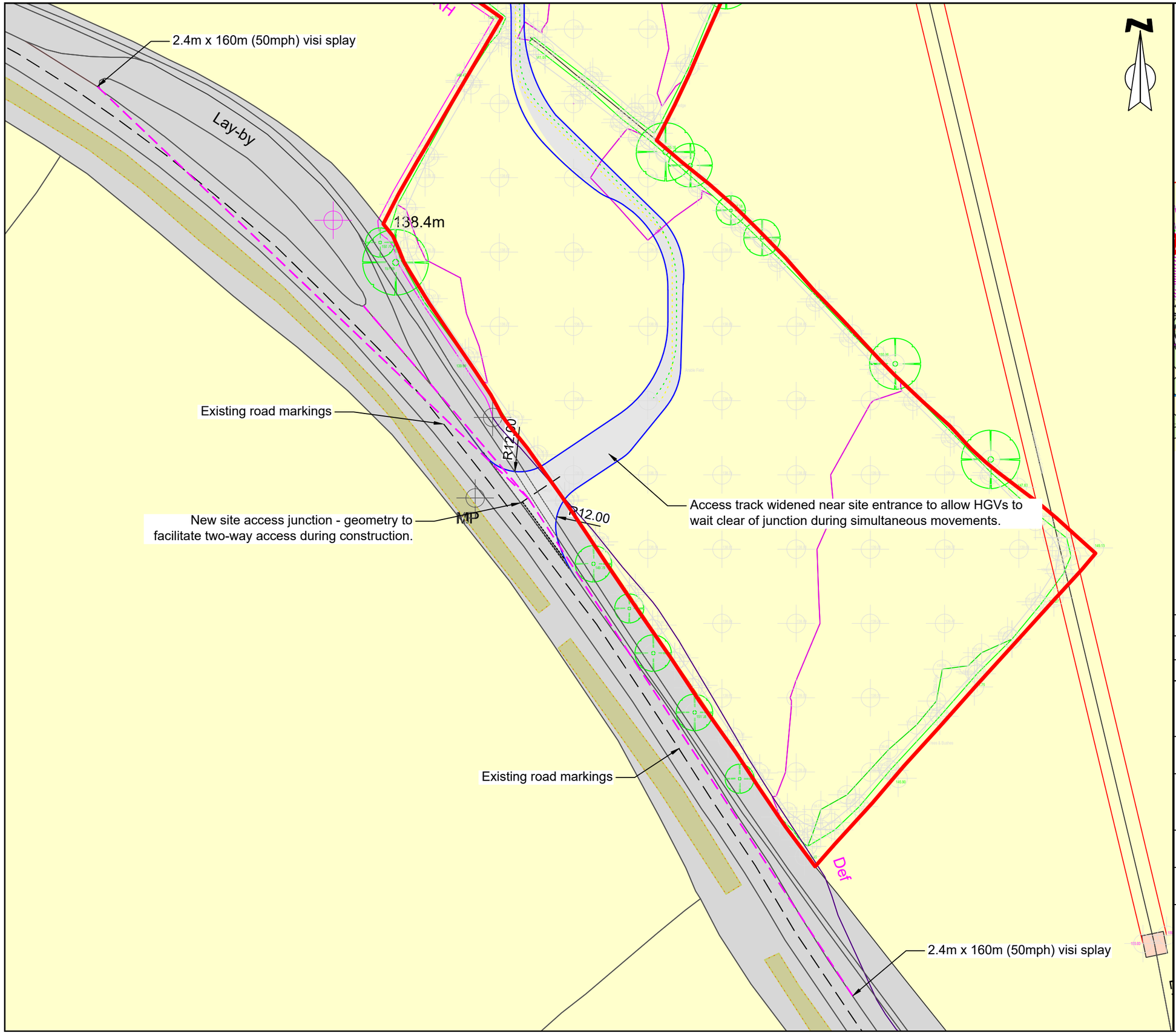
Email: William.lunn@enzygo.com

Josh Burkin

Associate Director – Transport

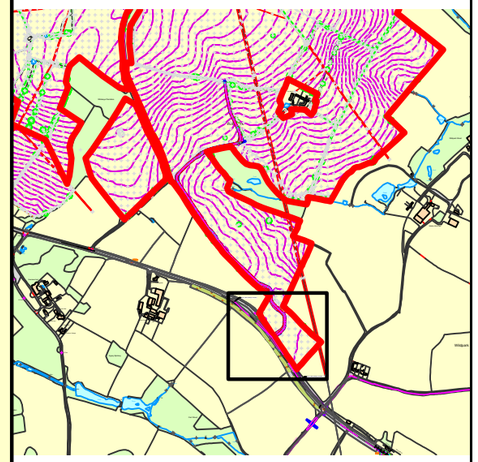
Email: josh.burkin@enzygo.com

Appendix A – Access Option Drawings



KEY:

- Proposed Access Track
- Visibility Splays



Rev	Date	Description	DRA	CHK	APP
P02	16/10/25	Redline updated	LW	JB	AS
P01	11/06/25	Issued for comments/approval	LW	JB	AS

Project
Brailsford Solar

Client
BSR

Drawing Title
Access Option A - Visibility Splays

Scale	Date	Status
1:1,000 @ A3	11/06/25	Preliminary

DWG No. CRM.3087.016.TR.DR.104

Revision P02

Bristol 01454 269 237
Cardiff 02920 023 700
Manchester 0161 413 6444
Cambridge 01799 542 473
Sheffield 0114 321 5151
Belfast 07377673948

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Spacing informed by intervisibility between approaching drivers and locations with sufficient space for localised widening, clear of known hazards

7.00

Approx. 120m

3.50

Existing track widened to min. 3.5m to enable HGV access.

Access track widened near site entrance to allow HGVs to wait clear of junction during simultaneous movements.

Existing road markings

Approx. location of telegraph pole adjacent to existing access

R12.00

R12.00

1.7m

2.4m x 93m (43.4mph) visi splay

Existing site access widened / upgraded to facilitate two-way access during construction.

Existing road markings

143.9m

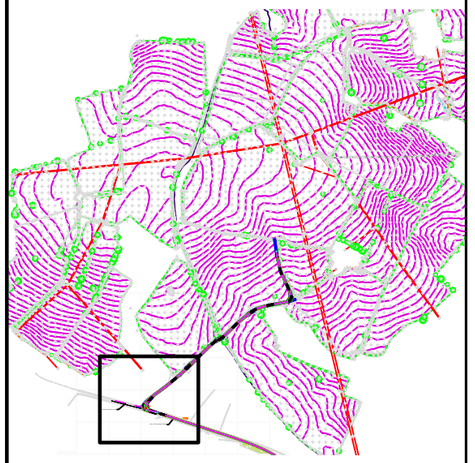
A52

2.4m x 131m (54.2mph) visi splay

KEY:

Proposed Access Track

Visibility Splay



Rev	Date	Description	DRA	CHK	APP
P01	11/06/25	Issued for comments/approval	LW	JB	AS

Project
Brailsford Solar

Client
BSR

Drawing Title
Access Option B - Visibility Splays

Scale	Date	Status
1:1,000 @ A3	11/06/25	Preliminary

DWG No. CRM.3087.016.TR.DR.004

Revision P01

Bristol 01454 269 237
Cardiff 02920 023 700
Manchester 0161 413 6444
Cambridge 01799 542 473
Sheffield 0114 321 5151
Belfast 07377673948

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Response provided under the delegated authority of the Executive Director for Place

Development Manager
Derbyshire Dales District Council
Town Hall
MATLOCK
Derbyshire
DE4 3NN

Highway Officer: Steve Dudhill
Our ref: DDDC/2025/014758
Your ref: 25/01045/EIASO
Date: 12 November 2025

Dear Mr Vaudin,

TOWN AND COUNTRY PLANNING ACT 1990
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY

PROPOSAL: Proposed development of a Solar PV Farm of up to 87MW

LOCATION: Brailsford Solar Park Land At Main Road Brailsford Ashbourne DE6 3DA

Background

The applicant seeks an environmental impact assessment (EIA) scoping opinion in relation to a proposed solar farm development, having an export capacity of up to 87 MW, on land to the north of the classified A52 Main Road, Brailsford. A new access is proposed onto the A52.

The application is accompanied by a Transport Technical Note (TTN) upon which feedback is requested from the highway authority.

EIA Requirements

The highway authority considers that the EIA should include a detailed transport assessment (TA) which should examine and address the transport impacts arising from the proposed development.

The TA should include consideration of both the construction and operational traffic generation of the proposed development, including provision for abnormal loads. It should also provide detailed proposals for the site access arrangements and should identify measures to protect existing Public Rights of Way (PRoW) that fall within the site.

The TA should be undertaken in accordance with the relevant principles set out in the highway authority's Planning, Streets, and Places (PSP) guidance and in accordance with the methodology in the Department for Transport's "Guidance on Transport Assessment".

In addition to the above, the applicant should provide a detailed construction traffic management plan (CTMP) which addresses, not exclusively: Parking provision for site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction); Advisory routes for construction traffic; Any temporary access to the site, including proposals for the reinstatement of existing arrangements following construction, as appropriate; Locations for loading/unloading and storage of plant, waste and construction materials; Method(s) of preventing mud and dust being carried onto the highway; Arrangements for turning vehicles; Arrangements to receive abnormal loads or unusually large vehicles; Details of highway condition surveys; and, Methods of communicating the CTMP to staff, visitors, and neighbouring residents and businesses.

The highway authority considers that the TA and CTMP should be scoped into the EIA as construction-related traffic impacts are likely to be material and will require mitigation.

Transport Technical Note (TTN)

The highway authority has the following comments on the TTN, where not addressed above, using the section and paragraph numbers in that document for reference.

Para 3.2 – the study area shown on TTN Figure 2 is insufficient in relation to the assessment of accessibility. The TA study area should consider actual walk and cycle distances covering 800m, 2km walking and 5km cycling catchments. The CTMP should include measures to prevent use of unsuitable routes by construction traffic, most of which fall outside the TTN Figure 2 study area.

Para 3.3 – major highway works, including road closures, were in progress in Ashbourne when the applicant's May and June 2025 traffic surveys were undertaken. Such works, which began in January 2025 and were completed in November 2025, may have affected strategic traffic movements between the A52 and the A515 north of Ashbourne. The applicant should either: obtain existing traffic flow data on the A52 which was not affected by roadworks and use that to check the validity of the May and June 2025 surveys; or, undertake new surveys now that the major roadworks in Ashbourne have been completed. The highway authority is currently unable to accept the validity of the A52 traffic flows cited in TTN Tables 1 to 4.

Para 3.4 – the traffic speeds stated in TTN para 3.4 exceed those for which the visibility splay calculation method set out in Manual for Streets is reliable. The A52 is a classified road, subject to a 50mph speed limit in the vicinity of the site. Visibility splays, and site access design, should therefore be determined in accordance with the Design Manual for Roads and Bridges (DMRB) design standards CD109 and CD123. The visibility splays specified in TTN para 3.4 are not accepted by the highway authority.

Para 3.5 – “Crashmap” accident data is routinely out of date and the data referred to in the TTN will span periods of Covid19 lockdown. The analysis at TTN para 3.5 is not therefore accepted by the highway authority. The applicant should obtain and analyse up-to-date accident data (Source: DataQualityRRD@Derbyshire.Police.UK). Notwithstanding this, the existing accident record provides no indication that the site access proposals will operate satisfactorily in highway safety terms.

Para 3.6 – see comments on TTN para 3.4 above. In addition, without appropriate swept path analyses at this stage, including consideration of abnormal load access, it is not possible for the highway authority to accept the site access options presented in the TTN. The highway authority’s preference, in-principle and subject to detailed layout design being acceptable, is for a new access from the A52 (TTN Option A). In any event, it is not clear that the applicant owns or controls the necessary land beyond the highway boundary which would be required to allow construction of the TTN Option B access shown in TTN Appendix A. The CTMP should include measures to prevent construction traffic from using Wood Lane except where necessary to achieve limited access across Wood Lane between parts of the site. Any such crossings of Wood Lane must be to appropriate standards, upgraded to an appropriate highway specification, with no use of temporary surfacing which could prove hazardous to other users of Wood Lane, and should be managed appropriately. As stated earlier, the access design should accord with DMRB design standards CD109 and CD123. The hard-paved areas of the site access must conform to highway authority specification. The applicant should obtain highway boundary details from ETC.HighwaysExtents@Derbyshire.Gov.UK

Para 3.7 - in 2023, the maximum permissible length of an articulated HGV became 18.55m. Swept paths will be needed to show that the proposed site access routes can accommodate such longer vehicles.

Para 3.9 – the TA should provide estimates of on-site parking demands. The CTMP should show how such parking provision will be provided on-site (and relocated, if necessary, to accommodate phased development and/or completion of the development).

Para 3.10 – the CTMP should include abnormal load and route details, including details of any highway works necessary to allow abnormal loads to pass obstructions.

Paras 3.11 and 3.12 – the TA should also consider peak hour traffic impacts, particularly for construction staff.

Section 4.0 – see earlier requirements in relation to the CTMP.

Appendix A – see comments on TTN paras 3.4 and 3.6 above. In addition, the visibility splays shown on the access Option A drawing are drawn incorrectly. Splays for junctions located on the outside of bends, such as the Option A access, should be projected to the nearside carriageway edge tangent not across the carriageway. The applicant must also demonstrate adequate forward visibility along the A52 in accordance with DMRB standards. Measures to prevent site-related traffic from using the layby to the west of access Option A should be considered in the CTMP. Adequate forward visibility should be provided along the site access tracks between passing places.

The above observations relate to the submitted TTN and do not bind the highway authority's consideration of any formal planning application. However, the written advice will be taken into consideration by the highway authority in representations on any future related planning application, subject to the proviso that circumstances and information may change or come to light that may alter that position. In this regard, the weight given to the above advice will change over time.

SD; DCC TDM; 12/11/25.

DERBYSHIRE County Council

Response provided under the delegated authority of the Executive Director for Place

Laura Fogarty
BSR Energy

By email: laura.fogarty@bsrenergy.com

Highway Officer: Steve Dudhill
Our ref: DDDC/2025/015016
Your ref:
Date: 22 January 2026

Dear Ms Fogarty,

PRE-APPLICATION ENQUIRY

PROPOSAL: Solar Park Transport Statement and Construction Traffic Management Plan

LOCATION: Land at Main Road, Brailsford, Ashbourne, DE6 3DA

Background

This pre-application enquiry relates to a proposed solar farm development on agricultural land to the north of the classified A52 Main Road, Brailsford. A new access is proposed onto the A52.

The enquiry is accompanied by a Transport Statement (TS; December 2025 ref. SHF.3087.016.TR.RP.001.C) and a Construction Traffic Management Plan (CTMP; December 2025 ref. SHF.3087.016.TR.RP.002.B). The enquiry requests a review of these documents.

The highway authority provided the Local Planning Authority (LPA) with observations on the Transport Technical Note (TTN) submitted in support of a request for an environmental impact assessment (EIA) scoping opinion, on 12/11/25. Those observations advised that a detailed transport assessment (TA) is required, as well as a CTMP, and provided detailed comments on the TTN.

Transport Statement (TS)

The highway authority has the following observations on the TS, using the paragraph ("para") numbers in the TS for reference.

Paras 1.1.1 and 1.2.2 - the highway authority's 12/11/25 observations advised that a detailed transport assessment (TA) is required.

Paras 1.1.4 and 1.1.5 – the assessment should have regard to paras 115 and 117 of the National Planning Policy Framework (NPPF), as well as NPPF para 116 and the wider context of NPPF chapter 9.

Para 2.2.2 – the para cited from the NPPF is not the current version of NPPF para 115. NPPF para 117 is also relevant.

Para 2.2.3 – the assessment should have regard to NPPF para 115 a) i.e. it should be ensured that "sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location".

Paras 3.3.2 to 3.3.4 – the width and condition of Wood Lane and the access track confirm that they would not provide a suitable route for construction traffic.

Para 3.3.7 – existing gated accesses to the application site, where redundant, should be stopped-up. Details can be secured by planning condition.

Paras 3.4.1 to 3.4.6, 3.7.2, 4.5.3, 5.3.1, and 5.3.2 – the highway authority's 12/11/25 observations stated that ""Crashmap" accident data is routinely out of date and the data referred to in the TTN will span periods of Covid19 lockdown." The analysis at TS paras 3.4.1 to 3.4.6 is not therefore accepted by the highway authority. The applicant should obtain and analyse up-to-date accident data (Source: DataQualityRRD@Derbyshire.Police.UK). The accident study area illustrated on TS Figure 5 is limited, failing to fully cover that length of the A52 to the east of the site upon which construction traffic is to be routed, as stated in TS paras 4.5.3, 5.3.1, and 5.3.2. Notwithstanding this, the existing accident record will provide no indication that the site access proposals will operate satisfactorily in highway safety terms.

Paras 3.5.1 to 3.5.9, 3.7.1 and TS Appendix A – as stated in the highway authority's 12/11/25 observations "major highway works, including road closures, were in progress in Ashbourne when the applicant's May and June 2025 traffic surveys were undertaken. Such works, which began in January 2025 and were completed in November 2025, may have affected strategic traffic movements between the A52 and the A515 north of Ashbourne. The applicant should either: obtain existing traffic flow data on the A52 which was not affected by roadworks and use that to check the validity of the May and June 2025 surveys; or, undertake new surveys now that the major roadworks in Ashbourne have been completed." Without such assessment, the highway authority is currently unable to accept the validity of the A52 traffic flows cited in the TS. Automatic traffic count (ATC) site 1 is not relevant to consideration of the site access and survey data for that site can be discarded.

Paras 3.6.1 and 3.7.3 – this para conflicts with TS para 3.3.6, which identifies the footway on the northern side of the A52. Having regard to NPPF paras 115 a) and b) and 117 a), access by sustainable travel modes during the construction phase, and the impact of construction on current pedestrian and cycle movements, should be considered in both the TS and CTMP.

Paras 3.6.2 and 3.6.3 – detailed observations on the impact of the proposed development on public rights of way (RoW) will be provided by the County Council's RoW team at the planning application stage. The expectation will be that the RoW will be kept open with measures in place to protect users from traffic movements during construction. Measures should be described in the CTMP. General guidance is as follows: RoW must remain open, unobstructed and on their legal alignments;

There should be no disturbance to path surfaces without prior authorisation from the RoW team; Consideration should be given to the safety of members of the public using the paths during and after the works. A temporary closure of paths may be permitted on application to the County Council where the path remains unaffected on completion of the development; and, there should be no encroachment of the paths and no fencing should be installed without consulting the RoW team.

Para 4.3.1 to 4.3.3 and TS Appendix C – for the reasons expressed in these observations, the highway authority does not currently accept the proposed site access layout. Specific comments on the site access scheme presented in TS Appendix C are as follows:

1. The site access layout should accord with the geometric standards set out in Design Manual for Roads and Bridges (DMRB) design standard CD123.

2. The site access scheme in TS Appendix C shows only side road visibility splays. The applicant must also demonstrate adequate forward visibility along the A52 in accordance with DMRB design standard CD109, including forward visibility along the A52 through the site access junction (see CD109 para 2.13 and Note 2 to that para).

3. Swept path analyses should be provided for maximum length HGVs and abnormal load vehicles turning into and out of the site access junction for **all** available movements. No swept path plots have been provided for left-in/right-out movements at the site access. No swept path plot has been provided for abnormal load vehicles turning left out of the access. Given the volume and speed of traffic on the A52, swept paths should not encroach into opposing lanes, to be ensured by use of appropriate site access geometry which will accord with DMRB CD123 (e.g. use of corner tapers).

4. It is not clear that the abnormal load vehicles assumed in the swept path plots will be the actual vehicles used. Confirmation of the maximum size(s) of the abnormal loads is required to allow the choice of vehicle, and the combined vehicle/load width, to be confirmed. The CTMP should include abnormal load and route details, including details of any highway works necessary to allow abnormal loads to pass obstructions.

5. Adequate forward visibility should be provided along the site access tracks between passing places e.g. around the bend within the site to the north-east of the proposed site access.

6. Measures to prevent site-related traffic from using the layby to the west of the site access should be shown and included in the CTMP. Temporary closure of the layby may be necessary during construction of the site access scheme.

7. The hard-paved areas of the site access must conform to highway authority specification.

8. The TS includes no proposals to demonstrate how safe access will be taken across Wood Lane between those parts of the site which are separated by Wood Lane. Detailed proposals should be provided, to include measures to

prevent construction traffic from using Wood Lane and for temporarily upgrading the specification of Wood Lane to accommodate construction traffic at the crossing point. Any crossing of Wood Lane must be to appropriate standards, upgraded to an appropriate highway specification, with no use of surfacing which could prove hazardous to other users of Wood Lane. The crossing should be managed appropriately. Such measures are likely to be temporary, to be removed after completion of construction, with Wood Lane made good, and reinstated on decommissioning.

Para 4.4.1 – the speed survey data from ATC sites 3 and 4 indicates that 85th percentile traffic speeds of 54.1mph (87.1kph) and 53.4mph (85.9kph) should be adopted on the eastbound and westbound approaches to the site access, respectively. These both confirm 85th percentile traffic speeds of more than 85kph. The correct approach, when applying DMRB design standard CD109 to determine visibility splay requirements, is to use the next highest design speed step above the recorded traffic speed. In this case, the design speed should therefore be 100kph which, in turn requires visibility stopping sight distances of 215m.

Paras 4.4.2 and 4.4.3 – the visibility splays set out in TS para 4.4.3, and shown on the site access scheme plan, are not accepted for the above reason.

Para 4.4.4 – the visibility splays at the site access, and their impacts on existing frontage features should be reviewed in accordance with the above comments.

Para 4.5.1 and Appendix D – as explained in the highway authority's 12/11/25 observations, "in 2023, the maximum permissible length of an articulated HGV became 18.55m." Swept path analyses are required to show that the proposed site access and internal routes can accommodate such longer vehicles (see also earlier comments on the site access scheme).

Para 4.6.1 – hours of operation are principally a matter for the LPA. However, it would be appropriate to ensure that deliveries to the site should take place outside highway peak periods. This issue should be addressed in the CTMP.

Para 4.6.2 – detailed calculations which demonstrate how the construction-related traffic flows have been estimated should be provided for checking/verification.

Para 4.6.3 – as explained in the highway authority's 12/11/25 observations, "the TA should provide estimates of on-site parking demands. The CTMP should show how such parking provision will be provided on-site (and relocated, if necessary, to accommodate phased development and/or completion of the development)." The TA and CTMP should include information to justify the size of the on-site compound. If the compound is to be relocated to allow construction of solar panels on the area occupied by the compound, arrangements for its secondary location should be described.

Paras 4.6.4 and 5.6.1 – the TS confirms that operational visits will be accommodated by the proposed access from the A52. The applicant should also confirm whether future decommissioning of the proposed development will use the proposed A52 site access scheme.

Paras 5.2.1, 5.2.6, and 5.2.8 – no analysis is provided to substantiate the claimed construction traffic flows and flow profiles over time through the construction period.

The highway authority is therefore unable to verify those. TS para 5.2.1 refers to 3 no. “two-way” trips when, in fact, that figure represents one-way trips. The figure is also incorrectly stated in TS para 5.2.8.

Paras 5.2.2 and 5.2.3 – deliveries of solar panels are not mentioned but will account for substantial numbers of heavy goods vehicle (HGV) movements throughout the construction programme.

Paras 5.2.7 and 5.2.9 – no data is provided to substantiate the claimed construction staff traffic volume. The highway authority is therefore unable to verify that. The TS should show how parking demand arising from the anticipated number of construction staff can be accommodated, along with other construction-related requirements, within the site compound.

Paras 5.3.1 to 5.3.3 – as explained in the highway authority’s 12/11/25 observations, “The CTMP should include measures to prevent use of unsuitable routes by construction traffic, most of which fall outside the TTN Figure 2 study area.” The TS accepts that some construction staff will travel from local destinations but, because a TS rather than a TA has been submitted, fails to assess opportunities for sustainable travel for such staff in accordance with NPPF paras 115 a) and 117 a). As explained in the highway authority’s 12/11/25 observations, a TA should be submitted and, in relation to the TTN submitted with the EIA scoping request, “the study area shown on TTN Figure 2 is insufficient in relation to the assessment of accessibility. The TA study area should consider actual walk and cycle distances covering 800m, 2km walking and 5km cycling catchments.”

Paras 5.4.1 to 5.4.3 – see earlier comments in relation to the lack of data to substantiate the claimed construction HGV and staff traffic flows. TS Tables 6 and 7 adopt baseline traffic flows from ATC site 1 which, as explained earlier, should be discarded. It is also noted that the ATC site 1 traffic flows are lower than those at ATC sites 2 to 4.

Paras 5.5.1 and 5.5.2 and TS Appendix D – abnormal load routing will affect other highway authorities (e.g. Markeaton Roundabout is within National Highways’ remit (and there is a proposal for its improvement, along with other A38 junctions, for which funding was confirmed in 2025)). The CTMP should ensure that relevant highway and Police authorities are aware at the appropriate time.

Paras 5.7.1 to 5.7.5 and Chapter 6 – for the above reasons, the highway authority does not accept the summaries at TS section 5.7 or in TS chapter 6. Further work is required to address the above issues.

Construction Traffic Management Plan (CTMP)

The CTMP should be reviewed having regard to the above observations on the TS.

In its 12/11/25 observations, the highway authority identified, not exclusively, the following key inputs to the CTMP: “Parking provision for site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction); Advisory routes for construction traffic; Any temporary access to the site, including proposals for the reinstatement of existing arrangements following construction, as appropriate; Locations for loading/unloading and storage of plant, waste and construction

materials; Method(s) of preventing mud and dust being carried onto the highway; Arrangements for turning vehicles; Arrangements to receive abnormal loads or unusually large vehicles; Details of highway condition surveys; and, Methods of communicating the CTMP to staff, visitors, and neighbouring residents and businesses."

The CTMP does not address all the above matters. Where they are addressed, the CTMP generally lacks detail.

The highway authority has the following further observations on the CTMP, using the para numbers in the CTMP for reference.

Paras 2.3.1, 2.3.2, and 3.2.1 to 3.2.4 – the CTMP lacks consideration of the off-site construction activity required to establish the A52 site access and crossing of Wood Lane. Such works will impact on the operation of the highway network during construction. The applicant should contact the highway authority's Network Management Team at www.derbyshire.gov.uk/transport-roads/roads-traffic/roadworks/roadworks.aspx to discuss temporary traffic management measures, enable temporary traffic regulation orders to be identified (if necessary e.g. layby closure), and to determine the detail of, and a programme for, temporary traffic management measures. Consideration should be given to temporary access requirements when the A52 site access is under construction. Details should be included in the CTMP.

Paras 3.1.1 and 3.1.3 – given the uncertainty over the construction programme, as expressed in CTMP para 3.1.1, it may not be possible to agree the CTMP during the planning application process. A detailed and updated CTMP will have to be secured by planning condition.

Paras 3.2.5 and 6.1.4 – movement on the highway can only be controlled by the Police (or authorised officers). Banksmen cannot control movements to/from the site over the highway.

Paras 5.2.1 and 5.2.2 - it is expected that contractors will be registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particularly reference is made to "respecting the community". Constructors should give utmost consideration to their impact on neighbours and the public by:

- Informing, respecting and showing courtesy to those affected by the work;
- Minimising the impact of deliveries, parking, and work on the public highway;
- Contributing to and supporting the local community and economy; and,
- Working to create a positive and enduring impression and promoting the Code.

The CTMP should clearly identify how the principal contractor will engage with the local community; this should be tailored to local circumstances. Contractors should also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues. Contractors should ensure that courtesy boards are provided, and information shared with the

local community relating to the timing of operations and contact details for the site coordinator in the event of any difficulties.

Para 5.4.2 - the CTMP should show how adequate parking provision will be provided on-site (and relocated, if necessary, to accommodate phased development and/or completion of the development).

Para 5.5.1 – turning provision should be made available within the site to accommodate unauthorised vehicles which are to be turned away, to avoid such vehicles having to reverse onto the A52. Details are required.

Para 6.1.5 – measures to remove debris should it be deposited on the highway are not referred to. The location of wheel wash facilities is not specified.

Para 6.1.6 – no signage details are provided.

Para 6.1.7 – methods of communicating the CTMP to nearby residents and businesses are not referenced in the CTMP.

As a general point, the CTMP is, in places, aspirational rather than being definitive e.g. it uses the word “should” and lacks detail in relation to various components of the CTMP.

Summary

Having regard to the above, the highway authority is unable to accept the TS and CTMP as submitted. Further work is needed to address the above issues.

The highway authority recommends that the applicant should submit revised reports at the planning application stage which satisfactorily address the issues raised.

Disclaimer

The above comments relate solely to the above site and the information submitted in support of the pre-application enquiry.

All comments are offered without prejudice to the views of the LPA, and the applicant is advised to contact Derbyshire Dales District Council for further information. The advice given in response to pre-application enquiries does not bind the LPA’s decision-making or constitute a formal representation by the highway authority.

Views or opinions are those of a sole officer and are given in good faith with reasonable care and diligence and are without prejudice to the highway authority’s formal consideration of any future planning application. However, the written advice provided will be taken into consideration by the highway authority in representations on any future related planning application, subject to the proviso that circumstances and information may change or come to light that may alter that position. In this regard the weight given to pre-application advice will also change over time.

SD; DCC TDM; 22/1/26.

Josh Burkin

From: Brittany Grosvenor <Brittany.Grosvenor@nationalhighways.co.uk>
Sent: 09 February 2026 15:18
To: Josh Burkin
Cc: Planning M; Steve Freek; Adrian Chadha
Subject: National Highways response: Brailsford Solar - A38 Derby Junctions (Markeaton Roundabout) EAST MIDLANDS

Hi Josh,

Thank you for your email.

Following review of the scoping note a new site access is proposed from the A52, which at this location is owned and operated by Derbyshire County Council (DCC). The closest Strategic Road Network (SRN) junction is the A38/A52 Markeaton roundabout, located approximately 5.5 miles east of the site.

As you have suggested, National Highways interest will primarily relate to construction traffic impacts (trip generation and distribution of HGVs and construction workers) including any abnormal loads.It is noted within the scoping note issued to DCC that there is currently no traffic generation or distribution information. A Construction Traffic Management Plan (CTMP) and Transport Statement (TS) will accompany the planning application, and we look forward to reviewing these documents in due course.

In relation to the operational phase, National Highways would expect the anticipated number of operatives required for site maintenance to be clearly set out. While traffic and transport impacts associated with the operational phase of a solar farm are typically limited, these should still be appropriately assessed and evidenced.

In relation to the construction phase, National Highways will require information on the number of HGVs that will be travelling on the SRN to transport materials and equipment to the site. We also require an understanding of what route these vehicles will take to the site as well as the time of day they will likely be arriving and leaving. Hourly trip generation figures should be presented with further detailed assessment of the network AM and PM peaks to be determined.

Information regarding the access and exit routes and arrival/departure times of workers during the construction period should also be provided to enable sufficient management of construction traffic and to minimise impacts on the SRN.

Abnormal Loads

The process for abnormal loads is managed by National Highways abnormal loads team. Early route feasibility work is encouraged with National Highways to mitigate delays to project delivery. National Highways Abnormal Loads email: abnormal.loads@nationalhighways.co.uk

At this early stage, our primary interest regarding Abnormal Load deliveries is to agree the port of delivery and ensure compliance with the Water Preferred Policy, namely using the nearest suitable port of entry to minimise road mileage. With respect to route suitability, it is common at this stage of a project for only a high-level abnormal loads assessment to be undertaken. However, early engagement with local stakeholders is encouraged to identify any potential

constraints, such as structures that could render the access route unsuitable. Agreement in Principle (to approve the port of entry) needs to be obtained from us as early as possible to avoid any potential delays to delivery. AIL movement refusal risk lies with the applicant and the project.

National Highways must be contacted 8–10 weeks prior to the planned movement, at which point the haulier should initiate contact. During this period, route suitability will be reassessed in coordination with all relevant structure owners and highway authorities. An application must then be submitted to National Highways, and if approved, the permit will be valid for six months.

The Applicant should note that there remains a legal obligation to notify us of the exact date and time of each movement at least 5 days in advance.

A38 Derby Junctions

We are currently working with the Department for Transport to identify the most efficient delivery times for the A38 Derby Junction scheme, and these will be published in Road Investment Strategy 3 later this year. The RIS period runs from April 2026 to March 2031, and we therefore hope to be able to share details of the A38 Derby Junctions as soon as possible.

At this stage, I do not consider a meeting to be necessary however, we look forward to reviewing any forthcoming information in due course.

Thank you

Kind Regards,

Brittany Grosvenor *MSc, MCIOB*
Assistant Spatial Planner
Operations Directorate (Midlands)
Nottinghamshire, Derbyshire, North Leicestershire
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For information on working with National Highways on planning matters, please see the below recently updated guidance.

Planning for the future: A guide to working with National Highways on planning matters (October 2023)
https://nationalhighways.co.uk/media/2depj2hh/final-cre23_0370-nh-planning-guide-2023.pdf

From: Josh Burkin <josh.burkin@enzygo.com>
Sent: 09 February 2026 11:32
To: Brittany Grosvenor <Brittany.Grosvenor@nationalhighways.co.uk>

Cc: Planning M <PlanningM@nationalhighways.co.uk>
Subject: RE: Brailsford Solar - A38 Derby Junctions (Markeaton Roundabout) EAST MIDLANDS

Morning Brittany, thanks for getting back to me.

Please find attached the scoping note previously shared with Derbyshire County Council, along with their response letter (also reflected in pages 12 to 14 of the LPA's response). We will be updating our scope and methodology in the Transport Statement/CTMP and drawings to address the comments received to date.

Given the site's proximity to the SRN (A38), I anticipate that National Highways' key interests will relate to construction traffic routing, volumes, timing, and abnormal load movements.

I have reattached the abnormal load vehicle details for your reference. Currently. Abnormal loads are intended to be routed via the primary route from the A38, approaching from the east. BSR has provided details of a 60MVA design vehicle with dimensions of 19.4m in length and 3.0m in width. All abnormal load movements will be planned in advance and agreed with the relevant authorities.

We are particularly keen to understand the current progress and timescales for the A38 schemes so that we can account for these in our project programming and seek to avoid any overlap or conflict during construction. As previously mentioned, the solar farm construction is expected to take approximately 12 months, with a programme window between 2030 and 2035.

I would welcome the opportunity to discuss this further with you and the project team. If you could let me know your availability over the next couple of weeks, I will liaise with the Applicant and arrange a meeting that suits all parties.
I trust this is helpful. I look forward to hearing from you shortly.

Regards,

Josh Burkin BSc (Hons), MCIHT MTPS CMILT
Associate Director - Transport

Phone: 0114 321 5151
Mobile: 07581 057 998
Email: josh.burkin@enzygo.com
Web: enzygo.com

From: Brittany Grosvenor <Brittany.Grosvenor@nationalhighways.co.uk>
Sent: 02 February 2026 11:33
To: Josh Burkin <josh.burkin@enzygo.com>
Cc: Planning M <PlanningM@nationalhighways.co.uk>
Subject: RE: Brailsford Solar - A38 Derby Junctions (Markeaton Roundabout) EAST MIDLANDS

Hi Josh,

Thank you for your email.

Could you please send across the transport scoping report/information so we can start a full review and provide an accurate response to all queries.

Thank you

Kind Regards,

Brittany Grosvenor *MSc, MCIOB*
Assistant Spatial Planner
Operations Directorate (Midlands)
Nottinghamshire, Derbyshire, North Leicestershire
brittany.grosvenor@nationalhighways.co.uk
Mobile: +44 (0) 7745 750207
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For information on working with National Highways on planning matters, please see the below recently updated guidance.

Planning for the future: A guide to working with National Highways on planning matters (October 2023)
https://nationalhighways.co.uk/media/2depj2hh/final-cre23_0370-nh-planning-guide-2023.pdf

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From: Josh Burkin <josh.burkin@enzygo.com>
Sent: 02 February 2026 09:55
To: Spatial Planning <spatialplanning@nationalhighways.co.uk>; Planning M <planningM@nationalhighways.co.uk>
Cc: Kenny Dhillon <Kenny.Dhillon@enzygo.com>; Duncan Gray <duncan.gray@bsrenergy.com>; Laura Fogarty <laura.fogarty@bsrenergy.com>; William Lunn <William.Lunn@enzygo.com>
Subject: RE: Brailsford Solar - A38 Derby Junctions (Markeaton Roundabout) EAST MIDLANDS

Dear officers,

I am writing on behalf of the project team for a proposed Solar PV development at Brailsford, near Ashbourne, Derbyshire.

We are progressing highways and transport work in support of a forthcoming planning application and have recently had a transport scoping response from Derbyshire County Council. The proposed primary construction route, including abnormal load deliveries, is proposed to utilise the strategic road network via the A38, passing through Markeaton Roundabout to and from the A38 north or south.

The development is anticipated to have a **construction programme of approximately 12 months**, likely to occur at **some point within the 2030 to 2035 period**, subject to planning and grid connection programming.

Based on current working assumptions, construction traffic would typically comprise:

- around **three HGV arrivals and three HGV departures per day on average** across the overall construction period,
- around **ten HGV arrivals and ten HGV departures per day on during peak construction** activity, expected to occur over a two-to-three-month period at the front end of the programme, and
- **negligible HGV movements and predominantly staff vehicle trips during the final two to three months of the programme**, when construction activity is largely limited to commissioning..

We have undertaken swept path assessments for the (19.4m x 3.0m) abnormal load routing via the existing Markeaton Roundabout. Subject to the information National Highways can share on the proposed junction arrangements, we would also like to assess abnormal load movements through the future layout to confirm ongoing deliverability and inform any necessary coordination.

Given the interaction with the SRN, we are keen to engage with National Highways at this stage to understand potential crossover with the planned schemes on the A38 corridor. We would be grateful if you can provide us with information on the anticipated construction timescales, forecast durations and indicative completion dates for the following schemes:

- A38 A5111 Kingsway Roundabout
- A38 A52 Markeaton Roundabout
- A38 A61 Little Eaton Roundabout

If available, it would also be helpful to understand any current assumptions around likely construction start periods for these schemes, as our own construction timing remains indicative at this stage.

Taking account of this information will allow us to review our forecast construction period and routing strategy, and to ensure appropriate coordination is considered within our application work and future pre-construction planning.

If helpful, we would be very happy to arrange a Teams meeting to discuss the respective proposals and ensure matters are coordinated from the outset.
Please do let me know if you require any further information at this stage. I look forward to hearing from you.

Regards,

Josh Burkin BSc (Hons), MCIHT MTPS CMILT
Associate Director – Transport

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Josh Burkin

From: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Sent: 16 March 2026 12:02
To: Josh Burkin
Subject: RE: Brailsford Solar Farm – Stage 1 Road Safety Audit Brief for Approval

Good afternoon Josh,

All noted, thank you.

Regards

Steve Dudhill BSc (Hons), PGDip, MSc, FCIHT, MCILT, AFHEA | Senior Transport Planner (Consultant)
Transport Development Management | Place | Derbyshire County Council
County Hall, Matlock, Derbyshire, DE4 3AG
Tel: 01629 537170

CONTROLLED

From: Josh Burkin <josh.burkin@enzygo.com>
Sent: 16 March 2026 11:01
To: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Cc: William Lunn <William.Lunn@enzygo.com>; Kenny Dhillon <Kenny.Dhillon@enzygo.com>; Duncan Gray <duncan.gray@bsrenergy.com>
Subject: RE: Brailsford Solar Farm – Stage 1 Road Safety Audit Brief for Approval

Morning Stephen,

Thanks for your email regarding the RSA1 brief and preliminary site access design.

We acknowledge the LHA's comments and note the access design requires further development to demonstrate DMRB compliance.

Revised Proposals
The development proposals have been revised:

- The red line boundary no longer includes any land west of Wood Lane. Therefore, no Wood Lane crossing is required.
- Site area now 119.8 hectares (previously larger).
- Generation capacity reduced to up to 55MW.

Proposed Approach
We will submit revised site access drawings with the TA as part of the planning application, addressing the matters raised in your 22 January 2026 response and email below.

Following your consultation response on the TA/application, we will commission the RSA1 once the access design is agreed in principle with the LHA.

We do not anticipate requiring further pre-application advice at this stage.

Regards,

Josh Burkin BSc (Hons), MCIHT MTPS CMILT
Associate Director - Transport

Phone: 0114 321 5151
Mobile: 07581 057 998
Email: josh.burkin@enzygo.com
Web: enzygo.com

From: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Sent: 25 February 2026 13:00
To: Josh Burkin <josh.burkin@enzygo.com>
Subject: RE: Brailsford Solar Farm – Stage 1 Road Safety Audit Brief for Approval

Good morning Josh,

Thank you for your email.

The highway authority is unable to authorise a stage 1 road safety audit (RSA) prior to approval of the preliminary site access designs.

On a brief inspection of the amended A52 site access layout, it appears that the scheme does not address all the issues raised in the highway authority's pre-application advice dated 22/1/26, including the need to show compliance with the relevant Design Manual for Roads and Bridges (DMRB) standards (CD109 and CD123).

For example, as stated in point 2 beneath the observations on Transport Statement (TS) Appendix C, it is necessary to demonstrate that adequate forward visibility stopping sight distances (215m in accordance with CD109) are available along the A52 approaches to the site within 1.5 times the SSD. This has not been properly shown on your amended site access plan.

The highway authority is therefore unable to approve the preliminary site access design at this stage.

Submission of further detailed information is necessary. This should include demonstration of full compliance with the DMRB on suitably scaled base mapping which, for example, includes details of vegetation along the western side of the A52. The access scheme should be reviewed against all the observations in the highway authority's 22/1/26 pre-application advice.

In addition, access is required across Wood Lane to link the two parts of the site. No proposals have been submitted to address that requirement, so the RSA would be considering an incomplete package of access works.

It follows, from the above, that the highway authority is unable to authorise the stage 1 RSA brief.

Finally, your request that the highway authority should review and approve the road safety audit brief and pack goes beyond the scope of the initial pre-application enquiry. Should you require such input, at this stage, there will be a need for an extension of the highway authority's brief and a further payment, probably at the lower fee scale (i.e. £540 inc VAT). Alternatively, you may wish to defer consideration of these issues to the planning application stage.

Regards

Steve Dudhill BSc (Hons), PGDip, MSc, FCIHT, MCILT, AFHEA | Senior Transport Planner (Consultant)
Transport Development Management | Place | Derbyshire County Council
County Hall, Matlock, Derbyshire, DE4 3AG
Tel: 01629 537170

CONTROLLED

From: Josh Burkin <josh.burkin@enzygo.com>
Sent: 25 February 2026 10:17
To: Stephen Dudhill (Place) <Stephen.Dudhill@derbyshire.gov.uk>
Cc: Dave Bowker <dave.bowker@sandersonassociates.co.uk>; William Lunn <William.Lunn@enzygo.com>; Duncan Gray <duncan.gray@bsrenergy.com>
Subject: Brailsford Solar Farm – Stage 1 Road Safety Audit Brief for Approval

Dear Stephen,

I hope this email finds you well.

Further to your pre-application response of 22 January 2026 (ref: DDDC/2025/015016), we are progressing the transport work for the proposed solar farm development at Main Road, Brailsford on behalf of BSR Energy.

As part of this, we have prepared a Stage 1 Road Safety Audit brief for the proposed A52 site access junction. The brief covers the proposed priority junction arrangement on the A52, including the access geometry, visibility splay provision, and interface with the existing highway. It has been prepared having regard to the points raised in your pre-application response.

In accordance with GG119, we would be grateful if you could review and approve the attached brief and pack (including auditor CV's) at your earliest convenience, as we are looking to progress the RSA this week or next, ahead of the planning submission.

Your early review would be very much appreciated

Best regards,

Josh Burkin BSc (Hons), MCIHT MTPS CMILT
Associate Director – Transport

Phone: 0114 321 5151
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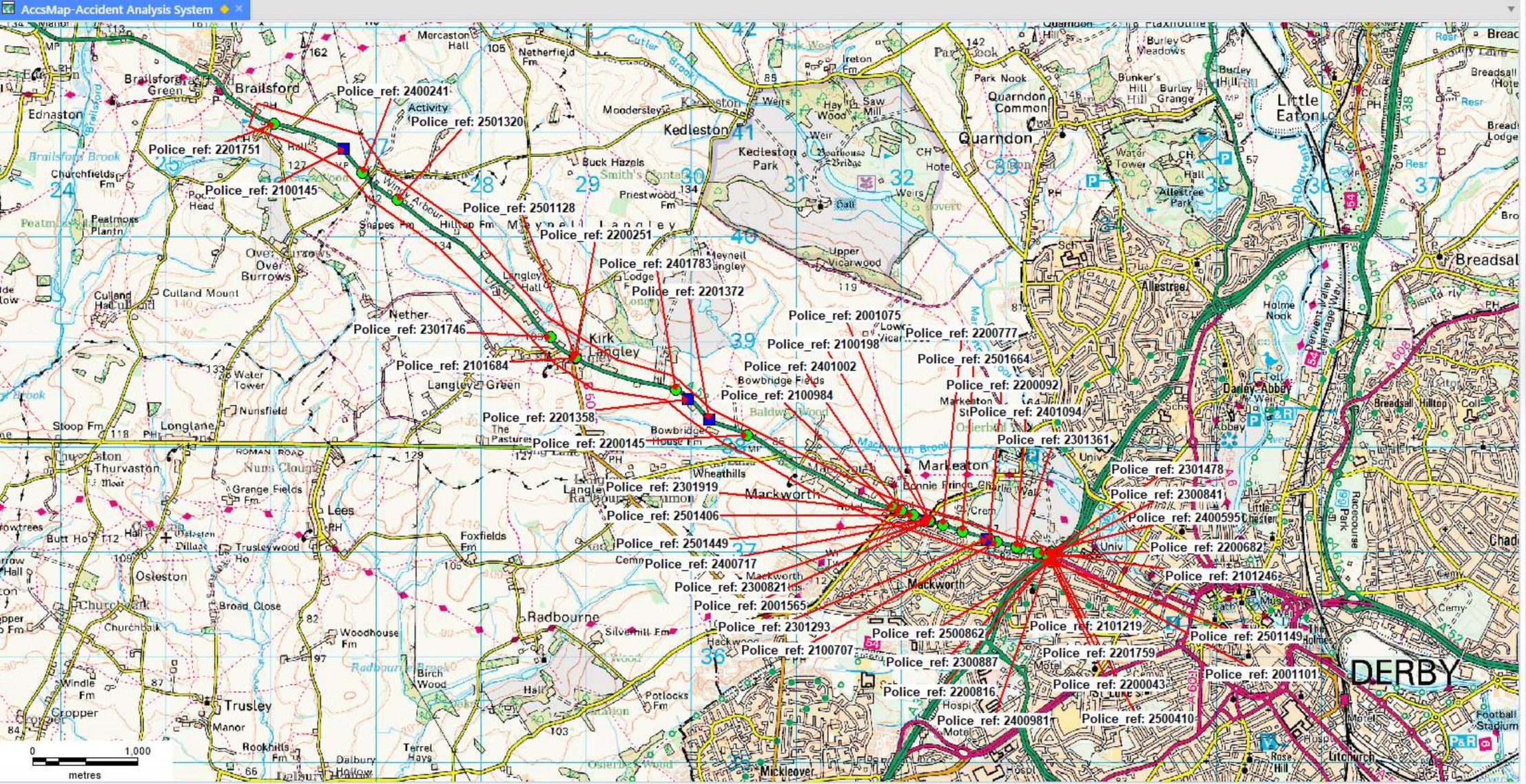
Appendix 2 Derbyshire Constabulary Collision Data


AccsMap-Accident Analysis System
Police_ref: 2400241
Police_ref: 2501320
Police_ref: 2201751
Police_ref: 2100145
Police_ref: 2501128
Police_ref: 2200251
Police_ref: 2401783
Police_ref: 2201372
Police_ref: 2301746
Police_ref: 2101684
Police_ref: 2201358
Police_ref: 2200145
Police_ref: 2001075
Police_ref: 2100198
Police_ref: 2200777
Police_ref: 2501664
Police_ref: 2401002
Police_ref: 2100984
Police_ref: 2200092
Police_ref: 2401094
Police_ref: 2301361
Police_ref: 2301478
Police_ref: 2300841
Police_ref: 2400595
Police_ref: 2200682
Police_ref: 2101246
Police_ref: 2301919
Police_ref: 2501406
Police_ref: 2501449
Police_ref: 2400717
Police_ref: 2300821
Police_ref: 2001565
Police_ref: 2301293
Police_ref: 2500862
Police_ref: 2100707
Police_ref: 2300887
Police_ref: 2200816
Police_ref: 2400981
Police_ref: 2500410
Police_ref: 2200043
Police_ref: 2001101
Police_ref: 2201759
Police_ref: 2101219
Police_ref: 2501149
Brailsford
Ednaston
Kedleston
Quarndon
Little Eaton
Allestree
Breadsall
Kirk Langley
Langley Green
Nether Langley
Mackworth
Markeaton
Darley Abbey
Derwent Valley Mills
Thurvaston
Osleston
Trusley
Radbourne
Mickleover
DERBY
0
1,000
metres
Theme Legend
Colour-Coding by Severity (Legacy)
Total Accidents (44)
Fatal (0)
Serious (6)
Slight (38)
Other (0)
Total Casualties (55)
Fatal (0)
Serious (8)
Slight (47)
AccsMap Current Selection
Main database:
Dates: 01/10/2020 to 30/09/2025
Selected using Manual Selection
OK
Zoom: 14,500 m
Editing: Cosmetic Layer
Selecting: None
British National Grid

INTERMEDIATE COLLISION REPORT
Total collisions: 44

Run on: 08/01/2026 14:12:42

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

---

2001075 **05/10/2020** 800 hrs Mon Daylight

Slight Raining without high winds Road Wet/Damp

A52 40 mph E432274 N337295

DERBY-ASHBOURNE RD J/W MARKEATON LN (17706)

Veh 1	Car	Waiting to turn right	N - NE	Casualty: RSP Slight
Veh 2	Goods < 3.5t	Going ahead	N - NE	

V1 WAS TRAVELLING ALONG ASHBOURNE ROAD AND SLOWS TO TURN RIGHT ONTO MARKEATON LN. V2 (VAN) FAILS TO SLOW DOWN AND COLLIDES INTO THE REAR OF V 1 . (17706)

2001101 **12/10/2020** 630 hrs Mon Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433398 N336948

DERBY- A38 KINGSWAY NR MACKWORTH PETROL FILLING STATION-(17706)

Veh 1	Car	Going ahead	SE - SW	
Veh 2	Car	Going ahead	SE - SW	Casualty: Dri Slight

V 2 WAITING AT T/LIGHTS, V 1 IN MIDDLE LANE ALONGSIDE V2 ; LIGHTS CHANGE AND AS VEHICLES MOVE OFF, V1 HITS REAR OF V2 CAUSING SLIGHT DAMAGE AND INJURY TO DRIVER. -(17706)

2001565 **22/11/2020** 1540 hrs Sun Daylight

Slight Fine without high winds Road Wet/Damp

U 30 mph E432271 N337304

DERBY-MARKEATON LANE (17706)

Veh 1	Car	Going ahead left hand bend	E - SW	
Veh 2	Car	Going ahead right hand bend	SW - E	Casualty: Dri Slight

V1 OVERSHOT CORNER AND COLLIDED WITH V2-(17706)

2100145 **01/02/2021** 958 hrs Mon Daylight

Serious Fine without high winds Road Dry

A52 50 mph E426682 N340846

DERBY-A52 ASHBOURNE RD BTWN HOME FARM/APPLE COTTAGE-(17706)

Veh 1	Goods < 3.5t	Overtaking stat. vehicle offside	NW - SE	Casualty: Dri Serious
Veh 2	Goods < 3.5t	Going ahead left hand bend	SE - NW	Casualty: Dri Serious
Veh 3	Car	Parked	UK - UK	

V1 HAS GONE TO OVERTAKE V3 COLLIDING HEAD ON WITH V2.-(17706)

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2100198 **27/02/2021** 1330 hrs Sat Daylight

Slight Fine without high winds Road Dry

A52 40 mph E432270 N337297

DERBY-A52 ASHBOURNE RD J/W MARKEATON LN (17706)

Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Slight
Veh 2	Goods < 3.5t	Waiting to go ahead but held up	SE - NW	

V1 COLLIDED WITH THE REAR OF V2 WHO WAS STATIONARY AT THE TIME-17706

2100707 **18/05/2021** 1900 hrs Tue Daylight

Slight Fine without high winds Road Dry

A52 40 mph E432908 N337099

MACKWORTH-A52 ASHBOURNE RD BET. PRINCE CHARLES AVE & MARKEATON R/ABOUT (5894)

Veh 1	Car	Going ahead	SE - NW	Casualty: FSP Slight
Veh 2	Goods Unknown weight	Going ahead	SE - NW	
Veh 3	Goods Unknown weight	Stopping	SE - NW	

V3 INDICATED TO PULL OVER AT SIDE OF RD DUE TO PED. MAKING GESTURES; CAUSING V2 TO BRAKE SHARPLY BEHIND AND THUS CAUSING V1 TO COLLIDE WITH REAR OF V2 (5894)

2100984 **02/07/2021** 1600 hrs Fri Daylight

Slight Fine without high winds Road Dry

A52 40 mph E431919 N337426

KIRK LANGLEY-ASHBOURNE RD J/W RADBOURNE LN(17706)

Veh 1	Car	Going ahead	NW - SE	
Veh 2	Car	Waiting to go ahead but held up	NW - SE	Casualty: Dri Slight

V1 AND V2 TRAVELLING SE IN A QUEUE OF TRAFFIC BUT HELD UP AT T/LIGHTS; V1 ASSUMES V2 WOULD BE MOVING FORWARD AS T/LIGHTS WERE GREEN BUT CHANGED AND V1 COLLIDED WITH V2 (17706)

2101219 **13/08/2021** 1910 hrs Fri Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433410 N336992

DERBY-A38 R/ABOUT J/W A52 ASHBOURNE RD (17706)

Veh 1	Car	Going ahead	NW - NE	
Veh 2	Car	Going ahead	NW - NE	Casualty: Dri Slight Casualty: FSP Slight

V2 DRIVING AROUND R/ABOUT WHEN V1 COLLIDES WITH ROS OF V2 CAUSING V2 TO BE JOLTED FORWARD. INJURY CAUSED TO DRIVER AND PASSENGER (17706)

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2101246 **20/08/2021** 1120 hrs Fri Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433414 N336994

DERBY-A38 ASHBOURNE RD R/ABOUT J/W A52 ASHBOURNE ROAD (17706)

Veh 1	Car	Going ahead	SE - NE		
Veh 2	M/C > 125 cc	Turning right	SW - NE	Casualty: Dri	Slight

V2 PULLED OUT ONTO R/ABOUT INTO PATH OF ONCOMING V2, M/CYCLE CAUSING RIDER TO FALL FROM MACHINE (5894)

2101684 **14/10/2021** 1630 hrs Thu Daylight

Slight Unknown Road Dry

A52 40 mph E428893 N338853

KIRK LANGLEY -A52 ASHBOURNE RD J/W FLAGSHAW LN (17706)

Veh 1	Bus/coach	Going ahead	SE - NW		
Veh 2	Car	Waiting to turn right	SE - NE	Casualty: Dri	Slight

V2 WAITING AT JCT TO TURN RIGHT; V1 APPROACHES FROM THE REAR AND FAILS TO SEE V2 INDICATING AND APPLIES BRAKES BUT COLLIDES WITH THE REAR OF V2 (17706)

2200043 **11/01/2022** 1700 hrs Tue Dark: street lights lit

Slight Fine without high winds Road Dry

A38 40 mph E433400 N336951

DERBY-R/ABOUT A38 ASHBOURNE RD J/W KINGSWAY (17706)

Veh 1	Car	Starting	SW - NE		
Veh 2	Car	Starting	SW - NE	Casualty: Dri	Slight
Veh 3	Car	Changing lane to left	SW - NE		

V1 CUT ACROSS LANES ON R/ABOUT CAUSING V2 AND V3 BRAKE AND COLLIDED (17706)

2200145 **20/01/2022** 1020 hrs Thu Daylight

Slight Fine without high winds Road Dry

A52 50 mph E430525 N338120

MACKWORTH DERBY-ASHBOURNE RD O/S SALS DINER (17706)

Veh 1	Car	Waiting to turn right	SE - NE	Casualty: Dri	Slight
Veh 2	Goods 3.5 - 7.5t	Going ahead	SE - NW		

V1 WAS WAITING TO TURN RIGHT AND V2 WAS DISTRACTED AND FAILED TO NOTICE THE ACTION OF V1; V2 COLLIDED WITH THE REAR OF V1 CAUSING INJURY AND DAMAGE (17706)

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2200092 **22/01/2022** 1600 hrs Sat Dark: street lights lit

Slight Fine without high winds Road Wet/Damp

A52 40 mph E432838 N337119

DERBY-ASHBOURNE RD A52 J/W PRINCE CHARLES AV (17706)

Veh 1	Car	Going ahead	NW - SE	Casualty: Ped Slight Casualty: Ped Slight

PED. FAILED TO JUDGE SPEED OF APPROACHING V1 AND THIS RESULTED IN THE TWO PED. COLLIDING WITH V1 (17706)

2200251 **01/02/2022** 1230 hrs Tue Daylight

Slight Fine without high winds Road Dry

A52 40 mph E428888 N338857

ASHBOURNE-A52 ASHBOURNE RD J/W B5020 MOOR LANE (17706)

Veh 1	Goods < 3.5t	Going ahead	NW - SE	
Veh 2	Car	Turning right	NW - SW	Casualty: Dri Slight

V2 TURNING RIGHT AND INDICATING TO TURN ONTO MOOR LANE WHEN V1 COLLIDED WITH THE REAR OF V2 PUSHING V2 ACROSS THE C/WAY (17706)

2200682 **24/04/2022** 1520 hrs Sun Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433409 N336958

DERBY-R/ABOUT A38 KINGSWAY J/W ASHBOURNE RD A52 (17706)

Veh 1	Car	Changing lane to left	SE - NE	
Veh 2	Car	Turning right	SE - NE	Casualty: Dri Slight

V1 AND V2 ON R/ABOUT AND PREPARING TO EXIT R/ABOUT WHEN V1 CHANGED LANES AND CUT ACROSS THE PATH OF V2; AT FIRST V1 SLOWED SO V2 EXPECTED THEY WOULD EXCHANGE DETAILS BUT THEN V1 LEFT THE SCENE(17706)

2200777 **08/05/2022** 1135 hrs Sun Daylight

Slight Fine without high winds Road Dry

A52 40 mph E432390 N337261

DERBY-ASHBOURNE RD ADJ. TO MARKEATON CREMATORIUM (17706)

Veh 1	Car	Going ahead	NW - SE	Casualty: Dri Slight
Veh 2	Car	Going ahead	NW - SE	Casualty: Dri Slight

V2 BRAKED DUE TO TRAFFIC BRAKING DUE TO AMBULANCE; V1 FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF V2(17706)

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2200816 **14/05/2022** 2130 hrs Sat Dark: street lights lit

Slight Fine without high winds Road Dry

A38 40 mph E433393 N336937

MACKWORTH-KINGSWAY A38 R/ABOUT J/W ASHBOURNE RD (17706)

Veh 1	Car	Stopping	SW - NE	Casualty: Dri Slight
Veh 2	Car	Going ahead	SW - NE	

V1 SLOWING DUE TO TRAFFIC AHEAD AND V2 FAILED TO REACT TO V1 SLOWING AND COLLIDED WITH THE REAR OF V1; V2 LEFT THE SCENE WITHOUT EXCHANGING DETAILS (17706)

2201372 **14/08/2022** 1415 hrs Sun Daylight

Serious Fine without high winds Road Dry

A52 50 mph E430166 N338266

MACKWORTH-ASHBOURNE RD O/S BOWBRIDGE HOUSE (17706)

Veh 1	Car	Going ahead	NW - SE	Casualty: Dri Serious
Veh 2	Car	Going ahead	SE - NW	Casualty: Dri Serious

V1 TRAVELLING DOWN THE ROAD AT SPEED WHEN IT ENDED UP ON THE WRONG SIDE OF THE ROAD AND COLLIDED WITH V2; INJURIES AND DAMAGE SUSTAINED IN COLLISION (17706)

2201358 **14/08/2022** 1640 hrs Sun Daylight

Serious Fine without high winds Road Dry

A52 50 mph E429965 N338466

KIRK LANGLEY-ASHBOURNE RD NR SANDY LANE FARM(17706)

Veh 1	Car	U turn	NW - NW	
Veh 2	M/C > 500 cc	Going ahead	NW - SE	Casualty: Dri Serious

V1 HAS BEGAN TURNING AROUND IN THR ROAD, V2 HAS BEEN FILTERING THROUGH TRAFFIC AND COLLIDED WITH V1 CAUSING SERIOUS INJURY (17706)

2201751 **14/10/2022** 1750 hrs Fri Daylight

Slight Raining without high winds Road Wet/Damp

A52 30 mph E426023 N341086

BRAILSFORD- ASHBOURNE RD NR.TO BRAILSFORD GOLF COURSE (18144)

Veh 1	Car	Stopping	SE - NW	
Veh 2	Car	Waiting to go ahead but held up	SE - NW	Casualty: Dri Slight

V1 COLLIDED WITH THE REAR OF V2 CAUSING SLIGHT INJURIES (18144).

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2201759 **17/10/2022** 1145 hrs Mon Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433400 N336946

DERBY-A38 KINGS R/ABOUT J/W ASHBOURNE RD (17706)

Veh 1	Goods Unknown weight	Starting	SW - NE	
Veh 2	Car	Stopping	SW - NE	Casualty: Dri Slight
Veh 3	Unknown	Going ahead	SE - NW	

V3 EMERGENCY VEH ON BLUES ON R/ABOUT; V2 APPROACHED R/ABOUT AND AT THAT POINT IT WAS CLEAR TO GO, V2 THEN BRAKED HARSHLY HAVING SEEN V3 CAUSING V1 TRAVELLING BEHIND TO COLLIDE INTO REAR OF V2 (17706)

2300821 **02/06/2023** 1338 hrs Fri Daylight

Slight Other Road Dry

A52 40 mph E432273 N337301

DERBY-ASHBOURNE RD A52 J/W MACKWORTH LANE (17706)

Veh 1	Car	Turning right	NE - NW	
Veh 2	Pedal cycle	Going ahead	NW - SE	Casualty: Dri Slight

V1 EXITED FROM JCT ONTO MAIN C/WAY AND COLLIDED WITH V2 (P/CYCLE) CAUSING RIDER TO FALL AND SUSTAIN INJURIES (17706)

2300841 **03/06/2023** 1900 hrs Sat Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433415 N336979

DERBY-A38 R/ABOUT J/W A52 ASHBOURNE RD (17706)

Veh 1	Car	Going ahead	SW - NE	
Veh 2	Car	Going ahead	SW - NE	Casualty: Dri Slight

V1 AND V2 ON R/ABOUT WHEN V1 MOVED LANES AND CUT ACROSS THE PATH OF V2 CAUSING V1 TO COLLIDE WITH V2; V1 FAILED TO STOP UNTIL V2 FOLLOWED (17706)

2300887 **14/06/2023** 1540 hrs Wed Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433411 N336914

MACKWORTH- MPOST,A38,B,445.8,MARKEATON/KINGSWAY (18144)

Veh 1	Car	Going ahead	NE - SW	Casualty: Ped Slight

V1 COLLIDES WITH PED AS PED DISOBEYS LIGHTS AND WALKS INTO C/WAYU SUSTAINING SLIGHT INJURIES (18144).

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2301293 **20/08/2023** 1244 hrs Sun Daylight
Serious Fine without high winds Road Dry
A52 40 mph E432807 N337131
MACKWORTH-A52 ASHBOURNE RD J/W PRINCE CHARLES AVE (18144)

Veh 1	Car	Overtaking on nearside	NW - SE	
Veh 2	Pedal cycle	Going ahead	NW - SE	Casualty: Dri Serious

V1 MOUNTED THE PAVEMENT AND COLLIDED WITH V2 (P/CYCLE) CAUSING SERIOUS INJURIES (18144).

2301361 **04/09/2023** 1545 hrs Mon Daylight
Slight Fine without high winds Road Dry
A52 40 mph E433126 N337040
DERBY A52 ASHBOURNE RD NR TO SPEED CATIONS PAINTED ON RD (18144)

Veh 1	Car	Going ahead	W - E	
Veh 2	Car	Waiting to go ahead but held up	W - E	Casualty: Dri Slight Casualty: FSP Slight

V1 HAS COLLIDED WITH STATIONARY V2 WHO HAS SLOWED DUE TO TRAFFIC CAUSING SLIGHT INJURIES (18144).

2301478 **25/09/2023** 1050 hrs Mon Daylight
Slight Fine without high winds Road Dry
A52 40 mph E433384 N336968
MACKWORTH- A38 J/W A52 ASHBOURNE RD (18144)

Veh 1	Agric. veh	Stopping	E - W	
Veh 2	Goods < 3.5t	Going ahead	E - W	Casualty: Dri Slight

V1 BREAKS SUDDENLY. V2 COLLIDES WITH REAR OF V1 CAUSING SLIGHT INJURIES (18144).

2301746 **14/11/2023** 145 hrs Tue Dark: street lights lit
Slight Fine without high winds Road Dry
A52 40 mph E428656 N339052
KIRK LANGLEY- A52 NR TO THE COACH HOUSE (18144)

Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Slight Casualty: FSP Slight

V1 LOSES CONTROL AND COLLIDES WITH VERGE CAUSING SLIGHT INJURIES (18144).

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2301919 **11/12/2023** 1145 hrs Mon Daylight

Slight Fine without high winds Road Dry

A52 40 mph E431990 N337383

DERBY - A52 ASHBOURNE RD J/W RADBOURNE LANE (5869)

Veh 1	Car	Going ahead	SE - NW	
Veh 2	Pedal cycle	Waiting to turn left	SW - NW	Casualty: Dri Slight

CYCLIST HAS FAILED TO STOP FOR THE RED LIGHT AND ENTERED THE CROSS ROADS COLLIDING WITH A MOVING VEHICLE.

2400241 **13/02/2024** 1427 hrs Tue Daylight

Slight Raining without high winds Road Wet/Damp

A52 50 mph E426857 N340619

BRAILSFORD - ASHBOURNE ROAD (DQ)

Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Slight
Veh 2	Car	Going ahead	NE - SW	Casualty: FSP Slight

V1 TRAV DERBY - ASHBOURNE DISTRACTED BY DOG IN CAR, SWEVRES INTO PATH OF OTHER VEH (DQ)

2400595 **16/04/2024** 2045 hrs Tue Dark: street lights lit

Slight Fine without high winds Road Dry

A52 40 mph E433308 N336994

MACKWORTH- A52 ASHBOURNE RD J/W ASHBOURNE RD O/S ENTRANCE/EXIT MCDONALDS (18144)

Veh 1	Car	Turning left	S - W	
Veh 2	Taxi	Going ahead	E - W	Casualty: RSP Slight

V1 PULLED OUT INTO THE C/WAY INTO THE PATH OF V2, COLLIDING AND CAUSING SLIGHT INJURIES (18144).

2400717 **11/05/2024** 1220 hrs Sat Daylight

Serious Fine without high winds Road Dry

A52 40 mph E432232 N337307

DERBY- A52 ASHBOURNE RD ADJ TO NO. 10 ROEHAMPTON DR (18144)

Veh 1	Car	Stopping	SE - NW	Casualty: Ped Serious

PED HAS STEPPED OUT INTO THE C/WAY INTO THE PATH OF V1 C,COLIDING AND SUSTAINING SERIOUS INJURIES (18144).

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2400981 **21/06/2024** 1515 hrs Fri Daylight

Serious Fine without high winds Road Dry

A38 30 mph E433403 N336955

DERBY A38 MARKEATON T/I J/W A52 ASHBOURNE RD - W2W ///places.cones.studio (5869)

Veh 1	Car	Going ahead right hand bend	SE - N	Casualty: Dri	Serious
Veh 2	Car	Changing lane to left	NE - NW		

V2 TRIES TO TAKE EXIT OFF T/I CUTTING INTO O/SIDE OF V1 - CAUSING INJURY TO DRIVER OF V1 (5869)

2401002 **27/06/2024** 1740 hrs Thu Daylight

Slight Fine without high winds Road Dry

A52 40 mph E431994 N337402

MACKWORTH- A52 ASHBOURNE RD J/W RADBOURNE LN (18144)

Veh 1	Car	Waiting to go ahead but held up	NW - SE		
Veh 2	Car	Stopping	NW - SE	Casualty: Dri	Slight

V2 HAS COLLIDED WITH THE REAR OF V1, WHILST IN SLOW MOVING TRAFFIC AT TRAFFIC LIGHTS, CAUSING SLIGHT INJURIES (18144).

2401094 **08/07/2024** 1720 hrs Mon Daylight

Slight Fine without high winds Road Dry

A52 40 mph E433096 N337046

DERBY - A52 ASHBOURNE RD - JUST UP FROM MCDONALDS (5869)

Veh 1	Car	Going ahead	S - N	Casualty: Dri	Slight
Veh 2	Goods < 3.5t	Going ahead	N - S	Casualty: Dri	Slight

V1 DRIFTS INTO OPP C/WAY INTO PATH OF V2 - SLIGHT INJURY TO BOTH DRIVERS (5869)

2401783 **23/12/2024** 1600 hrs Mon Dark: no street lighting

Slight Raining without high winds Road Wet/Damp

A52 50 mph E429846 N338551

KIRK LANGLEY - A52 ASHBOURNE RD - 5869

Veh 1	Car	Going ahead	SE - W	Casualty: Dri	Slight

V1 FAILS TO NEGOTIATE N/S BEND, LEAVES C/WAY O/S HITTING FENCE AND TREE SLIGHT INJ TO DRVR. - 5869

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2500410 **17/03/2025** 1815 hrs Mon Dark: street lights lit

Slight Fine without high winds Road Unknown

A38 40 mph E433430 N337000

DERBY - A38 MARKEATON R/BT J/W A38 QUEENSWAY - 5869

Veh 1	Car	Going ahead	SW - NE	
Veh 2	M/C < 125 cc	Turning left	W - N	Casualty: Dri Slight

V2 ON R/BOUT IS HIT AT THE REAR BY V1 CAUSING RIDER TO FALL OFF AND SUSTAIN INJURY - 5869

2500862 **17/04/2025** 1510 hrs Thu Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433413 N336917

MACKWORTH- A38 ASHBOURNE RD J/W KINGSWAY ON THE PED CROSSING (18144)

Veh 1	Car	Going ahead	NE - SW	
Veh 2	Unknown	Going ahead	SE - NW	Casualty: Dri Slight

V1 COLLIDED WITH V2 (MOBILITY SCOOTER), WHILST MOBILITY SCOOTER WAS ON PED CROSSING, RESULTING IN SLIGHT INJURIES (18144).

2501149 **17/04/2025** 1400 hrs Thu Daylight

Slight Fine without high winds Road Dry

A38 40 mph E433411 N336919

DERBY- A38 KINGSWAY ON PED CROSSING (18144)

Veh 1	Car	Going ahead	UK - UK	
Veh 2	PPT	Unknown	UK - UK	Casualty: Dri Slight

(V2) CHILD ON ELECTRIC SCOOTER ON PED X/ING STRUCK BY V1, INJURY CAUSED, V1 FAILED TO STOP - INJ TO V2 RIDER - 5869

2501449 **30/04/2025** 2005 hrs Wed Daylight

Slight Fine without high winds Road Dry

A52 40 mph E432265 N337303

DERBY - A52 ASHBOURNE RD J/W MARKEATON LN - 5869

Veh 1	M/C Unknown	Overtaking moving vehicle offside	NW - SE	Casualty: Dri Slight
Veh 2	Car	Turning right	NE - NW	
Veh 3	Goods < 3.5t	Going ahead	NW - SE	

V1 O/TAKING LINE OF TRAFFIC COLLIDES WITH V2 EXITING JCTN - V1 DRVR FLEES THE SCENE INJURED BUT SEVERITY N/C - 5869

Accidents between dates: 01/10/2020 and 30/09/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

2501128 **07/06/2025** 1340 hrs Sat Daylight

Slight Fine without high winds Road Dry

A52 40 mph E428891 N338856

KIRK LANGLEY- A52 ASHBOURNE RD J/W MOOR LN, FLAGSHAW LN (18144)

Veh 1	Car	Going ahead	NW - SE	Casualty: FSP Slight
Veh 2	Car	Waiting to turn right	NW - SE	

V1, COLLIDED WITH THE REAR OF V2, SLOWING TO TURN RIGHT AT JCT, CAUSING SLIGHT INJURIES (18144).

2501406 **17/07/2025** 1439 hrs Thu Daylight

Slight Fine without high winds Road Dry

A52 40 mph E432109 N337360

MACKWORTH- A52 ASHBOURNE RD OPP NO.30 (18144)

Veh 1	Car	Going ahead	NW - SE	Casualty: FSP Slight Casualty: Dri Slight

V1 LEFT THE C/WAY AND COLLIDED WITH A LAMP POST , SUSTAINING SLIGHT INJURIES (18144).

2501320 **29/08/2025** 1700 hrs Fri Daylight

Slight Fine without high winds Road Dry

A52 50 mph E427193 N340362

KIRK LANGLEY- WINDY ARBOUR O/S WINDY ARBOUR COTTAGE (18144)

Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Slight
Veh 2	Car	Going ahead	NW - SE	Casualty: FSP Slight

V1 TRAVERSED THE CENTRE OF THE C/WAY AND COLLIDED WITH V2, TRAVELLING IN THE OPPDIRECTION. V1 THEN OVERCORRECTED AND LEFT THE C/WAY COMING T SETTLE IN A FIELD, RESULTING IN SLIGHT INJURIES (18144).

2501664 **17/09/2025** 724 hrs Wed Daylight

Slight Raining without high winds Road Wet/Damp

A52 40 mph E432579 N337198

DERBY- ASHBOURNE RD NR TO ENTRANCE/EXIT MARKEATON CREMATORIUM (18144)

Veh 1	Car	Going ahead	W - E	
Veh 2	Car	Waiting to go ahead but held up	W - E	Casualty: Dri Slight
Veh 3	Car	Waiting to go ahead but held up	W - E	

V1 COLLIDED WITH THE REAR OF V3, SHUNTING V3 INTO V2, RESULTING IN SLIGHT INJURIES (18144).

Appendix 3 ATC Survey Data (January/February 2026)

Intelligent Data Collection Limited

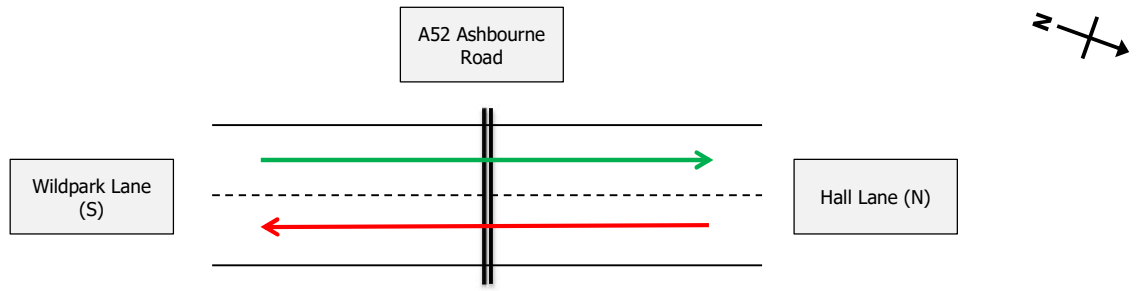
Road Name	A52 Ashbourne Road		
Direction AB	Wildpark Lane (S)	**to:**	Hall Lane (N)
Direction BA	Hall Lane (N)	**to:**	Wildpark Lane (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.96353,-1.60289	23/01/2026	29/01/2026	50

Link to location on Google Maps

Click Here

Location Plan



Photograph Record

Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

Various periods of no data throughout the survey due to tube damage.

Prepared by	Rachael Harnby	Checked by	Annie Johnson	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Enzygo Ltd
Brailsford repeat

Site Summary

Site Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85th %ile Speed	24-hour 5-day Average Flow	12-hour 7-day Average Flow	24-hour 7-day Average Flow	% Heavies (inc. buses)
A52 Ashbourne Road between Wildpark Lane (S) and Hall Lane (N)	Northbound	Fri 23/01/2026	Thu 29/01/2026	50mph	36742	48.40	52.97	6082	4681	5741	8.92%
A52 Ashbourne Road between Hall Lane (N) and Wildpark Lane (S)	Southbound	Fri 23/01/2026	Thu 29/01/2026	50mph	37861	47.60	52.44	6237	5007	5904	5.92%

Flow Reporting

A-B Hourly Summary Data

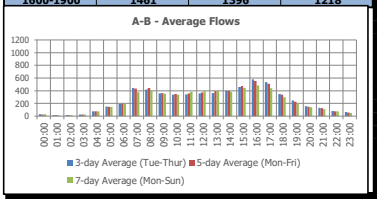
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	26	25	27
01:00	14	14	14
02:00	16	14	14
03:00	24	23	23
04:00	74	76	76
05:00	150	146	146
06:00	191	195	195
07:00	442	434	376
08:00	419	443	398
09:00	358	364	353
10:00	336	344	336
11:00	344	359	383
12:00	359	371	397
13:00	363	391	394
14:00	396	396	381
15:00	461	473	444
16:00	581	552	485
17:00	533	506	436
18:00	347	338	297
19:00	244	227	200
20:00	158	143	138
21:00	129	124	107
22:00	80	73	73
23:00	62	53	48
0700-1000	1220	1240	1127
1600-1900	1461	1396	1218

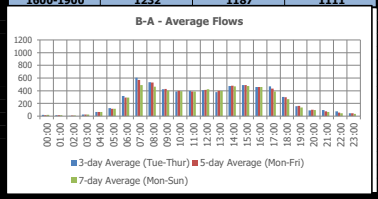
B-A Hourly Summary Data

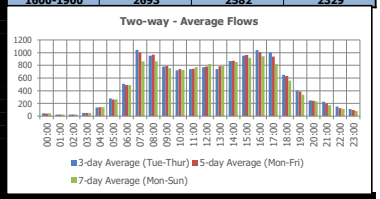
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	17	16	18
01:00	11	11	11
02:00	5	10	10
03:00	24	26	26
04:00	63	65	65
05:00	126	115	115
06:00	317	293	293
07:00	604	572	488
08:00	536	527	462
09:00	425	431	403
10:00	385	400	392
11:00	398	385	387
12:00	410	411	424
13:00	378	395	397
14:00	473	479	469
15:00	491	490	475
16:00	459	459	460
17:00	470	433	386
18:00	303	295	265
19:00	157	159	134
20:00	88	97	93
21:00	96	75	62
22:00	71	53	41
23:00	46	43	31
0700-1000	1564	1530	1353
1600-1900	1232	1187	1111

Two-Way Hourly Summary Data

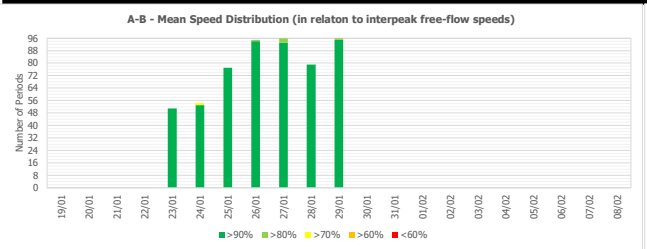
Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	43	40	45
01:00	25	25	25
02:00	21	24	24
03:00	48	48	48
04:00	137	140	140
05:00	275	261	261
06:00	508	488	488
07:00	1046	1006	864
08:00	955	970	860
09:00	783	794	757
10:00	721	744	728
11:00	742	744	769
12:00	769	782	820
13:00	742	786	791
14:00	869	876	850
15:00	952	963	919
16:00	1040	1011	945
17:00	1003	939	822
18:00	651	633	561
19:00	401	385	334
20:00	246	240	231
21:00	225	200	170
22:00	151	126	114
23:00	108	96	79
0700-1000	2784	2770	2481
1600-1900	2693	2582	2329

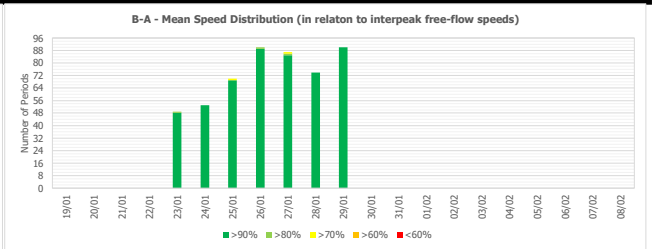




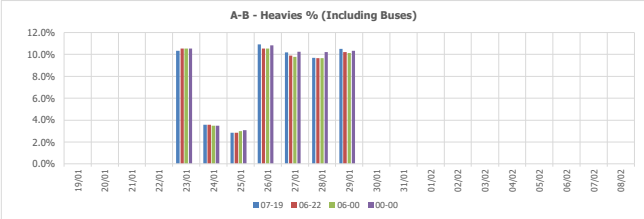


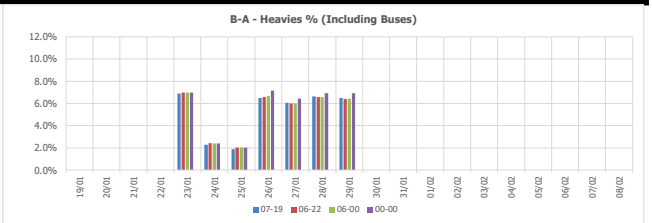
Mean Speed Distributions



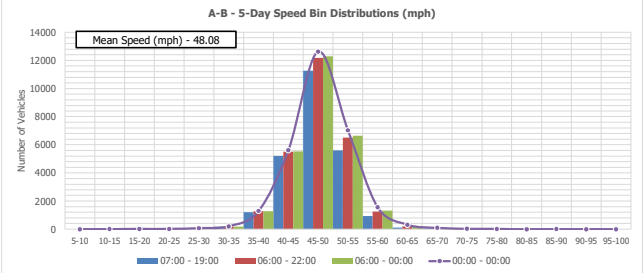


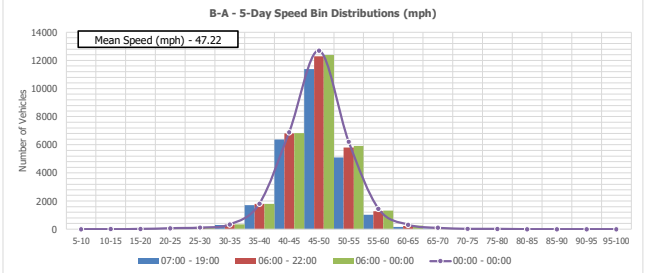
Heavies %





Speed Bin Distributions





Intelligent Data Collection Limited

Client: Enzygo Ltd
Project Number: ID-1225-0012
Site Number: Site 1
Flow from: Wildpark Lane (S) **to:** Hall Lane (N)

Date Monday 19/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 20/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 21/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 23/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	26	0	0	19	3	3	0	0	0	0	1	0	47.4	60.3
06:00	31	0	0	18	5	3	1	0	0	0	3	1	52.8	58.4
06:15	41	0	0	26	5	4	0	0	2	0	2	2	50.5	53.9
06:30	55	0	1	38	8	5	0	0	0	0	3	0	49.4	52.6
06:45	53	0	0	33	17	1	1	0	0	0	1	0	49.6	55.2
07:00	71	0	0	43	17	5	0	0	2	0	2	2	49.7	53.4
07:15	101	0	0	64	27	4	0	0	0	0	5	1	44.7	49.6
07:30	116	0	2	74	25	6	0	0	2	0	3	4	46.4	50.9
07:45	123	0	1	78	25	11	0	0	1	0	5	2	48.7	54.3
08:00	131	0	0	92	23	10	0	0	2	0	2	2	46.8	51.1
08:15	109	0	1	59	36	6	0	0	2	0	3	2	47.4	51.9
08:30	117	0	0	87	18	6	1	0	2	0	3	0	45.6	51.1
08:45	108	0	1	66	28	7	0	0	2	0	3	1	49	52.4
09:00	96	0	0	61	16	10	0	1	3	0	4	1	45.6	53.3
09:15	109	0	0	69	26	7	0	0	1	0	3	3	46.4	50.6
09:30	86	1	0	58	16	6	0	0	1	0	4	0	43.4	48.8
09:45	92	0	0	65	16	5	0	0	0	0	6	0	45.6	49.2
10:00	116	1	0	77	19	7	0	0	4	0	6	2	45.1	50.1
10:15	97	0	0	62	18	11	0	0	1	0	5	0	45.8	49.4
10:30	92	0	0	58	25	5	0	0	0	0	3	1	45.1	49.7
10:45	81	0	0	58	17	3	0	0	1	0	2	0	47.7	52.3
11:00	95	0	1	61	17	5	1	0	1	0	8	1	47	50.8
11:15	98	0	0	69	19	5	1	0	1	0	2	1	45.7	50.5
11:30	106	0	1	72	13	9	1	0	3	0	7	0	45	49.1
11:45	108	0	0	73	20	9	0	0	3	0	3	0	46.2	49.9
12:00	99	0	0	63	24	5	1	0	1	0	3	2	48	52.6
12:15	92	0	0	61	12	7	0	1	3	0	6	2	47.5	51.6
12:30	117	0	0	81	23	2	0	0	4	0	6	1	44.3	48.3
12:45	125	0	0	84	35	3	0	0	1	0	2	0	47	51.2
13:00	120	0	0	87	22	6	0	0	0	0	4	1	49.4	52.8
13:15	109	0	0	77	24	4	0	0	0	0	3	1	47.5	51.3
13:30	129	0	1	94	16	7	2	1	1	0	5	2	45.7	50
13:45	117	0	0	80	17	11	2	0	1	0	5	1	47.4	51.6
14:00	109	0	0	72	24	7	0	0	3	0	2	1	47.7	51.3
14:15	115	0	0	82	21	6	0	0	0	0	5	1	46.4	50.8
14:30	140	0	1	103	23	8	0	1	1	0	3	0	46.3	51
14:45	108	0	0	80	17	7	0	0	0	0	4	0	48	52.4
15:00	82	0	0	58	14	3	1	0	3	0	3	0	47.4	52.1
15:15	147	0	2	100	32	7	1	1	1	0	2	1	47.3	50.8
15:30	128	0	0	91	26	7	0	0	2	0	2	0	48.3	50.9
15:45	147	0	0	111	28	2	0	0	2	0	3	1	45.7	51
16:00	140	0	0	100	28	7	0	0	0	0	4	1	44.9	48.9
16:15	128	0	0	97	25	3	0	0	0	0	2	1	46.3	51.1
16:30	138	0	1	105	24	3	0	0	3	0	0	2	49.3	53.1
16:45	118	0	0	92	22	2	0	0	0	0	1	1	47.9	51.7
17:00	124	1	1	91	26	2	0	0	2	0	1	0	47.4	51.2
17:15	115	0	0	82	28	3	0	0	0	0	1	1	46.8	50.9
17:30	120	0	1	93	24	1	0	0	0	0	0	1	47.6	51.3
17:45	82	0	0	65	14	0	0	0	1	0	2	0	47.4	51.7
18:00	88	0	0	68	17	0	0	0	1	0	1	1	46.9	52.7
18:15	84	0	0	68	14	0	0	0	0	0	2	0	46.8	52.4
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	5073	3	14	3531	1001	250	11	5	62	0	151	45	46.8	51.2
06-22	5253	3	15	3646	1036	263	13	5	64	0	160	48	47.2	51.7
06-00	5253	3	15	3646	1036	263	13	5	64	0	160	48	47.4	52.0
00-00	5279	3	15	3665	1039	266	13	5	64	0	161	48	47.4	52.0

Date Saturday 24/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	126	0	0	102	21	1	1	0	0	0	1	0	49.1	53.1
10:45	120	0	4	98	17	0	0	0	0	0	0	1	49.1	53.1
11:00	112	0	0	89	17	4	0	0	1	0	1	0	49.3	52.1
11:15	117	0	1	89	25	1	0	0	0	0	0	1	49.3	53.9
11:30	133	0	1	104	25	3	0	0	0	0	0	0	49	52.5
11:45	148	0	1	107	30	5	1	0	2	0	2	0	47.5	52.4
12:00	123	0	1	95	21	5	0	0	0	0	1	0	49	52.5
12:15	129	0	0	90	34	2	0	0	1	1	0	1	49.4	54
12:30	118	0	0	88	26	3	0	0	1	0	0	0	49.6	54.3
12:45	129	0	0	104	20	3	0	0	0	0	1	1	48.9	52.4
13:00	95	0	1	75	15	3	0	0	0	0	1	0	50.2	54.1
13:15	107	0	1	85	18	0	0	0	0	0	2	1	49.4	52.7
13:30	131	0	2	106	21	1	0	0	0	0	1	0	38	52
13:45	121	0	0	88	26	4	0	0	1	0	1	1	49.1	52.7
14:00	93	0	2	73	14	4	0	0	0	0	0	0	48.9	53.9
14:15	93	0	3	69	18	1	0	0	0	0	1	1	50.6	54.3
14:30	99	0	0	80	16	3	0	0	0	0	0	0	49.5	53.5
14:45	72	0	0	56	13	1	0	0	0	0	0	2	48.6	53.7
15:00	95	0	1	72	21	0	0	0	0	0	1	0	46.7	50.2
15:15	120	0	0	94	21	2	0	0	0	0	2	1	49.2	52.6
15:30	94	0	0	77	13	3	0	0	0	0	1	0	49.2	53
15:45	93	0	0	71	20	0	1	0	0	0	1	0	49.5	53.5
16:00	95	0	2	73	15	4	0	0	0	0	0	1	48.6	52.9
16:15	79	0	0	57	20	1	1	0	0	0	0	0	50.4	54.2
16:30	73	0	2	56	10	3	0	0	1	0	0	1	50.3	54.3
16:45	74	0	0	50	20	2	0	0	2	0	0	0	49.6	54.7
17:00	78	0	0	59	16	1	0	0	0	0	1	1	47.6	50.7
17:15	78	0	0	62	14	2	0	0	0	0	0	0	47.7	52.7
17:30	59	0	0	44	12	1	0	0	1	0	0	1	50	54.6
17:45	68	0	2	54	10	1	0	0	1	0	0	0	48.4	53.7
18:00	47	0	0	33	13	0	0	0	0	0	0	1	50.7	55.8
18:15	68	0	0	53	13	2	0	0	0	0	0	0	48.3	53.9
18:30	55	0	0	39	15	1	0	0	0	0	0	0	51.1	56.3
18:45	66	0	0	49	15	1	0	0	0	0	0	1	51.2	56.7
19:00	40	0	0	34	6	0	0	0	0	0	0	0	49.6	56.1
19:15	45	0	1	36	5	2	0	0	0	0	1	0	51.5	56.9
19:30	39	0	0	30	9	0	0	0	0	0	0	0	50.7	56.6
19:45	51	0	0	40	9	1	0	0	0	0	0	1	51.8	56
20:00	41	0	0	31	7	2	0	0	1	0	0	0	52.7	60
20:15	33	0	0	23	9	1	0	0	0	0	0	0	52.1	56.5
20:30	33	0	0	24	8	1	0	0	0	0	0	0	51	59.2
20:45	21	0	0	14	6	0	0	0	0	0	0	1	49	55.2
21:00	21	0	0	13	7	1	0	0	0	0	0	0	49.8	58.1
21:15	20	0	0	16	3	1	0	0	0	0	0	0	55	63.8
21:30	18	0	0	15	3	0	0	0	0	0	0	0	50.5	55.9
21:45	29	0	0	24	4	0	0	0	0	0	1	0	51.8	55.6
22:00	17	0	0	12	3	1	0	0	0	0	0	1	51.9	59
22:15	36	0	0	33	3	0	0	0	0	0	0	0	52.2	55.7
22:30	30	0	0	26	4	0	0	0	0	0	0	0	47.7	53.8
22:45	18	0	0	17	1	0	0	0	0	0	0	0	54.2	62.6
23:00	18	0	0	13	4	0	0	0	0	0	0	1	50.9	54.5
23:15	15	0	0	13	2	0	0	0	0	0	0	0	52.9	62.5
23:30	14	0	0	13	1	0	0	0	0	0	0	0	49.3	54.3
23:45	12	0	0	8	4	0	0	0	0	0	0	0	54.7	62.1
07:19	3308	0	24	2541	625	68	4	0	11	1	18	16	48.8	53.2
06-22	3699	0	25	2841	701	77	4	0	12	1	20	18	49.1	53.6
06-00	3859	0	25	2976	723	78	4	0	12	1	20	20	49.1	53.7
00-00	3859	0	25	2976	723	78	4	0	12	1	20	20	49.3	54.0

Date Sunday 25/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	8	0	0	5	1	0	0	0	0	0	1	1	51.3	-
00:15	6	0	0	4	2	0	0	0	0	0	0	0	54.8	-
00:30	9	0	0	7	1	0	0	0	0	0	1	0	50.2	-
00:45	14	0	0	10	3	0	0	0	0	0	0	1	51.2	59.6
01:00	10	0	0	7	2	1	0	0	0	0	0	0	53.1	-
01:15	7	0	0	2	4	0	0	0	0	0	1	0	53.4	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	14	0	0	10	4	0	0	0	0	0	0	0	52.7	56.5
06:30	11	0	0	9	1	0	0	0	0	0	0	1	50.8	56.4
06:45	17	0	0	12	4	1	0	0	0	0	0	0	50.1	59.7
07:00	18	0	0	12	5	0	0	0	0	0	1	0	51.6	56.4
07:15	19	0	0	12	6	1	0	0	0	0	0	0	49.5	57.7
07:30	32	0	0	22	7	3	0	0	0	0	0	0	51.6	55.7
07:45	19	0	0	11	4	1	0	0	0	0	3	0	50.8	56.2
08:00	24	0	0	16	6	2	0	0	0	0	0	0	51	58.2
08:15	36	0	0	33	1	2	0	0	0	0	0	0	48.9	53.5
08:30	43	0	0	35	7	0	0	0	1	0	0	0	49.7	54
08:45	70	0	0	59	10	1	0	0	0	0	0	0	49.3	52.8
09:00	62	0	0	49	11	0	0	0	1	0	1	0	48.1	52.2
09:15	81	0	0	58	22	1	0	0	0	0	0	0	49.6	54.8
09:30	84	0	0	62	20	1	0	0	0	0	1	0	50	53.4
09:45	74	0	0	61	11	1	0	0	0	0	0	1	47.2	52
10:00	83	0	0	59	21	1	0	0	1	0	1	0	48.3	51.6
10:15	71	0	0	54	13	2	0	0	2	0	0	0	49.6	53.9
10:30	66	0	0	48	18	0	0	0	0	0	0	0	49.9	52.6
10:45	78	0	0	61	13	3	0	0	0	0	0	1	49.5	52.6
11:00	83	0	0	69	13	1	0	0	0	0	0	0	48.3	52.5
11:15	96	0	1	78	15	1	0	0	1	0	0	0	48.9	51.9
11:30	90	0	0	73	15	0	0	0	1	0	1	0	49.5	53.8
11:45	104	0	0	76	23	4	0	0	0	0	0	1	46.8	52.1
12:00	127	0	0	95	30	2	0	0	0	0	0	0	47.1	50.9
12:15	101	0	0	82	16	0	1	0	1	0	0	1	48.7	52.5
12:30	104	0	0	86	17	1	0	0	0	0	0	0	47.5	51.2
12:45	88	0	0	72	14	0	1	0	0	0	0	1	48.9	52.4
13:00	93	0	0	73	18	1	0	0	1	0	0	0	47.5	51.8
13:15	88	0	0	71	16	0	0	0	0	0	1	0	48	52.3
13:30	80	0	0	65	12	1	0	0	1	0	1	0	49.6	52.8
13:45	93	0	0	71	19	2	0	0	0	0	0	1	48.4	52.3
14:00	75	0	0	63	10	1	0	0	0	0	1	0	47.5	52.1
14:15	80	0	0	64	14	0	0	0	1	0	1	0	49	53.5
14:30	92	0	0	74	17	1	0	0	0	0	0	0	48.4	52.4
14:45	82	0	0	61	18	1	0	0	0	0	1	1	49.1	52.9
15:00	73	0	0	51	16	4	0	0	1	0	1	0	48.5	52.7
15:15	91	0	0	76	14	1	0	0	0	0	0	0	49.1	52.3
15:30	105	0	0	80	23	1	0	0	0	0	1	0	48.9	53.1
15:45	76	0	0	58	16	0	0	0	1	0	0	1	49.1	51.8
16:00	101	0	0	83	17	1	0	0	0	0	0	0	48.6	52.3
16:15	90	0	0	73	17	0	0	0	0	0	0	0	48.3	52.4
16:30	60	0	0	40	18	0	0	0	0	0	2	0	51.4	56.1
16:45	64	0	0	47	14	2	0	0	0	0	0	1	48.3	51.8
17:00	78	0	1	59	15	1	0	0	0	0	0	2	47	52.6
17:15	39	0	0	29	9	1	0	0	0	0	0	0	50	56.8
17:30	55	0	1	44	9	0	0	0	0	0	1	0	48.3	51.1
17:45	68	0	0	49	17	0	0	0	0	0	0	2	47.5	54.2
18:00	55	0	1	40	13	0	0	0	1	0	0	0	50	54.5
18:15	53	0	0	38	14	1	0	0	0	0	0	0	48.6	52.9
18:30	38	0	0	30	5	1	0	0	0	0	2	0	49.2	52.2
18:45	48	0	0	37	10	0	0	0	0	0	0	1	49.6	54.2
19:00	45	0	0	34	11	0	0	0	0	0	0	0	52.4	60.9
19:15	25	0	0	19	5	1	0	0	0	0	0	0	49.7	54.6
19:30	34	1	0	27	6	0	0	0	0	0	0	0	48.9	53.7
19:45	39	0	0	32	4	2	0	0	0	0	1	0	49.1	54.1
20:00	43	0	0	31	10	2	0	0	0	0	0	0	53.3	57.5
20:15	25	0	0	21	4	0	0	0	0	0	0	0	53.8	60.8
20:30	27	0	0	20	5	1	0	0	1	0	0	0	45.7	53.9
20:45	38	0	0	34	3	1	0	0	0	0	0	0	49.5	54.6
21:00	26	0	0	20	6	0	0	0	0	0	0	0	54.9	58.7
21:15	18	0	0	16	2	0	0	0	0	0	0	0	54.2	59.6
21:30	16	0	0	13	3	0	0	0	0	0	0	0	52.6	59.2
21:45	15	0	0	11	4	0	0	0	0	0	0	0	51.3	57.3
22:00	8	0	0	8	0	0	0	0	0	0	0	0	52.9	-
22:15	15	0	1	12	1	1	0	0	0	0	0	0	50.3	62.1
22:30	12	0	0	8	3	0	0	0	1	0	0	0	48.9	55.3
22:45	9	0	0	6	2	0	0	0	0	0	1	0	47.2	-
23:00	9	0	0	7	1	0	0	0	0	0	1	0	52.4	-
23:15	5	0	0	3	1	0	0	0	0	0	1	0	58.6	-
23:30	6	0	0	4	0	1	0	0	0	0	1	0	51.7	-
23:45	4	0	0	3	1	0	0	0	0	0	0	0	59.6	-
07:19	3430	0	4	2659	669	48	2	0	14	0	20	14	48.7	52.7
06-22	3823	1	4	2968	741	56	2	0	15	0	21	15	49.0	53.2
06-00	3891	1	5	3019	750	58	2	0	16	0	25	15	49.0	53.2
00-00	3945	1	5	3054	763	59	2	0	16	0	28	17	49.1	53.5

Date Monday 26/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	6	0	0	5	0	1	0	0	0	0	0	0	60.2	-
00:15	5	0	0	3	1	0	0	0	0	0	1	0	50.3	-
00:30	5	0	0	2	1	1	0	0	0	0	1	0	58.8	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	50.9	-
01:00	6	0	0	5	0	0	0	0	1	0	0	0	54.4	-
01:15	4	0	0	2	2	0	0	0	0	0	0	0	54.8	-
01:30	2	0	0	2	0	0	0	0	0	0	0	0	52.3	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	42.5	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	53.8	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	3	0	0	1	0	0	0	0	1	0	1	0	50.9	-
02:45	5	0	0	4	0	1	0	0	0	0	0	0	61.4	-
03:00	5	0	0	5	0	0	0	0	0	0	0	0	52.1	-
03:15	1	0	0	1	0	0	0	0	0	0	0	0	67.8	-
03:30	4	0	0	0	1	2	0	0	1	0	0	0	48.6	-
03:45	9	0	0	5	1	0	0	0	0	0	2	1	54.1	-
04:00	9	0	0	5	3	0	0	0	0	0	1	0	55.4	-
04:15	16	0	0	13	1	1	0	0	0	0	1	0	55.4	64
04:30	23	0	0	16	3	0	1	0	2	0	1	0	55.4	61.3
04:45	33	0	0	16	8	3	0	0	1	0	4	1	53.8	62.5
05:00	27	0	0	16	8	1	0	0	0	0	2	0	54.1	58.7
05:15	34	0	0	22	4	3	0	0	2	0	3	0	51.1	57
05:30	35	0	1	29	3	1	1	0	0	0	0	0	55.2	61.5
05:45	38	0	0	29	6	2	0	0	0	0	1	0	52.5	54.3
06:00	39	0	0	21	8	5	0	0	0	0	4	1	49.9	55.9
06:15	47	0	0	34	6	5	0	0	0	0	1	1	51.6	56
06:30	49	0	0	30	15	1	0	0	0	0	3	0	49	54
06:45	88	0	1	60	16	4	0	0	1	0	6	0	47.9	51.8
07:00	93	0	0	56	28	4	1	0	0	0	3	1	48.3	52.5
07:15	125	0	0	87	24	8	1	0	3	0	2	0	44.9	50.6
07:30	106	0	0	70	30	4	1	0	0	0	0	1	49.7	54
07:45	107	0	1	75	20	6	0	0	2	0	1	2	48.1	51.6
08:00	152	0	0	100	31	11	0	0	4	0	2	4	45.3	49.9
08:15	110	0	1	66	32	4	0	0	0	0	4	3	49.4	53.8
08:30	89	0	0	51	28	6	1	0	0	0	2	1	47.6	52.3
08:45	141	0	0	98	27	9	0	0	2	0	4	1	47.1	50.8
09:00	100	0	0	68	18	9	0	0	1	0	3	1	47.5	51.4
09:15	86	0	0	44	21	9	0	0	3	0	8	1	48.6	52.7
09:30	98	0	0	70	15	9	0	0	1	0	3	0	48.1	51.8
09:45	77	0	0	49	15	6	0	0	3	0	4	0	48.6	53.4
10:00	72	0	1	45	15	7	0	1	1	0	1	1	47.2	50.9
10:15	86	0	0	54	23	6	0	0	2	0	0	1	46.6	49.7
10:30	95	0	0	59	24	3	1	2	1	0	5	0	46.6	51.8
10:45	72	0	1	53	11	2	0	0	1	0	3	1	46.8	50.2
11:00	104	0	0	63	20	8	1	0	1	0	10	1	46.8	52.2
11:15	86	0	0	47	22	9	0	0	2	0	5	1	47.6	51.1
11:30	80	0	0	51	11	14	1	0	0	0	3	0	47.7	51.8
11:45	87	0	0	70	10	5	0	0	1	0	1	0	47.2	51.3
12:00	85	0	0	54	20	6	0	0	2	0	3	0	47	51.6
12:15	83	0	1	50	15	10	1	0	1	0	4	1	43.3	51.2
12:30	102	0	0	68	20	5	2	1	3	0	3	0	47.5	51.9
12:45	77	0	0	46	21	7	0	0	1	0	2	0	46	49.2
13:00	99	0	0	61	18	8	0	0	2	0	8	2	45.3	49.3
13:15	105	0	0	73	17	7	0	0	2	0	6	0	45.5	49.4
13:30	94	0	0	60	17	7	0	0	0	0	7	3	47.9	51.9
13:45	90	0	1	69	12	5	0	0	0	0	3	0	48.1	51.6
14:00	82	0	0	53	18	2	2	0	2	0	3	2	47.3	52.7
14:15	87	0	0	62	14	6	0	0	0	0	3	2	48	52
14:30	72	0	0	51	12	3	0	0	2	0	4	0	48.7	53.2
14:45	82	0	1	56	15	5	0	0	1	0	4	0	45.9	49.9
15:00	117	0	0	83	23	8	0	0	0	0	2	1	46.9	49.8
15:15	113	0	0	81	22	4	1	0	1	0	2	2	49.1	52.5
15:30	108	0	0	76	24	2	0	0	1	0	4	1	46.5	50.7
15:45	138	0	1	90	41	3	0	0	1	0	2	0	48.2	51.6
16:00	112	0	1	85	16	6	1	0	0	0	2	1	47.6	51.8
16:15	116	0	0	86	23	2	0	0	0	0	4	1	48.8	53.6
16:30	136	0	0	89	40	3	0	0	1	0	1	2	48.8	53.8
16:45	131	0	0	94	28	3	0	0	0	0	6	0	47.9	52.1
17:00	105	0	0	67	32	2	0	0	1	0	3	0	48.2	51.9
17:15	146	0	0	101	35	6	0	0	1	0	3	0	46.8	50
17:30	127	0	0	103	19	2	0	0	1	0	1	1	47.4	52.2
17:45	112	0	0	80	28	1	0	0	0	0	2	1	46.6	51.8
18:00	89	0	0	59	25	1	0	0	1	0	2	1	47.3	53.5
18:15	74	0	0	54	17	2	0	0	1	0	0	0	50.2	54.7
18:30	86	0	0	66	16	3	0	0	0	0	1	0	47.7	52.6
18:45	60	0	0	44	12	1	0	0	2	0	1	0	50.4	55.3
19:00	56	1	0	44	10	0	0	0	0	0	1	0	50.3	55.5
19:15	51	0	0	34	13	0	0	0	0	1	2	1	50.5	55.5
19:30	49	0	1	36	11	0	0	0	1	0	0	0	53.6	59.4
19:45	37	0	0	27	8	1	0	0	0	0	0	1	50.1	57.7
20:00	34	0	0	26	5	0	0	0	1	0	2	0	50.9	59.4
20:15	34	0	0	23	9	1	0	0	0	0	1	0	51.4	56.6
20:30	19	0	0	17	2	0	0	0	0	0	0	0	50.2	56.4
20:45	27	0	0	20	4	0	0	0	0	0	2	1	51.6	56.9
21:00	27	0	0	20	5	1	0	0	0	0	0	1	52.6	59.1
21:15	44	0	0	38	6	0	0	0	0	0	0	0	51.6	56
21:30	19	0	0	15	4	0	0	0	0	0	0	0	57.1	64.1
21:45	25	0	0	21	3	0	0	0	0	0	1	0	52.3	57.9
22:00	15	0	0	11	2	2	0	0	0	0	0	0	51.1	60.3
22:15	19	0	0	17	1	0	0	0	0	0	1	0	51.9	58
22:30	9	0	0	6	1	1	0	0	0	0	1	0	52.6	-
22:45	17	0	0	12	3	0	0	0	0	0	1	1	50.2	56.7
23:00	11	0	0	9	1	0	0	0	0	0	0	1	57.4	76.7
23:15	12	0	0	11	1	0	0	0	0	0	0	0	56.1	66.3
23:30	7	0	0	7	0	0	0	0	0	0	0	0	55.9	-
23:45	6	0	0	5	0	1	0	0	0	0	0	0	48.7	-
07:19	4794	0	9	3237	1025	259	14	4	55	0	150	41	47.4	51.8
06-22	5439	1	11	3703	1150	277	14	4	58	1	173	47	47.8	52.2
06-00	5535	1	11	3781	1159	281	14	4	58	1	176	49	47.9	52.3
00-00	5811	1	12	3966	1202	298	16	4	66	1	194	51	48.2	52.7

Date Tuesday 27/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	8	0	0	5	0	1	0	0	0	0	1	1	54	-
00:15	10	0	0	6	1	1	0	0	1	0	1	0	54	-
00:30	10	0	0	4	3	2	1	0	0	0	0	0	54.5	-
00:45	6	0	0	3	3	0	0	0	0	0	0	0	63.2	-
01:00	4	0	0	2	0	2	0	0	0	0	0	0	50.7	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	71.7	-
01:30	2	0	0	2	0	0	0	0	0	0	0	0	49.3	-
01:45	4	0	0	3	1	0	0	0	0	0	0	0	56.1	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	53.3	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	49.1	-
02:30	5	0	0	2	0	0	0	0	0	0	3	0	46.7	-
02:45	7	0	0	4	2	0	0	0	0	0	1	0	52.4	-
03:00	4	0	0	3	0	1	0	0	0	0	0	0	52.9	-
03:15	4	0	0	0	1	1	0	0	0	0	2	0	50.1	-
03:30	4	0	0	2	0	2	0	0	0	0	0	0	46.9	-
03:45	2	0	0	0	0	1	1	0	0	0	0	0	53.3	-
04:00	9	1	0	3	4	1	0	0	0	0	0	0	51.8	-
04:15	18	0	0	12	1	0	0	0	1	0	4	0	51.1	57.1
04:30	23	0	0	15	5	3	0	0	0	0	0	0	50	57.4
04:45	31	0	0	23	4	1	0	0	0	0	2	1	52.2	59
05:00	26	0	0	14	8	2	0	0	1	0	1	0	50.4	54
05:15	29	0	0	18	6	1	0	0	2	0	2	0	49.5	53
05:30	38	0	2	27	3	2	1	0	1	0	2	0	44.6	53.3
05:45	46	0	0	33	9	1	1	0	0	0	2	0	50.8	56.3
06:00	37	0	0	22	11	2	0	0	0	0	1	1	49.2	55.7
06:15	44	0	0	31	6	3	0	0	0	0	3	1	48.9	53.5
06:30	60	0	0	34	16	3	0	0	1	0	4	2	47.5	50.9
06:45	50	0	0	28	12	5	0	0	2	0	3	0	46.7	52.1
07:00	88	0	0	65	14	3	0	0	1	0	4	1	44	47.9
07:15	90	0	0	59	23	5	0	0	0	0	1	2	42.6	47.6
07:30	114	0	0	91	17	2	0	0	0	0	3	1	42.2	46.5
07:45	138	0	1	97	31	3	0	0	2	0	2	2	43.1	47.3
08:00	103	0	0	73	21	4	0	0	2	0	2	1	42.8	48.2
08:15	100	0	1	70	18	5	1	0	4	0	1	0	44.4	48.6
08:30	89	0	0	50	27	5	2	0	0	0	3	2	45.4	48.8
08:45	106	0	0	64	21	10	0	0	5	0	5	1	46	52.7
09:00	60	0	0	47	10	2	0	0	1	0	0	0	47.3	50
09:15	88	0	0	59	19	2	0	0	2	0	4	2	48.4	53.1
09:30	79	0	0	49	17	7	1	0	2	0	2	1	47.5	51
09:45	79	0	0	49	16	7	0	0	1	0	6	0	47.1	50.8
10:00	87	0	0	50	24	5	0	0	1	0	5	2	47.6	51.9
10:15	68	0	0	45	13	4	0	0	0	0	5	1	46.2	51.7
10:30	68	0	0	47	9	8	0	0	1	0	3	0	49.8	53.8
10:45	88	0	0	58	19	7	1	0	0	0	3	0	44.6	49.4
11:00	90	0	0	62	13	6	1	0	1	0	4	3	47.8	51.1
11:15	78	0	0	52	12	7	3	0	2	0	2	0	49.6	52.2
11:30	71	0	1	48	13	4	0	0	0	0	4	1	47.3	50.3
11:45	101	0	0	72	16	3	0	0	2	0	7	1	46.3	50.4
12:00	92	0	1	66	14	7	0	0	0	0	3	1	48.4	52.7
12:15	84	1	0	56	14	5	0	0	0	0	5	3	46.9	50
12:30	91	0	0	67	16	4	0	0	0	0	2	2	45.4	52.3
12:45	87	0	0	55	21	5	0	0	1	0	3	2	47.7	50.9
13:00	61	0	0	42	10	5	0	0	0	0	2	2	49.5	53.5
13:15	92	0	0	63	15	5	1	0	2	0	4	2	45.2	50.6
13:30	86	0	0	57	17	6	1	0	0	0	3	2	47.4	51.5
13:45	88	0	0	49	28	8	1	0	0	0	2	0	47.8	51.8
14:00	102	0	0	71	12	13	0	0	2	0	2	2	47.3	50.5
14:15	88	0	0	63	18	5	0	0	0	0	1	1	48.4	51.8
14:30	82	0	0	48	18	8	1	1	0	0	4	2	49.6	53.4
14:45	101	0	0	72	17	5	0	0	1	0	6	0	47.9	51.5
15:00	94	0	1	63	19	6	1	0	0	0	2	2	47.8	51.4
15:15	102	0	0	71	21	6	0	0	0	0	2	2	48.1	51.6
15:30	102	0	0	68	27	4	0	1	0	0	2	0	47.5	52
15:45	119	0	0	87	26	2	0	0	1	0	3	0	45.2	51.1
16:00	141	0	0	107	21	5	0	0	2	0	4	2	47.7	52.8
16:15	156	0	0	116	28	5	0	0	2	0	3	2	47.6	51.7
16:30	147	0	0	104	32	5	0	0	1	0	3	2	48.2	53
16:45	161	0	1	117	34	3	0	0	2	0	3	1	47.7	51.7
17:00	136	0	0	105	24	3	0	0	1	0	2	1	47.2	51.8
17:15	138	0	1	107	22	6	0	0	0	0	2	0	48.5	53.5
17:30	105	0	0	81	21	0	0	0	0	0	3	0	48.9	53.7
17:45	135	0	0	102	32	0	0	0	0	0	0	1	48	51.9
18:00	74	0	1	52	18	2	0	0	0	0	0	1	48.9	52.1
18:15	90	0	0	66	20	0	1	0	1	0	2	0	49	54.5
18:30	84	0	0	57	21	5	0	0	1	0	0	0	48	53.1
18:45	76	0	1	61	11	3	0	0	0	0	0	0	48.8	53
19:00	64	0	0	45	16	2	0	0	0	0	0	1	50	54.7
19:15	51	0	0	37	13	1	0	0	0	0	0	0	50.4	54.5
19:30	60	0	0	40	18	1	0	0	0	0	1	0	51.9	57
19:45	68	0	1	53	11	1	0	0	1	0	0	1	51.3	57.9
20:00	39	0	0	30	6	2	0	0	1	0	0	0	50.9	55.4
20:15	31	0	0	23	6	1	0	0	1	0	0	0	50.4	55.5
20:30	37	0	0	27	6	2	0	0	0	0	2	0	49.4	55
20:45	27	0	0	22	2	1	0	0	0	0	1	1	52.4	56.2
21:00	34	0	0	28	6	0	0	0	0	0	0	0	49.8	55.8
21:15	24	0	0	17	6	1	0	0	0	0	0	0	56.8	64.2
21:30	34	0	0	26	6	2	0	0	0	0	0	0	53.5	59.8
21:45	32	0	0	22	10	0	0	0	0	0	0	0	51.3	55.2
22:00	20	0	0	14	4	1	0	0	0	0	0	1	52.3	60.8
22:15	18	0	0	13	5	0	0	0	0	0	0	0	53.1	57.8
22:30	19	0	0	14	3	1	0	0	1	0	0	0	52.3	59.8
22:45	14	0	0	9	3	1	0	0	0	0	1	0	54.2	65.4
23:00	19	0	0	16	2	0	0	0	0	0	0	1	53.8	60.6
23:15	18	0	0	15	3	0	0	0	0	0	0	0	52.4	56.1
23:30	15	0	0	13	2	0	0	0	0	0	0	0	47.4	56
23:45	10	0	0	5	5	0	0	0	0	0	0	0	51.3	-
07:19	4699	1	9	3280	930	230	15	2	44	0	134	54	47.0	51.4
06-22	5391	1	10	3765	1081	257	15	2	50	0	149	61	47.4	52.0
06-00	5524	1	10	3864	1108	260	15	2	51	0	150	63	47.5	52.2
00-00	5821	2	12	4050	1161	282	19	2	57	0	171	65	47.7	52.5

Date Wednesday 28/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	11	0	0	6	1	2	0	0	1	0	0	1	53.9	65.7
00:15	4	0	0	4	0	0	0	0	0	0	0	0	49.8	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	45.7	-
00:45	5	0	0	1	3	1	0	0	0	0	0	0	65.3	-
01:00	3	0	0	3	0	0	0	0	0	0	0	0	52.1	-
01:15	8	0	0	4	2	1	0	0	0	0	1	0	47.1	-
01:30	3	0	0	1	0	0	0	0	1	0	1	0	51.8	-
01:45	4	0	0	3	0	0	0	0	0	0	1	0	47.1	-
02:00	2	0	0	1	0	1	0	0	0	0	0	0	55.1	-
02:15	7	0	0	3	0	1	0	0	1	0	2	0	54	-
02:30	2	0	0	0	1	0	0	0	0	0	1	0	54.9	-
02:45	4	0	0	4	0	0	0	0	0	0	0	0	61.3	-
03:00	8	0	0	4	1	2	0	0	0	0	1	0	53.3	-
03:15	4	0	0	3	0	0	0	0	0	0	1	0	57.8	-
03:30	10	0	0	8	0	0	0	0	1	0	1	0	49.2	-
03:45	8	0	0	8	0	0	0	0	0	0	0	0	53.5	-
04:00	5	0	0	3	2	0	0	0	0	0	0	0	50.5	-
04:15	13	0	0	9	1	1	0	0	2	0	0	0	51.8	57.7
04:30	20	0	0	14	5	0	0	0	0	0	1	0	52	58.2
04:45	31	0	0	18	5	5	0	0	0	0	2	1	55.4	61.7
05:00	20	0	0	12	3	0	1	0	2	0	2	0	54.9	64
05:15	29	0	0	19	7	0	1	0	1	0	0	1	53.2	59.3
05:30	62	0	2	32	12	8	1	0	1	0	6	0	52.1	55.8
05:45	44	0	0	32	8	1	0	0	0	0	3	0	53.9	59.5
06:00	32	0	0	19	7	3	1	0	1	0	1	0	52.6	58.8
06:15	32	0	0	26	2	0	1	0	0	0	1	2	48.2	53.4
06:30	63	0	0	47	10	1	0	0	2	0	2	1	49	54.5
06:45	55	0	1	34	15	2	1	0	1	0	1	0	50.4	54.5
07:00	71	0	0	33	29	3	0	0	0	0	6	0	48.2	53.8
07:15	122	0	0	83	32	1	1	1	0	0	3	1	46.8	52
07:30	125	0	0	85	26	10	0	0	0	0	3	1	47.9	50.8
07:45	115	0	1	75	25	4	1	0	1	0	5	3	47.7	52.2
08:00	142	0	0	99	31	9	0	0	0	0	2	1	46.8	51.4
08:15	90	0	0	64	16	7	0	0	1	0	1	1	48.2	52.4
08:30	106	0	0	72	25	6	0	0	1	0	1	1	49.4	53.8
08:45	96	0	0	54	25	8	1	0	2	0	5	1	47.9	51.6
09:00	92	0	0	55	25	6	0	0	0	0	4	2	48.4	52.5
09:15	87	0	0	48	22	8	1	0	2	0	3	3	48.3	52.8
09:30	89	0	0	63	15	6	0	0	1	0	3	1	49.5	52.9
09:45	93	0	0	58	19	9	0	0	1	0	4	2	46.9	52.4
10:00	79	0	1	44	23	4	1	1	2	0	2	1	47.8	52.9
10:15	85	0	0	51	22	7	2	0	0	0	3	0	48.1	52.3
10:30	62	0	0	44	10	3	0	1	1	0	3	0	49.5	53.7
10:45	80	0	0	53	16	5	0	0	1	0	4	1	47.5	50.8
11:00	83	0	1	49	23	5	0	1	0	0	3	1	49.5	54.2
11:15	95	0	0	72	11	6	0	0	2	0	3	1	47.6	51.7
11:30	81	0	1	56	14	5	0	0	1	0	3	1	48.1	52.5
11:45	91	0	0	58	25	4	0	0	1	0	2	1	49.2	52.3
12:00	91	0	0	57	20	6	0	0	1	0	7	0	48.5	52.1
12:15	82	0	1	59	10	5	0	0	1	0	5	1	49.9	53.9
12:30	86	0	0	53	22	5	0	0	1	0	4	1	48.3	52.4
12:45	104	0	0	76	17	5	0	0	2	0	4	0	48	51.8
13:00	86	0	0	56	18	6	0	0	0	0	4	2	50.5	55.9
13:15	121	0	0	83	19	7	1	0	0	0	8	3	47.5	53.3
13:30	74	0	0	54	12	2	0	0	1	0	3	2	48.7	52.4
13:45	93	0	0	56	17	11	0	0	2	0	6	1	47.8	51.7
14:00	98	0	0	64	21	4	0	0	1	0	7	1	49.2	52.6
14:15	85	0	0	55	18	5	0	1	1	0	4	1	49	52.9
14:30	108	0	0	78	20	5	1	0	0	0	2	2	48.6	51.8
14:45	108	0	1	76	22	3	0	0	1	0	5	0	46.7	50.8
15:00	102	0	2	65	28	3	0	0	1	0	1	2	49.4	53.2
15:15	127	0	0	88	27	8	0	0	1	0	2	1	49.2	53.9
15:30	109	0	0	79	22	2	0	0	2	0	4	0	50.5	54.7
15:45	143	0	1	100	36	2	0	0	2	0	1	1	49.8	53.9
16:00	162	0	0	112	37	4	0	0	2	0	4	3	47.6	51.6
16:15	143	0	0	98	32	6	0	0	1	0	4	2	48.2	51.6
16:30	103	0	0	81	18	3	0	0	0	0	0	1	49.3	53.3
16:45	166	0	0	128	28	4	0	0	2	0	4	0	47.8	51.8
17:00	123	0	1	95	24	1	0	0	2	0	0	0	48.7	54.1
17:15	131	0	1	109	17	1	0	0	1	0	0	2	46.9	52.5
17:30	134	0	0	107	26	1	0	0	0	0	0	0	48.3	52.2
17:45	141	0	1	101	31	3	0	0	1	0	3	1	44.8	50.6
18:00	139	0	0	114	22	1	0	0	0	0	1	1	48.6	52.4
18:15	101	0	1	68	30	1	0	0	1	0	0	0	49.2	53.6
18:30	78	0	0	47	26	1	0	0	0	0	4	0	49.8	55
18:45	77	0	0	58	14	2	0	0	1	0	1	1	49.1	52.5
19:00	76	0	3	42	24	2	0	0	1	1	3	0	50.7	56.7
19:15	70	0	0	56	11	1	0	0	0	0	2	0	48.7	54.9
19:30	57	0	1	43	9	1	0	0	1	0	1	1	50.1	55.1
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	4999	0	13	3433	1068	223	9	5	45	0	151	52	48.3	52.6
06-22	5384	0	18	3700	1146	233	12	5	51	1	162	56	48.6	53.0
06-00	5384	0	18	3700	1146	233	12	5	51	1	162	56	48.7	53.1
00-00	5693	0	20	3893	1198	256	15	5	61	1	185	59	48.9	53.4

Date Thursday 29/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	9	0	0	5	2	1	0	0	0	0	1	0	54	-
00:15	4	0	0	2	1	0	0	0	0	0	1	0	62.2	-
00:30	5	0	0	3	1	1	0	0	0	0	0	0	51.4	-
00:45	5	0	0	1	2	2	0	0	0	0	0	0	54.3	-
01:00	4	0	0	4	0	0	0	0	0	0	0	0	60.8	-
01:15	4	0	0	3	0	0	0	0	1	0	0	0	53	-
01:30	3	0	0	3	0	0	0	0	0	0	0	0	58	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	57.6	-
02:00	4	0	0	1	1	0	0	0	0	0	1	1	51.9	-
02:15	4	0	0	4	0	0	0	0	0	0	0	0	53.9	-
02:30	3	0	0	3	0	0	0	0	0	0	0	0	51.2	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	54.8	-
03:00	10	0	0	4	1	2	0	0	0	0	3	0	52.6	-
03:15	3	0	0	2	0	0	0	0	0	0	1	0	66.2	-
03:30	7	0	0	3	1	1	0	0	0	0	2	0	57.7	-
03:45	8	0	0	6	0	0	0	0	1	0	1	0	52.5	-
04:00	3	0	0	1	1	0	0	0	1	0	0	0	46.3	-
04:15	19	0	0	15	2	1	0	0	0	0	1	0	53.6	64
04:30	18	0	0	10	5	0	0	0	2	0	1	0	50.2	54.6
04:45	31	0	0	24	4	0	0	0	0	0	2	1	52.5	57
05:00	38	0	0	31	5	1	0	0	0	0	0	1	53	63.4
05:15	29	0	0	17	8	2	0	0	1	0	0	1	52.6	59.9
05:30	45	0	2	35	5	1	0	0	0	0	2	0	52.8	56
05:45	43	0	0	27	10	1	3	0	0	0	2	0	53.3	57.8
06:00	36	0	0	17	7	7	0	0	0	0	4	1	49.5	56.2
06:15	42	0	0	29	5	6	0	0	0	0	1	1	49.7	54.3
06:30	63	0	0	39	15	6	0	0	2	0	1	0	49.3	53.9
06:45	59	0	0	43	10	3	0	0	1	0	2	0	48.8	54
07:00	100	0	0	63	24	7	0	0	1	0	5	0	46.3	50.1
07:15	101	0	1	53	30	9	2	0	0	0	5	1	41.5	48.9
07:30	134	0	0	88	35	8	1	0	0	0	1	1	47.6	50.5
07:45	128	0	1	80	31	10	0	0	2	0	0	4	47.6	51.1
08:00	120	0	0	93	21	3	0	0	1	0	2	0	47.6	51.6
08:15	88	0	0	63	19	3	0	0	0	0	3	0	46.4	51.2
08:30	127	0	1	88	24	7	1	0	1	0	5	0	48	51.8
08:45	91	0	0	61	23	4	0	0	1	0	2	0	49.3	51.6
09:00	82	0	0	52	18	3	0	0	1	0	5	3	45	50.7
09:15	83	0	0	48	18	7	0	0	0	0	8	2	47.4	50.7
09:30	124	0	0	86	21	9	0	0	0	0	7	1	45.3	48.7
09:45	119	0	0	71	26	10	1	0	1	0	7	3	46.1	49.4
10:00	98	0	0	63	24	5	1	0	1	0	2	2	47	49.9
10:15	89	0	0	60	10	10	0	0	0	0	7	2	46.7	50.6
10:30	104	0	0	63	23	9	1	0	2	0	5	1	45	50.3
10:45	101	0	1	68	18	9	0	0	0	0	4	1	45.1	50.2
11:00	66	0	0	40	14	5	0	0	1	0	5	1	47.8	51.8
11:15	80	0	0	51	15	9	0	0	0	0	4	1	48.5	51.4
11:30	97	1	0	65	19	6	0	0	2	0	4	0	46.3	50.6
11:45	98	0	0	73	12	5	1	0	2	0	5	0	45.7	49.8
12:00	102	0	1	62	19	7	2	1	2	0	6	2	47.1	50.6
12:15	93	0	1	58	17	11	0	0	0	0	5	1	48.6	51.9
12:30	87	0	0	62	17	2	1	0	0	0	4	1	48	52.1
12:45	78	0	0	44	16	10	1	0	0	0	4	3	48	52
13:00	97	0	0	62	23	6	0	0	1	1	1	3	47.3	50.5
13:15	88	0	0	64	14	5	0	0	1	0	4	0	47.4	51.3
13:30	108	0	0	72	26	5	1	0	1	0	3	0	47.7	50.2
13:45	96	0	0	62	19	8	0	0	3	0	4	0	46.9	50.6
14:00	85	0	0	64	11	2	0	0	2	0	5	1	49.6	52.8
14:15	106	0	0	73	21	6	1	0	0	0	2	3	48.5	51.8
14:30	114	0	0	82	25	2	2	0	0	0	2	1	47.9	51.3
14:45	110	0	0	74	24	6	1	0	1	0	4	0	46.2	50.4
15:00	103	0	0	74	17	6	0	0	1	0	3	2	46.9	51
15:15	123	0	0	88	23	7	0	0	1	0	4	0	46.4	51.1
15:30	121	0	0	91	21	6	1	0	0	0	2	0	49.6	54.5
15:45	138	0	1	100	27	4	0	0	1	0	5	0	47.4	51.9
16:00	129	0	1	94	26	2	0	0	1	0	1	4	48.9	51.8
16:15	138	1	0	96	35	6	0	0	0	0	0	0	48.2	52.6
16:30	139	0	0	104	26	6	0	0	1	0	1	1	49.1	52.6
16:45	157	0	0	118	28	7	0	0	1	0	3	0	48	51.7
17:00	151	0	0	109	30	7	0	0	0	0	4	1	46.9	52.5
17:15	145	0	0	102	38	2	0	0	0	0	2	1	45.9	49.8
17:30	134	0	0	96	34	1	0	0	1	0	1	1	49	51.8
17:45	125	0	0	92	29	1	0	0	0	0	3	0	48.7	53.8
18:00	94	0	0	67	21	2	0	0	1	0	3	0	48.4	52.9
18:15	96	0	0	68	26	1	0	0	0	0	1	0	47.6	52.5
18:30	71	0	1	52	16	1	0	0	0	0	1	0	51.8	56.3
18:45	62	0	0	48	10	4	0	0	0	0	0	0	50.6	55.2
19:00	62	0	0	49	10	0	0	0	1	0	2	0	49.7	54.8
19:15	71	0	0	50	18	1	0	0	0	0	1	1	52.4	57.1
19:30	47	0	0	32	12	1	0	0	0	0	2	0	47.1	52.9
19:45	64	0	0	45	16	1	0	0	1	0	0	1	50.7	54.4
20:00	49	0	1	32	12	1	0	0	1	0	2	0	50.5	56.8
20:15	45	0	0	41	4	0	0	0	0	0	0	0	49	54.1
20:30	44	0	0	33	9	2	0	0	0	0	0	0	52.3	57.2
20:45	43	0	0	32	9	0	0	0	0	0	1	1	50.9	58.1
21:00	43	0	0	30	10	2	0	0	0	0	1	0	51.5	58.2
21:15	41	0	0	30	9	0	0	0	0	0	1	1	53.9	60
21:30	29	0	0	21	7	1	0	0	0	0	0	0	49.8	54
21:45	21	0	0	15	4	0	0	0	1	0	1	0	54.9	64
22:00	29	0	0	22	5	2	0	0	0	0	0	0	50.8	55.5
22:15	30	0	0	24	6	0	0	0	0	0	0	0	52.2	58.4
22:30	12	0	0	8	4	0	0	0	0	0	0	0	56.1	64.9
22:45	18	0	0	13	4	0	0	0	0	0	0	1	55.9	68.4
23:00	19	0	0	12	7	0	0	0	0	0	0	0	53.1	58.9
23:15	19	0	0	10	4	3	0	0	1	0	0	1	52	56.7
23:30	13	0	0	9	4	0	0	0	0	0	0	0	54.4	60.1
23:45	10	0	0	8	1	0	0	0	0	0	0	1	52.3	-
07:19	5120	2	9	3507	1064	271	18	1	35	1	164	48	47.4	51.5
06-22	5879	2	10	4045	1221	302	18	1	42	1	183	54	47.8	52.1
06-00	6029	2	10	4151	1256	307	18	1	43	1	183	57	47.9	52.2
00-00	6334	2	12	4361	1305	320	21	1	49	1	201	61	48.2	52.7

Date Friday 30/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 31/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 01/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Monday 02/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 03/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 04/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 05/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 06/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 07/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 08/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: Enzygo Ltd
Project Number: ID-1225-0012
Site Number: Site 1
Flow from: Hall Lane (N) **to:** Wildpark Lane (S)

Date Monday 19/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 20/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 21/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 23/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	41	0	0	29	9	2	0	0	1	0	0	0	52	58.5
06:15	45	0	0	33	10	1	0	0	0	0	0	1	51.9	57.6
06:30	72	0	0	41	20	4	0	0	3	0	4	0	51.7	55.5
06:45	35	0	0	28	6	1	0	0	0	0	0	0	51.4	56.2
07:00	97	0	0	74	16	5	0	1	0	0	1	0	49.5	54.5
07:15	112	0	0	83	17	4	0	2	2	0	1	3	48.3	52.6
07:30	123	0	1	89	20	7	0	0	1	0	3	2	47.7	51.1
07:45	141	1	0	110	23	4	0	0	0	0	2	1	45.3	50.7
08:00	157	1	0	130	18	4	0	0	0	0	4	0	46	50.4
08:15	131	0	0	104	20	3	1	0	1	0	2	0	46.2	51.6
08:30	94	0	0	63	23	6	0	0	0	0	2	0	49	54.4
08:45	103	0	0	75	23	3	0	0	1	0	1	0	48.4	53.2
09:00	109	0	0	66	27	11	0	0	1	0	3	1	46.2	50.6
09:15	124	0	0	98	20	4	0	0	0	0	2	0	48.2	51.7
09:30	99	0	0	65	21	7	0	0	0	0	4	2	43.7	51.2
09:45	117	0	0	92	13	6	1	0	3	0	2	0	48.3	52.1
10:00	109	0	0	84	17	7	0	0	0	0	0	1	47.5	50.9
10:15	95	0	0	74	14	6	0	0	0	0	1	0	46.6	50.5
10:30	109	0	0	75	23	5	0	0	0	0	6	0	45.6	49.7
10:45	110	0	0	88	14	5	0	0	0	0	3	0	47.7	52.4
11:00	85	0	0	66	10	1	2	0	2	0	2	2	47.9	52.3
11:15	125	0	0	101	18	4	0	0	2	0	0	0	45.8	50.6
11:30	108	1	0	73	22	8	0	0	0	0	3	1	46.9	50.9
11:45	116	0	0	83	22	6	0	0	1	0	4	0	45.3	50.7
12:00	93	0	0	69	19	2	0	0	1	0	2	0	46.3	51
12:15	131	0	0	97	22	7	0	0	2	0	3	0	44.1	50.2
12:30	115	0	0	89	16	3	0	0	2	0	4	1	42.2	49.2
12:45	115	0	0	84	19	10	0	0	0	0	1	1	47.4	52.6
13:00	112	0	0	79	26	4	0	0	0	0	2	1	47.8	53.1
13:15	76	0	0	56	11	6	0	0	1	0	2	0	48.9	54
13:30	121	0	0	84	17	12	0	1	1	0	4	2	47.6	51.3
13:45	107	0	0	82	20	4	0	0	1	0	0	0	45.8	51.1
14:00	126	0	2	104	15	3	0	0	0	0	0	2	48.6	53.2
14:15	130	0	2	97	20	5	0	0	3	0	2	1	43.8	49.3
14:30	132	0	1	102	18	6	0	0	0	0	3	2	46.3	53.4
14:45	110	0	0	70	33	2	0	0	0	0	5	0	48.4	56.8
15:00	70	0	2	51	9	7	0	0	0	0	1	0	47.2	51.7
15:15	121	0	0	95	23	3	0	0	0	0	0	0	48.6	52.2
15:30	146	0	0	113	28	3	0	0	0	0	1	1	46.5	51.7
15:45	125	0	0	97	22	4	0	0	0	0	2	0	48.6	53.4
16:00	112	0	0	71	35	3	0	0	0	0	1	2	46.4	51.1
16:15	110	0	1	92	17	0	0	0	0	0	0	0	48.4	53.3
16:30	104	0	0	75	26	1	0	0	0	0	0	2	48.1	53.6
16:45	100	0	0	76	21	3	0	0	0	0	0	0	48.5	52.8
17:00	112	0	0	89	19	4	0	0	0	0	0	0	47.8	51.9
17:15	106	0	0	91	12	3	0	0	0	0	0	0	46.4	50.4
17:30	82	0	0	60	18	3	0	0	0	0	0	1	45.3	50.4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:00	94	0	0	80	14	0	0	0	0	0	0	0	47.7	53.1
18:15	97	0	0	76	20	1	0	0	0	0	0	0	48.5	53.4
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	5011	3	9	3772	881	205	4	4	25	0	79	29	47.0	51.8
06-22	5204	3	9	3903	926	213	4	4	29	0	83	30	47.2	52.1
06-00	5204	3	9	3903	926	213	4	4	29	0	83	30	47.2	52.1
00-00	5204	3	9	3903	926	213	4	4	29	0	83	30	47.2	52.1

Date Saturday 24/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	94	0	0	76	17	1	0	0	0	0	0	0	51.8	55.6
10:45	105	0	1	87	15	1	0	0	0	0	1	0	48.6	52.3
11:00	101	0	0	77	21	2	0	0	0	0	0	1	50.1	54.1
11:15	95	0	1	68	23	3	0	0	0	0	0	0	46.6	50.5
11:30	99	0	2	76	18	1	0	0	1	0	0	1	50.1	53.9
11:45	88	0	1	71	15	0	0	0	0	0	1	0	50.1	54.6
12:00	115	0	0	92	19	2	0	0	0	0	1	1	49.3	52.8
12:15	105	0	0	88	16	1	0	0	0	0	0	0	49.3	52.8
12:30	111	0	2	93	11	3	1	0	0	0	0	1	48.6	53.1
12:45	100	0	1	81	15	1	1	0	0	0	1	0	46.6	50.6
13:00	92	0	1	73	17	0	0	0	0	0	0	1	49.2	53.1
13:15	138	0	0	112	23	3	0	0	0	0	0	0	46.7	52.7
13:30	100	0	2	80	15	1	0	0	0	0	1	1	49.7	54.7
13:45	95	0	2	79	10	1	0	1	0	0	1	1	48.6	55.2
14:00	113	0	0	95	17	0	0	0	0	0	0	1	48.7	52.7
14:15	112	0	3	94	12	2	0	0	0	0	1	0	47.9	52.1
14:30	121	0	2	102	15	2	0	0	0	0	0	0	47.8	51.3
14:45	127	0	1	109	14	2	0	0	0	0	1	0	45.3	50.9
15:00	129	0	0	107	19	1	0	0	2	0	0	0	47.7	52.4
15:15	117	0	0	97	18	1	0	0	0	0	1	0	48.4	51.7
15:30	130	0	3	97	28	2	0	0	0	0	0	0	48.1	51.5
15:45	109	0	0	93	14	1	0	0	0	0	0	1	47.1	52.1
16:00	137	0	1	115	19	2	0	0	0	0	0	0	47	52.6
16:15	121	0	0	105	16	0	0	0	0	0	0	0	47.6	51.6
16:30	122	0	0	94	23	4	0	0	0	0	0	1	47.9	52.3
16:45	112	0	0	99	12	1	0	0	0	0	0	0	46.5	50.4
17:00	105	0	0	80	24	1	0	0	0	0	0	0	45.9	51.3
17:15	111	0	0	92	17	2	0	0	0	0	0	0	48.8	52.8
17:30	74	0	0	65	7	1	0	0	0	0	0	1	47.9	52.1
17:45	70	0	0	53	15	0	0	0	0	0	2	0	46.2	50.7
18:00	79	0	0	66	9	3	0	0	0	0	0	1	48.9	54.6
18:15	67	0	0	57	9	1	0	0	0	0	0	0	48.4	52.9
18:30	57	0	0	45	11	0	0	0	0	0	1	0	50.8	57.2
18:45	50	0	0	39	7	3	0	0	0	0	0	1	48.5	52.9
19:00	33	0	0	24	8	1	0	0	0	0	0	0	46.7	53.7
19:15	47	0	0	38	7	1	0	0	0	0	0	1	49.9	54.7
19:30	31	0	0	21	10	0	0	0	0	0	0	0	46.4	55
19:45	32	0	0	26	5	0	0	0	0	0	0	1	48.1	53.5
20:00	32	0	0	27	4	1	0	0	0	0	0	0	50.2	53.6
20:15	21	0	0	16	4	1	0	0	0	0	0	0	50.7	57
20:30	16	0	0	10	3	1	0	0	0	0	1	1	53.2	64.4
20:45	23	0	0	18	4	0	0	0	0	0	0	1	52.2	59.9
21:00	23	0	0	18	4	1	0	0	0	0	0	0	50.3	56.4
21:15	18	0	0	16	1	0	0	0	0	0	1	0	52.2	58.7
21:30	16	0	0	13	3	0	0	0	0	0	0	0	53.5	60.8
21:45	5	0	0	3	2	0	0	0	0	0	0	0	49.9	-
22:00	20	0	0	14	6	0	0	0	0	0	0	0	54.9	65.2
22:15	23	0	0	21	1	0	0	0	0	0	1	0	50.8	53.5
22:30	2	0	0	2	0	0	0	0	0	0	0	0	51.4	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	51.6	-
23:00	8	0	0	7	1	0	0	0	0	0	0	0	55.2	-
23:15	12	0	0	9	3	0	0	0	0	0	0	0	52.8	56.1
23:30	1	0	0	1	0	0	0	0	0	0	0	0	49.9	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	3501	0	23	2857	541	49	2	1	3	0	12	13	48.3	52.9
06-22	3798	0	23	3087	596	55	2	1	3	0	14	17	48.5	53.4
06-00	3865	0	23	3142	607	55	2	1	3	0	15	17	48.6	53.5
00-00	3865	0	23	3142	607	55	2	1	3	0	15	17	48.6	53.5

Date Sunday 25/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	9	0	0	8	1	0	0	0	0	0	0	0	51.3	-
00:15	9	0	0	6	3	0	0	0	0	0	0	0	50	-
00:30	3	0	0	3	0	0	0	0	0	0	0	0	51.8	-
00:45	7	0	0	4	3	0	0	0	0	0	0	0	52.5	-
01:00	7	0	0	3	4	0	0	0	0	0	0	0	50	-
01:15	7	0	0	6	1	0	0	0	0	0	0	0	58.9	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	13	0	0	11	1	1	0	0	0	0	0	0	49.8	53.9
06:30	13	0	0	9	3	1	0	0	0	0	0	0	53.1	60.3
06:45	14	0	0	10	2	2	0	0	0	0	0	0	48.3	57.1
07:00	20	0	0	15	3	2	0	0	0	0	0	0	50.9	58.8
07:15	11	0	0	7	4	0	0	0	0	0	0	0	52.9	63.4
07:30	11	0	0	8	3	0	0	0	0	0	0	0	52.3	61.4
07:45	25	0	0	14	10	0	0	0	1	0	0	0	53.2	60.6
08:00	33	0	0	22	11	0	0	0	0	0	0	0	51.2	57
08:15	27	0	0	22	5	0	0	0	0	0	0	0	51	59
08:30	32	0	0	25	6	0	0	0	0	0	1	0	50.3	56.6
08:45	45	0	0	29	15	0	0	0	0	0	0	1	51.2	57.4
09:00	58	0	0	49	6	3	0	0	0	0	0	0	48.6	54.8
09:15	63	0	0	50	10	1	0	0	0	0	1	1	48.8	54
09:30	77	0	0	62	14	1	0	0	0	0	0	0	50.2	53.1
09:45	69	0	0	50	16	3	0	0	0	0	0	0	49.7	54.9
10:00	67	0	0	54	11	0	0	0	1	0	1	0	49.4	53.6
10:15	88	0	0	74	9	4	0	0	1	0	0	0	46.5	51.5
10:30	104	0	0	90	12	1	0	0	0	0	0	1	46.2	50.2
10:45	92	1	0	69	22	0	0	0	0	0	0	0	48.8	52.3
11:00	84	0	0	69	13	1	0	0	1	0	0	0	49.2	55
11:15	116	0	0	93	20	2	1	0	0	0	0	0	48.7	52.5
11:30	80	0	0	65	15	0	0	0	0	0	0	0	47.3	50.6
11:45	118	0	0	104	13	0	0	0	0	0	1	0	47.1	51.2
12:00	120	0	0	107	11	2	0	0	0	0	0	0	47.1	50.9
12:15	106	0	1	80	24	0	0	0	1	0	0	0	48.4	53.5
12:30	121	0	0	101	18	1	0	0	0	0	0	1	47.9	52
12:45	134	0	0	115	17	2	0	0	0	0	0	0	48.3	52.7
13:00	108	0	0	86	20	1	0	0	1	0	0	0	49.1	53.4
13:15	89	0	0	80	7	1	0	0	0	0	1	0	48.8	53.7
13:30	85	0	0	67	16	1	0	0	0	0	1	0	47.3	51.7
13:45	94	0	0	78	14	2	0	0	0	0	0	0	48.3	52.2
14:00	117	0	0	100	17	0	0	0	0	0	0	0	47.2	52
14:15	100	0	0	91	8	1	0	0	0	0	0	0	47.9	52
14:30	98	0	0	80	15	0	0	0	0	0	1	2	47.7	51.8
14:45	96	0	0	74	18	3	0	0	1	0	0	0	47.4	52.6
15:00	124	0	0	103	21	0	0	0	0	0	0	0	47.5	51.7
15:15	81	0	0	61	18	1	0	0	0	0	1	0	49.9	53.3
15:30	110	0	0	98	11	0	0	0	0	0	1	0	45.6	50.8
15:45	74	0	0	62	11	0	0	0	1	0	0	0	47.8	52.3
16:00	99	0	0	83	15	1	0	0	0	0	0	0	46.6	50.2
16:15	105	0	0	90	14	1	0	0	0	0	0	0	47.4	51.7
16:30	111	0	1	89	19	1	0	0	0	0	0	1	48.8	53.1
16:45	120	0	0	97	22	1	0	0	0	0	0	0	48.8	52.3
17:00	52	0	0	43	7	2	0	0	0	0	0	0	45.7	52.1
17:15	6	0	0	3	2	0	0	0	0	0	1	0	47.7	-
17:30	53	0	0	49	4	0	0	0	0	0	0	0	50.6	57.2
17:45	68	0	0	58	8	2	0	0	0	0	0	0	47.5	51
18:00	61	0	0	49	11	0	0	0	0	0	1	0	49.5	55.6
18:15	7	0	0	5	2	0	0	0	0	0	0	0	53.4	-
18:30	32	0	0	21	11	0	0	0	0	0	0	0	52.7	61.1
18:45	54	0	0	49	4	1	0	0	0	0	0	0	50.7	56.6
19:00	28	0	0	25	3	0	0	0	0	0	0	0	49.1	53
19:15	1	0	0	0	1	0	0	0	0	0	0	0	48.1	-
19:30	6	0	0	4	2	0	0	0	0	0	0	0	47.6	-
19:45	18	0	0	15	2	0	0	0	0	0	1	0	48.5	52.6
20:00	24	0	0	19	4	1	0	0	0	0	0	0	51.1	57.3
20:15	28	0	0	21	7	0	0	0	0	0	0	0	52.7	58.3
20:30	19	0	0	14	3	2	0	0	0	0	0	0	54.6	66.2
20:45	12	0	0	8	4	0	0	0	0	0	0	0	50.3	55
21:00	15	0	0	11	4	0	0	0	0	0	0	0	46.4	53.3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	9	0	0	6	2	1	0	0	0	0	0	0	57.8	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	0	0	1	1	0	0	0	0	0	0	0	50.9	-
23:30	1	0	0	0	0	0	0	0	0	0	1	0	49.2	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	36.4	-
07:19	3645	1	2	2990	583	42	1	0	8	0	11	7	48.3	52.8
06-22	3845	1	2	3143	621	50	1	0	8	0	12	7	48.4	53.1
06-00	3849	1	2	3145	622	50	1	0	8	0	13	7	48.4	53.1
00-00	3891	1	2	3175	634	50	1	0	8	0	13	7	48.5	53.1

Date Monday 26/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	0	1	0	0	0	0	0	0	47.1	-
00:30	3	0	0	0	2	1	0	0	0	0	0	0	55	-
00:45	8	0	0	6	0	1	0	0	0	0	1	0	51.3	-
01:00	3	0	0	2	0	1	0	0	0	0	0	0	52	-
01:15	5	0	0	3	0	1	0	0	0	0	1	0	55.5	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	38.6	-
02:00	3	0	0	1	0	0	0	0	0	0	2	0	53.7	-
02:15	5	0	0	1	1	0	0	0	0	0	3	0	51.3	-
02:30	6	0	0	4	1	1	0	0	0	0	0	0	50.2	-
02:45	8	0	0	8	0	0	0	0	0	0	0	0	50.1	-
03:00	6	0	0	3	0	0	0	0	0	0	2	1	51.5	-
03:15	9	0	0	4	0	1	0	0	0	0	4	0	53.4	-
03:30	5	0	0	3	1	0	0	0	0	0	1	0	49.8	-
03:45	9	0	0	7	2	0	0	0	0	0	0	0	57.5	-
04:00	30	0	0	23	2	1	0	0	2	0	2	0	50.1	53.3
04:15	8	0	0	4	2	0	0	0	0	0	2	0	53.4	-
04:30	18	0	0	14	2	1	0	0	0	0	1	0	49.4	53.7
04:45	13	0	0	6	3	2	0	0	0	0	2	0	52.9	61.9
05:00	25	0	0	16	4	1	0	0	1	0	3	0	54.7	65.8
05:15	32	0	0	22	6	1	0	0	0	0	3	0	51.9	57.4
05:30	26	0	0	24	2	0	0	0	0	0	0	0	49.9	52.6
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	68	0	1	47	14	3	0	0	1	0	2	0	50.3	54.3
06:15	85	0	0	69	10	4	0	0	0	0	1	1	49.1	53.2
06:30	73	0	0	55	12	3	0	0	1	0	1	1	49.1	53
06:45	92	0	0	76	11	2	0	0	1	0	2	0	47.4	52.9
07:00	127	0	0	108	16	3	0	0	0	0	0	0	48.3	52.5
07:15	155	0	0	125	24	5	1	0	0	0	0	0	46.1	51.6
07:30	116	0	0	96	17	1	0	0	0	0	1	1	47.4	53.2
07:45	177	0	0	146	26	1	0	0	1	0	3	0	44.9	49.5
08:00	142	0	0	123	10	3	1	0	1	0	2	2	47.5	52.2
08:15	135	0	0	107	20	6	0	0	0	0	2	0	48.4	52.9
08:30	134	0	0	116	11	1	0	0	2	0	4	0	46.6	50.7
08:45	132	0	0	104	20	6	0	1	0	0	1	0	46.4	50.9
09:00	117	0	0	92	20	2	0	0	0	0	2	1	47.7	51.5
09:15	114	0	0	87	19	3	1	0	0	0	3	1	48	50.6
09:30	109	0	0	78	21	7	1	0	1	0	0	1	47.6	50.1
09:45	90	0	0	65	12	8	0	0	1	0	3	1	46.9	51.5
10:00	115	0	0	90	14	5	0	0	1	0	4	1	46	51.4
10:15	99	0	0	85	8	3	0	1	2	0	0	0	45.8	50.6
10:30	102	0	0	79	12	8	1	0	1	0	1	0	44.4	49.2
10:45	106	0	0	84	12	4	1	0	2	0	3	0	45.4	51.2
11:00	75	0	0	52	15	6	0	0	0	0	1	1	48.4	55.1
11:15	93	0	1	69	17	3	0	0	0	0	3	0	47.1	51.4
11:30	102	0	0	83	9	3	0	0	4	0	2	1	46.5	51.2
11:45	28	0	0	12	11	4	0	1	0	0	0	0	49.4	55.1
12:00	75	0	0	55	14	1	1	0	0	0	4	0	46	51.2
12:15	97	0	0	72	20	2	0	0	0	0	3	0	47.8	52.8
12:30	97	0	0	72	14	5	0	0	1	0	3	2	46.5	50.4
12:45	101	0	1	76	14	6	2	0	0	0	2	0	48.2	56.3
13:00	105	0	1	84	11	6	0	0	1	0	2	0	48.4	52.5
13:15	110	0	0	80	20	8	0	0	0	0	2	0	48	50.5
13:30	100	0	2	77	11	6	0	0	0	0	4	0	47.5	51.3
13:45	111	0	1	89	13	5	0	0	0	0	3	0	46.3	52.4
14:00	113	0	1	80	28	3	0	0	0	0	1	0	47.7	52.5
14:15	124	0	0	91	21	6	0	0	3	0	3	0	45.4	49.3
14:30	122	0	0	92	22	5	0	0	1	0	2	0	46.6	51.2
14:45	120	0	0	86	25	5	0	0	1	0	3	0	46.5	51.8
15:00	140	0	0	110	20	7	0	0	1	0	0	2	48	52.4
15:15	122	0	0	95	17	4	0	0	0	0	6	0	48.2	52.7
15:30	134	0	0	110	17	2	1	0	1	0	1	2	48.4	51.4
15:45	122	0	0	84	25	9	0	0	0	0	2	2	47.6	52.9
16:00	137	0	0	98	29	8	0	0	0	0	2	0	46.8	52.8
16:15	120	0	2	87	24	4	0	0	1	0	2	0	47.5	50.8
16:30	110	0	0	88	20	1	1	0	0	0	0	0	47.6	51.8
16:45	123	0	0	99	21	2	0	0	0	0	1	0	45	50
17:00	124	0	0	94	25	3	0	0	0	0	2	0	46.7	51.2
17:15	152	0	0	130	18	2	0	0	0	0	0	2	47.4	51.7
17:30	100	0	0	78	18	2	0	0	1	0	0	1	44.8	52.5
17:45	79	0	1	60	15	1	0	0	0	0	1	1	51.1	55.7
18:00	82	0	0	66	10	2	0	0	1	0	2	1	48.1	51.1
18:15	67	0	0	53	14	0	0	0	0	0	0	0	50.5	58.9
18:30	63	0	0	51	10	2	0	0	0	0	0	0	46.5	53.6
18:45	58	0	0	38	17	2	0	0	0	0	1	0	48.6	53.4
19:00	54	0	0	49	4	0	0	0	0	0	1	0	49.4	53.6
19:15	46	0	0	37	6	1	0	0	0	0	1	1	49.1	55.7
19:30	43	0	0	34	6	1	0	0	0	0	2	0	49.2	54.9
19:45	19	0	0	15	2	0	0	0	0	0	1	1	49.7	53.7
20:00	35	0	0	29	2	2	0	0	1	0	1	0	47.8	53.4
20:15	24	0	0	20	3	0	0	0	0	0	1	0	51	57.4
20:30	32	0	0	24	5	1	0	0	0	0	2	0	51	63.8
20:45	25	0	0	21	2	0	0	0	0	0	1	1	51.8	56.7
21:00	15	0	0	11	2	2	0	0	0	0	0	0	50	54.3
21:15	18	0	0	15	1	0	0	0	0	0	2	0	51.5	55
21:30	2	0	0	1	1	0	0	0	0	0	0	0	66.3	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	48.4	-
22:45	15	0	0	10	2	0	0	0	0	0	1	2	51.4	56.7
23:00	9	0	0	7	1	1	0	0	0	0	0	0	51.1	-
23:15	7	0	0	5	1	0	0	0	0	0	1	0	53.2	-
23:30	12	0	0	7	3	1	0	0	0	0	0	1	53.8	59.6
23:45	9	0	0	7	0	2	0	0	0	0	0	0	57	-
07-19	5276	0	10	4096	827	191	11	3	28	0	87	23	47.1	51.7
06-22	5907	0	11	4599	908	210	11	3	32	0	105	28	47.3	52.1
06-00	5960	0	11	4636	915	214	11	3	32	0	107	31	47.4	52.2
00-00	6184	0	11	4788	943	227	11	3	35	0	134	32	47.5	52.4

Date Tuesday 27/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	4	0	0	2	0	1	0	0	0	0	1	0	48	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	6	0	0	4	1	0	0	0	0	0	1	0	51.7	-
02:45	1	0	0	0	0	0	0	0	0	0	1	0	48.1	-
03:00	8	0	0	5	0	0	0	0	0	0	2	1	52.1	-
03:15	12	0	0	9	0	1	0	0	0	0	2	0	58.2	64.4
03:30	7	0	0	4	0	3	0	0	0	0	0	0	52.2	-
03:45	8	0	0	2	2	1	0	0	0	0	3	0	49.2	-
04:00	9	0	0	3	2	0	0	0	0	0	4	0	51.7	-
04:15	20	0	0	13	2	0	0	0	1	0	4	0	49.6	51.4
04:30	7	0	0	4	1	0	0	0	1	0	1	0	47.8	-
04:45	20	0	0	17	0	0	0	0	0	0	3	0	52.5	56.2
05:00	31	0	0	26	2	1	0	0	0	0	2	0	49.2	52.9
05:15	28	0	1	20	4	1	0	0	0	0	1	1	53.5	58.9
05:30	8	0	0	6	1	0	0	0	0	0	1	0	42	-
05:45	54	0	0	45	8	0	0	0	0	0	1	0	49.7	55.5
06:00	74	0	1	56	15	1	0	0	0	0	1	0	49.4	53.2
06:15	91	0	0	62	17	5	0	0	2	0	4	1	42.9	50.6
06:30	90	0	0	68	18	4	0	0	0	0	0	0	46.1	50.6
06:45	90	0	0	73	14	1	0	0	0	0	1	1	43.9	48.5
07:00	154	0	0	123	21	3	0	0	1	0	6	0	44	48.3
07:15	151	0	0	125	20	3	0	0	0	0	2	1	43.4	47.9
07:30	179	0	0	146	20	6	0	0	0	0	5	2	40.6	44.5
07:45	169	0	0	133	33	1	0	0	1	0	0	1	42.6	47.1
08:00	167	0	0	137	24	2	0	0	0	0	4	0	43.9	48.3
08:15	163	0	0	131	21	7	0	0	0	0	3	1	43.1	47.7
08:30	146	0	0	117	26	1	0	0	1	0	0	1	44.7	49.1
08:45	126	0	0	94	27	2	0	0	1	0	2	0	46	51.6
09:00	65	0	0	49	15	0	0	0	1	0	0	0	47.5	51.4
09:15	92	0	0	73	12	3	1	1	0	0	2	0	44.1	50.1
09:30	100	0	0	82	13	5	0	0	0	0	0	0	46.3	50.1
09:45	102	0	0	73	19	5	0	0	0	0	3	2	48.3	52.6
10:00	87	0	0	61	16	6	0	0	1	0	3	0	44	50.2
10:15	85	0	0	66	13	2	0	0	1	0	2	1	46.6	52.1
10:30	105	0	0	77	16	6	0	0	0	0	5	1	45.6	51.1
10:45	85	0	0	69	10	3	0	0	0	0	3	0	46.8	51.7
11:00	70	0	0	46	19	3	1	0	0	0	0	1	48	52.6
11:15	116	0	0	85	23	6	0	0	1	0	1	0	45.3	50.9
11:30	84	0	0	57	17	5	1	0	0	0	4	0	43.2	50.5
11:45	100	0	0	84	9	4	0	0	1	0	1	1	45.5	48.7
12:00	90	0	0	68	16	4	0	0	0	0	2	0	47.6	51.6
12:15	98	0	0	72	15	7	0	0	1	0	3	0	47.3	52.5
12:30	117	0	1	89	11	9	0	0	0	0	7	0	46.8	52.5
12:45	101	0	0	77	18	5	0	0	0	0	1	0	47.3	50.3
13:00	53	0	0	39	7	3	0	0	0	0	4	0	46.3	51
13:15	107	0	0	79	15	6	0	0	2	0	5	0	46.3	50.8
13:30	124	0	3	97	15	3	0	0	2	0	2	2	46.4	51.4
13:45	72	0	0	63	7	2	0	0	0	0	0	0	46.5	51.6
14:00	123	0	0	94	16	10	0	0	0	0	2	1	46.9	49.8
14:15	119	0	0	92	17	6	0	0	0	0	3	1	46.6	50.2
14:30	100	0	0	71	22	4	1	0	1	0	1	0	46.9	51.8
14:45	119	0	0	91	19	8	0	1	0	0	0	0	47.8	51.8
15:00	142	0	0	109	22	7	1	0	2	0	1	0	47.6	52.1
15:15	88	0	0	68	16	2	0	0	0	0	1	1	49.1	53.6
15:30	102	0	0	75	18	6	1	0	0	0	1	1	46.8	51.9
15:45	116	0	0	84	26	4	0	0	1	0	0	1	47.6	52.3
16:00	119	0	1	94	19	1	0	0	0	0	3	1	47.6	52.1
16:15	124	0	1	94	25	1	0	0	0	0	3	0	48	51.8
16:30	103	0	0	76	19	4	0	0	1	0	3	0	48.8	54.2
16:45	100	0	1	82	15	2	0	0	0	0	0	0	47.3	52.2
17:00	100	0	0	83	16	0	0	0	0	0	0	1	48.6	54.2
17:15	141	0	0	124	14	3	0	0	0	0	0	0	45.3	51
17:30	108	0	1	86	21	0	0	0	0	0	0	0	47.5	50.9
17:45	93	0	0	74	18	1	0	0	0	0	0	0	46.8	51.8
18:00	91	0	0	75	14	1	0	0	1	0	0	0	46.4	50.8
18:15	67	0	0	55	10	1	0	0	1	0	0	0	48.5	52.7
18:30	53	0	0	34	18	1	0	0	0	0	0	0	51.2	54.4
18:45	79	0	0	66	10	1	0	0	0	0	1	1	47.7	51.6
19:00	48	0	0	37	9	1	0	0	0	0	0	1	51	55.2
19:15	33	0	0	23	8	1	0	0	0	0	1	0	53.5	60.1
19:30	22	0	0	16	6	0	0	0	0	0	0	0	50.9	57.3
19:45	36	0	0	25	9	0	0	0	0	0	1	1	50.6	58.1
20:00	14	0	0	8	6	0	0	0	0	0	0	0	56.8	64
20:15	20	0	0	11	6	2	0	0	0	0	1	0	54.9	64.1
20:30	20	0	0	14	6	0	0	0	0	0	0	0	55.6	62.6
20:45	11	0	0	6	4	1	0	0	0	0	0	0	53.5	60
21:00	33	0	0	25	6	2	0	0	0	0	0	0	48	56.4
21:15	33	0	0	26	6	1	0	0	0	0	0	0	53.1	61
21:30	15	0	0	11	3	1	0	0	0	0	0	0	48.3	54.5
21:45	20	0	0	17	2	0	0	0	0	0	1	0	51.2	59
22:00	17	0	0	15	2	0	0	0	0	0	0	0	53.3	60.2
22:15	27	0	0	22	4	0	0	0	0	0	1	0	51.4	61.3
22:30	15	0	0	9	4	1	0	0	0	0	0	1	54.4	66.1
22:45	18	0	0	14	3	0	0	0	0	0	0	1	54.8	59.9
23:00	20	0	0	18	2	0	0	0	0	0	0	0	50.5	51.8
23:15	4	0	0	1	2	1	0	0	0	0	0	0	50.7	-
23:30	13	0	0	8	4	0	0	0	0	0	1	0	52.4	60.5
23:45	4	0	0	3	0	1	0	0	0	0	0	0	35.4	-
07:19	5195	0	8	4039	833	175	6	2	21	0	89	22	46.1	51.0
06-22	5845	0	9	4517	968	195	6	2	23	0	99	26	46.3	51.5
06-00	5963	0	9	4607	989	198	6	2	23	0	101	28	46.4	51.6
00-00	6186	0	10	4767	1012	206	6	2	25	0	128	30	46.6	51.8

Date Wednesday 28/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	4	0	0	3	0	0	0	0	0	0	1	0	52.1	-
00:30	5	0	0	5	0	0	0	0	0	0	0	0	63.8	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	77.5	-
01:15	14	0	0	9	4	1	0	0	0	0	0	0	57.7	71.8
01:30	16	0	0	11	4	0	0	0	0	0	0	1	56.8	67.6
01:45	2	0	0	1	1	0	0	0	0	0	0	0	59.1	-
02:00	2	0	0	1	0	0	0	0	0	0	1	0	51.7	-
02:15	5	0	0	5	0	0	0	0	0	0	0	0	53.1	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	5	0	0	3	0	0	0	0	0	0	2	0	56.2	-
03:30	3	0	0	0	0	2	0	0	0	0	1	0	55.7	-
03:45	7	0	0	6	0	0	0	0	0	0	0	1	54.4	-
04:00	21	0	0	16	1	0	0	0	0	0	4	0	48.5	53.1
04:15	17	0	0	13	2	1	0	0	0	0	1	0	52.9	56.5
04:30	18	0	0	12	2	0	0	0	0	0	4	0	52.9	61.3
04:45	18	0	0	14	2	0	0	0	0	0	2	0	49.9	52.5
05:00	31	0	0	25	3	1	0	0	0	0	2	0	53.3	57.3
05:15	38	0	0	29	3	0	1	0	1	0	4	0	51.2	57.5
05:30	39	0	0	27	7	0	1	0	0	0	3	1	50.4	59.1
05:45	32	0	0	24	4	1	0	0	0	0	3	0	53.8	64.5
06:00	58	0	0	45	11	2	0	0	0	0	0	0	49.7	58.5
06:15	37	0	0	36	1	0	0	0	0	0	0	0	47.1	51.2
06:30	79	0	0	66	8	1	0	0	0	0	1	3	48.7	51.9
06:45	79	0	0	55	16	4	1	0	2	0	1	0	48.2	52.1
07:00	125	0	0	99	19	5	0	0	0	0	1	1	49.3	53.3
07:15	133	0	0	110	11	5	0	0	0	0	6	1	47	51.4
07:30	163	0	0	127	25	3	3	0	1	0	3	1	46.3	50.2
07:45	151	0	0	119	25	6	0	0	0	0	1	0	47	50.8
08:00	173	0	0	145	20	4	0	0	2	0	1	1	46.3	49.7
08:15	156	0	0	133	15	3	0	0	1	0	3	1	48	50.9
08:30	152	0	0	127	19	3	0	0	1	0	1	1	47.1	50.6
08:45	143	1	1	120	14	3	0	1	0	0	3	0	46.3	49.8
09:00	125	0	1	97	16	5	0	0	1	0	4	1	47.6	50.3
09:15	103	0	0	86	14	2	1	0	0	0	0	0	48.2	51.7
09:30	113	0	0	97	12	1	0	1	0	0	2	0	45.6	50.4
09:45	106	0	1	79	20	5	0	0	0	0	0	1	45.7	51.2
10:00	97	0	0	64	25	5	0	1	0	0	2	0	46.3	50.9
10:15	93	0	0	70	16	5	0	0	0	0	2	0	46.7	50.2
10:30	98	2	1	75	10	6	1	0	0	0	2	1	45.4	50.6
10:45	99	0	0	71	21	5	0	1	0	0	0	1	47.6	51.9
11:00	97	0	0	68	18	5	0	0	3	0	2	1	46.5	52
11:15	81	0	1	57	15	6	0	0	1	0	1	0	45.9	50.3
11:30	130	0	1	97	23	5	0	0	2	0	2	0	47.3	51.9
11:45	96	0	0	67	18	6	0	0	1	0	3	1	49.4	52.8
12:00	105	0	0	76	16	9	0	0	1	0	3	0	45.9	49.3
12:15	82	0	1	55	18	4	0	0	0	0	4	0	49.2	54.6
12:30	103	0	0	80	13	5	0	0	1	0	3	1	48.1	51.8
12:45	99	0	1	73	12	7	1	0	0	0	3	2	45.5	51.3
13:00	99	0	1	75	16	3	0	0	1	0	1	2	47.6	52.6
13:15	119	0	0	95	17	2	0	0	0	0	4	1	46.6	52.6
13:30	110	0	0	80	17	8	0	0	2	0	2	1	47.6	53
13:45	114	0	1	80	20	8	0	0	1	0	4	0	46.7	53.8
14:00	120	0	1	81	26	8	1	0	0	0	2	1	47.4	51.7
14:15	130	0	3	98	15	3	1	0	4	0	5	1	44.9	49.3
14:30	129	0	0	84	32	10	1	0	1	0	1	0	45.3	50.4
14:45	122	0	0	93	20	7	0	0	0	0	1	1	47.9	51.8
15:00	138	0	1	107	22	6	0	0	0	0	2	0	48.5	52
15:15	135	0	1	96	30	5	0	0	1	0	2	0	47	52
15:30	134	0	0	112	13	3	0	0	3	0	2	1	48	51.6
15:45	121	0	1	89	22	4	0	0	1	0	3	1	46.3	50.4
16:00	127	0	1	85	31	6	0	0	0	0	4	0	47.4	51.4
16:15	146	0	0	111	30	3	0	0	0	0	2	0	47.8	51.9
16:30	125	0	1	93	25	6	0	0	0	0	0	0	47.3	51.3
16:45	126	0	2	109	13	2	0	0	0	0	0	0	48.8	53
17:00	132	0	0	108	22	1	0	0	0	0	0	1	47.3	52
17:15	164	0	0	146	15	1	0	0	0	0	2	0	44.7	49.2
17:30	104	0	0	88	14	2	0	0	0	0	0	0	46.5	51.3
17:45	98	0	0	80	16	2	0	0	0	0	0	0	47.3	51.9
18:00	93	0	0	75	12	2	0	0	0	0	3	1	48	51.6
18:15	71	0	0	55	14	2	0	0	0	0	0	0	48.3	53.4
18:30	80	0	0	66	12	0	0	0	0	0	2	0	47.5	53.8
18:45	59	0	0	48	7	1	1	0	0	0	1	1	47.6	51.9
19:00	44	0	0	32	9	2	0	0	1	0	0	0	53.3	58.8
19:15	43	0	0	34	8	0	0	0	1	0	0	0	50.9	58.3
19:30	31	0	0	24	5	0	0	0	0	0	2	0	48.6	55.9
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	5619	3	21	4346	876	208	10	4	29	0	95	27	47.0	51.4
06-22	5990	3	21	4638	934	217	11	4	33	0	99	30	47.2	51.6
06-00	5990	3	21	4638	934	217	11	4	33	0	99	30	47.2	51.6
00-00	6268	3	21	4842	968	223	13	4	34	0	127	33	47.5	51.9

Date Thursday 29/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	3	0	0	2	1	0	0	0	0	0	0	0	56.8	-
00:15	7	0	0	3	3	0	0	0	0	0	1	0	50.4	-
00:30	19	0	1	13	3	1	0	0	0	0	0	1	58.5	70.6
00:45	8	0	0	8	0	0	0	0	0	0	0	0	52.3	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	57.3	-
02:45	1	0	0	0	0	0	0	0	0	0	1	0	52.4	-
03:00	4	0	0	1	0	0	0	0	0	0	3	0	52.3	-
03:15	5	0	0	2	1	1	0	0	0	0	1	0	52.7	-
03:30	5	0	0	1	1	2	0	0	0	0	1	0	58	-
03:45	9	0	0	2	0	2	0	0	0	0	4	1	50.7	-
04:00	15	0	0	13	0	1	0	0	0	0	1	0	51.4	54.9
04:15	17	0	0	14	0	0	0	0	1	0	2	0	49.9	52.3
04:30	9	0	0	5	2	1	0	0	0	0	1	0	48.4	-
04:45	18	0	0	13	3	0	0	0	0	0	2	0	50.7	58.6
05:00	20	0	0	14	3	2	0	0	0	0	1	0	52.3	61.3
05:15	40	0	0	34	2	1	0	0	1	0	2	0	47.6	50.2
05:30	34	0	0	26	2	2	0	0	1	0	3	0	53.7	59.1
05:45	22	0	0	11	6	3	0	0	0	0	0	2	54.6	61.5
06:00	61	0	0	49	8	2	0	0	0	0	2	0	52.1	57.6
06:15	98	0	0	73	15	6	0	0	1	0	3	0	45.7	53.4
06:30	92	0	0	80	9	1	0	0	0	0	2	0	48.6	52.4
06:45	103	2	1	73	17	4	0	0	0	0	6	0	46.8	51.6
07:00	147	0	0	120	22	4	0	0	0	0	1	0	47.6	54
07:15	127	1	0	106	15	2	1	0	0	0	2	0	45.8	49.3
07:30	166	0	0	136	23	5	0	0	0	0	2	0	44.6	48.2
07:45	147	0	0	115	28	2	0	0	0	0	0	2	47.4	52.5
08:00	110	0	0	82	19	1	0	0	2	0	5	1	44.2	48.7
08:15	38	0	0	32	3	0	0	0	0	0	3	0	47.6	51.7
08:30	122	0	0	101	15	1	0	0	3	0	1	1	46.3	51.7
08:45	111	1	0	96	9	1	1	0	1	0	1	1	45.1	50.4
09:00	129	0	0	108	11	6	0	1	0	0	2	1	43.6	48.7
09:15	141	0	0	111	19	3	0	0	3	0	4	1	46.9	53.3
09:30	103	0	0	77	18	4	0	0	0	0	3	1	45.8	51.4
09:45	95	0	0	74	12	7	0	0	0	0	1	1	47.3	51.4
10:00	98	0	0	83	6	3	0	0	0	0	5	1	46	51.3
10:15	102	0	0	79	13	6	1	0	1	0	2	0	46.2	50.2
10:30	111	0	0	90	13	4	0	0	0	0	4	0	47	51.5
10:45	94	1	0	73	15	1	0	0	3	0	1	0	43.7	49.9
11:00	80	0	0	55	13	5	1	0	0	0	4	2	46	50.9
11:15	137	0	0	106	19	7	0	0	1	0	2	2	45.6	50
11:30	95	0	0	61	20	7	0	0	2	0	3	2	48.2	51.9
11:45	109	0	0	85	10	10	0	0	2	0	2	0	43.9	49.1
12:00	100	0	0	74	17	8	0	0	0	0	1	0	45.6	49.2
12:15	107	0	0	76	22	4	0	0	0	0	5	0	46.7	50.5
12:30	112	0	0	88	16	6	0	0	1	0	1	0	46.7	50.8
12:45	115	0	1	93	14	4	0	0	0	0	2	1	47.1	51.8
13:00	107	0	0	82	14	6	0	1	0	0	4	0	46.4	50.5
13:15	72	0	1	57	7	4	0	0	0	0	3	0	49.1	52.5
13:30	72	0	0	49	16	1	0	0	1	0	4	1	47.6	51.3
13:45	86	0	0	66	13	5	0	0	1	0	1	0	47.5	49.8
14:00	115	0	1	82	23	5	0	0	2	0	1	1	48.5	52.8
14:15	111	0	0	89	13	4	0	1	1	0	2	1	42.8	48.7
14:30	112	0	0	91	19	0	0	1	0	0	1	0	46.4	49.8
14:45	119	0	0	90	20	7	0	0	0	0	1	1	48.2	53.6
15:00	137	0	0	108	17	8	0	0	2	0	2	0	47.9	52
15:15	117	0	1	84	20	7	0	0	1	0	3	1	47.7	51.6
15:30	135	0	0	104	23	6	0	0	0	0	2	0	47	51
15:45	107	0	1	79	23	3	0	0	0	0	1	0	49.4	54.4
16:00	157	0	1	117	31	5	0	0	0	0	2	1	47.7	52.5
16:15	90	0	0	72	13	2	0	0	0	0	2	1	48.5	52.6
16:30	38	0	0	28	8	0	0	0	0	0	2	0	49.8	54.6
16:45	122	0	0	98	18	5	0	0	0	0	1	0	46.4	50.7
17:00	148	0	0	118	26	2	1	0	0	0	1	0	46.7	51.8
17:15	134	0	0	117	14	2	0	0	0	0	1	0	46.9	51.7
17:30	101	0	0	84	15	1	1	0	0	0	0	0	47.3	51.8
17:45	87	0	0	70	15	1	0	0	0	0	1	0	48.8	52.5
18:00	95	0	0	82	12	1	0	0	0	0	0	0	48.1	53.4
18:15	76	0	0	65	10	1	0	0	0	0	0	0	48.5	55.9
18:30	82	0	0	64	15	3	0	0	0	0	0	0	49.6	54.7
18:45	64	0	0	49	12	0	0	0	0	0	2	1	49	56
19:00	61	0	0	47	13	1	0	0	0	0	0	0	48.8	52.6
19:15	50	0	0	35	14	1	0	0	0	0	0	0	49.7	55.6
19:30	33	0	0	26	7	0	0	0	0	0	0	0	52.3	58.7
19:45	31	0	0	24	6	0	0	0	0	0	0	1	49.3	54
20:00	32	0	0	22	9	0	0	0	0	0	0	1	50	55.4
20:15	34	0	0	28	2	4	0	0	0	0	0	0	52.2	60.7
20:30	28	0	0	22	6	0	0	0	0	0	0	0	50.2	56.9
20:45	17	0	0	16	0	0	0	0	0	0	0	1	48.4	56.2
21:00	18	0	0	15	3	0	0	0	0	0	0	0	53.6	58.2
21:15	23	0	0	16	4	2	0	0	0	0	1	0	51.4	58.3
21:30	21	0	0	19	0	2	0	0	0	0	0	0	48.8	57.4
21:45	28	0	0	22	4	1	0	0	0	0	0	1	50.9	54.8
22:00	26	0	0	22	3	0	0	0	0	0	1	0	54.8	67.1
22:15	9	0	0	6	2	0	0	0	0	0	1	0	55.5	-
22:30	10	0	0	7	3	0	0	0	0	0	0	0	54.1	-
22:45	20	0	0	12	5	2	0	0	0	0	0	1	52.9	57.5
23:00	12	0	0	11	1	0	0	0	0	0	0	0	49.5	55.7
23:15	15	0	0	13	2	0	0	0	0	0	0	0	50.1	55.1
23:30	18	0	0	11	5	0	0	0	0	0	2	0	51	59.1
23:45	6	0	0	4	1	0	0	0	0	0	1	0	57.3	-
07:19	5180	3	6	4066	769	180	6	4	27	0	94	25	46.7	51.6
06-22	5910	5	7	4633	886	204	6	4	28	0	108	29	47.0	52.0
06-00	6026	5	7	4719	908	206	6	4	28	0	113	30	47.2	52.1
00-00	6263	5	8	4882	935	222	6	4	31	0	136	34	47.3	52.3

Date Friday 30/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 31/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 01/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Monday 02/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 03/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 04/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 05/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 06/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 07/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 08/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Period Commencing: 19/01/2026
Road Name: A52 Ashbourne Road
Flow from : Wildpark Lane (S) **to:** Hall Lane (N)
Vehicle Classification: All Vehicles
Prepared by: Rachael Harnby
Checked by: Annie Johnson

Hour Starting	Monday 19/01/2026	Tuesday 20/01/2026	Wednesday 21/01/2026	Thursday 22/01/2026	Friday 23/01/2026	Saturday 24/01/2026	Sunday 25/01/2026	Monday 26/01/2026	Tuesday 27/01/2026	Wednesday 28/01/2026	Thursday 29/01/2026	Friday 30/01/2026	Saturday 31/01/2026	Sunday 01/02/2026	Monday 02/02/2026	Tuesday 03/02/2026	Wednesday 04/02/2026	Thursday 05/02/2026	Friday 06/02/2026	Saturday 07/02/2026	Sunday 08/02/2026	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	*	*	*	37	19	34	22	23	*	*	*	*	*	*	*	*	*	*	26	25	27
01:00	*	*	*	*	*	*	*	13	11	18	14	*	*	*	*	*	*	*	*	*	*	14	14	14
02:00	*	*	*	*	*	*	*	10	18	15	14	*	*	*	*	*	*	*	*	*	*	16	14	14
03:00	*	*	*	*	*	*	*	19	14	30	28	*	*	*	*	*	*	*	*	*	*	24	23	23
04:00	*	*	*	*	*	*	*	81	81	69	71	*	*	*	*	*	*	*	*	*	*	74	76	76
05:00	*	*	*	*	*	*	*	134	139	155	155	*	*	*	*	*	*	*	*	*	*	150	146	146
06:00	*	*	*	*	180	*	*	223	191	182	200	*	*	*	*	*	*	*	*	*	*	191	195	195
07:00	*	*	*	*	411	*	88	431	430	433	463	*	*	*	*	*	*	*	*	*	*	442	434	376
08:00	*	*	*	*	465	*	173	492	398	434	426	*	*	*	*	*	*	*	*	*	*	419	443	398
09:00	*	*	*	*	383	*	301	361	306	361	408	*	*	*	*	*	*	*	*	*	*	358	364	353
10:00	*	*	*	*	386	*	298	325	311	306	392	*	*	*	*	*	*	*	*	*	*	336	344	336
11:00	*	*	*	*	407	510	373	357	340	350	341	*	*	*	*	*	*	*	*	*	*	344	359	383
12:00	*	*	*	*	433	499	420	347	354	363	360	*	*	*	*	*	*	*	*	*	*	359	371	397
13:00	*	*	*	*	475	454	354	388	327	374	389	*	*	*	*	*	*	*	*	*	*	363	391	394
14:00	*	*	*	*	472	357	329	323	373	399	415	*	*	*	*	*	*	*	*	*	*	396	396	381
15:00	*	*	*	*	504	402	345	476	417	481	485	*	*	*	*	*	*	*	*	*	*	461	473	444
16:00	*	*	*	*	524	321	315	495	605	574	563	*	*	*	*	*	*	*	*	*	*	581	552	485
17:00	*	*	*	*	441	283	240	490	514	529	555	*	*	*	*	*	*	*	*	*	*	533	506	436
18:00	*	*	*	*	*	236	194	309	324	395	323	*	*	*	*	*	*	*	*	*	*	347	338	297
19:00	*	*	*	*	*	175	143	193	243	*	244	*	*	*	*	*	*	*	*	*	*	244	227	200
20:00	*	*	*	*	*	128	133	114	134	*	181	*	*	*	*	*	*	*	*	*	*	158	143	138
21:00	*	*	*	*	*	88	75	115	124	*	134	*	*	*	*	*	*	*	*	*	*	129	124	107
22:00	*	*	*	*	*	101	44	60	71	*	89	*	*	*	*	*	*	*	*	*	*	80	73	73
23:00	*	*	*	*	*	59	24	36	62	*	61	*	*	*	*	*	*	*	*	*	*	62	53	48
Summary Data																						**Summary Data**		
0700-1900	**0**	**0**	**0**	**0**	**4901**	**3062**	**3430**	**4794**	**4699**	**4999**	**5120**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4939**	**4970**	**4681**
0600-2200	**0**	**0**	**0**	**0**	**5081**	**3453**	**3781**	**5439**	**5391**	**5181**	**5879**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5660**	**5659**	**5321**
0600-0000	**0**	**0**	**0**	**0**	**5081**	**3613**	**3849**	**5535**	**5524**	**5181**	**6029**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5802**	**5786**	**5442**
0000-0000	**0**	**0**	**0**	**0**	**5081**	**3613**	**3886**	**5811**	**5821**	**5490**	**6334**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6106**	**6082**	**5741**
0700-1000	**0**	**0**	**0**	**0**	**1259**	**0**	**562**	**1284**	**1134**	**1228**	**1297**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1220**	**1240**	**1127**
1600-1900	**0**	**0**	**0**	**0**	**965**	**840**	**749**	**1294**	**1443**	**1498**	**1441**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1461**	**1396**	**1218**
Peak Hour Analysis																						**Peak Hour Analysis**		
07:00-10:00	0	0	0	0	465	0	301	492	430	434	463	0	0	0	0	0	0	0	0	0	0	442	443	398
10:00-16:00	0	0	0	0	504	510	420	476	417	481	485	0	0	0	0	0	0	0	0	0	0	461	473	444
16:00-19:00	0	0	0	0	524	321	315	495	605	574	563	0	0	0	0	0	0	0	0	0	0	581	552	485

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data Collection Limited

Period Commencing: 19/01/2026
Road Name: A52 Ashbourne Road
Flow from : Hall Lane (N) **to:** Wildpark Lane (S)
Vehicle Classification: All Vehicles
Prepared by: Rachael Harnby
Checked by: Annie Johnson

Hour Starting	Monday 19/01/2026	Tuesday 20/01/2026	Wednesday 21/01/2026	Thursday 22/01/2026	Friday 23/01/2026	Saturday 24/01/2026	Sunday 25/01/2026	Monday 26/01/2026	Tuesday 27/01/2026	Wednesday 28/01/2026	Thursday 29/01/2026	Friday 30/01/2026	Saturday 31/01/2026	Sunday 01/02/2026	Monday 02/02/2026	Tuesday 03/02/2026	Wednesday 04/02/2026	Thursday 05/02/2026	Friday 06/02/2026	Saturday 07/02/2026	Sunday 08/02/2026	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	*	*	*	28	12	4	9	37	*	*	*	*	*	*	*	*	*	*	17	16	18
01:00	*	*	*	*	*	*	*	9	0	33	0	*	*	*	*	*	*	*	*	*	*	11	11	11
02:00	*	*	*	*	*	*	*	22	7	7	2	*	*	*	*	*	*	*	*	*	*	5	10	10
03:00	*	*	*	*	*	*	*	29	35	15	23	*	*	*	*	*	*	*	*	*	*	24	26	26
04:00	*	*	*	*	*	*	*	69	56	74	59	*	*	*	*	*	*	*	*	*	*	63	65	65
05:00	*	*	*	*	*	*	*	83	121	140	116	*	*	*	*	*	*	*	*	*	*	126	115	115
06:00	*	*	*	*	193	*	*	318	345	253	354	*	*	*	*	*	*	*	*	*	*	317	293	293
07:00	*	*	*	*	473	*	67	575	653	572	587	*	*	*	*	*	*	*	*	*	*	604	572	488
08:00	*	*	*	*	485	*	137	543	602	624	381	*	*	*	*	*	*	*	*	*	*	536	527	462
09:00	*	*	*	*	449	*	267	430	359	447	468	*	*	*	*	*	*	*	*	*	*	425	431	403
10:00	*	*	*	*	423	*	351	422	362	387	405	*	*	*	*	*	*	*	*	*	*	385	400	392
11:00	*	*	*	*	434	383	398	298	370	404	421	*	*	*	*	*	*	*	*	*	*	398	385	387
12:00	*	*	*	*	454	431	481	370	406	389	434	*	*	*	*	*	*	*	*	*	*	410	411	424
13:00	*	*	*	*	416	425	376	426	356	442	337	*	*	*	*	*	*	*	*	*	*	378	395	397
14:00	*	*	*	*	498	473	411	479	461	501	457	*	*	*	*	*	*	*	*	*	*	473	479	469
15:00	*	*	*	*	462	485	389	518	448	528	496	*	*	*	*	*	*	*	*	*	*	491	490	475
16:00	*	*	*	*	426	492	435	490	446	524	407	*	*	*	*	*	*	*	*	*	*	459	459	460
17:00	*	*	*	*	300	360	179	455	442	498	470	*	*	*	*	*	*	*	*	*	*	470	433	386
18:00	*	*	*	*	*	253	154	270	290	303	317	*	*	*	*	*	*	*	*	*	*	303	295	265
19:00	*	*	*	*	*	143	53	162	139	*	175	*	*	*	*	*	*	*	*	*	*	157	159	134
20:00	*	*	*	*	*	92	83	116	65	*	111	*	*	*	*	*	*	*	*	*	*	88	97	93
21:00	*	*	*	*	*	62	24	35	101	*	90	*	*	*	*	*	*	*	*	*	*	96	75	62
22:00	*	*	*	*	*	46	0	16	77	*	65	*	*	*	*	*	*	*	*	*	*	71	53	41
23:00	*	*	*	*	*	21	4	37	41	*	51	*	*	*	*	*	*	*	*	*	*	46	43	31
Summary Data																						**Summary Data**		
0700-1900	**0**	**0**	**0**	**0**	**4820**	**3302**	**3645**	**5276**	**5195**	**5619**	**5180**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5331**	**5277**	**5007**
0600-2200	**0**	**0**	**0**	**0**	**5013**	**3599**	**3805**	**5907**	**5845**	**5872**	**5910**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5989**	**5901**	**5589**
0600-0000	**0**	**0**	**0**	**0**	**5013**	**3666**	**3809**	**5960**	**5963**	**5872**	**6026**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6106**	**5997**	**5661**
0000-0000	**0**	**0**	**0**	**0**	**5013**	**3666**	**3837**	**6184**	**6186**	**6150**	**6263**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6352**	**6237**	**5904**
0700-1000	**0**	**0**	**0**	**0**	**1407**	**0**	**471**	**1548**	**1614**	**1643**	**1436**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1564**	**1530**	**1353**
1600-1900	**0**	**0**	**0**	**0**	**726**	**1105**	**768**	**1215**	**1178**	**1325**	**1194**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1232**	**1187**	**1111**
Peak Hour Analysis																						**Peak Hour Analysis**		
07:00-10:00	0	0	0	0	485	0	267	575	653	624	587	0	0	0	0	0	0	0	0	0	0	604	572	488
10:00-16:00	0	0	0	0	498	485	481	518	461	528	496	0	0	0	0	0	0	0	0	0	0	491	490	475
16:00-19:00	0	0	0	0	426	492	435	490	446	524	470	0	0	0	0	0	0	0	0	0	0	470	459	460

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

Intelligent Data Collection Limited

Period Commencing: 19/01/2026
Road Name: A52 Ashbourne Road
Flow from : Two-way Total
Vehicle Classification: All Vehicles

Prepared by: Rachael Harnby
Checked by: Annie Johnson

Hour Starting	Monday 19/01/2026	Tuesday 20/01/2026	Wednesday 21/01/2026	Thursday 22/01/2026	Friday 23/01/2026	Saturday 24/01/2026	Sunday 25/01/2026	Monday 26/01/2026	Tuesday 27/01/2026	Wednesday 28/01/2026	Thursday 29/01/2026	Friday 30/01/2026	Saturday 31/01/2026	Sunday 01/02/2026	Monday 02/02/2026	Tuesday 03/02/2026	Wednesday 04/02/2026	Thursday 05/02/2026	Friday 06/02/2026	Saturday 07/02/2026	Sunday 08/02/2026	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	*	*	*	*	*	*	65	31	38	31	60	*	*	*	*	*	*	*	*	*	*	43	40	45
01:00	*	*	*	*	*	*	*	22	11	51	14	*	*	*	*	*	*	*	*	*	*	25	25	25
02:00	*	*	*	*	*	*	*	32	25	22	16	*	*	*	*	*	*	*	*	*	*	21	24	24
03:00	*	*	*	*	*	*	*	48	49	45	51	*	*	*	*	*	*	*	*	*	*	48	48	48
04:00	*	*	*	*	*	*	*	150	137	143	130	*	*	*	*	*	*	*	*	*	*	137	140	140
05:00	*	*	*	*	*	*	*	217	260	295	271	*	*	*	*	*	*	*	*	*	*	275	261	261
06:00	*	*	*	*	373	*	*	541	536	435	554	*	*	*	*	*	*	*	*	*	*	508	488	488
07:00	*	*	*	*	884	*	155	1006	1083	1005	1050	*	*	*	*	*	*	*	*	*	*	1046	1006	864
08:00	*	*	*	*	950	*	310	1035	1000	1058	807	*	*	*	*	*	*	*	*	*	*	955	970	860
09:00	*	*	*	*	832	*	568	791	665	808	876	*	*	*	*	*	*	*	*	*	*	783	794	757
10:00	*	*	*	*	809	*	649	747	673	693	797	*	*	*	*	*	*	*	*	*	*	721	744	728
11:00	*	*	*	*	841	893	771	655	710	754	762	*	*	*	*	*	*	*	*	*	*	742	744	769
12:00	*	*	*	*	887	930	901	717	760	752	794	*	*	*	*	*	*	*	*	*	*	769	782	820
13:00	*	*	*	*	891	879	730	814	683	816	726	*	*	*	*	*	*	*	*	*	*	742	786	791
14:00	*	*	*	*	970	830	740	802	834	900	872	*	*	*	*	*	*	*	*	*	*	869	876	850
15:00	*	*	*	*	966	887	734	994	865	1009	981	*	*	*	*	*	*	*	*	*	*	952	963	919
16:00	*	*	*	*	950	813	750	985	1051	1098	970	*	*	*	*	*	*	*	*	*	*	1040	1011	945
17:00	*	*	*	*	741	643	419	945	956	1027	1025	*	*	*	*	*	*	*	*	*	*	1003	939	822
18:00	*	*	*	*	*	489	348	579	614	698	640	*	*	*	*	*	*	*	*	*	*	651	633	561
19:00	*	*	*	*	*	318	196	355	382	*	419	*	*	*	*	*	*	*	*	*	*	401	385	334
20:00	*	*	*	*	*	220	216	230	199	*	292	*	*	*	*	*	*	*	*	*	*	246	240	231
21:00	*	*	*	*	*	150	99	150	225	*	224	*	*	*	*	*	*	*	*	*	*	225	200	170
22:00	*	*	*	*	*	147	44	76	148	*	154	*	*	*	*	*	*	*	*	*	*	151	126	114
23:00	*	*	*	*	*	80	28	73	103	*	112	*	*	*	*	*	*	*	*	*	*	108	96	79
Summary Data																						**Summary Data**		
0700-1900	**0**	**0**	**0**	**0**	**9721**	**6364**	**7075**	**10070**	**9894**	**10618**	**10300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10271**	**10247**	**9687**
0600-2200	**0**	**0**	**0**	**0**	**10094**	**7052**	**7586**	**11346**	**11236**	**11053**	**11789**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11650**	**11560**	**10910**
0600-0000	**0**	**0**	**0**	**0**	**10094**	**7279**	**7658**	**11495**	**11487**	**11053**	**12055**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11908**	**11782**	**11103**
0000-0000	**0**	**0**	**0**	**0**	**10094**	**7279**	**7723**	**11995**	**12007**	**11640**	**12597**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12458**	**12320**	**11645**
0700-1000	**0**	**0**	**0**	**0**	**2666**	**0**	**1033**	**2832**	**2748**	**2871**	**2733**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2784**	**2770**	**2481**
1600-1900	**0**	**0**	**0**	**0**	**1691**	**1945**	**1517**	**2509**	**2621**	**2823**	**2635**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2693**	**2582**	**2329**
Peak Hour Analysis																						**Peak Hour Analysis**		
07:00-10:00	0	0	0	0	950	0	568	1035	1083	1058	1050	0	0	0	0	0	0	0	0	0	0	1046	1006	864
10:00-16:00	0	0	0	0	970	930	901	994	865	1009	981	0	0	0	0	0	0	0	0	0	0	952	963	919
16:00-19:00	0	0	0	0	950	813	750	985	1051	1098	1025	0	0	0	0	0	0	0	0	0	0	1040	1011	945

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed

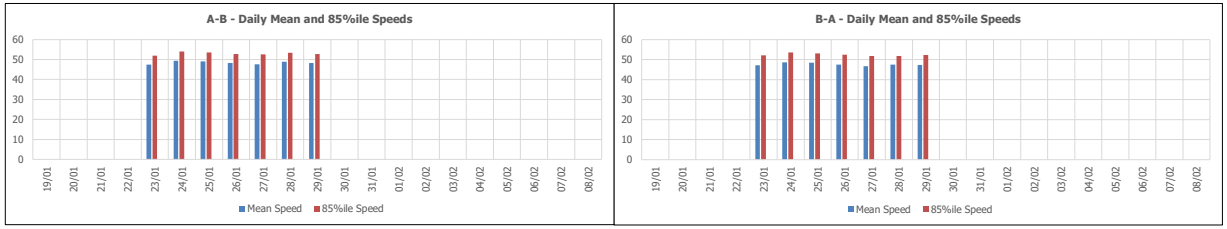
Intelligent Data Collection Limited

Client: Enzygo Ltd
Project Number: ID-1225-0012
Site Number: Site 1

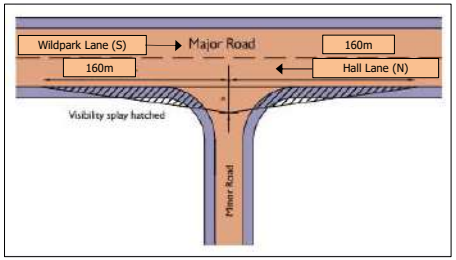
Mean and 85%ile Speed Summary

Direction A-B (Mph)																						
Date	19/01	20/01	21/01	22/01	23/01	24/01	25/01	26/01	27/01	28/01	29/01	30/01	31/01	01/02	02/02	03/02	04/02	05/02	06/02	07/02	08/02	Max
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Mean Speed (mph)	-	-	-	-	47.4	49.3	49.1	48.2	47.7	48.9	48.2	-	-	-	-	-	-	-	-	-	-	49.3
85%ile Speed (mph)	-	-	-	-	52.0	54.0	53.5	52.7	52.5	53.4	52.7	-	-	-	-	-	-	-	-	-	-	54.0
85%ile Speed (kph)	-	-	-	-	83.2	86.4	85.60	84.32	84.00	85.44	84.32	-	-	-	-	-	-	-	-	-	-	86.4
Visibility Splay (m)	-	-	-	-	160	160	160	160	160	160	160	-	-	-	-	-	-	-	-	-	-	160

Direction B-A (Mph)																						
Date	19/01	20/01	21/01	22/01	23/01	24/01	25/01	26/01	27/01	28/01	29/01	30/01	31/01	01/02	02/02	03/02	04/02	05/02	06/02	07/02	08/02	Max
Day	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Mean Speed (mph)	-	-	-	-	47.2	48.6	48.5	47.5	46.6	47.5	47.3	-	-	-	-	-	-	-	-	-	-	48.6
85%ile Speed (mph)	-	-	-	-	52.1	53.5	53.1	52.4	51.8	51.9	52.3	-	-	-	-	-	-	-	-	-	-	53.5
85%ile Speed (kph)	-	-	-	-	83.4	85.6	85.0	83.8	82.9	83.0	83.7	-	-	-	-	-	-	-	-	-	-	85.6
Visibility Splay (m)	-	-	-	-	160	160	160	160	160	160	160	-	-	-	-	-	-	-	-	-	-	160



Visibility Splay



Splay Standards	
Speed (kph)	Distance (m)
30	33
40	45
50	70
60	90
70	120
85	160
100	215
120	295

Guidance Notes

The visibility splay is a line drawn from a point 2.4 metres back from a minor road stopline to the nearside kerb of the major road in both directions. This distance along the major road where the line intersects is based on the speed conditions of the major road. Any space within the resulting two triangles must remain free of any obstruction above 1.005 metres.

For our indicative illustration we have used the maximum 85th percentile speed for all of the days surveyed, and rounded it to the nearest speed given for required visibility distances.

These are for indicative purposes only and Intelligent Data are not liable for any losses from advice, or follow-on work, including design of infrastructure using this information.

Intelligent Data Collection Limited

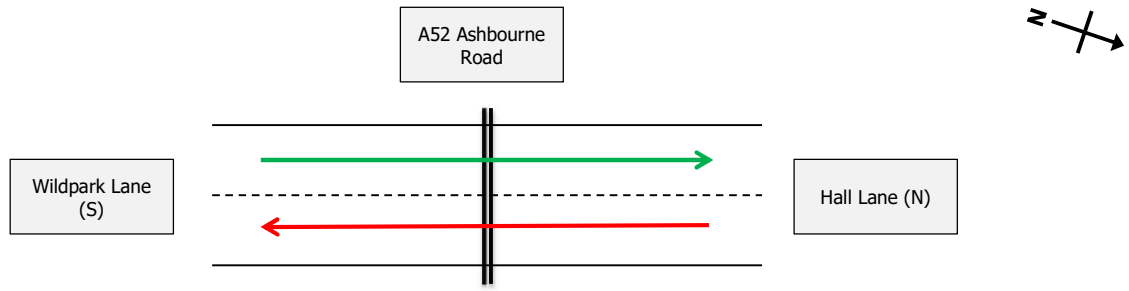
Road Name	A52 Ashbourne Road		
Direction AB	Wildpark Lane (S)	**to:**	Hall Lane (N)
Direction BA	Hall Lane (N)	**to:**	Wildpark Lane (S)

Site Co-Ordinates	ATC Start Date	ATC Finish Date	PSL
52.96255,-1.60185	23/01/2026	31/01/2026	50

Link to location on Google Maps

Click Here

Location Plan



Photograph Record

Comments

The minimum speed threshold to include vehicles in the reports is 5mph. Unclassified vehicles are excluded.

Prepared by	Rachael Harnby	Checked by	Annie Johnson	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Enzygo Ltd
Brailsford repeat

Site Summary

Site Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	Mean Speed	85th %ile Speed	24-hour 5-day Average Flow	12-hour 7-day Average Flow	24-hour 7-day Average Flow	% Heavies (inc. buses)
A52 Ashbourne Road between Wildpark Lane (S) and Hall Lane (N)	Northbound	Fri 23/01/2026	Sat 31/01/2026	50mph	58959	47.21	52.03	6422	4817	5881	6.08%
A52 Ashbourne Road between Hall Lane (N) and Wildpark Lane (S)	Southbound	Fri 23/01/2026	Sat 31/01/2026	50mph	58961	44.89	49.46	6304	4876	5812	7.95%

Flow Reporting

A-B Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	27	27	31
01:00	15	15	20
02:00	16	15	16
03:00	22	24	20
04:00	75	78	58
05:00	163	157	116
06:00	218	213	164
07:00	464	446	342
08:00	445	460	391
09:00	385	388	369
10:00	359	371	390
11:00	363	375	408
12:00	373	388	419
13:00	391	422	420
14:00	398	411	396
15:00	485	505	460
16:00	600	573	486
17:00	537	514	434
18:00	348	343	301
19:00	251	231	213
20:00	155	161	149
21:00	132	138	122
22:00	78	107	98
23:00	57	62	57
0700-1000	1294	1294	1102
1600-1900	1484	1430	1221

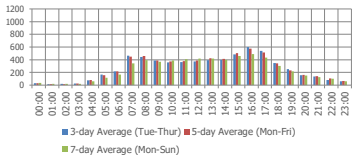
B-A Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	38	33	34
01:00	33	31	34
02:00	17	18	18
03:00	31	34	29
04:00	56	57	42
05:00	136	137	98
06:00	324	302	225
07:00	589	537	390
08:00	558	515	414
09:00	417	417	376
10:00	364	378	374
11:00	368	383	399
12:00	365	394	413
13:00	388	412	422
14:00	457	466	463
15:00	466	476	462
16:00	481	471	468
17:00	457	459	414
18:00	287	309	281
19:00	155	163	156
20:00	103	105	101
21:00	92	85	83
22:00	71	77	72
23:00	48	47	47
0700-1000	1564	1470	1181
1600-1900	1225	1238	1162

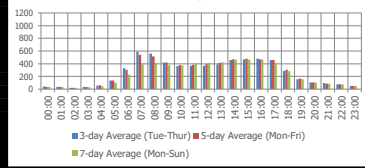
Two-Way Hourly Summary Data

Time Interval	3-day Average (Tue-Thur)	5-day Average (Mon-Fri)	7-day Average (Mon-Sun)
00:00	65	60	64
01:00	48	46	54
02:00	33	34	35
03:00	54	58	49
04:00	131	135	101
05:00	299	294	213
06:00	543	515	389
07:00	1053	983	733
08:00	1003	975	805
09:00	802	805	745
10:00	723	749	764
11:00	730	758	807
12:00	738	782	832
13:00	779	834	842
14:00	855	876	859
15:00	951	981	922
16:00	1080	1043	954
17:00	994	973	847
18:00	634	652	582
19:00	406	394	369
20:00	258	265	250
21:00	224	223	205
22:00	149	183	170
23:00	105	109	104
0700-1000	2858	2763	2283
1600-1900	2709	2668	2383

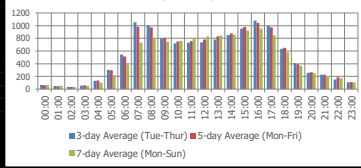
A-B - Average Flows



B-A - Average Flows

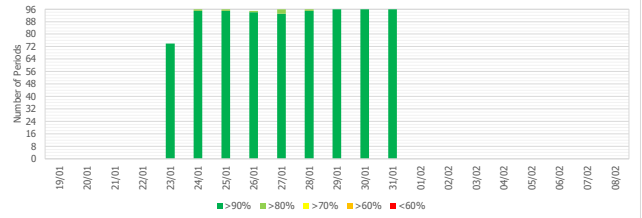


Two-way - Average Flows

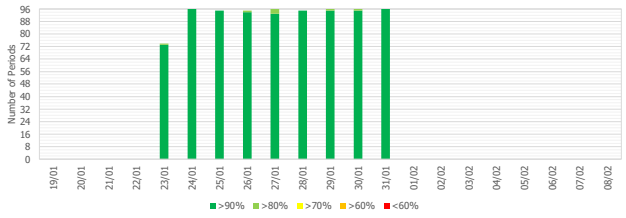


Mean Speed Distributions

A-B - Mean Speed Distribution (in relaton to interpeak free-flow speeds)

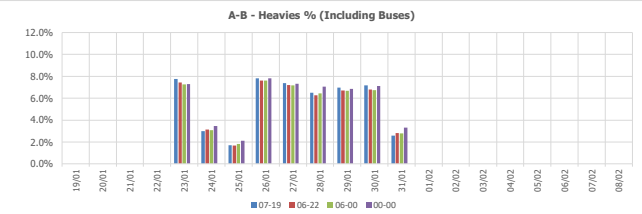


B-A - Mean Speed Distribution (in relaton to interpeak free-flow speeds)

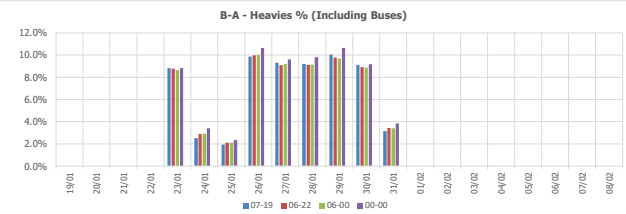


Heavies %

A-B - Heavies % (Including Buses)

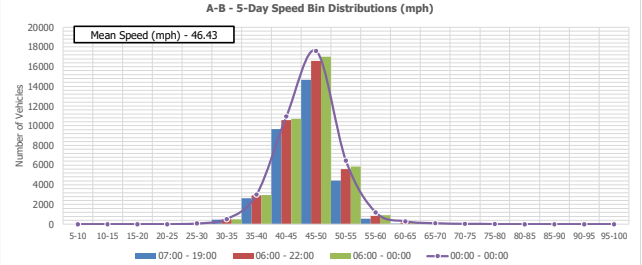


B-A - Heavies % (Including Buses)

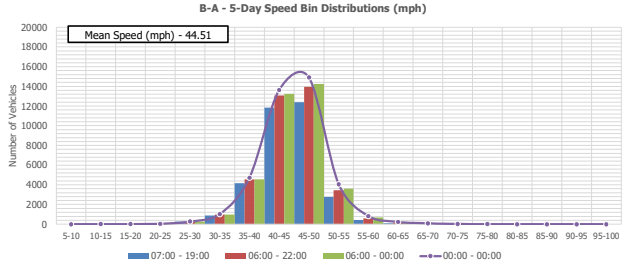


Speed Bin Distributions

A-B - 5-Day Speed Bin Distributions (mph)



B-A - 5-Day Speed Bin Distributions (mph)



Intelligent Data Collection Limited

Client: Enzygo Ltd
Project Number: ID-1225-0012
Site Number: Site 2
Flow from: Wildpark Lane (S) **to:** Hall Lane (N)

Date Monday 19/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 20/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 21/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 23/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	23	0	0	17	3	0	0	0	0	0	3	0	41.1	50.5
05:45	41	0	0	31	5	4	0	0	0	0	1	0	47.1	56.5
06:00	32	0	0	22	4	2	1	0	0	0	2	1	51.2	54.9
06:15	39	0	0	28	3	4	0	0	1	0	2	1	48.7	51.7
06:30	66	0	1	50	8	5	0	0	0	0	2	0	47.6	52.3
06:45	62	0	0	41	16	2	1	0	0	0	2	0	48.9	53.5
07:00	74	0	0	53	14	5	0	0	1	0	0	1	47.3	50.6
07:15	102	0	0	76	22	2	0	0	0	0	2	0	42.5	48.2
07:30	109	0	2	79	19	4	0	0	2	0	1	2	45.1	49.5
07:45	131	0	0	94	24	8	0	1	1	0	3	0	46.1	51.4
08:00	135	0	0	102	17	9	0	1	1	0	4	1	45.8	50.5
08:15	121	0	1	88	21	5	0	0	0	0	5	1	45.1	49.3
08:30	118	0	0	91	15	4	2	0	3	0	3	0	46.5	50.4
08:45	106	0	1	73	20	6	0	0	3	0	2	1	47.3	51.8
09:00	99	0	0	76	10	8	0	0	3	0	1	1	43.7	50.5
09:15	109	0	0	79	16	7	0	0	2	0	3	2	45.3	49.2
09:30	89	0	0	65	13	4	0	0	3	0	4	0	46.1	49.9
09:45	97	0	0	78	11	3	0	0	0	0	5	0	44.2	47.1
10:00	117	1	0	83	16	4	1	0	4	0	6	2	43.7	47.3
10:15	93	0	0	65	16	7	0	0	1	0	4	0	44.8	48.6
10:30	104	0	0	75	20	6	1	0	0	0	1	1	44.1	48
10:45	79	0	0	60	15	2	0	0	1	0	1	0	46.6	50.7
11:00	93	0	1	64	11	4	1	0	2	0	9	1	45.7	49.4
11:15	90	0	0	67	14	2	1	0	2	0	2	2	44.8	49.7
11:30	98	0	0	66	14	7	1	0	4	0	6	0	44.9	49.1
11:45	110	0	0	80	15	8	0	0	3	0	4	0	44.9	47.1
12:00	102	0	0	67	25	4	1	0	1	0	3	1	46.9	51.2
12:15	100	0	0	78	10	6	0	0	3	0	2	1	46.4	50.6
12:30	113	0	0	87	17	1	0	0	4	0	3	1	42.7	46.2
12:45	126	0	0	94	25	4	0	0	0	0	3	0	46.1	49.9
13:00	117	0	0	87	20	6	0	0	0	0	4	0	48.4	51.7
13:15	118	0	0	98	14	4	0	0	0	0	2	0	46.2	50.3
13:30	121	0	0	87	17	6	1	1	2	0	5	2	44.9	48.8
13:45	119	0	0	88	18	6	3	0	0	0	4	0	46	49.5
14:00	109	0	0	75	22	7	0	0	0	0	4	1	46.5	49.8
14:15	128	0	0	105	16	5	0	0	0	0	1	1	45.4	49
14:30	140	0	0	113	19	3	0	1	2	0	2	0	45.1	49.5
14:45	108	0	0	85	17	5	0	0	0	0	0	1	47.1	51
15:00	105	0	0	81	12	5	0	2	2	0	3	0	46.4	51.2
15:15	139	0	0	101	26	5	0	0	1	0	5	1	46.1	49.3
15:30	125	0	0	100	19	2	0	0	1	0	3	0	46.4	49.3
15:45	154	0	0	133	16	2	0	0	2	0	0	1	44.8	49.2
16:00	147	0	0	113	27	4	0	0	0	0	2	1	44.3	48.1
16:15	128	0	0	112	13	2	0	0	0	0	1	0	44.7	48.8
16:30	141	0	1	124	13	0	0	0	1	0	0	2	47.6	50.8
16:45	116	0	0	96	17	2	1	0	0	0	0	0	46.5	50.4
17:00	127	0	0	108	15	2	0	0	1	0	1	0	45.9	48.9
17:15	126	0	0	107	18	1	0	0	0	0	0	0	45.5	49.5
17:30	134	0	0	116	15	2	0	0	1	0	0	0	45.9	49.4
17:45	102	0	0	92	10	0	0	0	0	0	0	0	44.3	48.3
18:00	93	0	0	79	11	0	0	0	1	0	1	1	44.5	50.7
18:15	88	0	0	79	7	0	0	0	0	0	2	0	45	51.7
18:30	88	1	0	73	11	3	0	0	0	0	0	0	44.9	49.9
18:45	69	0	0	63	5	1	0	0	0	0	0	0	46.4	50.6
19:00	44	0	0	33	10	0	0	0	0	0	1	0	44.8	50.2
19:15	59	0	0	47	9	2	0	0	0	0	1	0	46.9	52.7
19:30	61	0	1	51	8	1	0	0	0	0	0	0	48.2	51.7
19:45	53	0	0	43	9	0	0	0	0	0	0	1	48.7	53.6
20:00	40	0	0	35	4	0	0	0	0	0	1	0	47.8	52
20:15	46	0	0	41	4	0	0	0	1	0	0	0	49	52.4
20:30	41	0	0	37	4	0	0	0	0	0	0	0	46.9	50.7
20:45	43	0	0	35	7	0	0	0	0	0	1	0	49.5	52.9
21:00	40	0	0	36	4	0	0	0	0	0	0	0	47.9	55
21:15	36	0	0	30	5	0	0	0	1	0	0	0	49.8	54.7
21:30	31	0	0	27	4	0	0	0	0	0	0	0	49.7	56.8
21:45	35	0	0	29	6	0	0	0	0	0	0	0	48.8	53.3
22:00	52	0	0	37	13	2	0	0	0	0	0	0	50.1	56
22:15	51	0	0	42	8	0	0	0	0	0	1	0	49.1	53.2
22:30	67	0	1	52	12	1	0	0	0	0	0	1	48.9	52.7
22:45	58	0	0	51	6	1	0	0	0	0	0	0	48.9	52.4
23:00	32	0	0	26	5	0	0	0	0	0	0	1	49.6	58
23:15	30	0	0	21	7	1	0	0	0	0	1	0	49.3	56.4
23:30	18	0	0	13	4	0	0	0	0	0	0	1	49.9	60.5
23:45	10	0	0	8	0	0	0	0	2	0	0	0	50.7	-
07-19	5357	2	6	4155	778	193	13	6	58	0	117	29	45.5	49.7
06-22	6085	2	8	4740	883	209	15	6	61	0	129	32	45.9	50.1
06-00	6403	2	9	4990	938	214	15	6	63	0	131	35	46.0	50.3
00-00	6467	2	9	5038	946	218	15	6	63	0	135	35	46.0	50.3

Date Saturday 24/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	11	0	0	9	1	1	0	0	0	0	0	0	51.3	57.4
00:15	8	0	0	7	1	0	0	0	0	0	0	0	55.8	-
00:30	8	0	0	7	0	1	0	0	0	0	0	0	50.5	-
00:45	9	0	0	6	2	0	0	0	0	0	1	0	55.4	-
01:00	6	0	0	5	1	0	0	0	0	0	0	0	53.6	-
01:15	5	0	0	3	1	1	0	0	0	0	0	0	47.6	-
01:30	6	0	0	5	0	0	0	0	1	0	0	0	49.9	-
01:45	4	0	0	2	1	1	0	0	0	0	0	0	48.1	-
02:00	4	0	0	2	0	1	0	0	0	0	1	0	54.4	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	56.4	-
02:30	6	0	0	4	2	0	0	0	0	0	0	0	51.6	-
02:45	6	0	0	5	0	1	0	0	0	0	0	0	55.7	-
03:00	2	0	0	1	1	0	0	0	0	0	0	0	45.9	-
03:15	4	0	0	2	1	1	0	0	0	0	0	0	52.1	-
03:30	4	0	0	4	0	0	0	0	0	0	0	0	49.8	-
03:45	6	0	0	3	1	1	0	0	1	0	0	0	47.5	-
04:00	3	0	0	2	0	0	0	0	0	0	1	0	44.3	-
04:15	4	0	0	3	0	1	0	0	0	0	0	0	53	-
04:30	9	0	0	6	3	0	0	0	0	0	0	0	56.8	
04:45	11	0	0	8	2	0	0	0	0	0	1	0	52.9	59.2
05:00	7	0	0	5	0	1	0	0	0	0	0	1	48.5	-
05:15	12	0	0	7	2	2	0	0	0	0	1	0	49.6	51.7
05:30	20	0	0	17	1	0	0	0	1	0	1	0	52.1	61.9
05:45	19	0	0	13	3	2	0	0	0	0	1	0	51	54.9
06:00	11	0	0	6	2	2	0	0	0	0	0	1	46.4	52.2
06:15	20	0	0	14	4	1	0	0	0	0	0	1	51.4	54.8
06:30	28	0	0	23	2	1	0	0	0	0	2	0	50.2	56.4
06:45	23	0	0	17	4	1	0	0	0	0	1	0	49.5	55
07:00	30	0	0	21	7	1	0	0	0	0	0	1	48.7	52.6
07:15	37	0	0	21	12	2	1	0	0	0	1	0	49	54.1
07:30	47	0	0	30	15	1	0	0	0	0	1	0	48.3	54.4
07:45	65	0	0	46	17	1	0	0	1	0	0	0	50.2	54.3
08:00	53	0	0	43	7	3	0	0	0	0	0	0	51.5	56.1
08:15	86	0	0	75	11	0	0	0	0	0	0	0	45.8	51.2
08:30	83	0	0	63	18	2	0	0	0	0	0	0	50.3	52.2
08:45	110	0	0	87	19	3	0	0	1	0	0	0	47.9	50.8
09:00	84	0	0	62	15	5	1	0	0	0	0	1	47.4	50.3
09:15	88	0	0	74	10	1	1	0	0	0	1	1	46.9	49.5
09:30	104	0	0	85	15	3	0	0	1	0	0	0	48.5	52
09:45	81	0	1	67	11	1	0	0	1	0	0	0	48.1	52.1
10:00	120	0	0	105	13	2	0	0	0	0	0	0	46.7	50.3
10:15	128	0	0	116	10	0	1	1	0	0	0	0	45.5	49.4
10:30	131	0	0	115	13	1	0	0	0	0	2	0	47.4	51.5
10:45	129	0	4	118	6	0	0	0	0	0	0	1	46.9	51.1
11:00	109	0	0	90	13	4	0	0	1	0	1	0	48.1	51.6
11:15	117	0	1	95	20	1	0	0	0	0	0	0	48	51.1
11:30	141	0	1	124	14	2	0	0	0	0	0	0	45.8	49.8
11:45	146	0	1	123	14	5	0	0	2	0	1	0	45.6	50.9
12:00	119	0	1	103	13	2	0	0	0	0	0	0	46.2	50.4
12:15	121	0	1	97	21	2	0	0	0	0	0	0	46.9	50.2
12:30	110	0	0	96	9	3	0	0	2	0	0	0	47.5	51.3
12:45	128	0	0	110	14	3	0	0	0	0	0	1	47	50.3
13:00	91	0	1	76	10	3	0	0	0	0	1	0	48.4	52
13:15	110	0	1	94	12	0	0	0	0	0	2	1	47.1	51.5
13:30	126	0	1	108	15	1	0	0	0	0	1	0	37.9	49.3
13:45	122	0	0	101	13	4	0	0	1	0	2	1	47.9	51.8
14:00	93	0	2	80	7	4	0	0	0	0	0	0	47.3	51.8
14:15	92	0	3	79	7	1	0	0	0	0	1	1	47.8	51.5
14:30	92	0	0	78	13	1	0	0	0	0	0	0	47.5	51.4
14:45	86	0	0	77	6	2	0	0	0	0	0	1	46.4	51.1
15:00	85	0	1	70	14	0	0	0	0	0	0	0	45.8	48.2
15:15	118	0	0	104	11	1	0	0	0	0	2	0	47.1	50.9
15:30	102	0	0	90	10	2	0	0	0	0	0	0	47.4	50.8
15:45	86	0	0	79	7	0	0	0	0	0	0	0	47.5	50.7
16:00	96	0	2	81	10	3	0	0	0	0	0	0	46.8	50.7
16:15	79	0	0	63	14	1	1	0	0	0	0	0	49.3	52.3
16:30	77	0	2	65	7	3	0	0	0	0	0	0	48.2	52.1
16:45	75	0	0	58	13	2	0	0	1	0	1	0	47.6	51.8
17:00	76	0	0	68	8	0	0	0	0	0	0	0	45	48.9
17:15	75	0	0	64	9	2	0	0	0	0	0	0	45.5	50.1
17:30	59	0	0	48	9	2	0	0	0	0	0	0	46.5	50.7
17:45	69	0	2	58	7	1	0	0	1	0	0	0	46	50.3
18:00	49	0	0	35	13	0	0	0	0	0	0	1	47.8	52.8
18:15	69	0	0	60	7	2	0	0	0	0	0	0	45.3	51.4
18:30	51	0	0	41	8	1	0	0	0	0	1	0	48.6	52.7
18:45	64	0	0	56	6	2	0	0	0	0	0	0	48.7	53.9
19:00	39	0	0	37	2	0	0	0	0	0	0	0	47.2	53.2
19:15	45	0	1	38	4	1	0	0	0	0	1	0	49.2	53.3
19:30	41	0	0	34	7	0	0	0	0	0	0	0	48	54.4
19:45	52	0	0	44	7	1	0	0	0	0	0	0	49.6	53
20:00	38	0	0	32	3	2	0	0	0	0	1	0	50	56.5
20:15	33	0	0	27	6	0	0	0	0	0	0	0	50.5	53.7
20:30	31	0	0	25	5	1	0	0	0	0	0	0	49.5	57.6
20:45	21	0	0	16	4	0	0	0	0	0	0	1	46.4	50.3
21:00	21	0	0	16	4	1	0	0	0	0	0	0	48.3	55.2
21:15	20	0	0	17	2	1	0	0	0	0	0	0	52.7	59.7
21:30	20	0	0	18	2	0	0	0	0	0	0	0	46	52.5
21:45	30	0	0	25	4	0	0	0	0	0	1	0	49.2	52.6
22:00	18	0	0	15	2	1	0	0	0	0	0	0	49.3	55.4
22:15	34	0	0	32	2	0	0	0	0	0	0	0	49	53.3
22:30	30	0	0	28	2	0	0	0	0	0	0	0	46.2	50.7
22:45	17	0	0	16	1	0	0	0	0	0	0	0	52.1	59
23:00	18	0	0	14	3	0	0	0	0	0	0	1	48.6	52.9
23:15	15	0	0	13	2	0	0	0	0	0	0	0	51.7	59.3
23:30	16	0	0	15	1	0	0	0	0	0	0	0	46.8	51
23:45	12	0	0	8	4	0	0	0	0	0	0	0	50.9	56.9
07:19	4409	0	25	3699	553	86	5	1	12	0	18	10	47.0	51.2
06-22	4882	0	26	4088	615	98	5	1	12	0	24	13	47.2	51.5
06-00	5042	0	26	4229	632	99	5	1	12	0	24	14	47.3	51.6
00-00	5219	0	26	4357	656	113	5	1	15	0	31	15	47.4	51.8

Date Sunday 25/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	8	0	0	6	0	0	0	0	0	0	1	1	48.8	-
00:15	6	0	0	4	2	0	0	0	0	0	0	0	56.9	-
00:30	9	0	0	7	1	0	0	0	0	0	1	0	48.2	-
00:45	14	0	0	10	3	0	0	0	0	0	0	1	48.8	57.3
01:00	10	0	0	8	1	1	0	0	0	0	0	0	51.1	-
01:15	8	0	0	5	2	0	0	0	0	0	1	0	50.4	-
01:30	5	0	0	3	2	0	0	0	0	0	0	0	51.9	-
01:45	7	0	0	7	0	0	0	0	0	0	0	0	50.2	-
02:00	6	0	0	3	2	0	0	0	1	0	0	0	58.6	-
02:15	3	0	0	3	0	0	0	0	0	0	0	0	51.3	-
02:30	5	0	0	4	1	0	0	0	0	0	0	0	49.6	-
02:45	4	0	0	3	0	0	0	0	0	0	1	0	51.3	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	41.9	-
03:15	2	0	0	1	1	0	0	0	0	0	0	0	48.9	-
03:30	2	0	0	1	1	0	0	0	0	0	0	0	56.3	-
03:45	4	0	0	3	1	0	0	0	0	0	0	0	53.2	-
04:00	5	0	0	4	0	0	0	0	1	0	0	0	52.6	-
04:15	4	0	0	4	0	0	0	0	0	0	0	0	45.3	-
04:30	1	0	0	1	0	0	0	0	0	0	0	0	49.2	-
04:45	5	0	0	4	1	0	0	0	0	0	0	0	56.6	-
05:00	4	0	0	1	0	1	0	0	1	0	1	0	49.9	-
05:15	7	0	0	5	1	1	0	0	0	0	0	0	49.6	-
05:30	8	0	0	4	3	1	0	0	0	0	0	0	46.6	-
05:45	11	0	0	10	1	0	0	0	0	0	0	0	50.3	55
06:00	9	0	0	3	6	0	0	0	0	0	0	0	52.7	-
06:15	13	0	0	10	3	0	0	0	0	0	0	0	51.4	54.8
06:30	10	0	0	8	1	1	0	0	0	0	0	0	49.1	-
06:45	17	0	0	12	4	1	0	0	0	0	0	0	47.1	57
07:00	17	0	0	14	3	0	0	0	0	0	0	0	50.5	56.8
07:15	19	0	0	14	4	1	0	0	0	0	0	0	48.1	56
07:30	32	0	0	22	8	2	0	0	0	0	0	0	50.3	54.2
07:45	18	0	0	15	1	0	0	0	0	0	2	0	48.9	52.4
08:00	21	0	0	16	5	0	0	0	0	0	0	0	50.5	57
08:15	37	0	0	31	5	1	0	0	0	0	0	0	48.8	52.6
08:30	44	0	0	37	5	0	0	0	1	0	1	0	48.7	53
08:45	68	0	0	59	8	1	0	0	0	0	0	0	48.3	52.1
09:00	66	0	0	57	7	0	0	0	1	0	1	0	46.3	49.6
09:15	82	0	0	69	13	0	0	0	0	0	0	0	48.5	52.1
09:30	86	0	0	70	14	1	0	0	1	0	0	0	48.2	51.3
09:45	70	0	0	63	6	1	0	0	0	0	0	0	45.9	50.7
10:00	83	0	0	69	13	1	0	0	0	0	0	0	47.3	50.8
10:15	75	0	1	62	10	2	0	0	0	0	0	0	48.5	52.7
10:30	70	0	0	61	9	0	0	0	0	0	0	0	47.9	50.9
10:45	80	0	0	71	7	2	0	0	0	0	0	0	48.2	51.1
11:00	79	0	0	70	8	1	0	0	0	0	0	0	47	52.5
11:15	106	0	0	94	10	1	0	0	1	0	0	0	47.4	50.4
11:30	103	0	0	90	11	0	0	0	1	0	1	0	47.5	50.9
11:45	107	0	0	93	11	3	0	0	0	0	0	0	45.5	50.1
12:00	127	0	0	106	20	1	0	0	0	0	0	0	45.4	49.2
12:15	102	0	0	93	9	0	0	0	0	0	0	0	46.9	50
12:30	103	0	0	92	10	1	0	0	0	0	0	0	45.9	48.8
12:45	90	0	0	82	7	0	0	0	0	0	0	1	47	50.2
13:00	90	0	0	80	10	0	0	0	0	0	0	0	46.3	51.6
13:15	94	0	0	81	13	0	0	0	0	0	0	0	46.1	51.1
13:30	88	0	0	73	14	1	0	0	0	0	0	0	48.3	51.3
13:45	93	0	0	74	15	2	0	0	0	0	0	2	47	50.3
14:00	73	0	0	65	6	1	0	0	0	0	1	0	46.8	50.8
14:15	79	0	0	71	6	0	0	0	1	0	1	0	47.3	52.3
14:30	90	0	0	79	11	0	0	0	0	0	0	0	46.9	50.6
14:45	86	0	0	69	15	0	0	0	0	0	1	1	47	50.4
15:00	80	0	0	69	10	1	0	0	0	0	0	0	47.8	52.9
15:15	91	0	0	82	8	1	0	0	0	0	0	0	47.6	51
15:30	100	0	0	85	14	1	0	0	0	0	0	0	46.7	49.9
15:45	76	0	0	63	12	0	0	0	1	0	0	0	47.5	50.8
16:00	107	0	0	95	11	1	0	0	0	0	0	0	47.6	51.1
16:15	89	0	0	79	10	0	0	0	0	0	0	0	46.6	50.5
16:30	60	0	0	45	14	0	0	0	0	0	1	0	50.2	54.3
16:45	62	0	0	50	9	2	0	0	0	0	0	1	46.7	49.7
17:00	79	0	1	64	12	0	1	0	0	0	0	1	45.3	49.8
17:15	44	0	0	37	6	1	0	0	0	0	0	0	47.2	52.1
17:30	54	0	0	48	5	0	0	0	0	0	1	0	47.2	51.1
17:45	71	0	0	62	8	1	0	0	0	0	0	0	47.6	52.1
18:00	53	0	0	44	8	0	0	0	1	0	0	0	48.1	51.9
18:15	55	0	0	44	11	0	0	0	0	0	0	0	46.9	50.7
18:30	41	0	0	36	3	1	0	0	0	0	1	0	47.9	50.3
18:45	50	0	0	44	5	0	0	0	0	0	0	1	47.8	52.4
19:00	45	0	0	37	8	0	0	0	0	0	0	0	49.5	54.9
19:15	29	0	0	25	4	0	0	0	0	0	0	0	48.1	54.2
19:30	37	0	0	31	6	0	0	0	0	0	0	0	48.8	52.8
19:45	44	0	0	38	4	2	0	0	0	0	0	0	47.6	52.8
20:00	41	0	0	34	7	0	0	0	0	0	0	0	51.4	55.2
20:15	27	0	0	26	1	0	0	0	0	0	0	0	51.2	57.4
20:30	30	0	0	23	4	2	0	0	1	0	0	0	44.3	52.1
20:45	36	0	0	35	1	0	0	0	0	0	0	0	48.5	55.1
21:00	28	0	0	24	4	0	0	0	0	0	0	0	52.4	58
21:15	19	0	0	17	2	0	0	0	0	0	0	0	52.3	57.5
21:30	18	0	0	17	1	0	0	0	0	0	0	0	49.5	54.9
21:45	16	0	0	12	4	0	0	0	0	0	0	0	49.7	55.1
22:00	8	0	0	8	0	0	0	0	0	0	0	0	50.7	-
22:15	15	0	1	13	0	1	0	0	0	0	0	0	48.7	62.3
22:30	13	0	0	9	3	0	0	0	1	0	0	0	46.5	50.9
22:45	10	0	0	8	1	0	0	0	0	0	1	0	47.2	-
23:00	10	0	0	9	0	0	0	0	0	0	1	0	49.7	-
23:15	5	0	0	3	1	0	0	0	0	0	1	0	57	-
23:30	6	0	0	4	0	1	0	0	0	0	1	0	49.6	-
23:45	4	0	0	3	1	0	0	0	0	0	0	0	56	-
07:19	3490	0	2	2989	440	32	1	0	8	0	11	7	47.3	51.2
06-22	3909	0	2	3341	500	38	1	0	9	0	11	7	47.5	51.6
06-00	3980	0	3	3398	506	40	1	0	10	0	15	7	47.5	51.7
00-00	4119	0	3	3500	529	44	1	0	13	0	20	9	47.6	51.8

Date Monday 26/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	6	0	0	5	0	1	0	0	0	0	0	0	58.4	-
00:15	5	0	0	4	1	0	0	0	0	0	0	0	47.2	-
00:30	6	0	0	2	1	1	0	0	0	0	2	0	57	-
00:45	3	0	0	3	0	0	0	0	0	0	0	0	49.7	-
01:00	6	0	0	5	0	0	0	0	1	0	0	0	52.6	-
01:15	5	0	0	2	2	0	0	0	1	0	0	0	52.1	-
01:30	2	0	0	2	0	0	0	0	0	0	0	0	48.1	-
01:45	1	0	0	0	0	1	0	0	0	0	0	0	40.6	-
02:00	2	0	0	1	1	0	0	0	0	0	0	0	52.9	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	5	0	0	4	0	0	0	0	0	0	1	0	48.3	-
02:45	5	0	0	4	0	1	0	0	0	0	0	0	59.5	-
03:00	5	0	0	5	0	0	0	0	0	0	0	0	51.2	-
03:15	4	0	0	4	0	0	0	0	0	0	0	0	53.3	-
03:30	4	0	0	0	1	2	0	0	1	0	0	0	47.5	-
03:45	12	0	0	9	1	0	0	0	0	0	1	1	50.7	56.5
04:00	8	0	0	6	1	0	0	0	0	0	1	0	54.5	-
04:15	17	0	0	13	3	0	0	0	1	0	0	0	54.4	63.4
04:30	31	0	0	29	1	0	1	0	0	0	0	0	54.6	57.8
04:45	34	0	0	23	5	1	0	0	0	0	4	1	52.7	58.7
05:00	28	0	0	19	8	1	0	0	0	0	0	0	53.6	58.3
05:15	38	0	0	28	4	2	0	0	1	0	3	0	49.4	53.8
05:30	34	0	1	31	1	1	0	0	0	0	0	0	54.1	60.4
05:45	45	0	0	32	9	1	0	0	0	0	3	0	51	55.5
06:00	34	0	0	19	6	5	0	0	0	0	3	1	49.4	53.7
06:15	44	0	0	34	4	2	1	0	0	0	2	1	49.3	54.1
06:30	50	0	0	37	11	1	0	0	0	0	1	0	47.9	52.9
06:45	81	0	1	70	4	2	2	0	0	0	2	0	46.8	50.1
07:00	98	0	0	68	25	2	0	0	0	0	2	1	46	50.5
07:15	138	0	0	113	17	4	1	0	2	0	1	0	42.9	48.4
07:30	106	0	0	85	18	1	1	0	0	0	0	1	47.8	52.6
07:45	106	0	1	89	11	3	1	0	0	0	0	1	46.8	50.7
08:00	164	0	1	122	27	11	1	0	0	0	1	1	43.2	48
08:15	112	0	0	76	23	3	1	0	2	0	4	3	47.1	51.7
08:30	89	0	0	62	21	3	1	0	0	0	2	0	46.1	50.4
08:45	136	0	0	98	26	7	1	0	1	0	3	0	45.6	50.1
09:00	102	0	0	77	13	7	0	0	0	0	4	1	45.9	49.5
09:15	89	0	0	52	23	6	0	0	4	0	4	0	47.1	52
09:30	98	0	0	79	10	6	1	0	0	0	2	0	45.7	50.3
09:45	82	0	1	53	14	8	0	0	2	0	4	0	47.4	52.1
10:00	72	0	1	50	11	6	0	0	2	0	1	1	46.1	49.3
10:15	86	0	0	57	20	6	1	0	1	0	0	1	45.9	49.4
10:30	99	0	0	67	23	3	0	1	1	0	4	0	45.2	50.5
10:45	82	0	1	66	9	1	1	0	1	0	2	1	45.7	48.7
11:00	100	0	0	65	19	7	1	0	1	0	6	1	45.7	51
11:15	94	0	0	60	19	8	0	0	2	0	4	1	46.6	49.6
11:30	89	0	0	63	11	11	1	0	0	0	3	0	47.1	50.6
11:45	99	0	0	80	8	6	0	0	1	0	3	1	46.3	49.3
12:00	90	0	0	66	16	6	0	0	1	0	1	0	46.5	50.3
12:15	79	0	1	58	11	5	0	0	1	0	2	1	43.2	49.6
12:30	107	0	0	80	18	3	0	1	3	0	2	0	45.6	49.6
12:45	84	0	0	60	18	5	0	0	0	0	1	0	44.8	48.6
13:00	94	0	0	65	14	5	1	0	2	0	5	2	44.7	48.9
13:15	107	0	0	79	14	6	0	0	2	0	6	0	45.5	49.7
13:30	101	0	0	74	15	5	0	0	0	0	4	3	47.7	51.7
13:45	86	0	0	69	11	4	0	0	0	0	1	1	47.3	51.2
14:00	88	0	0	62	15	2	1	0	2	0	3	3	46.9	51.6
14:15	78	0	0	62	7	5	0	0	0	0	3	1	47	50.7
14:30	72	0	0	53	13	2	0	0	2	0	2	0	47.6	51.1
14:45	83	0	0	60	16	2	0	0	1	0	4	0	46.6	50.2
15:00	129	0	0	109	15	3	0	0	0	0	1	1	45.4	48.4
15:15	120	0	0	96	16	3	0	0	1	0	2	2	47.9	51.6
15:30	114	0	0	86	19	2	0	0	3	0	4	0	44.9	48.7
15:45	146	0	0	114	29	1	0	0	1	0	1	0	46.8	50.3
16:00	114	0	1	95	13	3	1	0	0	0	0	1	46.6	50.1
16:15	123	0	0	109	13	0	0	0	0	0	1	0	46.8	52.4
16:30	134	0	0	107	23	1	1	1	0	0	0	1	48.3	53.2
16:45	141	0	0	116	18	5	0	0	0	0	2	0	46.5	51.2
17:00	116	0	0	100	13	1	1	0	0	0	1	0	46.1	49.4
17:15	157	0	0	127	21	4	1	0	1	0	2	1	44.5	47.4
17:30	128	0	0	114	10	1	1	0	1	0	1	0	45.6	50.3
17:45	105	0	0	95	7	1	1	0	1	0	0	0	43.9	48.5
18:00	91	0	0	77	11	1	1	0	1	0	0	0	44.2	49.7
18:15	73	0	0	60	12	0	0	0	0	1	0	0	47	50.9
18:30	87	0	0	78	7	2	0	0	0	0	0	0	45	49.5
18:45	63	0	0	56	5	1	0	0	1	0	0	0	47.7	51
19:00	58	0	0	52	5	0	0	0	0	0	1	0	47.7	51.5
19:15	51	0	0	42	7	0	0	0	0	0	2	0	47.6	53
19:30	49	0	0	44	4	0	0	0	1	0	0	0	51.1	57.2
19:45	37	0	0	33	3	1	0	0	0	0	0	0	47.3	54.5
20:00	35	0	0	30	3	0	0	0	0	0	2	0	49.3	57.2
20:15	34	0	0	24	8	1	0	0	0	0	1	0	49.7	52.3
20:30	19	0	0	17	2	0	0	0	0	0	0	0	47.7	53.3
20:45	28	0	0	23	2	0	0	0	0	0	2	1	49.9	56.5
21:00	27	0	0	21	4	1	0	0	0	0	0	1	51.1	56
21:15	47	0	0	41	6	0	0	0	0	0	0	0	50.2	53.2
21:30	21	0	0	18	3	0	0	0	0	0	0	0	54.6	59.2
21:45	27	0	0	24	2	1	0	0	0	0	0	0	49.5	56.1
22:00	18	0	0	14	2	1	0	0	0	0	0	1	47.8	54.9
22:15	19	0	0	17	1	0	0	0	0	0	1	0	49.9	54.5
22:30	9	0	0	6	1	1	0	0	0	0	1	0	48.9	-
22:45	16	0	0	13	1	0	0	0	1	0	0	1	49.3	54.1
23:00	11	0	0	10	0	0	0	0	0	0	0	1	54.1	68.6
23:15	12	0	0	11	1	0	0	0	0	0	0	0	52.8	62.9
23:30	7	0	0	7	0	0	0	0	0	0	0	0	52.8	-
23:45	6	0	0	5	0	1	0	0	0	0	0	0	44.4	-
07:19	4951	0	7	3809	748	188	21	3	44	1	99	31	46.0	50.3
06-22	5593	0	8	4338	822	202	24	3	45	1	115	35	46.3	50.7
06-00	5691	0	8	4421	828	205	24	3	46	1	117	38	46.4	50.8
00-00	5997	0	9	4652	867	217	25	3	51	1	132	40	46.7	51.2

Date Tuesday 27/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	8	0	0	5	1	1	0	0	0	0	1	0	51.8	-
00:15	10	0	0	6	1	1	0	0	1	0	1	0	51.5	-
00:30	12	0	0	8	4	0	0	0	0	0	0	0	54.4	61.6
00:45	6	0	0	3	3	0	0	0	0	0	0	0	59.3	-
01:00	4	0	0	2	0	2	0	0	0	0	0	0	47.8	-
01:15	2	0	0	2	0	0	0	0	0	0	0	0	58.1	-
01:30	3	0	0	2	1	0	0	0	0	0	0	0	45.7	-
01:45	4	0	0	3	1	0	0	0	0	0	0	0	54.3	-
02:00	3	0	0	2	1	0	0	0	0	0	0	0	53.4	-
02:15	3	0	0	2	1	0	0	0	0	0	0	0	47.6	-
02:30	7	0	0	5	0	0	0	0	0	0	2	0	45.6	-
02:45	6	0	0	3	2	0	0	0	0	0	1	0	53.5	-
03:00	5	0	0	4	0	1	0	0	0	0	0	0	51	-
03:15	4	0	0	0	1	1	0	0	0	0	2	0	48.9	-
03:30	3	0	0	2	1	0	0	0	0	0	0	0	45	-
03:45	3	0	0	2	0	1	0	0	0	0	0	0	50.1	-
04:00	6	0	0	4	1	0	0	0	0	0	1	0	50.7	-
04:15	17	0	0	14	0	0	0	0	1	0	2	0	53.1	61.4
04:30	22	0	0	14	5	2	0	0	0	0	1	0	49.1	54.9
04:45	30	0	0	21	4	1	0	0	1	0	2	1	52	57.4
05:00	28	0	0	21	6	0	0	0	0	0	1	0	49.7	54.1
05:15	39	0	0	35	3	1	0	0	0	0	0	0	47	53.1
05:30	45	0	2	39	3	1	0	0	0	0	0	0	42.2	52.1
05:45	50	0	0	45	3	1	0	1	0	0	0	0	50.7	58
06:00	42	0	0	29	10	1	0	0	0	0	2	0	47.2	52.3
06:15	59	0	0	48	4	5	0	0	0	0	1	1	46.5	49.8
06:30	69	0	0	52	13	1	0	0	0	0	1	2	45.7	49.1
06:45	56	0	0	43	6	4	0	0	2	0	1	0	45.2	49.2
07:00	101	0	0	85	11	3	0	0	0	0	2	0	41.6	46.9
07:15	97	0	0	77	14	4	0	0	0	0	1	1	40.9	44.7
07:30	113	0	0	88	16	5	0	0	0	0	3	1	41.3	45.2
07:45	142	0	1	113	20	4	0	0	2	0	1	1	42.8	46.4
08:00	101	0	0	77	17	4	0	0	2	0	1	0	42.7	47.6
08:15	107	0	0	85	15	2	1	0	2	0	1	1	42.7	47.4
08:30	98	0	1	66	24	5	2	0	0	0	0	0	43.9	47.5
08:45	103	0	0	68	18	9	1	0	1	0	6	0	44.5	51
09:00	67	0	0	50	14	1	0	0	2	0	0	0	45.2	49.4
09:15	91	0	0	72	13	1	0	0	1	0	2	2	47.2	51
09:30	91	0	0	65	13	8	0	0	1	0	4	0	46.5	49.2
09:45	72	0	0	52	12	2	0	0	1	0	4	1	46.1	49.9
10:00	94	0	0	66	19	6	0	0	0	0	2	1	46	49.7
10:15	78	0	0	62	11	2	0	0	0	0	2	1	45.6	49.2
10:30	69	0	0	54	7	6	0	0	1	0	1	0	48	51.1
10:45	90	0	0	66	16	4	0	0	0	0	4	0	43.6	48.8
11:00	90	0	0	68	12	4	1	0	1	0	3	1	46.9	50.4
11:15	84	0	0	58	12	7	2	0	2	0	2	1	48.4	51.3
11:30	65	0	0	43	14	2	0	0	0	0	6	0	46.2	49
11:45	98	0	0	70	17	3	0	0	2	0	6	0	45.3	48
12:00	92	0	1	69	13	4	1	0	0	0	3	1	47.3	51.4
12:15	92	0	0	68	11	6	0	0	0	0	5	2	45.7	49.2
12:30	104	0	0	83	13	4	0	0	1	0	2	1	43	50.1
12:45	72	0	0	52	12	2	0	0	1	0	5	0	46	51.5
13:00	75	0	0	51	13	8	0	0	0	0	2	1	47.7	51
13:15	98	0	0	75	12	4	0	0	2	0	3	2	45.1	50.5
13:30	89	0	0	63	11	9	2	0	1	0	2	1	46.5	50.5
13:45	90	0	0	60	20	8	1	0	0	0	1	0	46	49.3
14:00	93	0	0	63	14	8	0	0	1	0	5	2	46	49.9
14:15	82	0	0	61	15	4	0	0	0	0	1	1	46.8	50.7
14:30	87	0	0	64	11	5	0	1	0	0	4	2	48.3	51.3
14:45	107	0	0	86	14	2	0	0	1	0	4	0	46.7	50.3
15:00	107	0	0	83	17	4	1	0	0	0	1	1	45.3	49.4
15:15	111	0	0	94	12	3	0	0	0	0	0	2	46.2	49.8
15:30	101	0	0	73	24	3	0	0	0	0	1	0	46.7	50.4
15:45	128	0	0	105	21	1	0	0	1	0	0	0	44.8	50.1
16:00	140	0	0	122	13	2	0	0	0	0	2	1	45.9	50.9
16:15	162	0	0	133	23	1	0	0	1	0	2	2	46.4	50.6
16:30	143	0	0	110	25	5	0	0	1	0	2	0	46.4	51.3
16:45	168	0	1	148	15	1	1	0	1	0	1	0	46.1	50.3
17:00	140	0	0	119	17	3	0	0	0	0	1	0	45.4	50.1
17:15	142	0	1	120	16	4	0	0	0	0	1	0	46.5	50.1
17:30	109	0	0	96	12	0	0	0	0	0	1	0	46.8	51
17:45	132	0	0	114	17	0	0	0	0	0	0	1	46.5	49.9
18:00	74	0	0	60	12	1	0	0	0	0	0	1	46.8	50.4
18:15	86	0	0	76	10	0	0	0	0	0	0	0	47.2	51.7
18:30	84	0	0	63	15	5	0	0	0	0	1	0	46.5	50.4
18:45	73	0	1	60	11	1	0	0	0	0	0	0	47.2	50.9
19:00	66	0	0	54	11	0	0	0	0	0	0	1	48	52.5
19:15	52	0	0	42	8	1	0	0	0	0	1	0	49	53
19:30	58	0	0	42	12	1	0	0	0	0	3	0	50.3	55.3
19:45	62	0	0	52	7	1	0	0	0	0	1	1	49	54.4
20:00	42	0	0	34	6	1	0	0	1	0	0	0	49.7	54
20:15	31	0	0	24	5	1	0	0	1	0	0	0	48.9	54.4
20:30	38	0	0	29	5	2	0	0	0	0	2	0	48.9	54.3
20:45	26	0	0	22	3	0	0	0	0	0	1	0	49.1	53.5
21:00	35	0	0	29	6	0	0	0	0	0	0	0	48.6	53.3
21:15	25	0	0	19	6	0	0	0	0	0	0	0	54.7	60.3
21:30	37	0	0	28	5	2	0	0	0	0	2	0	51.4	56.8
21:45	33	0	0	27	6	0	0	0	0	0	0	0	50.3	54.7
22:00	21	0	0	18	1	1	0	0	0	0	0	1	49.6	54.7
22:15	18	0	0	14	4	0	0	0	0	0	0	0	50.6	55.2
22:30	19	0	0	13	3	1	0	0	1	0	1	0	50	54.3
22:45	11	0	0	8	2	0	0	0	0	0	0	1	51.2	61.5
23:00	20	0	0	18	1	0	0	0	0	0	0	1	52.6	60.6
23:15	15	0	0	12	2	0	0	0	0	0	1	0	49.6	53.5
23:30	16	0	0	14	1	0	0	0	0	0	0	1	45.4	51.9
23:45	11	0	0	6	5	0	0	0	0	0	0	0	49.9	53.9
07:19	4832	0	6	3756	714	180	13	1	29	0	101	32	45.6	49.9
06-22	5563	0	6	4330	827	200	13	1	33	0	116	37	46.0	50.4
06-00	5694	0	6	4433	846	202	13	1	34	0	118	41	46.0	50.6
00-00	6014	0	8	4677	888	215	13	2	37	0	132	42	46.2	50.8

Date Wednesday 28/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	12	0	0	6	2	2	0	0	1	0	0	1	50.5	62.6
00:15	4	0	0	4	0	0	0	0	0	0	0	0	49.7	-
00:30	2	0	0	1	1	0	0	0	0	0	0	0	46	-
00:45	5	0	0	3	0	2	0	0	0	0	0	0	59.6	-
01:00	4	0	0	4	0	0	0	0	0	0	0	0	51.7	-
01:15	7	0	0	4	1	1	0	0	0	0	1	0	41.8	-
01:30	3	0	0	1	0	0	0	0	1	0	1	0	48.8	-
01:45	4	0	0	3	0	0	0	0	0	0	1	0	46	-
02:00	2	0	0	1	0	1	0	0	0	0	0	0	53.3	-
02:15	7	0	0	3	0	1	0	0	1	0	2	0	52.7	-
02:30	2	0	0	0	1	0	0	0	0	0	1	0	51.6	-
02:45	5	0	0	4	1	0	0	0	0	0	0	0	58.9	-
03:00	10	0	0	7	1	1	0	0	0	0	1	0	52	-
03:15	4	0	0	3	0	0	0	0	0	0	1	0	54.8	-
03:30	8	0	0	5	1	0	0	0	1	0	1	0	46.5	-
03:45	2	0	0	0	0	0	0	0	0	0	2	0	56.2	-
04:00	5	0	0	3	2	0	0	0	0	0	0	0	50.5	-
04:15	12	0	0	6	1	3	0	0	2	0	0	0	53	58.4
04:30	23	0	0	19	3	0	0	0	0	0	1	0	50.9	56.4
04:45	30	0	0	20	5	2	0	0	0	0	3	0	54.6	60.5
05:00	24	0	0	20	1	0	0	0	2	0	1	0	52.7	58.3
05:15	30	0	0	21	6	0	1	0	1	0	0	1	52.2	57.5
05:30	59	0	2	34	10	6	1	0	0	0	6	0	49.9	54
05:45	47	0	0	35	6	1	2	0	0	0	3	0	51.1	58
06:00	34	0	0	22	5	4	0	0	1	0	1	1	50.3	57.3
06:15	47	0	0	42	3	0	0	0	0	0	1	1	46.3	52.4
06:30	72	0	0	64	6	0	0	0	0	0	1	1	48.2	53.9
06:45	53	0	1	37	11	2	1	0	0	0	1	0	49.4	53.2
07:00	80	0	0	62	15	1	0	0	0	0	2	0	46.4	50.8
07:15	135	0	0	115	16	1	1	1	0	0	1	0	45.5	49.8
07:30	131	0	0	107	15	6	1	0	0	0	2	0	46.5	50.1
07:45	121	0	1	103	15	0	0	0	0	0	2	0	46.5	50.2
08:00	137	0	0	105	26	5	0	0	0	0	0	1	45.7	49.3
08:15	89	0	0	76	9	3	1	0	0	0	0	0	46.4	50.2
08:30	106	0	0	78	21	5	0	0	1	0	1	0	47.1	51
08:45	111	0	0	80	24	3	0	1	1	0	2	0	46.7	50.1
09:00	99	0	0	70	22	4	0	0	0	0	2	1	47	51.2
09:15	101	0	0	75	18	5	0	0	1	0	0	2	47.8	53.1
09:30	104	0	0	84	12	5	0	0	1	0	1	1	47.8	50.6
09:45	97	0	0	61	21	8	0	0	1	0	4	2	46.6	50.8
10:00	89	0	2	59	20	3	0	0	3	0	1	1	46.3	51.1
10:15	95	0	0	75	14	5	0	0	0	0	1	0	46.4	50.8
10:30	78	0	0	68	8	1	0	0	1	0	0	0	47.5	50.9
10:45	78	0	0	60	11	4	0	0	1	0	1	1	45.8	48.5
11:00	88	0	1	64	19	2	1	1	0	0	0	0	47.9	51.4
11:15	88	0	0	70	7	6	0	0	2	0	2	1	46.6	50.1
11:30	96	1	2	79	6	4	0	0	2	0	2	0	46.4	51.5
11:45	93	0	0	70	17	2	0	0	1	0	2	1	47.3	50.9
12:00	95	0	0	72	14	5	0	0	1	0	3	0	47.2	50.5
12:15	85	0	1	67	4	6	0	0	1	0	6	0	48.2	51.1
12:30	87	0	0	59	16	5	0	0	1	0	5	1	46.3	50.8
12:45	106	0	0	81	14	6	0	0	1	0	3	1	46.8	49.7
13:00	88	0	1	60	16	5	0	1	0	0	4	1	48.4	53.4
13:15	128	0	0	93	17	7	0	0	1	0	7	3	47.3	51
13:30	75	0	0	57	9	2	1	0	1	0	4	1	47.6	51.5
13:45	107	0	0	78	12	9	0	0	2	0	5	1	45.8	48.9
14:00	88	0	0	57	16	5	0	0	1	0	8	1	48.4	53.6
14:15	88	0	0	64	15	4	0	1	0	0	3	1	48.2	53
14:30	106	0	0	86	13	3	2	0	0	0	1	1	47.1	50.8
14:45	112	0	0	90	17	2	0	0	0	0	3	0	44.8	49.8
15:00	108	0	2	78	21	2	0	0	0	0	3	2	47.5	52.2
15:15	135	0	0	102	21	6	0	0	1	0	4	1	46.8	51.4
15:30	123	0	0	103	13	2	0	0	1	0	4	0	47.9	53.1
15:45	142	0	1	116	22	2	0	0	0	0	1	0	48.3	51.8
16:00	166	0	0	131	29	3	0	0	0	0	2	1	46.3	50.3
16:15	139	0	0	107	23	4	0	0	1	0	3	1	46.8	50.2
16:30	107	0	0	84	18	2	1	0	0	0	0	2	48.3	52.5
16:45	168	0	0	143	21	1	0	0	0	0	3	0	46.3	49.8
17:00	132	0	1	114	15	1	0	0	0	0	1	0	46.5	51.3
17:15	128	0	1	111	13	0	0	0	0	0	3	0	45	50
17:30	134	0	0	124	10	0	0	0	0	0	0	0	46.6	50.3
17:45	142	0	1	116	21	1	0	0	0	0	2	1	42.6	47.2
18:00	141	0	0	129	9	1	1	0	0	0	0	1	46.6	49.9
18:15	99	0	1	85	12	0	0	0	1	0	0	0	46.6	50.4
18:30	84	0	0	68	15	0	0	0	0	0	1	0	47.7	52.6
18:45	81	0	0	70	8	2	0	0	1	0	0	0	46.2	49.4
19:00	79	0	3	64	8	2	0	0	0	1	1	0	48	53.5
19:15	68	0	0	58	7	2	0	0	0	0	0	1	46.5	53.4
19:30	61	0	1	51	6	1	0	0	0	0	1	1	48	51.9
19:45	55	0	0	49	4	0	0	0	0	0	1	1	47.2	52
20:00	33	0	0	24	8	1	0	0	0	0	0	0	48.6	53
20:15	33	0	0	28	4	0	0	0	0	0	1	0	50.8	55.1
20:30	39	0	0	31	5	1	0	0	0	0	2	0	48.4	54.8
20:45	34	0	0	32	1	0	0	0	0	0	0	1	47.3	51.1
21:00	37	0	0	30	7	0	0	0	0	0	0	0	51.7	55.8
21:15	34	0	0	28	4	1	0	0	0	0	1	0	48.3	53.8
21:30	33	0	0	29	4	0	0	0	0	0	0	0	51	57.2
21:45	30	0	0	25	5	0	0	0	0	0	0	0	47.9	55.2
22:00	17	0	0	11	3	2	0	0	0	0	0	1	51.4	59.1
22:15	26	0	0	19	3	2	0	0	1	0	1	0	49.2	54
22:30	21	0	0	16	3	0	0	0	0	0	2	0	50.6	62.8
22:45	13	0	0	7	2	2	0	0	0	0	0	2	54	64.8
23:00	14	0	0	12	1	0	0	0	0	0	0	1	52.4	61.1
23:15	4	0	0	2	2	0	0	0	0	0	0	0	44.8	-
23:30	17	0	0	11	3	2	0	0	0	0	1	0	52.7	61.2
23:45	11	0	0	9	1	0	0	0	0	0	0	1	56.6	75.9
07-19	5210	1	15	4106	750	159	9	5	29	0	105	31	46.7	50.7
06-22	5952	1	20	4720	838	173	10	5	30	1	116	38	46.9	51.1
06-00	6075	1	20	4807	856	181	10	5	31	1	120	43	47.0	51.2
00-00	6386	1	22	5014	898	201	14	5	40	1	145	45	47.2	51.4

Date Thursday 29/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	9	0	0	7	1	0	0	0	0	0	1	0	51.1	-
00:15	4	0	0	2	1	0	0	0	0	0	1	0	61.5	-
00:30	5	0	0	4	0	1	0	0	0	0	0	0	48	-
00:45	5	0	0	1	4	0	0	0	0	0	0	0	52.4	-
01:00	4	0	0	3	0	1	0	0	0	0	0	0	52.4	-
01:15	5	0	0	4	0	0	0	0	1	0	0	0	51	-
01:30	3	0	0	3	0	0	0	0	0	0	0	0	55.7	-
01:45	3	0	0	3	0	0	0	0	0	0	0	0	55.2	-
02:00	4	0	0	1	1	0	0	0	0	0	1	1	51.1	-
02:15	4	0	0	4	0	0	0	0	0	0	0	0	52.9	-
02:30	3	0	0	3	0	0	0	0	0	0	0	0	50.5	-
02:45	3	0	0	3	0	0	0	0	0	0	0	0	55	-
03:00	10	0	0	5	1	1	0	0	0	0	3	0	52.2	-
03:15	3	0	0	2	0	0	0	0	0	0	1	0	57.6	-
03:30	7	0	0	3	1	1	0	0	0	0	2	0	56	-
03:45	8	0	0	6	0	0	0	0	1	0	1	0	50.7	-
04:00	5	0	0	4	1	0	0	0	0	0	0	0	48.3	-
04:15	21	0	0	18	1	2	0	0	0	0	0	0	52.3	59.9
04:30	19	0	0	12	5	0	0	0	1	0	1	0	49.5	53.6
04:45	35	0	0	30	4	0	0	0	0	0	1	0	51.9	55.4
05:00	35	0	0	30	5	0	0	0	0	0	0	0	52.5	60.1
05:15	36	0	0	27	6	2	0	0	0	0	0	1	50.8	57.1
05:30	43	0	2	31	5	2	0	0	0	0	3	0	51.3	55.7
05:45	53	0	0	43	8	1	0	0	0	0	1	0	52	56.5
06:00	47	0	0	38	5	2	0	0	0	0	2	0	51.7	61.1
06:15	49	0	1	37	5	5	0	0	0	0	0	1	48	52.5
06:30	65	0	0	45	15	2	0	0	2	0	1	0	47.4	51.4
06:45	62	0	0	53	5	2	0	0	0	0	2	0	46.6	51.5
07:00	107	0	0	83	20	3	0	0	0	0	1	0	44.7	47.6
07:15	105	0	1	75	22	4	1	0	0	0	2	0	42.6	48
07:30	135	0	0	96	26	8	1	1	1	0	1	1	46.3	48.7
07:45	125	0	0	91	22	7	0	0	3	0	0	2	46.2	49.5
08:00	128	0	0	101	22	4	0	0	0	0	1	0	45.9	49.8
08:15	122	0	0	99	17	3	0	0	0	0	3	0	45.2	50.1
08:30	140	0	1	114	15	5	2	0	1	0	2	0	45.6	50
08:45	92	0	0	67	18	4	0	1	1	0	1	0	47.4	50.3
09:00	94	0	0	68	19	3	0	0	1	0	2	1	45.3	49.7
09:15	90	0	0	66	16	3	0	0	0	0	5	0	45.4	49
09:30	130	0	0	99	19	7	1	0	0	0	4	0	43.9	47.8
09:45	120	0	0	87	17	7	1	0	1	0	5	2	44.4	48.4
10:00	101	0	0	75	17	5	1	0	0	0	1	2	45.6	48.6
10:15	99	0	0	77	11	7	0	0	0	0	3	1	45.4	49.2
10:30	107	0	0	79	15	7	0	0	3	0	3	0	43.4	46.8
10:45	100	0	1	78	11	5	0	0	2	0	2	1	43.7	49.4
11:00	72	0	0	53	8	5	0	0	1	0	5	0	46.2	51.6
11:15	102	0	0	79	13	8	0	0	0	0	2	0	46.6	49.1
11:30	105	0	0	76	19	3	0	0	3	0	4	0	44.9	48.7
11:45	107	0	1	86	8	6	0	0	1	0	5	0	44.5	49.5
12:00	106	0	0	77	13	4	2	1	2	0	5	2	45.9	49.4
12:15	105	0	1	74	15	9	0	0	2	0	3	1	46.8	49.8
12:30	88	0	0	70	14	1	0	0	0	0	3	0	46.9	51.3
12:45	86	0	0	66	10	5	1	0	0	0	3	1	46.6	50.5
13:00	102	0	0	75	19	4	1	0	0	0	1	2	46	50.3
13:15	106	0	0	84	11	4	0	0	1	0	5	1	45.3	49.3
13:30	116	0	0	87	19	6	1	0	2	0	1	0	46.3	49.3
13:45	98	0	0	79	9	4	0	0	2	0	4	0	45.3	48.4
14:00	96	0	0	83	10	2	0	0	0	0	1	0	47.7	50.3
14:15	102	0	0	84	9	6	1	0	0	0	2	0	46	49.9
14:30	114	0	0	90	16	4	1	0	0	0	2	1	46.2	50
14:45	120	0	0	92	19	4	0	0	1	0	4	0	45	49.7
15:00	108	0	0	93	9	4	0	0	1	0	1	0	44.8	47.5
15:15	122	0	0	91	22	6	0	0	0	0	3	0	45.5	50.2
15:30	126	0	0	105	14	3	0	0	0	0	4	0	48.2	51.5
15:45	145	0	1	126	15	2	0	0	0	0	1	0	45.6	50.3
16:00	125	0	1	106	14	2	0	0	0	0	2	0	47.3	50
16:15	152	0	0	116	31	3	0	0	0	0	1	1	46.4	50.1
16:30	164	0	0	141	14	6	0	0	1	0	1	1	47.5	51.4
16:45	165	0	0	139	22	1	0	0	1	0	2	0	46.7	49.9
17:00	153	0	0	133	15	2	1	0	0	0	1	1	46	50.2
17:15	145	0	0	121	22	2	0	0	0	0	0	0	44.6	48.5
17:30	133	0	0	109	18	2	1	0	0	0	2	1	46.9	50.3
17:45	121	0	0	103	14	0	1	0	0	0	3	0	46.6	49.9
18:00	96	0	0	81	13	1	0	0	1	0	0	0	45.6	50.7
18:15	90	0	0	74	16	0	0	0	0	0	0	0	45.1	48.4
18:30	72	0	1	59	11	1	0	0	0	0	0	0	49.4	55
18:45	63	0	0	54	6	3	0	0	0	0	0	0	48.2	52.8
19:00	66	0	0	56	7	0	0	0	2	0	1	0	47.6	53.1
19:15	71	0	0	58	12	1	0	0	0	0	0	0	50.1	53.9
19:30	50	0	0	41	9	0	0	0	0	0	0	0	47.3	51.9
19:45	66	0	0	56	8	1	0	0	0	0	0	1	48.7	51.9
20:00	50	0	1	38	8	1	0	0	0	0	2	0	49.6	55
20:15	50	0	0	47	2	0	0	0	0	0	1	0	47.8	52.4
20:30	44	0	0	38	4	2	0	0	0	0	0	0	49.7	53.8
20:45	45	0	0	34	9	0	0	0	0	0	1	1	50.1	55.2
21:00	44	0	0	38	4	1	0	0	0	0	1	0	48.8	54.3
21:15	39	0	0	34	3	0	0	0	0	0	1	1	51.7	56.1
21:30	28	0	0	24	3	1	0	0	0	0	0	0	48.6	53.1
21:45	21	0	0	16	3	0	0	0	1	0	1	0	52.6	61.6
22:00	30	0	0	23	6	1	0	0	0	0	0	0	48.7	54.1
22:15	28	0	0	22	6	0	0	0	0	0	0	0	50.9	54.7
22:30	13	0	0	9	3	0	0	0	0	0	1	0	53.5	59.4
22:45	18	0	0	14	3	1	0	0	0	0	0	0	53.9	63
23:00	24	0	0	18	6	0	0	0	0	0	0	0	51.5	58
23:15	17	0	0	9	3	3	0	0	0	0	1	1	49.1	53.7
23:30	13	0	0	9	4	0	0	0	0	0	0	0	51.1	57.1
23:45	10	0	0	8	1	1	0	0	0	0	0	0	47.7	-
07:19	5400	0	8	4261	755	195	17	3	32	0	107	22	45.8	49.8
06-22	6197	0	10	4914	857	213	17	3	37	0	120	26	46.2	50.3
06-00	6350	0	10	5026	889	219	17	3	37	0	122	27	46.3	50.5
00-00	6677	0	12	5275	933	230	17	3	40	0	138	29	46.6	50.9

Date Friday 30/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	17	0	0	11	4	1	0	0	0	0	1	0	47.5	55.9
00:15	5	0	0	0	3	0	0	0	0	0	2	0	50.6	-
00:30	6	0	0	3	1	0	0	0	1	0	1	0	47.3	-
00:45	3	0	0	2	0	0	0	0	0	0	1	0	46	-
01:00	4	0	0	2	1	1	0	0	0	0	0	0	48.6	-
01:15	5	0	0	4	1	0	0	0	0	0	0	0	49.8	-
01:30	6	0	0	3	3	0	0	0	0	0	0	0	45.4	-
01:45	2	0	0	2	0	0	0	0	0	0	0	0	50.4	-
02:00	1	0	0	0	0	0	0	0	0	0	1	0	51.1	-
02:15	2	0	0	1	0	0	0	0	0	0	1	0	50	-
02:30	4	0	0	4	0	0	0	0	0	0	0	0	46	-
02:45	8	0	0	6	1	0	0	0	0	0	1	0	45.1	-
03:00	3	0	0	2	1	0	0	0	0	0	0	0	53.4	-
03:15	6	0	0	3	1	2	0	0	0	0	0	0	46.2	-
03:30	11	0	0	10	0	1	0	0	0	0	0	0	54.2	61.5
03:45	6	0	0	3	1	1	0	0	0	0	1	0	54.7	-
04:00	5	0	0	2	1	1	0	0	0	0	1	0	49.3	-
04:15	16	0	0	11	1	1	0	0	2	0	0	1	52.5	59
04:30	27	0	0	20	4	1	0	1	0	0	1	0	46	51.9
04:45	27	0	0	22	2	0	0	0	0	0	2	1	50.9	54.6
05:00	29	0	0	23	5	1	0	0	0	0	0	0	50.8	58.2
05:15	35	0	0	22	6	1	0	0	1	0	4	1	51	56.7
05:30	41	0	2	30	3	3	1	0	1	0	1	0	48.2	56.2
05:45	46	0	0	36	6	2	0	0	0	0	2	0	50.5	55.9
06:00	31	0	0	22	5	2	0	0	1	0	1	0	47.4	52.5
06:15	50	0	0	38	8	2	1	0	0	0	0	1	46.1	52.6
06:30	52	0	1	36	10	3	0	0	0	0	2	0	46.5	52.9
06:45	81	0	1	60	14	5	0	0	0	0	1	0	44.1	50.4
07:00	76	0	0	63	8	2	1	0	0	0	2	0	45.2	49
07:15	114	0	1	87	19	3	1	0	0	0	3	0	43.4	48.4
07:30	107	0	0	79	17	4	0	2	2	0	3	0	44.5	49.1
07:45	121	0	0	94	17	5	0	0	1	0	2	2	43.4	47
08:00	129	0	0	100	14	6	0	0	3	0	5	1	43.7	48.1
08:15	107	0	2	83	17	4	0	0	0	0	0	1	47.2	50.6
08:30	96	0	0	80	11	3	0	0	0	0	2	0	42.6	48.8
08:45	113	0	0	80	21	11	0	0	0	0	1	0	45.6	49.8
09:00	92	0	0	74	11	5	0	0	1	0	1	0	46.3	49.6
09:15	101	0	0	75	12	6	2	1	0	0	5	0	44.6	49.2
09:30	103	0	0	82	13	4	0	0	0	0	4	0	45.1	48.3
09:45	111	0	0	78	15	12	0	0	2	0	4	0	42.4	48.2
10:00	99	0	0	71	12	9	0	0	1	0	6	0	46	50.5
10:15	121	0	0	92	14	9	1	0	0	0	2	3	44.1	49.7
10:30	96	0	0	70	16	3	0	0	2	0	5	0	47.4	50.5
10:45	98	0	0	74	13	6	0	0	2	0	3	0	44.2	50.1
11:00	92	0	2	63	16	7	0	0	1	0	3	0	46.1	50.1
11:15	113	0	0	77	18	11	0	0	1	0	4	2	46.3	50
11:30	97	0	0	72	13	7	1	0	0	0	3	1	46.9	49.4
11:45	88	0	0	64	14	6	1	0	2	0	1	0	44.2	48.7
12:00	109	0	0	89	15	3	0	0	0	0	2	0	46.4	49.8
12:15	105	0	0	79	14	8	0	0	1	0	3	0	47.4	50.2
12:30	101	0	0	79	12	3	0	0	1	0	4	2	42.1	48.8
12:45	91	0	0	68	16	5	0	0	0	0	2	0	47.2	50.7
13:00	116	0	1	89	17	5	0	0	0	0	3	1	45.6	49.7
13:15	110	0	0	94	9	5	0	1	0	0	1	0	45.9	49.6
13:30	147	0	0	117	18	4	1	0	3	0	3	1	45.7	49.4
13:45	125	0	0	97	19	5	0	1	0	0	3	0	46.6	50.3
14:00	101	0	0	74	19	3	0	0	0	1	2	2	46	50.2
14:15	104	0	0	88	11	4	0	0	1	0	0	0	46.9	51.3
14:30	120	0	0	91	22	5	0	0	0	0	2	0	48	50.7
14:45	138	0	0	117	13	5	0	0	1	0	2	0	44.1	47.9
15:00	136	0	0	103	22	7	1	0	2	0	1	0	47.5	50.8
15:15	127	0	0	95	25	4	0	0	0	0	3	0	46.4	50.7
15:30	159	0	0	131	16	4	0	0	4	0	3	1	46.2	51
15:45	121	0	0	102	16	1	0	0	1	0	1	0	46.5	49.2
16:00	141	0	0	119	19	2	0	0	0	0	0	1	46.7	51.1
16:15	135	0	0	114	15	2	0	0	0	0	3	1	47.4	51.1
16:30	144	0	0	116	17	7	0	0	1	0	2	1	47.9	51.9
16:45	172	0	0	149	19	1	0	0	0	0	2	1	47.2	50.2
17:00	146	0	0	133	11	1	0	0	1	0	0	0	46.5	51.3
17:15	101	0	0	85	15	0	0	0	0	0	0	1	46.6	50.9
17:30	130	0	0	110	19	0	0	0	0	0	0	1	45.7	49.2
17:45	103	0	0	91	10	2	0	0	0	0	0	0	44.2	49
18:00	95	0	0	83	11	1	0	0	0	0	0	0	44.8	50.8
18:15	93	0	0	81	11	1	0	0	0	0	0	0	47.3	51
18:30	102	0	0	83	16	2	0	0	0	0	1	0	44.5	50.8
18:45	73	0	0	60	11	1	0	0	0	0	0	1	44.9	51
19:00	41	0	0	32	8	1	0	0	0	0	0	0	47.4	53.5
19:15	60	0	1	51	8	0	0	0	0	0	0	0	45.3	48.9
19:30	63	0	0	53	9	0	0	0	0	0	1	0	44.2	48.4
19:45	57	0	0	50	5	2	0	0	0	0	0	0	46.5	52.2
20:00	63	0	0	54	7	2	0	0	0	0	0	0	43.1	49.2
20:15	54	0	1	48	4	0	0	0	1	0	0	0	45.3	51.9
20:30	46	0	0	39	6	0	0	0	0	0	1	0	45	51
20:45	49	0	0	43	5	0	0	0	0	0	0	1	47.2	50.9
21:00	35	0	0	33	2	0	0	0	0	0	0	0	48.4	54.1
21:15	53	0	0	47	2	3	0	0	0	0	1	0	48.2	53.5
21:30	45	0	0	41	3	0	0	0	0	0	1	0	46.2	51.2
21:45	33	0	0	27	5	1	0	0	0	0	0	0	47.5	52.6
22:00	33	0	0	25	5	1	0	0	0	0	1	1	50.3	55.6
22:15	39	0	0	33	5	1	0	0	0	0	0	0	47.9	51.6
22:30	23	0	0	21	2	0	0	0	0	0	0	0	50.1	57.2
22:45	19	0	0	16	3	0	0	0	0	0	0	0	48.5	52.6
23:00	29	0	0	25	3	1	0	0	0	0	0	0	47.7	50
23:15	16	0	0	10	5	1	0	0	0	0	0	0	50	55.7
23:30	17	0	0	10	4	0	0	0	1	0	1	1	51.2	57.3
23:45	14	0	0	10	3	1	0	0	0	0	0	0	48.4	55.2
07:19	5419	0	6	4295	729	214	9	5	34	1	102	24	45.7	50.0
06-22	6232	0	10	4969	830	235	10	5	36	1	110	26	45.7	50.1
06-00	6422	0	10	5119	860	240	10	5	37	1	112	28	45.8	50.2
00-00	6737	0	12	5341	905	256	11	6	42	1	132	31	46.0	50.4

Date Saturday 31/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	12	0	0	9	2	0	0	0	0	0	1	0	49.7	57.2
00:15	7	0	0	4	1	1	0	0	0	0	1	0	52.2	-
00:30	15	0	0	11	1	2	0	0	0	0	0	1	50.9	56.9
00:45	7	0	0	2	2	0	0	0	1	0	2	0	52.8	-
01:00	7	0	0	6	1	0	0	0	0	0	0	0	47	-
01:15	12	0	0	10	1	0	0	0	1	0	0	0	48.7	57
01:30	9	0	0	7	2	0	0	0	0	0	0	0	50	-
01:45	3	0	0	2	0	0	0	0	0	0	1	0	54.6	-
02:00	4	0	0	3	0	1	0	0	0	0	0	0	58.2	-
02:15	6	0	0	6	0	0	0	0	0	0	0	0	48.5	-
02:30	5	0	0	3	1	1	0	0	0	0	0	0	51.3	-
02:45	2	0	0	2	0	0	0	0	0	0	0	0	44.8	-
03:00	1	0	0	0	0	1	0	0	0	0	0	0	52.9	-
03:15	3	0	0	1	0	0	0	0	0	0	2	0	54.5	-
03:30	8	0	0	5	1	0	0	0	0	0	2	0	51.8	-
03:45	5	0	0	3	1	0	0	0	0	0	1	0	46.3	-
04:00	10	0	0	6	3	0	0	0	0	0	1	0	49.5	-
04:15	4	0	0	4	0	0	0	0	0	0	0	0	53.2	-
04:30	10	0	0	6	1	1	0	0	2	0	0	0	53.8	-
04:45	10	0	0	8	2	0	0	0	0	0	0	0	58.9	-
05:00	14	0	0	11	1	0	0	0	0	0	2	0	47.2	57.2
05:15	8	0	0	4	1	1	0	0	0	0	1	1	53.8	-
05:30	19	0	0	15	3	1	0	0	0	0	0	0	55.4	64.9
05:45	12	0	0	6	2	3	0	0	0	0	1	0	52	62.2
06:00	11	0	0	7	1	1	0	0	0	0	1	1	50.3	56.4
06:15	15	0	0	9	3	1	0	0	1	0	0	1	46.4	54.5
06:30	20	0	0	15	3	1	0	1	0	0	0	0	49.8	57.1
06:45	25	0	0	20	2	2	0	0	0	0	1	0	52.1	58
07:00	14	0	0	11	2	1	0	0	0	0	0	0	55.5	60.5
07:15	39	0	0	26	8	3	0	0	0	0	0	2	51.1	56.4
07:30	44	0	0	30	11	3	0	0	0	0	0	0	49.3	55.4
07:45	46	0	0	35	7	3	0	0	0	0	1	0	49.2	52.2
08:00	60	0	0	46	13	0	0	0	1	0	0	0	50.4	53.7
08:15	62	0	0	47	10	3	1	0	0	0	1	0	47.8	52.9
08:30	63	0	0	48	11	1	0	0	1	0	2	0	48.6	52.7
08:45	73	0	0	51	18	2	0	0	1	0	0	1	47.8	52
09:00	58	0	0	42	13	2	0	0	0	0	1	0	51.2	55.6
09:15	78	0	1	62	13	0	0	0	0	0	1	1	49.6	53
09:30	96	0	0	78	14	2	0	0	0	0	2	0	47.7	51.3
09:45	99	0	0	82	14	2	0	0	0	0	1	0	47.7	52
10:00	107	0	0	85	18	3	0	0	0	0	1	0	48	51.4
10:15	126	0	0	115	8	1	0	0	0	0	1	1	46.4	49.4
10:30	114	0	0	98	15	1	0	0	0	0	0	0	45.8	50.7
10:45	125	0	0	110	13	1	0	0	0	0	0	1	45.7	50.4
11:00	117	0	0	103	11	1	0	0	1	0	1	0	47.2	50.3
11:15	131	0	0	113	17	1	0	0	0	0	0	0	45.8	50.1
11:30	146	1	2	116	20	3	0	1	2	0	1	0	45.5	50.4
11:45	115	0	3	101	8	2	0	0	1	0	0	0	46.9	50.4
12:00	141	0	2	119	17	3	0	0	0	0	0	0	45.8	49.5
12:15	140	0	0	129	8	2	0	0	0	0	0	1	45.3	48.2
12:30	128	0	2	106	19	1	0	0	0	0	0	0	48	52
12:45	138	1	0	123	11	2	0	0	0	0	1	0	46	49.7
13:00	106	0	1	89	14	0	0	0	1	0	0	1	47.5	51.7
13:15	116	1	0	94	19	0	0	0	1	0	0	1	47.8	51.4
13:30	114	0	0	99	11	0	1	1	0	0	2	0	45.6	49.9
13:45	96	0	0	82	10	4	0	0	0	0	0	0	47.3	51.6
14:00	127	0	0	112	15	0	0	0	0	0	0	0	47.3	50.6
14:15	96	0	0	86	7	2	0	0	0	0	0	1	45.7	49.8
14:30	99	0	0	87	12	0	0	0	0	0	0	0	45.1	49
14:45	87	0	0	76	11	0	0	0	0	0	0	0	46.1	50.2
15:00	103	0	0	82	19	0	0	0	0	0	1	1	45.8	50.1
15:15	94	0	1	84	7	2	0	0	0	0	0	0	48.2	53.1
15:30	96	0	1	79	10	4	0	0	0	0	1	1	46.1	49.4
15:45	79	0	0	67	11	0	0	0	1	0	0	0	47.6	51.8
16:00	64	0	0	56	8	0	0	0	0	0	0	0	47.1	50
16:15	84	0	0	72	11	1	0	0	0	0	0	0	48.4	51.7
16:30	79	0	0	65	13	1	0	0	0	0	0	0	46.5	50.9
16:45	68	0	0	57	10	1	0	0	0	0	0	0	47.5	52.1
17:00	77	0	0	70	5	0	0	0	0	0	1	1	44.5	49.3
17:15	63	0	0	53	9	0	0	0	0	0	1	0	47.3	51.4
17:30	95	0	0	79	13	2	0	0	0	0	0	1	45.4	49.7
17:45	56	0	0	43	12	0	0	0	1	0	0	0	45.3	52.3
18:00	50	0	0	43	7	0	0	0	0	0	0	0	47	52.9
18:15	65	0	0	60	5	0	0	0	0	0	0	0	45.5	47.8
18:30	51	0	0	42	8	0	0	0	0	0	1	0	46.5	50.5
18:45	56	0	0	46	9	1	0	0	0	0	0	0	45.4	49.9
19:00	57	0	0	49	6	2	0	0	0	0	0	0	47.9	52
19:15	46	0	0	35	7	3	0	0	0	0	1	0	47.7	53.7
19:30	42	0	0	36	4	0	0	0	0	0	2	0	46.2	50
19:45	54	0	0	47	6	0	0	0	0	0	0	1	47	52.4
20:00	38	0	0	35	3	0	0	0	0	0	0	0	46.8	50.6
20:15	31	0	0	28	3	0	0	0	0	0	0	0	48.3	53.5
20:30	27	0	0	22	5	0	0	0	0	0	0	0	47.1	52.6
20:45	29	0	0	25	3	0	0	0	0	0	0	1	51.4	55.6
21:00	22	0	0	16	6	0	0	0	0	0	0	0	51.3	59
21:15	22	0	0	17	4	1	0	0	0	0	0	0	47.7	54.8
21:30	25	0	0	23	1	0	0	0	1	0	0	0	51.7	59.6
21:45	27	0	0	20	6	0	0	0	0	0	0	1	49.5	54.4
22:00	27	0	0	25	2	0	0	0	0	0	0	0	49.3	55.3
22:15	30	0	1	26	3	0	0	0	0	0	0	0	46.4	52.2
22:30	20	0	0	14	6	0	0	0	0	0	0	0	50.1	53.8
22:45	22	0	0	19	2	1	0	0	0	0	0	0	49.3	53
23:00	19	0	0	16	3	0	0	0	0	0	0	0	52.7	57.8
23:15	12	0	0	10	2	0	0	0	0	0	0	0	50.3	54.6
23:30	13	0	0	10	3	0	0	0	0	0	0	0	51.2	58.1
23:45	12	0	0	10	1	0	0	0	0	0	0	1	53	60.4
07:19	4281	3	13	3599	555	61	2	2	11	0	21	14	46.9	51.1
06-22	4772	3	13	4003	618	72	2	3	13	0	26	19	47.1	51.3
06-00	4927	3	14	4133	640	73	2	3	13	0	26	20	47.1	51.4
00-00	5120	3	14	4267	666	85	2	3	17	0	41	22	47.3	51.7

Date Sunday 01/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Monday 02/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 03/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 04/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 05/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 06/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 07/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 08/02/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: Enzygo Ltd
Project Number: ID-1225-0012
Site Number: Site 2
Flow from: Hall Lane (N) **to:** Wildpark Lane (S)

Date Monday 19/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 20/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 21/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 23/01/2026

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	30	0	0	20	3	1	0	0	0	0	6	0	42.4	49.7
05:45	27	0	0	17	2	3	0	0	0	0	5	0	47.5	53
06:00	47	0	1	28	11	1	1	0	1	0	4	0	49.7	56.6
06:15	55	0	0	41	11	1	0	0	0	0	0	2	49.2	52.6
06:30	78	0	0	53	13	1	2	0	3	0	6	0	47.6	51.9
06:45	70	0	0	56	7	3	0	0	0	0	2	2	47.5	53.1
07:00	86	0	0	66	11	5	0	1	0	0	3	0	47	51.7
07:15	103	0	1	77	12	5	0	1	2	0	5	0	45.7	49.4
07:30	114	0	1	88	14	5	0	0	1	0	4	1	45.8	48.9
07:45	133	0	0	99	21	8	0	0	0	0	5	0	41.3	48
08:00	141	0	0	110	17	4	2	0	0	0	5	3	44.6	48.6
08:15	117	0	0	89	15	5	1	0	1	0	4	2	44.3	49.1
08:30	103	0	0	71	21	7	0	0	0	0	4	0	46	51.5
08:45	103	0	0	80	12	3	1	0	4	0	3	0	45.2	49.9
09:00	104	0	0	69	18	11	0	0	1	0	4	1	44.5	48.9
09:15	120	0	0	96	13	4	1	0	0	0	6	0	45.6	49.1
09:30	92	0	0	60	18	6	0	0	1	0	7	0	43.4	48.5
09:45	106	0	0	78	9	8	1	0	5	0	5	0	46.4	50.6
10:00	102	0	0	78	11	9	1	0	0	0	3	0	45	49.1
10:15	90	0	0	66	12	6	1	0	0	0	4	1	44.5	48.2
10:30	102	0	1	70	18	6	0	0	1	0	5	1	43.6	47.3
10:45	100	0	0	78	12	5	0	0	0	0	5	0	46.2	49.8
11:00	68	0	0	49	9	2	2	0	3	0	3	0	45.9	50
11:15	123	0	1	99	11	7	0	0	1	0	4	0	43.8	47.8
11:30	119	0	0	84	22	8	0	0	0	0	4	1	45	49
11:45	110	0	0	85	16	3	1	0	1	0	4	0	43.4	48.1
12:00	102	0	0	77	16	5	0	0	1	0	3	0	44.2	48.3
12:15	116	0	0	84	16	7	0	0	1	0	6	2	42.5	47.8
12:30	107	0	0	89	7	4	0	0	1	0	6	0	39.9	47.1
12:45	110	0	0	80	17	8	1	0	0	0	3	1	44.7	49.4
13:00	111	0	0	85	16	5	0	0	1	0	4	0	45.9	49.2
13:15	107	0	0	84	14	5	0	0	1	0	2	1	46.4	50.5
13:30	127	0	0	90	17	11	0	1	0	0	6	2	45.5	48.3
13:45	98	0	0	72	16	6	0	0	1	0	3	0	43.6	48.2
14:00	112	0	2	87	13	6	0	0	0	0	3	1	46.2	50.2
14:15	122	0	2	91	16	6	0	0	2	0	4	1	41.8	47.7
14:30	119	0	1	91	14	5	0	0	0	0	6	2	44.1	50.5
14:45	125	0	0	96	20	3	0	0	0	0	5	1	45.8	52.8
15:00	111	0	2	78	14	12	0	0	0	0	5	0	46	50.4
15:15	123	0	0	96	20	5	1	0	0	0	1	0	46.4	49.8
15:30	144	0	0	120	17	5	0	0	0	0	2	0	43.8	49.2
15:45	122	0	0	103	14	3	0	0	0	0	2	0	46	50.1
16:00	131	0	1	94	27	5	0	0	1	0	2	1	43.9	48.1
16:15	108	0	1	94	10	0	1	0	0	0	2	0	44.5	49.7
16:30	100	0	0	75	23	2	0	0	0	0	0	0	45.7	50.2
16:45	111	0	0	90	17	3	0	0	0	0	1	0	45.7	50.1
17:00	105	0	0	90	13	2	0	0	0	0	0	0	44.2	49.1
17:15	135	0	1	116	13	4	0	0	0	0	0	1	43.8	47.7
17:30	110	0	0	91	16	3	0	0	0	0	0	0	41.8	47.2
17:45	108	0	0	84	22	0	0	0	0	0	1	1	44.3	48.9
18:00	87	0	0	79	6	1	0	0	0	0	1	0	45.1	49.6
18:15	93	0	0	83	9	1	0	0	0	0	0	0	44.3	49.4
18:30	109	0	0	100	7	0	0	0	0	0	1	1	46.5	50.8
18:45	97	0	0	85	8	3	0	0	0	0	0	1	45.9	50.9
19:00	60	0	0	49	9	1	0	0	0	0	1	0	47.2	52.1
19:15	54	0	1	46	5	0	0	1	0	0	1	0	47.2	51.7
19:30	38	0	0	25	10	1	0	0	1	0	1	0	44.5	47.9
19:45	36	0	0	27	4	1	0	0	0	0	3	1	49.2	54.2
20:00	34	0	0	25	5	4	0	0	0	0	0	0	48.3	55.1
20:15	31	0	0	30	1	0	0	0	0	0	0	0	47.8	52.8
20:30	21	0	0	19	2	0	0	0	0	0	0	0	46	51.6
20:45	18	0	0	14	2	1	0	0	1	0	0	0	49.3	58.1
21:00	21	0	0	20	1	0	0	0	0	0	0	0	50	57.6
21:15	17	0	0	15	0	0	0	0	0	0	2	0	44.6	50.6
21:30	27	0	0	23	4	0	0	0	0	0	0	0	47.6	53.1
21:45	13	0	0	9	1	0	0	0	0	0	2	1	49.2	53.7
22:00	41	0	0	38	3	0	0	0	0	0	0	0	48.4	53
22:15	21	0	0	17	4	0	0	0	0	0	0	0	48.7	56.4
22:30	24	0	0	17	6	0	0	0	0	0	0	1	46	50.2
22:45	16	0	0	12	2	1	0	0	1	0	0	0	47.7	54.6
23:00	18	0	0	14	2	1	0	0	0	0	1	0	47.5	53.2
23:15	11	0	0	11	0	0	0	0	0	0	0	0	46.9	54.5
23:30	10	0	0	9	1	0	0	0	0	0	0	0	49.1	-
23:45	8	0	0	7	0	1	0	0	0	0	0	0	48.5	-
07:19	5286	0	14	4096	710	237	14	3	30	0	156	26	44.7	49.1
06-22	5906	0	16	4576	796	251	17	4	36	0	178	32	45.0	49.5
06-00	6055	0	16	4701	814	254	17	4	37	0	179	33	45.1	49.7
00-00	6112	0	16	4738	819	258	17	4	37	0	190	33	45.0	49.7