



CONDITION 16 TRANSPORT STUDY REPORT

**WELSH MEDIUM AND BORRAS
COMMUNITY PRIMARY SCHOOL
READ**

DOCUMENT QUALITY CONTROL			
Project Number	2020194	Report Number	004
Report Title	Condition 16 Transport Study Report		
Issue	Status	Date	Approved
-	First Issue	September 2021	D Sagstad

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FOR THE PLANET AND FOR THE FUTURE

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1. EXECUTIVE SUMMARY

- 1.1.1 Development Planning Limited have been commissioned by Read to provide this Condition 16 report for the proposed redevelopment of the existing Borrás Park Community Primary School site to create a new Welsh Medium School.
- 1.1.2 Condition 16 requires a Transport Study (this report) to be submitted prior to occupation of the development. Condition 16 requires:
- A transport study shall be undertaken of the operation of the existing chicane traffic calming features on Borrás Park Road to the east and west of the application site. The study shall include observations relating to vehicle speeds along Borrás Park Road and the delay experienced by vehicles on the approach to the chicane traffic calming features. The transport study shall be submitted to the planning authority for approval prior to first occupation of the Welsh Medium School. The approved outcome of the transport study shall be implemented within 12 months of first occupation, unless otherwise agreed in writing by the planning authority.*
- 1.1.3 Scoping discussions have been held with the highway authority to agree the scope of assessment required to inform this report. The scoping discussions were held on the 25th June and 19th July 2021. The proposed methodology within the scoping discussions was set out as follows:
- *2xspeed counters – laid at the two speed restriction locations;*
 - *Cameras to in the same location noting queues (max and min) within each 5-minute period during the peak hours (AM and PM – to be calculated).*
- The counts to take place first week in September following school returning – (say, 7th September).*
- 1.1.4 The scope was approved on the 30th July and the traffic speed measurements taken from the 7th September to 13th September 2021. The queuing observations took place on the 7th September 2021.
- 1.1.5 The speeds were measured at the chicanes on Borrás Park Road, with speed tables supplementing the chicanes to help reduce traffic speeds closer to the school frontage. As such, speeds past the school could be lower than those recorded at the chicanes.
- 1.1.6 From the speed surveys it is concluded that the chicanes currently help to manage traffic speeds for traffic approaching the school and that their removal could result in an increase in traffic speeds, estimated to be in the region of three to four mph (i.e. similar to those currently observed in the unrestricted traffic flow direction). Such an increase in speed could be detrimental to highway safety.
- 1.1.7 The queue surveys show that there is an average maximum queue of around two vehicles on the approaches to the chicanes. These queues are minimal in length and are shown to clear regularly. It is reasonable to conclude that the queuing is transient and disperses relatively quickly.
- 1.1.8 The existing chicanes are considered to provide a suitable balance between the free flow of traffic and speed reduction requirements as an integral element of the suite of traffic calming on Borrás Park Road past the school.
- 1.1.9 Based upon the traffic and queue observations it is recommended that the existing traffic calming chicanes remain in their current location and form. There are no works proposed to the chicanes and approval of this report is sought from the highway authority in relation to Condition 16.

2. INTRODUCTION

2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by Read to provide this Condition 16 report for the proposed redevelopment of the existing Borrás Park Community Primary School site to create a new Welsh Medium School.

2.2 CONDITION 16

- 2.2.1 Planning permission was granted for the proposed development on the 1st February 2021. Condition 16 requires a Transport Study (this report) to be submitted prior to occupation of the development. Condition 16 requires:

A transport study shall be undertaken of the operation of the existing chicane traffic calming features on Borrás Park Road to the east and west of the application site. The study shall include observations relating to vehicle speeds along Borrás Park Road and the delay experienced by vehicles on the approach to the chicane traffic calming features. The transport study shall be submitted to the planning authority for approval prior to first occupation of the Welsh Medium School. The approved outcome of the transport study shall be implemented within 12 months of first occupation, unless otherwise agreed in writing by the planning authority.

- 2.2.2 This report provides the information requested by Condition 16, along with suitable recommendations for approval.

2.3 SITE LOCATION

- 2.3.1 The existing school is located on Borrás Park Road, Wrexham, LL12 7TH. The site location is shown within the overall planning application package.
- 2.3.2 The site is bound to the north by Borrás Park Road, to the west by the Borrás Park Road shopping parade, to the south by an open field and houses fronting on to Overleigh Drive and to the east by the site of the former Goulbourne public house.
- 2.3.3 It is understood that the site of the former Goulbourne public house benefits from an extant planning consent for eight residential dwellings(application P/2016/1048).

2.4 AGREED SCOPING

- 2.4.1 Scoping discussions have been held with the highway authority to agree the scope of assessment required to inform this report. The scoping discussions were held on the 25th June and 19th July 2021. The proposed methodology within the scoping discussions was set out as follows:

- *2xspeed counters – laid at the two speed restriction locations;*
- *Cameras to in the same location noting queues (max and min) within each 5-minute period during the peak hours (AM and PM – to be calculated).*

The counts to take place first week in September following school returning – (say, 7th September).

- 2.4.2 The scope was approved on the 30th July and the traffic speed measurements taken from the 7th September to 13th September 2021. The queuing observations took place on the 7th September 2021.

3. BORRAS PARK ROAD

3.1 INTRODUCTION

- 3.1.1 This chapter discusses Borrass Park Road, including the two existing chicane traffic calming features which are the subject of this report.

3.2 LAYOUT

- 3.2.1 Borrass Park Road provides the main access points to the site, with an additional pedestrian access provided to the south via Lincoln Close.
- 3.2.2 Borrass Park Road along the site frontage is subject to a 20mph speed limit. There is an existing vehicle chicane to the east of the site, at the gateway to the 20mph speed limit, which helps to manage traffic speeds along the site frontage. A similar measure is in place at the gateway to the 20mph speed limit from the west.
- 3.2.3 These are the features which are the subject of this report. The features are not isolated, with raised and highlighted informal crossing points provided on Borrass Park Road at the eastern pedestrian entrance, with additional speed restraint measures including speed cushions to the west of Cherry Hill Drive and a speed table with informal highlighted pedestrian crossing point to the west of the site.
- 3.2.4 The speed limit has been reviewed by the authority in November 2017 and showed that the 85th percentile speeds towards Norfolk Road were 20.8mph and away from Norfolk Road were 20.1mph. As such, it is reasonable to conclude that vehicles generally travel at or below the posted speed limit. Even so, additional speed measurements have been taken, as set out in Chapter 2, to inform this report.
- 3.2.5 A lollipop crossing facility is provided for students accessing the junior school and for parents from the east of the site to cross towards the infant school.

3.3 ROAD SAFETY

- 3.3.1 The approved Transport Assessment for the scheme included details of the highway safety records of the wider highway network, as well as Borrass Park Road.
- 3.3.2 The Transport Assessment provided the following summary of accidents on Borrass Park Road:

One slight accident occurred on Borrass Park Road outside the school in 2016 involving a pedal cycle and a car. The car appears to have cut off the cyclist, who was not of school age.

Two further slight accidents were recorded on Borrass Park Road to the west of the school in 2016 and 2017, close to the shopping parade and at the junction with Jefferys Road. The first accident involved a motorcycle and a car, the second involved a car striking a cyclists, similarly not of school age.

There were no accidents at all recorded on Borrass Park Road in 2018 or 2019. There were no accidents at all recorded in the 26 consecutive months at the end of the study period.

- 3.3.3 The agreed conclusion is that there are no existing highway safety issues on Borrass Park Road.

4. TRAFFIC COUNTS

4.1 INTRODUCTION

4.1.1 This chapter discusses the traffic counts which were undertaken to inform this report.

4.2 DATE AND LOCATION

4.2.1 Traffic counts were commissioned from an independent specialist traffic count company for the period 7th September to 14th September 2021. The dates were selected to ensure that school-related traffic was included within the counts and that the data reflected the standard operation of Borrás Park Road with school traffic incorporated. The full traffic count data is attached at Appendix A.

4.2.2 The traffic counts took place at two locations:

- Western chicane traffic calming feature; and
- Eastern chicane traffic calming feature.

4.2.3 In addition to traffic counts, video observations of queue lengths were undertaken on the 7th September 2021 between the hours of 07:00 to 10:00 and 14:00 to 18:00.

4.2.4 These are the locations which are the subject of the planning condition.

4.3 SURVEY METHODOLOGY

4.3.1 The survey methodology includes:

- Automatic traffic counters within the chicane; and
- Traffic survey cameras located facing traffic approaching the chicane.

4.3.2 The traffic counters were located as shown in Figure 4.1 and 4.2, below/ overleaf:

Figure 4.1 Northern Automatic Traffic Counter Location

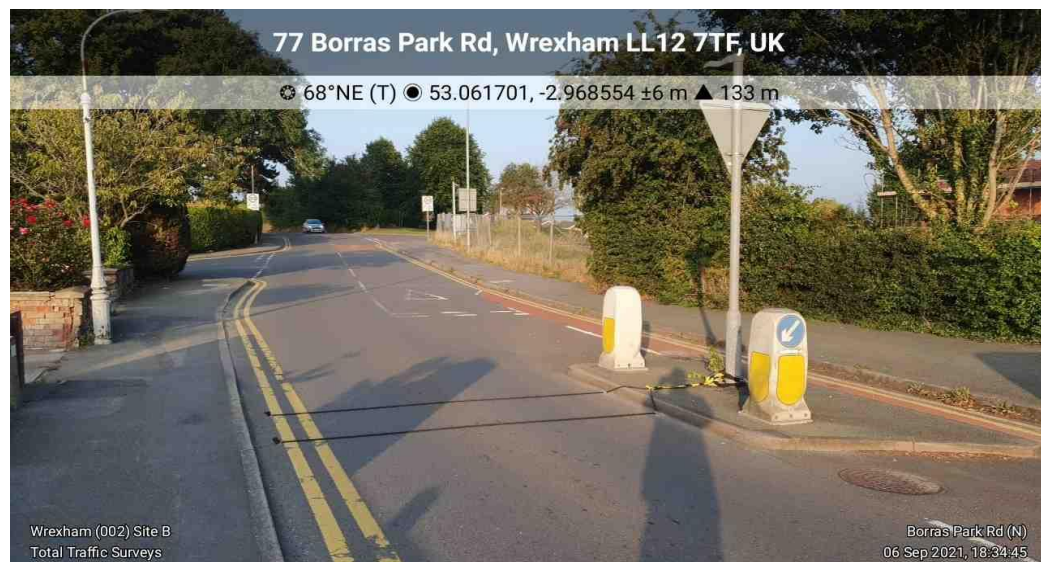
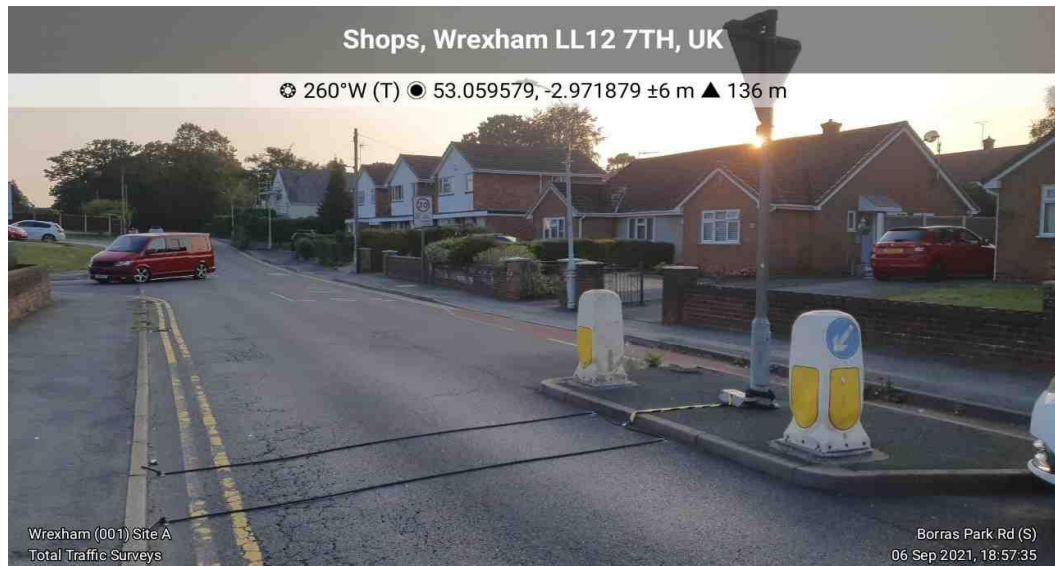


Figure 4.2 Southern Automatic Traffic Counter Location



4.3.3 The view from the traffic cameras is shown in Figure 4.3 and 4.4, below/ overleaf:

Figure 4.3 Northern Camera View



Figure 4.4 Southern Camera View



- 4.3.4 It can be seen from the camera locations that a clear view approaching the give-way lines associated with the chicanes was clearly visible.
- 4.3.5 The data collated utilising the automatic traffic counters at each of the two chicanes was as follows:
- Vehicle speeds through the chicane (northbound);
 - Vehicle speeds through the chicane (southbound);
 - Vehicle volumes through the chicane (northbound); and
 - Vehicle volumes through the chicane (southbound).
- 4.3.6 The video files from the cameras were used to enumerate the following data:
- Minimum queue length (each five-minute period); and
 - Maximum queue length (each five-minute period).
- 4.3.7 The traffic data has been utilised to assess the operation of the chicanes relating to:
- Vehicle speeds; and
 - Queuing on the approaches to the chicanes.

5. ASSESSMENT

5.1 INTRODUCTION

- 5.1.1 This chapter provides a summary of the assessment undertaken utilising the traffic data, discussed in Chapter 4.

5.2 AUTOMATIC TRAFFIC COUNTS

- 5.2.1 The results of the automatic traffic counts show the speed through the chicanes to be as follows:

Table 5.1 Chicane Speed Results (Full Week)

Northern Chicane	Mean Speed	85 th Percentile Speed
Northbound	22.5mph	26.28mph
Southbound	17.8mph	23.15mph
Southern Chicane	Mean Speed	85 th Percentile Speed
Northbound	16.9mph	21.59mph
Southbound	20.3mph	24.27mph

- 5.2.2 It can be seen from Table 5.1 that the mean speeds through the chicanes tend towards the speed limit, with traffic travelling through the give-way lines being below the speed limit at 16.9mph and 17.8mph for the southern and northern chicanes, respectively.
- 5.2.3 The mean speeds through the unrestricted direction of the chicane are around three to four mph higher than through the give-way.
- 5.2.4 For the 85th percentile speeds, these are 21.59mph to 23.15mph for the give-way direction through the chicane and 24.27mph to 26.28mph for the unrestricted direction of the chicane.
- 5.2.5 It is reasonable to conclude that the speeds in the give-way direction tend towards the 20mph speed limit, i.e. within around 3mph of the speed limit. The speed in the unrestricted direction of the chicane are around 3mph to 4mph higher than through the give-way direction.
- 5.2.6 The existing chicanes help to manage traffic speeds on Borrás Park Road, with 85th percentile speeds tending towards the speed limit in the give-way direction, being within around three mph of the posted speed limit.
- 5.2.7 Speeds in the opposite, unrestricted, direction are around three to four mph higher than the give-way direction. It is reasonable to conclude that the chicanes currently help to manage traffic speeds for traffic approaching the school and that their removal could result in an increase in traffic speeds, estimated to be in the region of three to four mph (i.e. similar to those currently observed in the unrestricted traffic flow direction).
- 5.2.8 Importantly, the speeds were measured at the chicanes on Borrás Park Road, with speed tables supplementing the chicanes to help reduce traffic speeds closer to the school

frontage. As such, speeds past the school could be lower than those recorded at the chicanes.

5.3 QUEUE OBSERVATIONS

5.3.1 Queue observations were undertaken on the 7th September 2021. The queuing data has been enumerated in five-minute periods throughout the assessment times, i.e. 07:00 to 10:00 and 14:00 to 18:00. The assessment times cover the school start and finish times and, therefore, represent the an appropriate period for consideration of the operation of the chicanes

5.3.2 For each five-minute period the queue lengths were noted as a maximum and minimum length (measured in car lengths).

SOUTHERN CHICANE

5.3.3 Where the minimum queue length reduces to zero within any five-minute period it is reasonable to conclude that queuing is transient and disperses relatively quickly.

5.3.4 For the period 07:00 to 10:00, all queues were observed to clear within each five-minute period.

5.3.5 For the period 14:00 to 17:00, all queues were observed to clear within each five-minute period.

5.3.6 The maximum observed queue in the period 08:00 to 09:30 (the peak period for children being brought to school) was 4 vehicles in the period 08:55 to 09:00. There were a maximum of 3 vehicles queuing in the periods 08:05 to 08:10, 08:20 to 08:25 and 08:50 to 08:55. In all other periods the observed queue was below this, with observations generally being between 1 and 2 vehicles.

5.3.7 The maximum queue lengths in the morning are relatively short with a typical maximum queue length of around 2 vehicles, with short periods where 3 vehicles are observed and a single observation of 4 cars being queued.

5.3.8 The maximum observed queue in the period 14:30 to 16:00 (the peak period for children being picked up from school) was three vehicles. The peak queue can reasonably be defined as three vehicles during the afternoon peak.

5.3.9 The maximum queue lengths in the afternoon are also relatively short with a typical maximum queue length of around 2 vehicles, with periods of 3 vehicle queues forming.

5.3.10 Whilst some queuing is observed to occur at the southern chicane, the queue lengths are observed to be relatively short. As set out above, as all queues reduce to zero within all five-minute periods, any queues which form are considered to be transient and disperse relatively quickly.

5.3.11 The existing southern chicane is considered to provide a suitable balance between the free flow of traffic and the speed reduction requirements of a traffic calming feature.

NORTHERN CHICANE

5.3.12 Where the minimum queue length reduces to zero within any five-minute period it is reasonable to conclude that queuing is transient and disperses relatively quickly.

5.3.13 For the period 07:00 to 10:00, all queues were observed to clear within each five-minute period.

5.3.14 For the period 14:00 to 17:00, all queues were observed to clear within each five-minute period.

- 5.3.15 The maximum observed queue in the period 08:00 to 09:30 (the peak period for children being brought to school) was 5 vehicles in the period 08:30 to 08:35. There was also a single observation of a 4 vehicle queue between 08:15 and 08:20. There were a maximum of 3 vehicles queuing in the periods 08:05 to 08:10, 08:20 to 08:30 and 08:40 to 08:45. In all other periods the observed queue was below this, with observations generally being between 1 and 2 vehicles.
- 5.3.16 The maximum queue lengths in the morning are relatively short with a typical maximum queue length of around 2 vehicles, with short periods where 3 vehicles are observed and a single observations of 4 cars and 5 cars being queued.
- 5.3.17 The maximum observed queue in the period 14:30 to 16:00 (the peak period for children being picked up from school) was 4 vehicles. There were two instances of 3 vehicles being queues, at 15:05 to 15:10 and 15:55 to 16:00, with the typical maximum queue length being 1 to 2 vehicles.
- 5.3.18 The maximum queue lengths in the afternoon are also relatively short with a typical maximum queue length of around 2 vehicles.
- 5.3.19 Whilst some queuing is observed to occur at the northern chicane, the queue lengths are observed to be relatively short. As set out above, as all queues reduce to zero within all five-minute periods, any queues which form are considered to be transient and disperse relatively quickly.
- 5.3.20 The existing northern chicane is considered to provide a suitable balance between the free flow of traffic and the speed reduction requirements of a traffic calming feature.

5.4 DELAY OBSERVATIONS

- 5.4.1 Section 5.3 has confirmed that queues reduce to zero within all five-minute periods throughout the enumerated period.
- 5.4.2 In order to consider the potential extent of delay to vehicles, the vehicle flows have been considered to calculate a proxy for delays.
- 5.4.3 For the northbound direction, the automatic traffic counter measured an average of around 200 vehicles in the period 08:00 to 09:00 and 160 vehicles in the period 15:00 to 16:00. These equate to an average of a car every 18 to 22.5 seconds for the AM and PM peak hours, respectively.
- 5.4.4 For the southbound direction, the automatic traffic counter measured an average of around 275 vehicles in the period 08:00 to 09:00 and 280 in the period 15:00 to 16:00. These traffic flows equate to an average of a car every 13 seconds.
- 5.4.5 With an average maximum queue of around 2 cars, this equates to an estimated average maximum delay in the region of 36 to 45 seconds per vehicle for the southern chicane and 26 seconds for the northern chicane – based upon a 2-car queue forming.
- 5.4.6 The estimated delays are considered to provide a suitable balance between the free flow of traffic and the speed reduction requirements of a traffic calming feature.
- 5.4.7 Importantly, as a queue forms the associated vehicles becomes a 'platoon' of traffic. These queues/ platoons have the opportunity to accept gaps in oncoming traffic together and, as such, queues could disperse quicker than has been calculated using these average estimates.

6. SUMMARY AND CONCLUSION

6.1 SUMMARY

6.1.1 Scoping discussions have been held with the highway authority to agree the scope of assessment required to inform this report. The scoping discussions were held on the 25th June and 19th July 2021. The proposed methodology within the scoping discussions was set out as follows:

- *2xspeed counters – laid at the two speed restriction locations;*
- *Cameras to in the same location noting queues (max and min) within each 5-minute period during the peak hours (AM and PM – to be calculated).*

The counts to take place first week in September following school returning – (say, 7th September).

6.1.2 The scope was approved on the 30th July and the traffic speed measurements taken from the 7th September to 13th September 2021. The queuing observations took place on the 7th September 2021.

6.1.3 The speeds were measured at the chicanes on Borrass Park Road, with speed tables supplementing the chicanes to help reduce traffic speeds closer to the school frontage. As such, speeds past the school could be lower than those recorded at the chicanes.

6.1.4 From the speed surveys it is concluded that the chicanes currently help to manage traffic speeds for traffic approaching the school and that their removal could result in an increase in traffic speeds, estimated to be in the region of three to four mph (i.e. similar to those currently observed in the unrestricted traffic flow direction). Such an increase in speed could be detrimental to highway safety.

6.1.5 The queue surveys show that there is an average maximum queue of around two vehicles on the approaches to the chicanes. These queues are minimal in length and are shown to clear regularly. It is reasonable to conclude that the queuing is transient and disperses relatively quickly.

6.2 CONCLUSION

6.2.1 The existing chicanes are considered to provide a suitable balance between the free flow of traffic and speed reduction requirements as an integral element of the suite of traffic calming on Borrass Park Road.

6.2.2 Based upon the traffic and queue observations it is recommended that the existing traffic calming chicanes remain in their current location and form. There are no works proposed to the chicane and approval of this report is sought from the highway authority in relation to Condition 16.

APPENDIX A



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Job Title: Borras Park Road, Wrexham

Job Number: TTS-1281-Sept

Client: Development Planning Ltd

Survey Date: Tuesday 7th September 2021

Survey Period: 0700-1000 & 1400-1800

Survey Type: Queue lengths

Comments: There were no incidents likely to affect the outcome of the surveys. Weather - Dry & fine



SITE / LOCATION:	Borrass Park Road, Wrexham	JOB NO:	TTS-1281	DWG NO:	1281-001	DRAWN:	SES
SURVEY DATE:	Tuesday 7th September 2021	DWG TITLE:	Location Plan and Observed Movements				
SURVEY TIMES:	AM 0700-1000 & 1400-1800	JOB TITLE:	Borrass Park Road, Wrexham				

Site: A

Location: Pinch Point/Give way

TIME	Give way	
	Min	Max
07:00	0	0
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	1
07:40	0	0
07:45	0	1
07:50	0	1
07:55	0	0
08:00	0	2
08:05	0	3
08:10	0	2
08:15	0	1
08:20	0	3
08:25	0	2
08:30	0	2
08:35	0	2
08:40	0	1
08:45	0	1
08:50	0	3
08:55	0	4
09:00	0	1
09:05	0	2
09:10	0	1
09:15	0	0
09:20	0	0
09:25	0	1
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	2

Site: A

Location: Pinch Point/Give way

TIME	Give way	
	Min	Max
07:00	0	0
14:00	0	0
14:05	0	0
14:10	0	2
14:15	0	1
14:20	0	1
14:25	0	1
14:30	0	1
14:35	0	1
14:40	0	0
14:45	0	2
14:50	0	2
14:55	0	2
15:00	0	2
15:05	0	1
15:10	0	3
15:15	0	3
15:20	0	3
15:25	0	3
15:30	0	2
15:35	0	3
15:40	0	2
15:45	0	0
15:50	0	1
15:55	0	1
16:00	0	1
16:05	0	3
16:10	0	4
16:15	0	3
16:20	0	2
16:25	0	5
16:30	0	2
16:35	0	2
16:40	0	0
16:45	0	3
16:50	0	0
16:55	0	3
17:00	0	4
17:05	0	3
17:10	0	2
17:15	0	1
17:20	0	2
17:25	0	4
17:30	0	3
17:35	0	3
17:40	0	2
17:45	0	5
17:50	0	2

Site: A

Location: Pinch Point/Give way

TIME	Give way	
	Min	Max
07:00	0	0
17:55	0	3

Site: B

Location Pinch Point/Giveway

TIME	Give way	
	Min	Max
07:00	0	0
07:05	0	0
07:10	0	1
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	6
07:35	0	1
07:40	0	0
07:45	0	1
07:50	0	1
07:55	0	2
08:00	0	2
08:05	0	3
08:10	0	2
08:15	0	4
08:20	0	3
08:25	0	3
08:30	0	5
08:35	0	1
08:40	0	3
08:45	0	2
08:50	0	2
08:55	0	2
09:00	0	0
09:05	0	1
09:10	0	1
09:15	0	0
09:20	0	1
09:25	0	2
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	1
09:50	0	2
09:55	0	0

2.0556

Site: B

Location Pinch Point/Giveway

TIME	Give way	
	Min	Max
07:00	0	0
07:05	0	0
14:00	0	0
14:05	0	3
14:10	0	1
14:15	0	1
14:20	0	0
14:25	0	2
14:30	0	1
14:35	0	1
14:40	0	1
14:45	0	0
14:50	0	1
14:55	0	2
15:00	0	1
15:05	0	3
15:10	0	1
15:15	0	2
15:20	0	0
15:25	0	1
15:30	0	1
15:35	0	1
15:40	0	2
15:45	0	2
15:50	0	4
15:55	0	3
16:00	0	1
16:05	0	2
16:10	0	2
16:15	0	4
16:20	0	0
16:25	0	1
16:30	0	1
16:35	0	3.5
16:40	0	3
16:45	0	1
16:50	0	4
16:55	0	2
17:00	0	0
17:05	0	4
17:10	0	3
17:15	0	4
17:20	0	2
17:25	0	3
17:30	0	3
17:35	0	1
17:40	0	2
17:45	0	4

1.5

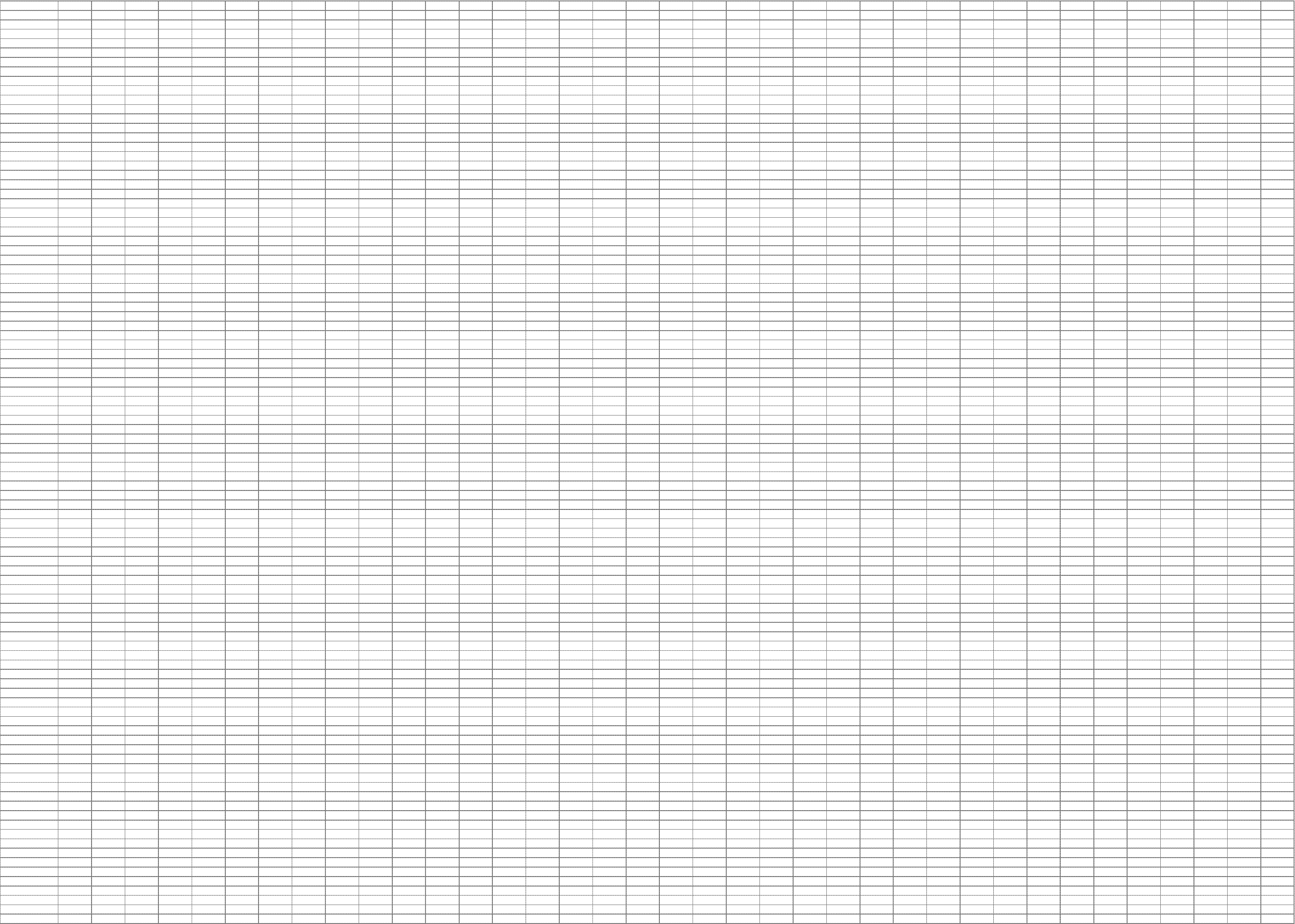
Site: B**Location** Pinch Point/Giveway

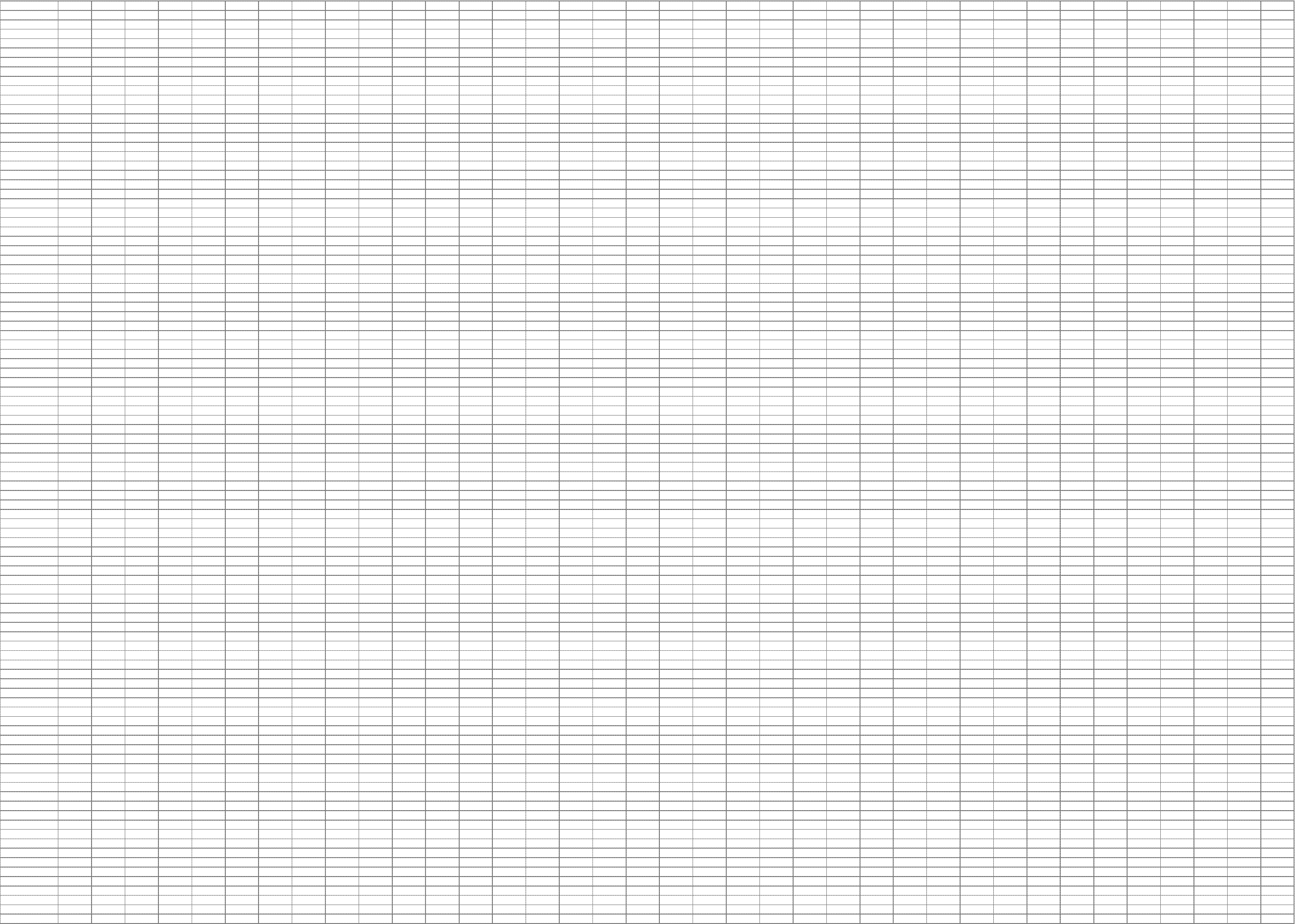
TIME	Give way	
	Min	Max
07:00	0	0
07:05	0	0
17:50	0	1
17:55	0	2

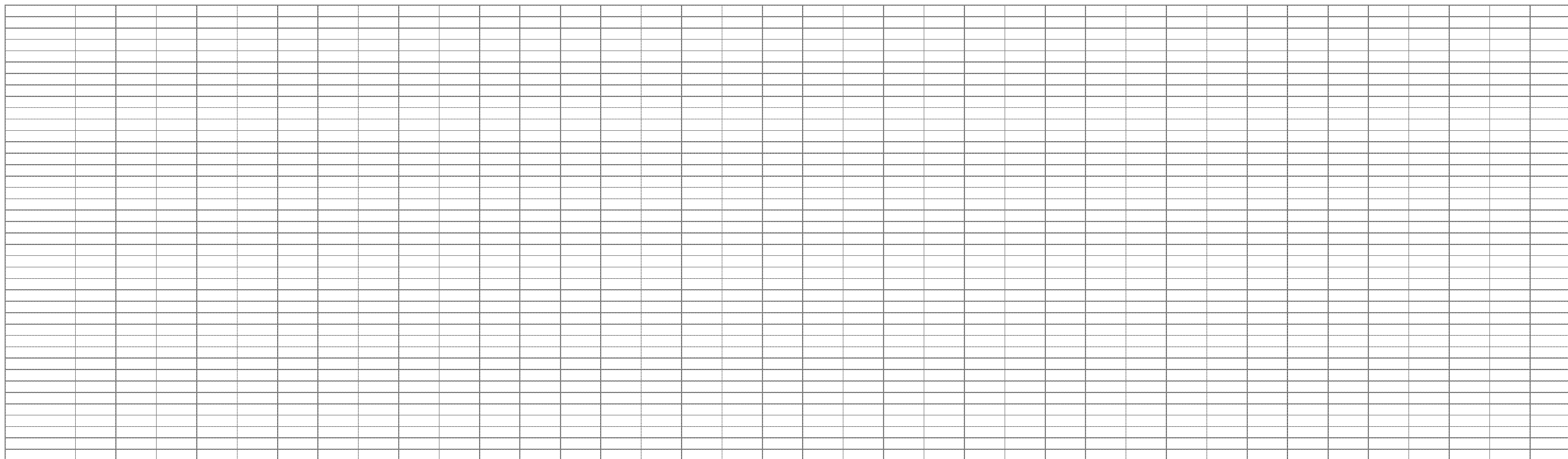
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[illegible]

[illegible]







[illegible]

0900	188	4	0	130	48	4	0	0	2	0	0	0	0	1	10	88	76	12	1	0	0	0	0	0	0	0	0	20	23.8	89	47.34	89	47.34	89	47.34	20	23.8	
1000	176	2	2	106	63	3	0	0	0	0	0	0	0	0	7	79	75	13	2	0	0	0	0	0	0	0	0	20.1	23.6	90	51.14	90	51.14	90	51.14	20.1	23.6	
1100	177	3	1	118	45	8	1	1	0	0	0	0	0	1	13	67	80	13	2	0	1	0	0	0	0	0	0	20.3	24	96	54.24	96	54.24	96	54.24	20.3	24	
1200	202	2	2	116	75	5	1	1	0	0	0	0	0	0	10	89	79	21	3	0	0	0	0	0	0	0	0	20.7	24.6	103	50.99	103	50.99	103	50.99	20.7	24.6	
1300	186	2	0	120	56	6	1	0	1	0	0	0	0	0	4	75	90	16	1	0	0	0	0	0	0	0	0	20.8	23.9	107	57.53	107	57.53	107	57.53	20.8	23.9	
1400	208	2	5	127	65	9	0	0	0	0	0	0	0	1	12	88	86	17	3	1	0	0	0	0	0	0	0	20.3	24	107	51.44	107	51.44	107	51.44	20.3	24	
1500	284	0	2	174	102	6	0	0	0	0	0	0	0	14	50	107	98	14	0	1	0	0	0	0	0	0	0	18.5	22.7	113	39.79	113	39.79	113	39.79	18.5	22.7	
1600	283	3	2	184	89	4	0	0	1	0	0	0	0	0	13	127	112	31	0	0	0	0	0	0	0	0	0	20.4	24.3	143	50.53	143	50.53	143	50.53	20.4	24.3	
1700	324	2	1	215	102	2	0	0	2	0	0	0	0	1	12	129	138	44	0	0	0	0	0	0	0	0	0	20.7	24.7	182	56.17	182	56.17	182	56.17	20.7	24.7	
1800	278	2	2	199	70	4	1	0	0	0	0	0	0	1	17	120	109	29	2	0	0	0	0	0	0	0	0	20.2	24	140	50.36	140	50.36	140	50.36	20.2	24	
1900	180	2	0	119	58	1	0	0	0	0	0	0	0	0	18	76	69	15	2	0	0	0	0	0	0	0	0	20	24.3	86	47.78	86	47.78	86	47.78	20	24.3	
2000	133	0	0	90	43	0	0	0	0	0	0	0	0	0	9	45	63	14	1	1	0	0	0	0	0	0	0	20.9	24.6	79	59.4	79	59.4	79	59.4	20.9	24.6	
2100	49	0	0	35	13	1	0	0	0	0	0	0	0	0	3	13	25	7	1	0	0	0	0	0	0	0	0	21.7	26	33	67.35	33	67.35	33	67.35	21.7	26	
2200	17	0	2	11	4	0	0	0	0	0	0	0	0	0	1	9	5	2	0	0	0	0	0	0	0	0	0	20.7	25.2	7	41.18	7	41.18	7	41.18	20.7	25.2	
2300	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	21	-	3	42.86	3	42.86	3	42.86	21	-	
07-19 12hr	2682	24	19	1743	825	57	5	2	7	0	0	0	0	19	161	1083	1143	257	16	2	1	0	0	0	0	0	0	20.4	24.2	1419	52.91	1419	52.91	1419	52.91	20.4	24.2	
06-22 16hr	3076	28	20	2004	950	59	6	2	7	0	0	0	0	19	193	1224	1311	302	23	3	1	0	0	0	0	0	0	20.4	24.3	1640	53.32	1640	53.32	1640	53.32	20.4	24.3	
06-00 18hr	3100	28	22	2022	954	59	6	2	7	0	0	0	0	19	195	1236	1316	307	23	3	1	0	0	0	0	0	0	20.4	24.3	1650	53.23	1650	53.23	1650	53.23	20.4	24.3	
00-00 24hr	3123	28	22	2040	959	59	6	2	7	0	0	0	0	19	196	1244	1323	313	24	3	1	0	0	0	0	0	0	20.4	24.3	1664	53.28	1664	53.28	1664	53.28	20.4	24.3	
Vehicles = 3123																																						
Posted speed limit = 20 mph, Exceeding = 1664 (53.28%), Mean Exceeding = 23.23 mph																																						
Maximum = 42.9 mph, Minimum = 5.3 mph, Mean = 20.4 mph																																						
85% Speed = 24.27 mph, 95% Speed = 26.73 mph, Median = 20.24 mph																																						
10 mph Pace = 15 - 25, Number in Pace = 2575 (82.45%)																																						
Variance = 14.91, Standard Deviation = 3.86 mph																																						
* 09 September 2021																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin		
<--			1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		85	20	20	20	20	20	85	
0000	4	0	0	0	3	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	18.3	-	2	50	2	50	2	50	18.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.2	-	2	100	2	100	2	100	27.2	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.7	-	1	100	1	100	1	100	21.7	-	
0500	10	0	0	0	7	3	0	0	0	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	21.9	-	7	70	7	70	7	70	21.9	-	
0600	33	0	2	17	13	1	0	0	0	0	0	0	0	0	4	4	17	6	2	0	0	0	0	0	0	0	0	22.2	27.3	25	75.76	25	75.76	25	75.76	22.2	27.3	
0700	112	1	1	66	37	6	0	0	0	1	0	0	0	0	5	40	50	17	0	0	0	0	0	0	0	0	0	21	25.1	67	59.82	67	59.82	67	59.82	21	25.1	
0800	266	1	1	188	72	4	0	0	0	0	0	0	0	1	11	118	124	9	3	0	0	0	0	0	0	0	0	20.1	23.4	136	51.13	136	51.13	136	51.13	20.1	23.4	
0900	182	1	0	121	55	5	0	0	0	0	0	0	0	0	16	85	71	8	1	1	0	0	0	0	0	0	0	19.7	23	81	44.51	81	44.51	81	44.51	19.7	23	
1000	179	0	0	128	44	6	0	0	0	1	0	0	0	1	14	97	56	11	0	0	0	0	0	0	0	0	0	19.3	23	67	37.43	67	37.43	67	37.43	19.3	23	
1100	181	0	2	116	58	5	0	0	0	0	0	0	0	0	20	75	68	16	2	0	0	0	0	0	0	0	0	20	23.7	86	47.51	86	47.51	86	47.51	20	23.7	
1200	205	0	3	126	67	9	0	0	0	0	0	0	0	1	13	94	87	9	1	0	0	0	0	0	0	0	0	19.7	23	97	47.32	97	47.32	97	47.32	19.7	23	
1300	199	1	1	142	49	5	0	0	0	1	0	0	0	3	17	78	78	21	2	0	0	0	0	0	0	0	0	20.1	24.3	101	50.75	101	50.75	101	50.75	20.1	24.3	
1400	189	3	1	124	59	2	0	0	0	0	0	0	0	0	19	76	71	19	4	0	0	0	0	0	0	0	0	20.2	24.2</									

[illegible]

	0500	15	0	0	9	6	0	0	0	0	0	0	0	0	0	0	9	5	1	0	0	0	0	0	0	0	0	0	24.3	27.9	15	100	15	100	15	100	24.3	27.9		
	0600	22	1	0	9	10	2	0	0	0	0	0	0	2	2	12	6	0	0	0	0	0	0	0	0	0	0	0	22.7	26.5	18	81.82	18	81.82	18	81.82	22.7	26.5		
	0700	83	0	0	50	30	2	1	0	0	0	0	0	4	32	33	12	2	0	0	0	0	0	0	0	0	0	0	21.1	25.7	47	56.63	47	56.63	47	56.63	21.1	25.7		
	0800	288	0	0	193	89	6	0	0	0	0	0	0	22	116	122	28	0	0	0	0	0	0	0	0	0	0	0	20.2	23.7	150	52.08	150	52.08	150	52.08	20.2	23.7		
	0900	182	1	0	128	47	6	0	0	0	0	0	2	11	82	72	14	1	0	0	0	0	0	0	0	0	0	0	19.8	23.3	87	47.8	87	47.8	87	47.8	19.8	23.3		
	1000	181	1	0	123	50	5	1	0	1	0	0	0	17	88	66	9	1	0	0	0	0	0	0	0	0	0	0	19.4	23.2	76	41.99	76	41.99	76	41.99	19.4	23.2		
	1100	183	1	0	120	53	9	0	0	0	0	0	3	32	79	57	11	1	0	0	0	0	0	0	0	0	0	0	18.7	23	69	37.7	69	37.7	69	37.7	18.7	23		
	1200	212	0	2	144	61	5	0	0	0	0	0	0	15	102	82	11	2	0	0	0	0	0	0	0	0	0	0	19.8	22.9	95	44.81	95	44.81	95	44.81	19.8	22.9		
	1300	176	1	0	113	58	3	0	0	1	0	0	1	13	73	71	15	3	0	0	0	0	0	0	0	0	0	0	20.2	24.5	89	50.57	89	50.57	89	50.57	20.2	24.5		
	1400	214	1	0	145	65	3	0	0	0	0	0	1	19	97	82	14	1	0	0	0	0	0	0	0	0	0	0	19.7	23.6	97	45.33	97	45.33	97	45.33	19.7	23.6		
	1500	262	1	1	176	76	8	0	0	0	0	0	19	56	97	73	16	1	0	0	0	0	0	0	0	0	0	0	17.7	23	90	34.35	90	34.35	90	34.35	17.7	23		
	1600	294	0	1	202	87	4	0	0	0	0	0	0	19	144	108	23	0	0	0	0	0	0	0	0	0	0	0	19.7	23.5	131	44.56	131	44.56	131	44.56	19.7	23.5		
	1700	301	1	1	215	81	2	0	0	0	0	0	1	0	15	126	122	34	4	0	0	0	0	0	0	0	0	0	20.6	24.5	160	53.16	160	53.16	160	53.16	20.6	24.5		
	1800	205	0	2	138	63	2	0	0	0	0	0	0	15	84	80	25	1	0	0	0	0	0	0	0	0	0	0	20.6	24.7	106	51.71	106	51.71	106	51.71	20.6	24.7		
	1900	148	0	0	106	40	2	0	0	0	0	0	0	14	63	55	16	0	0	0	0	0	0	0	0	0	0	0	19.9	24.5	71	47.97	71	47.97	71	47.97	19.9	24.5		
	2000	90	0	0	62	28	0	0	0	0	0	0	0	2	32	39	13	4	0	0	0	0	0	0	0	0	0	0	21.5	26.1	56	62.22	56	62.22	56	62.22	21.5	26.1		
	2100	49	0	0	36	13	0	0	0	0	0	0	0	1	14	19	10	5	0	0	0	0	0	0	0	0	0	0	22.7	27.5	34	69.39	34	69.39	34	69.39	22.7	27.5		
	2200	18	0	0	13	5	0	0	0	0	0	0	0	2	3	9	1	3	0	0	0	0	0	0	0	0	0	0	22.7	30.6	13	72.22	13	72.22	13	72.22	22.7	30.6		
	2300	7	0	0	6	1	0	0	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	0	23.6		6	85.71	6	85.71	6	85.71	23.6			
07-19 12hr	2581	7	7	1747	760	55	2	0	2	0	0	1	26	238	1120	968	212	17	0	0	0	0	0	0	0	0	0	0	19.7	23.7	1197	46.38	1197	46.38	1197	46.38	19.7	23.7		
06-22 16hr	2890	8	7	1960	851	59	2	0	2	0	0	1	26	257	1231	1093	257	26	0	0	0	0	0	0	0	0	0	0	19.9	23.8	1376	47.61	1376	47.61	1376	47.61	19.9	23.8		
06-00 18hr	2915	8	7	1979	857	59	2	0	2	0	0	1	26	259	1235	1106	259	30	0	0	0	0	0	0	0	0	0	0	19.9	23.9	1395	47.86	1395	47.86	1395	47.86	19.9	23.9		
00-00 24hr	2941	8	7	1994	868	59	2	0	2	0	0	1	26	259	1237	1120	266	32	1	0	0	0	0	0	0	0	0	0	19.9	23.9	1419	48.25	1419	48.25	1419	48.25	19.9	23.9		
Vehicles = 2941																																								
Posted speed limit = 20 mph, Exceeding = 1419 (48.25%), Mean Exceeding = 23.20 mph																																								
Maximum = 37.0 mph, Minimum = 5.6 mph, Mean = 19.9 mph																																								
85% Speed = 23.94 mph, 95% Speed = 26.73 mph, Median = 19.80 mph																																								
10 mph Pace = 15 - 25, Number in Pace = 2363 (80.35%)																																								
Variance = 16.31, Standard Deviation = 4.04 mph																																								
* Virtual Week (1)																																								
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp			
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	20	20	20	20	20	20	20	85			
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80													
Mon	2941	8	7	1994	868	59	2	0	2	0	0	1	26	259	1237	1120	266	32	1	0	0	0	0	0	0	0	0	0	19.9	23.9	1419	48.25	1419	48.25	1419	48.25	19.9	23.9		
Tue	3046	35	17	1993	920	66	2	0	12	0	0	1	10	188	1143	1313	360	32	0	0	0	0	0	0	0	0	0	0	20.7	24.6	1705	55.98	1705	55.98	1705	55.98	20.7	24.6		
Wed	3123	28	22	2040	959	59	6	2	7	0	0	0	19	196	1244	1323	313	24	3	1	0	0	0	0	0	0	0	0	20.4	24.3	1664	53.28	1664	53.28	1664	53.28	20.4	24.3		
Thu	3075	14	14	2108	877	57	1	0	4	0	0	0	29	234	1310	1208	255	34	5	0	0	0	0	0	0	0	0	0	20	23.9	1502	48.85	1502	48.85	1502	48.85	20	23.9		
Fri	3274	12	11	2236	963	49	1	0	2	0	0	0	22	274	1385	1263	290	35	5	0	0	0	0	0	0	0	0	20	23.9	1593	48.66	1593	48.66	1593	48.66	20	23.9			
Sat	2477	17	16	1676	743	23	0	0	2	0	0	0	1	146	1028	1026	241	27	8	0	0	0	0	0	0	0	0	0	20.4	24.3	1302	52.56	1302	52.56	1302	52.56	20.4	24.3		
Sun	1851	18	7	1273	539	12	1	0	1	0	0	0	7	105	677	795	251	15	1	0	0	0	0	0	0	0	0	0	20.8	24.9	1062	57.37	1062	57.37	1062	57.37	20.8	24.9		
--	19787	132	94	13320	5869	325	13	2	30	0	0	2	114	1402	8024	8048	1976	199	23	1	0	0	0	0	0	0	0	20.3	24.3	10247	51.79	10247	51.79	10247	51.79	20.3	24.3			
Vehicles = 19787																																								
Posted speed limit = 20 mph, Exceeding = 10247 (51.79%), Mean Exceeding = 23.26 mph																																								
Maximum = 42.9 mph, Minimum = 5.1 mph, Mean = 20.3 mph																																								
85% Speed = 24.27 mph, 95% Speed = 26.73 mph, Median = 20.13 mph																																								
10 mph Pace = 15 - 25, Number in Pace = 16072 (81.23%)																																								
Variance = 15.45, Standard Deviation = 3.93 mph																																								
* Grand Total																																								
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp			
<--		1																																						

Shops, Wrexham LL12 7TH, UK

☼ 260°W (T) ● 53.059579, -2.971879 ±6 m ▲ 136 m

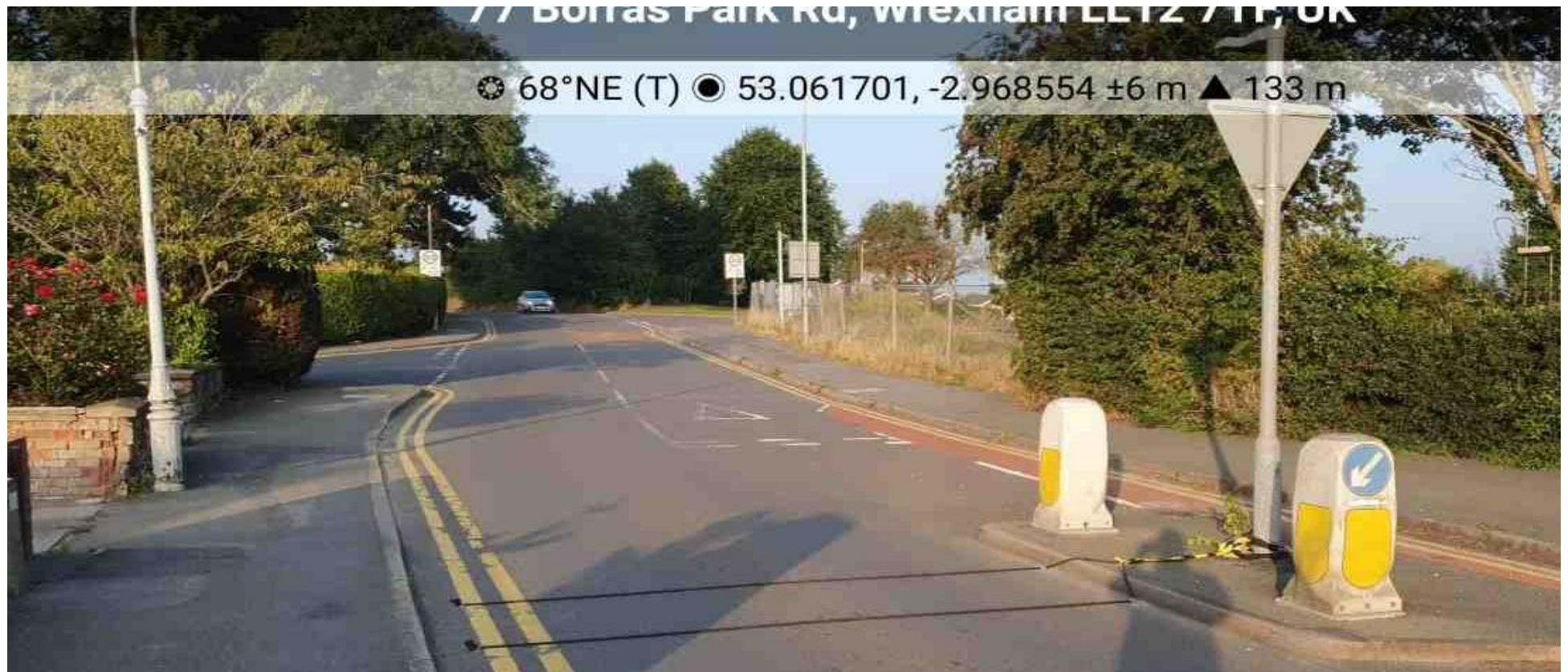


GB DTp National Core Census.

- Units: Metric (m)
- Car class: 3
- Unclassifiable vehicle class: 12

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5
1	C	2	0.00 - 1.06				
2	O	2	1.06 - 1.70				
3	CAR	2	1.70 - 2.64				
		3	1.89 - 2.95	1.90 - 4.00			
		3	1.89 - 2.95	3.50 - 6.00			
		4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30		
4	LGV	2	2.64 - 3.75				
5	R2	2	3.75 - 6.00				
6	R3	3	2.00 - 6.00	1.00 - 1.90			
		3	1.00 - 1.88	2.00 - 12.00			
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90		
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50		
8	A3	3	2.95 - 9.20	1.90 - 4.00			
		3	1.89 - 3.99	3.50 - 15.00			
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00		
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50		
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50		
9	A4	4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30		
		4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00		
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00		
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90	
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00	
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50	
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50	
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80	
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90
11	BUS	7 - 20					
		2	6.00 - 12.00				
		3	6.00 - 12.00	1.00 - 1.90			

07-19 12hr
06-22 16hr
06-00 18hr
00-00 24hr



GB DTp National Core Census.

- Units: Metric (m)
- Car class: 3
- Unclassifiable vehicle class: 12

Class	Type	Axles	SP1	SP2	SP3	SP4	SP5
1	C	2	0.00 - 1.06				
2	O	2	1.06 - 1.70				
3	CAR	2	1.70 - 2.64				
		3	1.89 - 2.95	1.90 - 4.00			
		3	1.89 - 2.95	3.50 - 6.00			
		4	1.89 - 2.95	1.90 - 6.00	0.50 - 1.30		
4	LGV	2	2.64 - 3.75				
5	R2	2	3.75 - 6.00				
6	R3	3	2.00 - 6.00	1.00 - 1.90			
		3	1.00 - 1.88	2.00 - 12.00			
7	R4	4	1.00 - 1.90	2.00 - 12.00	1.00 - 1.90		
		4	3.00 - 9.00	1.00 - 2.50	1.00 - 2.50		
8	A3	3	2.95 - 9.20	1.90 - 4.00			
		3	1.89 - 3.99	3.50 - 15.00			
		4	2.95 - 12.00	2.00 - 12.00	2.50 - 12.00		
		4	2.95 - 9.20	2.50 - 9.00	0.50 - 2.50		
		4	1.89 - 3.99	3.50 - 15.00	1.05 - 2.50		
9	A4	4	1.89 - 2.95	3.50 - 6.00	1.05 - 1.30		
		4	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00		
		4	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00		
10	A5+	5	2.00 - 12.00	1.00 - 12.00	2.00 - 12.00	1.00 - 1.90	
		5	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.50 - 12.00	
		5	1.70 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 2.50	
		5	1.00 - 1.90	1.90 - 12.00	2.00 - 15.00	1.00 - 2.50	
		5	2.00 - 12.00	2.00 - 15.00	0.70 - 1.80	0.70 - 1.80	
		6	2.00 - 12.00	1.00 - 1.90	1.90 - 12.00	2.00 - 12.00	1.00 - 1.90
		6	1.90 - 5.25	1.00 - 1.90	2.00 - 15.00	1.00 - 1.90	1.00 - 1.90
11	BUS	7 - 20					
		2	6.00 - 12.00				
		3	6.00 - 12.00	1.00 - 1.90			

07-19 12hr
06-22 16hr
06-00 18hr
00-00 24hr

MetroCount Traffic Executive																																								
Default_SES (modified)																																								
CustomList-183 -- English (ENG)																																								
Datasets:																																								
Site: [TTS-1281-002B] Borras Park Rd, Wrexham (site b) <20m>																																								
Attribute: Sign																																								
Direction: 7 - North bound A>B, South bound B>A, Lane: 0																																								
Survey Duration: 18:22 06 September 2021 => 10:26 14 September 2021.																																								
Zone:																																								
File: TTS-1281-002B 0 2021-09-14 1026.ECO (Plus)																																								
Identifier: PK08612R MC5900-X13 (c)MetroCount 09Nov16																																								
Algorithm: Factory default axle (v5.06)																																								
Data type: Axle sensors - Paired (Class/Speed/Count)																																								
Profile:																																								
Filter time: 00:00 07 September 2021 => 00:00 14 September 2021 (7)																																								
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11																																								
Speed range: 5 - 100 mph.																																								
Direction: North (bound), P = North, Lane = 0-16																																								
Separation: Headway > 0 sec, Span 0 - 100 metre																																								
Name: Default Profile																																								
Scheme: Vehicle classification (DfT-UK)																																								
Units: Part metric (metre, mi, m/s, mph, kg, tonne)																																								
Column Legend:																																								
0 [Time] 24-hour time (0000 - 2359)																																								
1 [Total] Number in time step																																								
2 [Cls] Class totals																																								
3 [Vbin] Speed bin totals																																								
4 [Mean] Average speed																																								
5 [Vpp] Percentile speed																																								
6 [>PSL] Number exceeding Posted Speed Limit																																								
7 [>PSL%] Percent exceeding Posted Speed Limit																																								
8 [>SL1] Number exceeding Speed Limit 1																																								
9 [>SL1%] Percent exceeding Speed Limit 1																																								
10 [>SL2] Number exceeding Speed Limit 2																																								
11 [>SL2%] Percent exceeding Speed Limit 2																																								
12 [Mean] Average speed																																								
13 [Vpp] Percentile speed																																								
Ⓢ																																								
* 07 September 2021																																								
Classifications			Speeds																																					
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp	
<--			1	2	3	4	5	6	7	8	9	10	11	10	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		85	20	20	20	20	20	20	20	85
0000	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	20.4	-	1	33.33	1	33.33	1	33.33	1	33.33	20.4	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.4	-	1	100	1	100	1	100	1	100	29.4	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	17.3	-	1	50	1	50	1	50	1	50	17.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	-	0	-	0	-	0	-	-	-
0400	11	1	0	1	9	0	0	0	0	0	0	0	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	0	23	28.6	8	72.73	8	72.73	8	72.73	8	72.73	23	28.6
0500	38	1	1	8	27	0	0	0	0	0	0	0	1	0	1	5	13	17	17	2	0	0	0	0	0	0	0	0	24.2	27.9	32	84.21	32	84.21	32	84.21	24.2	27.9		
0600	48	1	0	12	32	3	0	0	0	0	0	0	0	0	0	0	12	17	17	2	0	0	0	0	0	0	0	23.8	28.7	36	75	36	75	36	75	36	75	23.8	28.7	
0700	182	1	4	50	119	6	0	0	1	0	0	1	3	5	39	85	40	10	0	0	0	0	0	0	0	0	0	22.6	27.6	135	74.18	135	74.18	135	74.18	135	74.18	22.6	27.6	
0800	273	1	4	89	173	5	0	0	0	0	0	0	1	1	11	72	162	27	0	0	0	0	0	0	0	0	0	21.4	24.4	189	69.23	189	69.23	189	69.23	189	69.23	21.4	24.4	
0900	157	4	1	40	100	5	1	0	3	0	0	3	1	9	25	78	37	5	2	0	0	0	0	0	0	0	0	22.8	27.1	122	77.71	122	77.71	122	77.71	122	77.71	22.8	27.1	
1000	133	1	0	38	88	2	1	1	0	0	0	2	0	4	24	65	36	3	1	0	0	0	0	0	0	0	0	22.9	26.6	105	78.95	105	78.95	105	78.95	105	78.95	22.9	26.6	
1100	147	1	1	59	80	4	0	0	0	0	0	2	1	2	30	74	35	5	0	0	0	0	0	0	0	0	0	22.6	26.5	114	77.55	114	77.55	114	77.55	114	77.55	22.6	26.5	
1200	204	3	5	62	121	6	2	0	3	0	0	2	1	6	37	110	45	5	0	0	0	0	0	0	0	0	0	22.7	26.1	160	78.43	160	78.43	160	78.43	160	78.43	22.7	26.1	
1300	150	2	1	50	90	5	0	0	0	0	0	2	0	2	36	75	36	1	0	0	0	0	0	0	0	0	0	22.5	26.5	112	74.67	112	74.67	112	74.67	112	74.67	22.5	26.5	
1400	162	1	1	49	107	2	0	0	1	0	0	1	0	1	0	35	85	38	2	1	0	0	0	0	0	0	0	22.8	26.3	126	77.78	126	77.78	126	77.78	126	77.78	22.8	26.3	
1500	219	2	0	75	133	4	1	1	1	0	0	2	1	5	70	103	36	4	0	0	0	0	0	0	0	0	0	21.6	25.5	143	65.3	143	65.3	143	65.3	143	65.3	21.6	25.5	
1600	226	2	0	58	158	5	0	0	1	0	0	2	0	1	27	126	64	8	0	0	0	0	0	0	0	0	0	23.6	27.1	198	87.61	198	87.61	198	87.61	198	87.61	23.6	27.1	
1700	211	5	5	71	126	1	0	0	0	0	0	3	2	7	31	103	57	11	0	0	0	0	0	0	0	0	0	23.2	27.2	171	81.04	171	81.04	171	81.04	171	81.04	23.2	27.2	
1800	159	0	2	46	107	4	0	0	0	0	0	0	0	1	14	68	67	9	0	0	0	0	0	0	0	0	0	24.7	28.1	144	90.57	144	90.57	144	90.57	144	90.57	24.7	28.1	
1900	136	1	5	47	82	1	0	0	0	0	0	0	0	5	24	66	36	5	0	0	0	0	0	0	0	0	0	22.9	26.4	107	78.68	107	78.68	107	78.68	107	78.68	22.9	26.4	
2000	85	0	1	27	56	1	0	0	0	0	0	0	0	3	22	40	17	3	0	0	0	0	0	0	0	0	0	22.2	25.9	60	70.59	60	70.59	60	70.59	60	70.59	22.2	25.9	
2100	36	0	1	15	18	2	0	0	0	0	0	0	0	0	6	14	14	2	0	0	0	0	0	0	0	0	0	24.2	28.8	30	83.33	30	83.33	30	83.33	30	83.33	24.2	28.8	
2200	17	0	0	10	7	0	0	0	0	0	0	0	0	0	1	7	4	1	2	2	0	0	0	0	0	0	0	23.4	34	9	52.94	9	52.94	9	52.94	9	52.94	23.4	34	
2300	10	0	0	9	1	0	0	0	0	0	0	0	0	0	0	2	5	2	1	0	0	0	0	0	0	0	0	23.9	-	8	80	8	80	8	80	8	80	23.9	-	
07-19 12hr	2223	23	24	687	1402	49	5	2	10	0	0	21	10	54	440	1134	518	63	4	0	0	0	0	0	0	0	0	22.7	26.6	1719	77.33	1719	77.33	1719	77.33	1719	77.33	22.7	26.6	
06-22 16hr	2528	25	31	788	1590	56	5	2	10	0	0	21	10	62	504	1271	602	75	4	0	0	0	0	0	0	0	0	22.7	26.6	1952	77.22	1952	77.22	1952	77.22	1952	77.22	22.7	26.6	
06-00 18hr	2555	25	31	807	1598	56	5	2	10	0	0	21	10	63	513	1280	605	78	6	0	0	0	0	0	0	0	0	22.8	26.6	1969	77.06	1969	77.06	1969	77.06	1969	77.06	22.8	26.6	
00-00 24hr	2610	27	32	818	1637	57	5	2	10	0	0	22	10	66	522	1299	626	81	6	0	0	0	0	0	0	0	0	22.8	26.7	2012	77.09	2012	77.09	2012	77.09	2012	77.09	22.8	26.7	
Vehicles = 2610																																								
Posted speed limit = 20 mph, Exceeding = 2012 (77.09%), Mean Exceeding = 24.30 mph																																								
Maximum = 39.7 mph, Minimum = 5.6 mph, Mean = 22.8 mph																																								
85% Speed = 26.73 mph, 95% Speed = 28.86 mph, Median = 22.82 mph																																								
10 mph Pace = 18 - 28, Number in Pace = 2136 (81.84%)																																								
Variance = 15.48, Standard Deviation = 3.93 mph																																								
Ⓢ																																								
* 08 September 2021																																								
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp		
<--			1	2	3	4	5	6	7	8	9	10	11	10	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		85	20	20	20	20	20	20	85	
0000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	19.8	-	1	50	1	50	1	50	1	50	19.8	-	
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	25.2	-	2	100	2	100	2	100	2	100	25.2	-	
0200	5	0	0	2	3	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	20.9	-	3	60	3	60	3	60	3	60	20.9	-	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.7	-	1	100	1	100	1	100	1	100	27.7	-	
0400	7	0	1	1	5	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	20.7	-	4	57.14	4	57.14	4	57.14	4	57.14	20.7	-	
0500	41	1	1	12	27	0	0	0	0	0	0	0	0	0	1	4	15	16	5	0	0	0	0	0	0	0	0	24.9	29.6	36	87.8	36	87.8	36	87.8	36	87.8	24.9	29.6	
0600	51	2	0	12	34	3	0	0	0	0																														

0900	183	2	2	59	115	4	0	0	0	0	0	1	0	2	4	43	94	35	5	0	0	0	0	0	0	0	22.3	26.1	134	73.22	134	73.22	134	73.22	22.3	26.1	
1000	162	3	1	56	96	6	0	0	0	0	0	0	0	1	2	42	80	34	3	0	0	0	0	0	0	0	22.5	25.8	117	72.22	117	72.22	117	72.22	22.5	25.8	
1100	155	1	1	56	88	4	0	0	2	0	0	0	3	0	1	34	89	27	4	0	0	0	0	0	0	0	22.5	25.7	120	77.42	120	77.42	120	77.42	22.5	25.7	
1200	178	0	2	57	111	5	0	0	0	0	0	0	3	1	2	25	99	44	7	0	0	0	0	0	0	0	23.1	27	150	84.27	150	84.27	150	84.27	23.1	27	
1300	178	2	2	55	109	6	2	0	0	0	0	0	2	0	4	37	86	46	5	0	0	0	0	0	0	0	22.9	27.1	137	76.97	137	76.97	137	76.97	22.9	27.1	
1400	172	1	3	45	112	7	1	1	1	0	0	0	1	0	7	55	76	27	7	0	0	0	0	0	0	0	21.8	25.7	110	63.95	110	63.95	110	63.95	21.8	25.7	
1500	217	1	5	64	139	5	0	0	1	0	0	2	1	11	52	116	32	5	0	0	0	0	0	0	0	0	21.8	25.4	153	70.51	153	70.51	153	70.51	21.8	25.4	
1600	226	4	0	81	133	3	0	2	0	0	0	3	0	5	52	119	46	4	0	0	0	0	0	0	0	0	22.3	25.8	169	74.78	169	74.78	169	74.78	22.3	25.8	
1700	200	2	1	57	132	6	0	0	0	0	0	2	0	3	43	115	31	7	1	0	0	0	0	0	0	0	22.5	25.7	154	77	154	77	154	77	22.5	25.7	
1800	178	2	2	61	108	4	0	0	1	0	0	0	0	3	42	88	39	5	1	0	0	0	0	0	0	0	22.6	26.4	133	74.72	133	74.72	133	74.72	22.6	26.4	
1900	125	0	2	49	74	0	0	0	0	0	0	0	0	4	19	71	27	4	0	0	0	0	0	0	0	0	22.8	26.2	102	81.6	102	81.6	102	81.6	22.8	26.2	
2000	95	1	1	36	57	0	0	0	0	0	0	0	0	5	20	44	25	1	0	0	0	0	0	0	0	0	22.2	26	70	73.68	70	73.68	70	73.68	22.2	26	
2100	42	0	0	18	23	1	0	0	0	0	0	0	0	1	4	20	12	3	2	0	0	0	0	0	0	0	24.1	29.1	37	88.1	37	88.1	37	88.1	24.1	29.1	
2200	28	0	0	12	16	0	0	0	0	0	0	0	0	2	8	9	9	0	0	0	0	0	0	0	0	0	22.2	26.8	18	64.29	18	64.29	18	64.29	22.2	26.8	
2300	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	26	-	8	100	8	100	8	100	26	-	
07-19 12hr	2257	23	26	706	1407	61	3	3	7	0	1	20	9	59	535	1158	438	55	3	0	0	0	0	0	0	0	22.3	26	1654	73.28	1654	73.28	1654	73.28	22.3	26	
06-22 16hr	2570	26	29	821	1595	65	3	3	7	0	1	20	9	69	584	1315	520	68	5	0	0	0	0	0	0	0	22.4	26.1	1908	74.24	1908	74.24	1908	74.24	22.4	26	
06-00 18hr	2606	26	29	833	1619	65	3	3	7	0	1	20	9	71	592	1328	531	70	5	0	0	0	0	0	0	0	22.4	26.1	1934	74.21	1934	74.21	1934	74.21	22.4	26.1	
00-00 24hr	2664	27	31	849	1658	65	3	3	7	0	1	20	9	74	600	1349	552	75	5	0	0	0	0	0	0	0	22.5	26.2	1981	74.36	1981	74.36	1981	74.36	22.5	26.2	
Vehicles = 2664																																					
Posted speed limit = 20 mph, Exceeding = 1981 (74.36%), Mean Exceeding = 24.08 mph																																					
Maximum = 39.6 mph, Minimum = 8.5 mph, Mean = 22.5 mph																																					
85% Speed = 26.17 mph, 95% Speed = 28.74 mph, Median = 22.37 mph																																					
10 mph Pace = 18 - 28, Number in Pace = 2198 (82.51%)																																					
Variance = 14.94, Standard Deviation = 3.86 mph																																					
* 09 September 2021																																					
Time Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp	
<--	1	2	3	4	5	6	7	8	9	10	11	10	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	85	20	20	20	20	20	20	85		
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24.2	-	2	100	2	100	2	100	24.2	-	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.3	-	1	100	1	100	1	100	25.3	-	
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24.7	-	2	100	2	100	2	100	24.7	-	
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	27.3	-	2	100	2	100	2	100	27.3	-	
0400	14	1	0	2	11	0	0	0	0	0	0	0	0	3	4	3	4	0	0	0	0	0	0	0	0	0	20.2	25.3	7	50	7	50	7	50	20.2	25.3	
0500	42	0	0	11	30	1	0	0	0	0	0	0	0	0	2	16	21	2	1	0	0	0	0	0	0	0	25.5	29.5	40	95.24	40	95.24	40	95.24	25.5	29.5	
0600	66	1	0	17	47	1	0	0	0	0	0	0	0	2	7	35	19	3	0	0	0	0	0	0	0	0	23.9	27.8	57	86.36	57	86.36	57	86.36	23.9	27.8	
0700	166	0	3	53	105	5	0	0	0	0	0	0	1	3	37	76	46	3	0	0	0	0	0	0	0	0	22.7	26.8	125	75.3	125	75.3	125	75.3	22.7	26.8	
0800	289	0	1	94	186	5	0	0	0	0	0	3	1	18	110	134	25	1	0	0	0	0	0	0	0	0	20.4	24.2	160	55.36	160	55.36	160	55.36	20.4	24.2	
0900	155	0	2	48	95	8	0	0	0	0	0	2	0	4	32	89	26	4	0	0	0	0	0	0	0	0	22.3	25.7	119	76.77	119	76.77	119	76.77	22.3	25.7	
1000	138	0	3	50	79	5	0	0	0	0	0	1	1	2	25	85	23	2	0	0	0	0	0	0	0	0	22.4	25.3	110	79.71	110	79.71	110	79.71	22.4	25.3	
1100	134	0	1	55	72	3	0	0	0	0	0	3	0	1	27	79	24	3	0	0	0	0	0	0	0	0	23	26.1	106	79.1	106	79.1	106	79.1	23	26.1	
1200	187	1	2	71	104	7	0	0	0	0	0	2	0	3	43	100	40	1	0	0	0	0	0	0	0	0	22.1	25.8	141	75.4	141	75.4	141	75.4	22.1	25.8	
1300	183	3	0	55	119	3	1	0	0	0	0	2	1	4	26	104	43	5	0	0	0	0	0	0	0	0	22.9	26.1	152	83.06	152	83.06	152	83.06	22.9	26.1	
1400	155	2	1	54	93	2	0	0	2	0	0	1	0	1	37	81	30	6	0	0	0	0	0	0	0	0	22.4	26.4	117	75.48	117	75.48	117	75.48	22.4	26.4	

00-00 24hr	2639	16	13	868	1651	67	2	0	6	0	1	15	6	77	676	1313	503	59	5	0	0	0	0	0	0	0	0	22.1	26.1	1880	71.24	1880	71.24	1880	71.24	22.1	26.1							
Vehicles = 2639																																												
Posted speed limit = 20 mph, Exceeding = 1880 (71.24%), Mean Exceeding = 23.89 mph																																												
Maximum = 39.1 mph, Minimum = 6.0 mph, Mean = 22.1 mph																																												
85% Speed = 26.06 mph, 95% Speed = 28.41 mph, Median = 22.03 mph																																												
10 mph Pace = 17 - 27, Number in Pace = 2171 (82.27%)																																												
Variance = 14.91, Standard Deviation = 3.86 mph																																												
11 September 2021																																												
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp		
<--		1	2	3	4	5	6	7	8	9	10	11			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		85		20		20		20		20		20		85
															10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				4	100		4	100		4	100	23.5			
0000	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	23.5		4	100		4	100		4	100	23.5				
0100	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	24.6		3	75		3	75		3	75	24.6				
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30.6		1	100		1	100		1	100	30.6				
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.6		1	100		1	100		1	100	24.6				
0400	6	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	26.2		5	83.33		5	83.33		5	83.33	26.2				
0500	21	0	0	4	16	1	0	0	0	0	0	0	0	0	0	0	1	8	10	2	0	0	0	0	0	0	0	0	0	25.6	29.2	20	95.24		20	95.24		20	95.24	25.6	29.2			
0600	26	0	0	10	15	1	0	0	0	0	0	0	0	0	0	0	3	14	7	1	1	0	0	0	0	0	0	0	0	24.1	27.1	23	88.46		23	88.46		23	88.46	24.1	27.1			
0700	54	1	3	14	34	2	0	0	0	0	0	0	0	1	2	8	22	19	1	1	0	0	0	0	0	0	0	0	0	23	27.7	43	79.63		43	79.63		43	79.63	23	27.7			
0800	91	2	1	29	57	2	0	0	0	0	0	0	0	1	1	14	45	24	6	0	0	0	0	0	0	0	0	0	0	23.4	26.8	75	82.42		75	82.42		75	82.42	23.4	26.8			
0900	139	2	0	43	91	2	0	0	1	0	0	0	0	4	16	79	36	4	0	0	0	0	0	0	0	0	0	0	0	23.2	27.4	119	85.61		119	85.61		119	85.61	23.2	27.4			
1000	165	2	0	61	98	4	0	0	0	0	0	0	0	0	37	81	45	2	0	0	0	0	0	0	0	0	0	0	0	22.6	26.6	128	77.58		128	77.58		128	77.58	22.6	26.6			
1100	187	7	0	54	118	7	0	0	1	0	0	0	0	0	4	51	96	34	2	0	0	0	0	0	0	0	0	0	0	22	25.6	132	70.59		132	70.59		132	70.59	22	25.6			
1200	187	1	2	52	126	5	0	0	1	0	0	0	0	0	4	33	105	38	7	0	0	0	0	0	0	0	0	0	0	22.7	26.1	150	80.21		150	80.21		150	80.21	22.7	26.1			
1300	199	2	5	60	125	6	0	0	1	0	0	0	0	0	3	49	104	37	6	0	0	0	0	0	0	0	0	0	0	22.3	25.8	147	73.87		147	73.87		147	73.87	22.3	25.8			
1400	155	0	2	57	92	4	0	0	0	0	0	0	0	1	1	24	92	36	1	0	0	0	0	0	0	0	0	0	0	22.9	26.2	129	83.23		129	83.23		129	83.23	22.9	26.2			
1500	130	0	5	37	82	5	0	0	1	0	0	0	0	0	1	30	72	25	2	0	0	0	0	0	0	0	0	0	0	22.6	25.8	99	76.15		99	76.15		99	76.15	22.6	25.8			
1600	135	0	2	53	77	3	0	0	0	0	0	0	0	1	4	21	82	23	3	1	0	0	0	0	0	0	0	0	0	22.7	26.1	109	80.74		109	80.74		109	80.74	22.7	26.1			
1700	189	0	0	68	119	2	0	0	0	0	0	0	0	0	1	45	99	36	7	1	0	0	0	0	0	0	0	0	0	22.6	26.6	143	75.66		143	75.66		143	75.66	22.6	26.6			
1800	135	0	0	49	85	1	0	0	0	0	0	0	0	0	1	30	70	30	4	0	0	0	0	0	0	0	0	0	0	22.9	26.6	104	77.04		104	77.04		104	77.04	22.9	26.6			
1900	111	0	1	47	63	0	0	0	0	0	0	0	0	0	2	27	56	25	1	0	0	0	0	0	0	0	0	0	0	22.4	25.7	82	73.87		82	73.87		82	73.87	22.4	25.7			
2000	57	0	1	20	35	1	0	0	0	0	0	0	0	0	1	12	28	15	1	0	0	0	0	0	0	0	0	0	0	22.3	26	44	77.19		44	77.19		44	77.19	22.3	26			
2100	56	0	1	21	34	0	0	0	0	0	0	0	0	0	1	9	28	14	4	0	0	0	0	0	0	0	0	0	0	23.6	28.1	46	82.14		46	82.14		46	82.14	23.6	28.1			
2200	21	0	0	10	11	0	0	0	0	0	0	0	0	0	1	5	10	5	0	0	0	0	0	0	0	0	0	0	0	22.1	26.2	15	71.43		15	71.43		15	71.43	22.1	26.2			
2300	17	0	1	8	8	0	0	0	0	0	0	0	0	0	1	1	11	3	1	0	0	0	0	0	0	0	0	0	0	22.7	26.4	15	88.24		15	88.24		15	88.24	22.7	26.4			
07-19 12hr	1766	17	20	577	1104	43	0	0	5	0	0	0	0	4	26	358	947	383	45	3	0	0	0	0	0	0	0	0	0	22.7	26.3	1378	78.03		1378	78.03		1378	78.03	22.7	26.3			
06-22 16hr	2016	17	23	675	1251	45	0	0	5	0	0	0	0	4	30	409	1073	444	52	4	0	0	0	0	0	0	0	0	0	22.7	26.3	1573	78.03		1573	78.03		1573	78.03	22.7	26.3			
06-00 18hr	2054	17	24	693	1270	45	0	0	5	0	0	0	0	4	32	415	1094	452	53	4	0	0	0	0	0	0	0	0	0	22.7	26.3	1603	78.04		1603	78.04		1603	78.04	22.7	26.3			
00-00 24hr	2091	17	24	700	1299	46	0	0	5	0	0	0	0	4	32	418	1108	468	57	4	0	0	0	0	0	0	0	0	0	22.7	26.4	1637	78.29		1637	78.29		1637	78.29	22.7	26.4			
Vehicles = 2091																																												
Posted speed limit = 20 mph, Exceeding = 1637 (78.29%), Mean Exceeding = 24.11 mph																																												
Maximum = 39.7 mph, Minimum = 8.4 mph, Mean = 22.7 mph																																												
85% Speed = 26.40 mph, 95% Speed = 28.74 mph, Median = 22.70 mph																																												
10 mph Pace = 18 - 28, Number in Pace = 1750 (83.69%)																																												
Variance = 13.81, Standard Deviation = 3.72 mph																																												
12 September 2021																																												
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp			
<--		1	2	3	4	5	6	7	8	9	10	11			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80		85		20		20		20		20		20		85
															10	15	20	25	30	35	40	45	50	55	60	65	70	75	80				6	100		6	100		6	100	27.8			
0000	11	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	24.5	29.1	10	90.91		10	90.91		10	90.91	24.5	29.1			
0100	6	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	27.8		6	100		6	100		6	100	27.8				
0200	8	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	25		8	100		8	100		8	100	25				
0300	7	0	0	1	6	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	21.1		6	85.71		6	85.71		6	85.71	21.1				
0400	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.6		3	100		3	100		3	100	26.6				
0500	15	0	0	4	10	1	0	0	0	0	0	0	0	0	0	2	6	7	0	0	0	0	0	0	0	0	0	0	0	24.1	27.1	13	86.67		13	86.67		13	86.67	24.1	27.1			
0600	9	0	0	4	5	0	0	0	0	0	0	0	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	0	0	20.9		6	66.67		6	66.67		6	66.67	20.9				
0700	19	0	0																																									

	0500	34	0	0	10	23	1	0	0	0	0	0	0	0	0	6	10	15	3	0	0	0	0	0	0	0	0	24.3	28	28	82.35	28	82.35	28	82.35	24.3	28	
	0600	45	1	0	16	26	2	0	0	0	0	0	0	0	0	3	30	10	1	1	0	0	0	0	0	0	0	23.8	26.5	42	93.33	42	93.33	42	93.33	23.8	26.5	
	0700	172	0	2	48	115	7	0	0	0	0	0	0	0	4	28	87	44	9	0	0	0	0	0	0	0	0	23.4	27.6	140	81.4	140	81.4	140	81.4	23.4	27.6	
	0800	281	0	2	99	170	7	0	0	0	0	0	3	0	12	106	152	10	1	0	0	0	0	0	0	0	0	20.6	23.7	163	58.01	163	58.01	163	58.01	20.6	23.7	
	0900	154	1	2	50	94	4	0	1	0	0	0	2	0	4	23	84	41	2	0	0	0	0	0	0	0	0	22.9	26.7	127	82.47	127	82.47	127	82.47	22.9	26.7	
	1000	160	0	0	47	102	8	0	0	1	0	0	2	1	2	27	94	34	2	0	0	0	0	0	0	0	0	22.7	26.3	130	81.25	130	81.25	130	81.25	22.7	26.3	
	1100	172	0	0	59	102	8	0	0	1	0	0	2	0	1	47	92	29	3	0	0	0	0	0	0	0	0	22	25.4	124	72.09	124	72.09	124	72.09	22	25.4	
	1200	183	0	1	56	114	9	0	0	1	0	0	2	0	2	27	124	29	1	0	0	0	0	0	0	0	0	22.6	25.3	154	84.15	154	84.15	154	84.15	22.6	25.3	
	1300	177	0	0	64	105	5	0	0	1	0	0	2	1	2	38	102	32	2	0	0	0	0	0	0	0	0	22.4	26	136	76.84	136	76.84	136	76.84	22.4	26	
	1400	161	0	0	51	102	5	0	0	1	0	0	2	0	1	48	81	29	1	1	0	0	0	0	0	0	0	22	26.1	112	69.57	112	69.57	112	69.57	22	26.1	
	1500	273	1	0	105	155	6	0	0	3	0	1	2	0	4	94	138	35	2	0	0	0	0	0	0	0	0	21.4	24.7	175	64.1	175	64.1	175	64.1	21.4	24.7	
	1600	247	2	0	72	163	7	0	0	1	0	0	2	1	1	55	132	49	7	2	0	0	0	0	0	0	0	22.6	25.9	190	76.92	190	76.92	190	76.92	22.6	25.9	
	1700	231	1	4	81	136	6	0	0	0	0	0	3	0	6	31	138	49	7	0	0	0	0	0	0	0	0	22.9	26.2	194	83.98	194	83.98	194	83.98	22.9	26.2	
	1800	162	0	1	57	101	3	0	0	0	0	0	0	0	0	33	83	35	10	1	0	0	0	0	0	0	0	23.2	27	129	79.63	129	79.63	129	79.63	23.2	27	
	1900	130	0	0	49	79	2	0	0	0	0	0	0	0	1	27	69	29	4	0	0	0	0	0	0	0	0	23	26.3	102	78.46	102	78.46	102	78.46	23	26.3	
	2000	76	0	0	21	55	0	0	0	0	0	0	0	0	0	15	32	24	4	1	0	0	0	0	0	0	0	23.7	28.3	61	80.26	61	80.26	61	80.26	23.7	28.3	
	2100	39	0	0	15	24	0	0	0	0	0	0	0	0	0	8	16	11	4	0	0	0	0	0	0	0	0	24.1	29.5	31	79.49	31	79.49	31	79.49	24.1	29.5	
	2200	17	0	0	6	11	0	0	0	0	0	0	0	0	0	1	3	7	6	0	0	0	0	0	0	0	0	22.5	27.1	13	76.47	13	76.47	13	76.47	22.5	27.1	
	2300	9	0	0	5	4	0	0	0	0	0	0	0	0	0	2	2	3	1	1	0	0	0	0	0	0	0	24.9	-	7	77.78	7	77.78	7	77.78	24.9	-	
07-19 12hr	2373	5	12	789	1459	75	0	1	9	0	1	22	3	39	557	1307	416	47	4	0	0	0	0	0	0	0	0	22.3	25.7	1774	74.76	1774	74.76	1774	74.76	22.3	25.7	
06-22 16hr	2663	6	12	890	1643	79	0	1	9	0	1	22	3	40	610	1454	490	60	6	0	0	0	0	0	0	0	0	22.4	25.9	2010	75.48	2010	75.48	2010	75.48	22.4	25.9	
06-00 18hr	2689	6	12	901	1658	79	0	1	9	0	1	22	3	41	615	1463	499	61	7	0	0	0	0	0	0	0	0	22.4	25.9	2030	75.49	2030	75.49	2030	75.49	22.4	25.9	
00-00 24hr	2739	6	12	916	1692	80	0	1	9	0	1	22	3	41	622	1480	522	64	7	0	0	0	0	0	0	0	0	22.4	25.9	2073	75.68	2073	75.68	2073	75.68	22.4	25.9	
Vehicles = 2739																																						
Posted speed limit = 20 mph, Exceeding = 2073 (75.68%), Mean Exceeding = 23.87 mph																																						
Maximum = 38.4 mph, Minimum = 6.0 mph, Mean = 22.4 mph																																						
85% Speed = 25.95 mph, 95% Speed = 28.52 mph, Median = 22.26 mph																																						
10 mph Pace = 17 - 27, Number in Pace = 2313 (84.45%)																																						
Variance = 13.42, Standard Deviation = 3.66 mph																																						
* Virtual Week (1)																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp	
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	20	20	20	20	20	20		85	
													10	15	20	25	30	35	40	45	50	55	60	65	70	75	80											
Mon	2739	6	12	916	1692	80	0	1	9	0	1	22	3	41	622	1480	522	64	7	0	0	0	0	0	0	0	0	22.4	25.9	2073	75.68	2073	75.68	2073	75.68	22.4	25.9	
Tue	2610	27	32	818	1637	57	5	2	10	0	0	22	10	66	522	1299	626	81	6	0	0	0	0	0	0	0	0	22.8	26.7	2012	77.09	2012	77.09	2012	77.09	22.8	26.7	
Wed	2664	27	31	849	1658	65	3	3	7	0	1	20	9	74	600	1349	552	75	5	0	0	0	0	0	0	0	0	22.5	26.2	1981	74.36	1981	74.36	1981	74.36	22.5	26.2	
Thu	2640	9	16	914	1619	57	1	0	4	0	1	19	6	66	612	1384	514	52	6	0	0	0	0	0	0	0	0	22.3	25.8	1956	74.09	1956	74.09	1956	74.09	22.3	25.8	
Fri	2639	16	13	868	1651	67	2	0	6	0	1	15	6	77	676	1313	503	59	5	0	0	0	0	0	0	0	0	22.1	26.1	1880	71.24	1880	71.24	1880	71.24	22.1	26.1	
Sat	2091	17	24	700	1299	46	0	0	5	0	0	4	32	418	1108	468	57	4	0	0	0	0	0	0	0	0	0	22.7	26.4	1637	78.29	1637	78.29	1637	78.29	22.7	26.4	
Sun	1550	19	15	540	958	15	0	0	3	0	0	0	6	35	260	785	411	48	5	0	0	0	0	0	0	0	0	23.1	27	1249	80.58	1249	80.58	1249	80.58	23.1	27	
--	16933	121	143	5605	10514	387	11	6	44	0	4	98	44	391	3710	8718	3596	436	38	0	0	0	0	0	0	0	0	22.5	26.3	12788	75.52	12788	75.52	12788	75.52	22.5	26.3	
Vehicles = 16933																																						
Posted speed limit = 20 mph, Exceeding = 12788 (75.52%), Mean Exceeding = 24.07 mph																																						
Maximum = 40.0 mph, Minimum = 5.6 mph, Mean = 22.5 mph																																						
85% Speed = 26.28 mph, 95% Speed = 28.74 mph, Median = 22.48 mph																																						
10 mph Pace = 18 - 28, Number in Pace = 13961 (82.45%)																																						
Variance = 14.68, Standard Deviation = 3.83 mph																																						
* Grand Total																																						
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp	
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	20	20	20	20	20	20		85	
													10	15	20	25	30	35																				

[illegible]

	0900	135	0	0	70	61	3	0	0	1	0	0	0	5	43	50	31	5	1	0	0	0	0	0	0	0	0	17	21.8	37	27.41	37	27.41	37	27.41	17	21.8								
	1000	151	2	0	69	75	5	0	0	0	0	0	0	2	36	59	42	12	0	0	0	0	0	0	0	0	0	18.3	23.6	54	35.76	54	35.76	54	35.76	18.3	23.6								
	1100	145	1	0	72	61	8	3	0	0	0	0	0	2	47	45	40	11	0	0	0	0	0	0	0	0	0	17.9	22.7	51	35.17	51	35.17	51	35.17	17.9	22.7								
	1200	162	2	2	71	76	11	0	0	0	0	0	0	3	44	47	62	6	0	0	0	0	0	0	0	0	0	18.2	23.1	68	41.98	68	41.98	68	41.98	18.2	23.1								
	1300	173	1	0	81	81	8	1	1	0	0	0	0	5	43	57	48	17	3	0	0	0	0	0	0	0	0	18.5	24.3	68	39.31	68	39.31	68	39.31	18.5	24.3								
	1400	226	1	2	100	115	8	0	0	0	0	0	0	9	80	70	49	16	2	0	0	0	0	0	0	0	0	17.1	22.5	67	29.65	67	29.65	67	29.65	17.1	22.5								
	1500	203	0	1	80	115	7	0	0	0	0	0	0	13	76	61	35	15	3	0	0	0	0	0	0	0	0	16.8	22.9	53	26.11	53	26.11	53	26.11	16.8	22.9								
	1600	255	0	4	115	130	5	0	0	1	0	0	0	7	88	76	62	20	2	0	0	0	0	0	0	0	0	17.7	23.3	84	32.94	84	32.94	84	32.94	17.7	23.3								
	1700	282	1	1	145	131	3	0	0	1	0	0	0	2	82	115	65	17	1	0	0	0	0	0	0	0	0	17.8	22.7	83	29.43	83	29.43	83	29.43	17.8	22.7								
	1800	226	0	2	112	107	4	0	0	1	0	0	0	4	62	74	61	21	4	0	0	0	0	0	0	0	0	18.4	23.7	86	38.05	86	38.05	86	38.05	18.4	23.7								
	1900	150	0	0	64	83	3	0	0	0	0	0	0	5	27	61	39	16	2	0	0	0	0	0	0	0	18.9	23.9	57	38	57	38	57	38	18.9	23.9									
	2000	98	0	0	51	47	0	0	0	0	0	0	0	1	13	38	36	9	1	0	0	0	0	0	0	0	19.7	24.2	46	46.94	46	46.94	46	46.94	19.7	24.2									
	2100	41	0	0	16	23	2	0	0	0	0	0	0	0	4	13	19	4	1	0	0	0	0	0	0	0	20.8	24.5	24	58.54	24	58.54	24	58.54	20.8	24.5									
	2200	21	0	0	11	10	0	0	0	0	0	0	0	0	2	6	12	1	0	0	0	0	0	0	0	0	20.8	24	13	61.9	13	61.9	13	61.9	20.8	24									
	2300	12	0	0	5	7	0	0	0	0	0	0	0	0	0	2	5	4	1	0	0	0	0	0	0	0	24	27	10	83.33	10	83.33	10	83.33	24	27									
07-19 12hr	2319	8	12	1089	1128	69	6	1	6	0	0	0	0	79	762	766	539	155	17	1	0	0	0	0	0	0	17.4	22.8	712	30.7	712	30.7	712	30.7	17.4	22.8									
06-22 16hr	2637	8	12	1230	1297	77	6	1	6	0	0	0	0	86	807	889	640	190	24	1	0	0	0	0	0	0	17.7	22.9	855	32.42	855	32.42	855	32.42	17.7	22.9									
06-00 18hr	2670	8	12	1246	1314	77	6	1	6	0	0	0	0	86	809	897	657	195	25	1	0	0	0	0	0	0	17.7	23.2	878	32.88	878	32.88	878	32.88	17.7	23.2									
00-00 24hr	2699	8	12	1253	1335	77	7	1	6	0	0	0	0	86	812	902	670	203	25	1	0	0	0	0	0	0	17.8	23.2	899	33.31	899	33.31	899	33.31	17.8	23.2									
Vehicles = 2699																																													
Posted speed limit = 20 mph, Exceeding = 899 (33.31%), Mean Exceeding = 23.45 mph																																													
Maximum = 36.4 mph, Minimum = 5.4 mph, Mean = 17.8 mph																																													
85% Speed = 23.15 mph, 95% Speed = 26.28 mph, Median = 17.56 mph																																													
10 mph Pace = 12 - 22, Number in Pace = 1788 (66.25%)																																													
Variance = 24.81, Standard Deviation = 4.98 mph																																													
* 09 September 2021																																													
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp	
<--		1	2	3	4	5	6	7	8	9	10	11		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							85	20	20	20	20	20	20	20	20	85
	0000	5	0	0	1	4	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	22.2		4	80	4	80	4	80	4	80	22.2							
	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0		0		0											
	0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.6		1	100	1	100	1	100	1	100	25.6							
	0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.8		1	100	1	100	1	100	1	100	22.8							
	0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	24		2	66.67	2	66.67	2	66.67	2	66.67	24							
	0500	13	0	0	7	5	0	0	0	0	0	0	1	0	0	8	4	1	0	0	0	0	0	0	0	0	0	20	24.6	5	38.46	5	38.46	5	38.46	20	24.6								
	0600	35	0	0	17	18	0	0	0	0	0	0	0	1	4	13	12	5	0	0	0	0	0	0	0	0	0	19.8	25.6	17	48.57	17	48.57	17	48.57	19.8	25.6								
	0700	131	0	0	58	67	5	0	0	1	0	0	0	10	42	43	29	7	0	0	0	0	0	0	0	0	0	16.9	22.8	36	27.48	36	27.48	36	27.48	16.9	22.8								
	0800	272	0	0	142	126	4	0	0	0	0	0	0	61	137	56	17	1	0	0	0	0	0	0	0	0	0	13.1	17.4	18	6.618	18	6.618	18	6.618	13.1	17.4								
	0900	109	0	0	50	54	4	0	0	1	0	0	0	2	31	37	28	9	1	1	0	0	0	0	0	0	0	18.4	23.9	39	35.78	39	35.78	39	35.78	18.4	23.9								
	1000	144	1	0	61	77	4	0	0	0	0	0	1	2	39	36	55	12	0	0	0	0	0	0	0	0	18.6	23.4	67	46.53	67	46.53	67	46.53	18.6	23.4									
	1100	128	0	0	59	64	5	0	0	0	0	0	0	6	27	41	40	14	0	0	0	0	0	0	0	0	18.7	24.2	54	42.19	54	42.19	54	42.19	18.7	24.2									
	1200	190	0	0	86	94	10	0	0	0	0	0	0	9	56	82	33	9	1	0	0	0	0	0	0	0	17	21.8	43	22.63	43	22.63	43	22.63	17	21.8									
	1300	164	0	0	89	68	6	1	0	0	0	0	0	4	59	58	33	9	0	0	1	0	0	0	0	0	17.1	22.6	43	26.22	43	26.22	43	26.22	17.1	22.6									
	1400	207	0	2	89	114	2	0	0	0	0	0	0	10	65	79	44	7	2	0	0	0	0	0	0	0	16.9	21.9	53	25.6	53	25.6	53	25.6	16.9	21.9									
	1500	215	0	0	113	100	2	0	0	0	0	0	0	19	86	66	38	5	1	0	0	0	0	0	0	0	15.9	21.5	44	20.47	44	20.47	44	20.47	15.9	21.5									
	1600	281	0	2	132	144	2	0	0	0	0	1	0	6	103	96	60	14	2	0	0	0	0	0	0	0	17.1	22.3	76	27.05	76	27.05	76	27.05	17.1	22.3									
	1700	291	0	1	151	135	4	0	0	0	0	0	0	9	109	95	67	11	0	0	0	0	0	0	0	0	16.9	22.2	78	26.8	78	26.8	78	26.8	16.9	22.2									
	1800	209	0	0	100	108	1	0	0	0	0	0	0	6	76	57	54	14	2	0	0	0	0	0	0	0	17.5	22.4	70	33.49	70	33.49	70	33.49	17.5	22.4									
	1900	107	0	0	56	49	2	0	0	0	0	0	0	0	25	41	34	5	2	0	0	0	0	0	0	0	18.8	23.2	41	38.32	41	38.32	41	38.32	18.8	23.2									
	2000	94	0	0	39	54	1	0	0	0	0	0	0	0	12	34	36	11	1	0	0	0	0	0	0	0	20.1	24.6	48	51.06	48	51.06	48	51.06	20.1	24.6									
	2100	62	0	1	30	31	0	0	0	0	0	0	0	0	8	15	24	14	0	1	0	0	0	0	0	0	21.6	26.7	39	62.9	39	62.9	39	62.9	21.6	26.7									
	2200	23	0	0	12	11	0	0	0	0	0	0	0	0	0	10	6	4	1	2	0	0	0	0																					

[illegible]

0500	10	0	0	0	1	8	1	0	0	0	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	0	23.4	-	9	90	9	90	9	90	23.4	-		
0600	25	0	0	0	6	18	1	0	0	0	0	0	0	0	0	2	6	13	3	1	0	0	0	0	0	0	0	21.2	25.4	17	68	17	68	17	68	21.2	25.4		
0700	99	0	0	0	43	54	2	0	0	0	0	0	0	0	4	36	35	18	5	1	0	0	0	0	0	0	0	16.6	22.1	24	24.24	24	24.24	24	24.24	16.6	22.1		
0800	279	0	0	0	140	135	4	0	0	0	0	0	0	58	137	69	15	0	0	0	0	0	0	0	0	0	0	13.3	17.8	15	5.376	15	5.376	15	5.376	13.3	17.8		
0900	121	1	0	0	56	59	4	0	0	0	1	0	0	0	2	42	41	27	9	0	0	0	0	0	0	0	0	17.3	22.8	36	29.75	36	29.75	36	29.75	17.3	22.8		
1000	126	0	0	0	63	57	6	0	0	0	0	0	0	3	43	42	31	5	2	0	0	0	0	0	0	0	0	17.4	21.8	38	30.16	38	30.16	38	30.16	17.4	21.8		
1100	132	0	0	0	57	68	7	0	0	0	0	0	0	0	38	47	36	11	0	0	0	0	0	0	0	0	0	18.1	22.8	47	35.61	47	35.61	47	35.61	18.1	22.8		
1200	175	0	1	79	86	8	0	0	0	1	0	0	0	6	42	61	47	19	0	0	0	0	0	0	0	0	0	18.4	23.8	66	37.71	66	37.71	66	37.71	18.4	23.8		
1300	150	0	1	69	73	5	0	0	0	2	0	0	0	2	50	43	40	14	1	0	0	0	0	0	0	0	0	17.8	22.9	55	36.67	55	36.67	55	36.67	17.8	22.9		
1400	214	1	0	87	122	4	0	0	0	0	0	0	0	12	74	84	32	12	0	0	0	0	0	0	0	0	0	16.4	21.5	44	20.56	44	20.56	44	20.56	16.4	21.5		
1500	208	0	0	0	108	91	9	0	0	0	0	0	0	19	90	62	31	6	0	0	0	0	0	0	0	0	0	15.4	20.7	37	17.79	37	17.79	37	17.79	15.4	20.7		
1600	253	0	0	0	130	119	4	0	0	0	0	0	0	5	91	104	42	10	1	0	0	0	0	0	0	0	0	16.8	21.6	53	20.95	53	20.95	53	20.95	16.8	21.6		
1700	284	0	0	0	154	125	4	0	0	0	0	0	0	1	3	90	117	58	15	1	0	0	0	0	0	0	0	17.4	22.2	74	26.06	74	26.06	74	26.06	17.4	22.2		
1800	188	0	0	0	87	97	4	0	0	0	0	0	0	3	49	62	65	8	1	0	0	0	0	0	0	0	0	18.4	23.3	74	39.36	74	39.36	74	39.36	18.4	23.3		
1900	123	0	0	0	58	63	2	0	0	0	0	0	0	0	28	40	41	13	1	0	0	0	0	0	0	0	0	19.1	24.2	55	44.72	55	44.72	55	44.72	19.1	24.2		
2000	78	0	0	0	36	42	0	0	0	0	0	0	0	1	10	22	36	8	1	0	0	0	0	0	0	0	0	20.1	24	45	57.69	45	57.69	45	57.69	20.1	24		
2100	43	0	0	0	18	25	0	0	0	0	0	0	0	1	4	7	19	9	2	1	0	0	0	0	0	0	0	22.7	29.4	31	72.09	31	72.09	31	72.09	22.7	29.4		
2200	23	0	0	0	12	10	1	0	0	0	0	0	0	0	2	9	9	2	1	0	0	0	0	0	0	0	0	20.4	25.6	12	52.17	12	52.17	12	52.17	20.4	25.6		
2300	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	24	-	5	83.33	5	83.33	5	83.33	24	-		
07-19 12hr	2229	2	2	1073	1086	61	0	0	4	0	0	1	117	782	767	442	114	7	0	0	0	0	0	0	0	0	0	16.7	21.9	563	25.26	563	25.26	563	25.26	16.7	21.9		
06-22 16hr	2498	2	2	1191	1234	64	0	0	4	0	0	1	119	826	842	551	147	12	1	0	0	0	0	0	0	0	0	17.1	22.4	711	28.46	711	28.46	711	28.46	17.1	22.4		
06-00 18hr	2527	2	2	1206	1247	65	0	0	4	0	0	1	119	828	852	563	150	14	1	0	0	0	0	0	0	0	0	17.1	22.5	728	28.81	728	28.81	728	28.81	17.1	22.5		
00-00 24hr	2550	2	2	1211	1263	67	0	0	4	0	0	1	119	828	857	573	156	15	2	0	0	0	0	0	0	0	0	17.2	22.5	746	29.25	746	29.25	746	29.25	17.2	22.5		
Vehicles = 2550																																							
Posted speed limit = 20 mph, Exceeding = 746 (29.25%), Mean Exceeding = 23.28 mph																																							
Maximum = 39.0 mph, Minimum = 5.4 mph, Mean = 17.2 mph																																							
85% Speed = 22.48 mph, 95% Speed = 25.61 mph, Median = 16.78 mph																																							
10 mph Pace = 11 - 21, Number in Pace = 1725 (67.65%)																																							
Variance = 24.27, Standard Deviation = 4.93 mph																																							
* Virtual Week (1)																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp			
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	20	20	20	20	20	20		85		
Mon	2550	2	2	1211	1263	67	0	0	4	0	0	1	119	828	857	573	156	15	2	0	0	0	0	0	0	0	0	17.2	22.5	746	29.25	746	29.25	746	29.25	746	29.25	17.2	22.5
Tue	2707	6	15	1241	1362	67	2	2	10	0	0	2	70	691	925	787	206	25	3	0	0	0	0	0	0	0	0	18.3	23.5	1021	37.72	1021	37.72	1021	37.72	18.3	23.5		
Wed	2699	8	12	1253	1335	77	7	1	6	0	0	0	86	812	902	670	203	25	1	0	0	0	0	0	0	0	0	17.8	23.2	899	33.31	899	33.31	899	33.31	17.8	23.2		
Thu	2704	1	6	1303	1336	52	1	0	2	0	1	2	145	879	873	624	163	14	5	1	0	0	0	0	0	0	0	17.2	22.8	807	29.84	807	29.84	807	29.84	807	29.84	17.2	22.8
Fri	2772	5	4	1330	1365	58	1	0	5	0	1	3	119	930	989	567	146	15	6	0	0	0	0	0	0	0	0	17.1	22.3	734	26.48	734	26.48	734	26.48	17.1	22.3		
Sat	2056	4	11	992	1016	27	0	0	5	0	0	1	35	515	714	589	175	25	3	0	0	0	0	0	0	0	0	18.6	23.8	792	38.52	792	38.52	792	38.52	18.6	23.8		
Sun	1628	9	1	776	829	11	0	0	2	0	0	0	24	321	570	522	172	16	3	0	0	0	0	0	0	0	0	19.2	24.2	713	43.8	713	43.8	713	43.8	19.2	24.2		
--	17116	35	51	8106	8506	359	11	3	34	0	2	9	598	4976	5830	4332	1221	135	23	1	0	0	0	0	0	0	0	17.8	23.2	5712	33.37	5712	33.37	5712	33.37	17.8	23.2		
Vehicles = 17116																																							
Posted speed limit = 20 mph, Exceeding = 5712 (33.37%), Mean Exceeding = 23.42 mph																																							
Maximum = 41.0 mph, Minimum = 5.2 mph, Mean = 17.8 mph																																							
85% Speed = 23.15 mph, 95% Speed = 26.17 mph, Median = 17.62 mph																																							
10 mph Pace = 12 - 22, Number in Pace = 11351 (66.32%)																																							
Variance = 24.65, Standard Deviation = 4.96 mph																																							
* Grand Total																																							
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp			
<--		1	2	3	4	5	6	7	8	9	10	11	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75		85	20	20	20	20	20	20		85		
--	17116	35	51	8106	8506	359	11	3	34	0	2	9	598	4976	5830	4332	1221	135	23	1	0	0	0	0	0	0	0	17.8	23.2	5712	33.37	5712	33.37	5712	33.37	17.8	23.2		
Vehicles = 17116																																							
Posted speed limit = 20 mph, Exceeding = 5712 (33.37%), Mean Exceeding = 23.42 mph																																							
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85% Speed = 23.15 mph, 95% Speed = 26.17 mph, Median = 17.62 mph																																							
10 mph Pace = 12 - 22, Number in Pace = 11351 (66.32%)																																							
Variance = 24.65, Standard Deviation = 4.96 mph																																							
n profile: Vehicles = 17116 / 36410 (47.01%)																																							



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FOR THE PLANET AND FOR THE FUTURE