

DYDD MERCHER, 31 IONAWR 2024

**AT: YR AELOD O'R CABINET DROS YR AELOD CABINET  
DROS WASANAETHAU TRAFNIDIAETH, GWASTRAFF A  
SEILWAITH**

YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD  
O'R YR AELOD CABINET DROS WASANAETHAU  
TRAFNIDIAETH, GWASTRAFF A SEILWAITH A GYNHELIR YN  
CABINET MEMBER OFFICE & REMOTE - COUNTY HALL,  
CARMARTHEN. SA31 1JP. AM 2.00 YP, AR DYDD MERCHER,  
7FED CHWEFROR, 2024 ER MWYN CYFLAWNI'R MATERION A  
AMLINELLIR AR YR AGENDA ATODEDIG.

*Wendy Walters*

**PRIF WEITHREDWR**

Swyddog Democrataidd:	Emma Bryer
Ffôn (llinell uniongyrchol):	01267 224029
E-bost:	ebryer@carmarthenshire.gov.uk

Wendy Walters Prif Weithredwr, *Chief Executive*,  
Neuadd y Sir, Caerfyrddin. SA31 1JP  
County Hall, Carmarthen. SA31 1JP

# AGENDA

1. DATGANIADAU O FUDDIANNAU PERSONOL
2. LLOFNODI YN GOFNOD CYWIR GOFNODION Y CYFARFOD A GYNHALIWYD AR 9FED IONAWR, 2024 3 - 4
3. CYFLWYNO TWMPATHAU ARAFU ARFAETHEDIG YM MHONT-HENRI 5 - 76

*Sylwer: - Nid oes hawl gan y wasg a'r cyhoedd fynychu'r cyfarfod. Bydd y cofnod penderfyniad yn cael ei gyhoeddi fel arfer o fewn 3 diwrnod gwaith.*

## YR AELOD CABINET DROS WASANAETHAU TRAFNIDIAETH, GWASTRAFF A SEILWAITH

9 IONAWR 2024

**YN BRESENNOL:** Y Cyngorydd E.G. Thomas (Aelod o'r Cabinet)

**Roedd y swyddogion canlynol yn bresennol:**

G. Lewis, Rheolwr Strategaeth a Pholisi Gwastraff;  
J. Owen, Swyddog Gwasanaethau Democrataidd.

**Rhith-Gyfarfod:- 11:00am – 11:10am**

**1. DATGANIADAU O FUDDIANNAU PERSONOL**

Ni ddatganwyd unrhyw fuddiannau personol

**2. LLOFNODI YN GOFNOD CYWIR GOFNODION Y CYFARFOD A GYNHALIWYD  
AR 14 MEDI 2023**

**PENDERFYNWYD** llofnodi Cofnod Penderfyniadau cyfarfod yr Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith, a gynhaliwyd ar 14 Medi 2023 gan ei fod yn gywir.

**3. FFIOEDD GWASTRAFF GARD D AR GYFER TYMOR 2024/2025**

Bu'r Aelod Cabinet yn ystyried adroddiad a oedd yn amlinellu'r taliadau ac yn darparu cynnig ar gyfer y taliadau gwastraff gardd ar gyfer tymor casglu gwastraff gardd 2024/2025.

Dywedwyd yn yr adroddiad bod y gwasanaeth casglu gwastraff gardd yn cael ei gynnal rhwng mis Mawrth a mis Tachwedd bob blwyddyn. Wrth baratoi ar gyfer y tymor gwastraff gardd nesaf h.y. Mawrth 2024 - Tachwedd 2024 gosodwyd y pris am y gwasanaeth yn unol â'r broses ariannol ac yn unol â chrynhoad taliadau'r weithdrefn flynyddol sy'n cyfrannu at sefyllfa ariannol gyffredinol yr awdurdod lleol ar gyfer y flwyddyn ariannol sydd i ddod, y craffir arni drwy broses wleidyddol ac ymgynghori.

Nododd yr Aelod Cabinet nad oedd amseriad y gwasanaeth gwastraff gardd yn cyd-fynd â'r llinell amser ariannol ar gyfer pennu'r gyllideb o ran cael cymeradwyaeth derfynol. Gan fod y gwasanaeth gwastraff gardd yn agor i gwsmeriaid ym mis Ionawr bob blwyddyn i baratoi ar gyfer y galw am y gwasanaeth, dosbarthu a chasglu biniau, taliadau anfonebau ac ati, mae angen, o ganlyniad i hyn, gymeradwyo'r costau am y tymor sydd i ddod yn gynt a chyn Ionawr 2024.

Roedd yr adroddiad yn cynnwys gwybodaeth, data a thueddiadau o ran y sylfaen cwsmeriaid gan gydnabod bod y data ar gyfer gwasanaeth gwastraff gardd 2023/2024 wedi dangos rhywfaint o ddiffyg twf o ran niferoedd y cwsmeriaid ac y byddai angen gwneud gwaith hyrwyddo i gynyddu'r niferoedd a gafwyd yn y blynyddoedd blaenorol.

Dywedwyd gan fod y gostyngiad yn y sylfaen cwsmeriaid yn debygol oherwydd taliadau uwch am y gwasanaeth ynghyd â chostau byw eraill gallai hyn fod wedi arwain at ostyngiadau pellach hyd yn oed yn sylfaen cwsmeriaid, felly yn 2023/2024 cymerwyd gofal i beidio â gweithredu'r dilysiad llawn o 10% a phenderfynwyd cytuno ar gynnydd o 5% ar gostau 2022/2023 ar gyfer tymor 2023/2024. Dywedwyd y byddai gostyngiad yn y sylfaen cwsmeriaid yn niweidiol i'r ffigurau tunelledd ailgylchu blynyddol cyffredinol a allai hefyd gael effaith niweidiol ar y gyfradd ailgylchu flynyddol ar gyfer Sir Gaerfyrddin.

Er bod dilysiad o 4% wedi'i gynnig ar wasanaethau y gellir codi tâl amdanynt yn 2024/2025, wrth ystyried data ynghylch nifer y cwsmeriaid, roedd y gwasanaeth am gael awdurdodiad gan yr Aelod Cabinet i gadw'r tâl presennol am y gwasanaeth ac i mewn i'r tymor nesaf gan godi'r un swm ar gyfer 2024/2025.

**PENDERFYNWYD gweithredu taliadau arfaethedig y gwasanaeth gwastraff gardd ar gyfer tymor 2024/2025 fel y nodir yn yr adroddiad, cyn yr ymgynghoriad terfynol ynghylch y gyllideb a chyfarfod llawn y cyngor yn gynnar yn 2024 a fyddai'n caniatáu pennu'r gyllideb ar gyfer blwyddyn ariannol 2024/2025.**

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**AELOD O'R CABINET**

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**DYDDIAD**

## Cyfarfod Penderfyniadau yr Aelod Cabinet 07/02/24

<b>Yr Aelod Cabinet:</b>	<b>Y Portffolio</b>	
<b>Y Cyngorydd Edward Thomas</b>	<b>Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith</b>	
<p><b>Pwnc</b> CYFLWYNO TWMPATHAU ARAFU ARFAETHEDIG YM MHONT-HENRI.</p> <p><b>Y Pwrpas:</b> Mae'r mesurau arafu traffig arfaethedig yn cynnwys dau dwmpath crwn a dau dwmpath estynedig. Mae'r mesurau arafu traffig wedi cael eu hysbysebu o ran derbyn sylwadau gan y cyhoedd a chafwyd un gwrthwynebiad. Mae'r gwrthwynebiad ynghylch un twmpath yn benodol. Mae'r adroddiad hwn yn ystyried y gwrthwynebiad hwnnw.</p>		
<p><b>Argymhelliad:</b></p> <p>Argymhellir bod y gwrthwynebiad yn cael ei nodi a bod y cynllun arafu traffig yn mynd rhagddo gan gynnwys yr holl dwmpathau ffordd a restrir uchod.</p>		
<p><b>Y rhesymau:</b></p> <p>Bydd cyflwyno mesurau arafu traffig yn mynd i'r afael â phryderon sydd wedi hen fodoli o ran cyflymder traffig a diogelwch cerddwyr a godwyd fel rhan o'r gwaith ymgynghori a wnaed yn y gymuned leol wrth ddatblygu/gweithredu y cynllun Llwybrau Diogel mewn Cymunedau.</p> <p>Mae'r aelod lleol yn cefnogi cyflwyno mesurau arafu traffig ym Mhont-henri.</p>		
Enw Pennaeth y Gwasanaeth: Daniel W John	Pennaeth Seilwaith Amgylcheddol	E-bost <a href="mailto:dwjohn@sirgar.gov.uk">dwjohn@sirgar.gov.uk</a>
Awdur yr Adroddiad: Thomas Evans	Cynlluniwr Trafnidiaeth – Strategaeth a Seilwaith	E-bost <a href="mailto:tjevans@sirgar.gov.uk">tjevans@sirgar.gov.uk</a>

**Declaration of Personal Interest (if any):**

**Dispensation Granted to Make Decision (if any):**

**(If the answer is yes exact details are to be provided below:)**

**DECISION MADE:**

**That the objections be noted, and the traffic calming scheme proceed with all vertical measures as proposed.**

**Signed:**

DATE: \_\_\_\_\_

\_\_\_\_\_  
CABINET MEMBER

**The following section will be completed by the Democratic Services Officer in attendance at the meeting**

Recommendation of Officer adopted	<b>YES / NO</b>
Recommendation of the Officer was adopted <b>subject to the amendment(s) and reason(s) specified:</b>	
Reason(s) why the Officer's recommendation was <b>not adopted:</b>	

# Cabinet Member Decision Meeting

Date: 07/02/24

## EXECUTIVE SUMMARY

### Proposed Speed Humps at Ponthenri.

#### **Brief Summary of Purpose of Report**

The purpose of this report is to consider the objection received to the inclusion of a road top hump on (B4317) Myrtle Hill. This hump was put forward as part of a series of measures to slow traffic speeds and enhance pedestrian safety throughout the village of Ponthenri.

There is a statutory requirement to advertise proposals for road humps for public comment and objection. The proposals for Ponthenri received one objection from one household.

#### **Background**

Myrtle Hill is a well-used residential road that connects Ponthenri with Pontyberem to the North. The section where the hump is planned to be located is at the bottom of a steep hill that leads directly into the most densely populated area of this section of Ponthenri.

Since 17<sup>th</sup> September 2023 the road has been reduced to a 20mph limit and there are Driver Feedback Signs (DFS) located at certain points along the road to remind drivers of their current speed.

Notwithstanding the speed limit in place, there have been longstanding concerns from the local community regarding inappropriate vehicle speeds along the road. Something that was voiced during public consultations events for the development of the Safe Routes in Communities funding bid and supported by the local member during ongoing discussions.

#### **Traffic Calming Proposal - Funding**

The County Council submitted the speed humps/plateaus as part of the Safe Routes in Communities funding bid (the bid includes a wide range of measures to enhance and encourage active travel within Ponthenri) and were successful in receiving the full allocation of funds from Welsh Government for the implementation of all measures contained within the scheme bid drawing plan.

This funding must be spent in the 23/24 financial year otherwise it will be returned to Welsh Government.

#### **Traffic Calming Proposals – Current Design**

Following comments received during the initial consultation, and in liaison with the local member, the traffic calming proposals were put forward and split into 2 location plans (as presented in Appendix 1 and Appendix 2).

The only objection was to the introduction of the proposed round top hump situated near 48 Myrtle Hill. The plan for this is contained with Statutory consultation 1 or Appendix 1 in relation to this document.

Traffic calming proposals which include road humps must be advertised for public comment and objection in accordance with the Highways (Road Humps) Regulations 1999. One letter of objection with a list of reasons was subsequently received from a singular household. This is discussed below.

### Discussion of Objections

During the statutory consultation period the Council’s Head of Administration and Law received one objection letter from one household. These are discussed below with the removal of personal details. Full copies of the objections will be available at the Cabinet Member meeting.

Summary of Objections Received	
Objection	Discussion
<p><b>Objection 1</b> Not a good idea at the bottom of a hill</p>	<p>The hump is not considered to be located where it will cause any difficulties for residents accessing the driveway of local properties. It is also located just prior to the main residential area of Ponthenri (along Myrtle Hill and is situated to slow traffic prior to them entering this more populated area.</p> <p>The speed limit for the road 20mph but concerns remain that compliance will nevertheless continue to be a challenge. Road humps are known to be very effective in reducing traffic speeds. <a href="https://publishing.service.gov.uk">Traffic Calming (publishing.service.gov.uk)</a></p> <p>In addition, the hump will be located where lighting is sufficient to illuminate the measure along with all relevant warning signs. Drainage will also be considered prior to construction to ensure the current situation is not worsened.</p> <p><b>Air Quality</b> In response to the objection regarding air quality I can confirm the following:</p> <p>The NICE report referenced in the objection notes: <b>Recommendation 1.5.2</b> <i>Some evidence on physical speed reduction measures like humps and bumps suggested that</i></p>
<p><b>Objection 2</b> More noise and pollution after hump</p>	
<p><b>Objection 3</b> Drains are not good enough in wet weather</p>	
<p><b>Objection 4</b> Animals transported by tractor or horse lorry may be injured.</p>	
<p><b>Objection 5</b> Pollution from fumes can cause health problems</p>	
<p><b>Objection 6</b> Hump may cause reversing issues</p>	
<p><b>Objection 7</b> This is a main road to the M4 not a village street</p>	



<p><b>Objection 8</b> What happened to a bypass scheme that was muted in the 60's that would bypass Ponthenri and link to Cwmmawr.</p>	<p><i>individual measures may increase motor vehicle emissions by encouraging decelerations and accelerations. But evidence from area-wide schemes does not back this up. <a href="#">Air pollution: outdoor air quality and health (nice.org.uk)</a></i></p>
<p><b>Objection 9</b> A minibus has overtaken me in Carway near speed humps.</p>	<p>A study undertaken by the TRL also concluded that: <i>Urban traffic calming measures have been mainly introduced on residential roads with low traffic flows. Consequently, even though traffic calming generally results in increased emissions per vehicle it is very unlikely that that it would result in poor local air quality. <a href="#">TRL482.pdf</a></i></p>
<p><b>Objection 10</b> Although we have 20mph now I still see cars and motorbikes overtaking over speed limits.</p>	<p>This potential increase in vehicle emissions should be considered in the context of air quality within the area, the creation of lower speed environments which encourage more walking and cycling and a reduction in traffic flows, and balanced with the wider community concerns regarding road safety.</p> <p><b>Traffic Noise</b> A study undertaken by the Department for Transport found that: <i>Based on an assumed reduction in vehicle speed, estimates of the change in traffic noise levels following the installation of cushions or humps showed that, where the traffic flow consists of all cars, substantial reductions would be expected. As the percentage of commercial vehicles increases to 10 per cent, together with an increase in the percentage of buses to 1 per cent, these reductions deteriorate dramatically. <a href="#">Traffic Calming (publishing.service.gov.uk)</a></i></p>
<p><b>Objection 11</b> If it was dark motorists and motorbikes would not be able to see the humps.</p>	<p>Studies confirm road humps to be very effective at reducing vehicle speeds and vehicles travelling over road humps at appropriate speeds should not suffer damage provided the humps conform to regulations. <a href="#">Traffic Calming (publishing.service.gov.uk)</a></p>
<p><b>Speed Data</b> Recent speed survey data (January 2024) has recorded an average speed of 28.4mph (currently a 20mph zone) in the proposed hump location with the 85<sup>th</sup> percentile measuring 35.6mph. The speed data has been included as an attachment to this report.</p>	

**Road Safety Audit**

A Stage 2 Road Safety Audit has been undertaken for the proposed traffic calming and no adverse comments were made with regard to the scheme design. Should the scheme progress to implementation a Stage 3 Road Safety Audit would be undertaken following completion.

**Recommendation**

It is recommended that the objections be noted and that the Order be made.

**DETAILED REPORT ATTACHED ?**

**Appendix 1 – Statutory Consultation 2 plan detailing location of other proposed speed humps in Ponthenri.**  
**Appendix 2 – Statutory Consultation 1 plan detailing location of road hump being objected to.**  
**Appendix 3 – Full Safe Routes in Communities scheme plan.**  
**Appendix 4 – Speed results data.**

# IMPLICATIONS

**ALL IMPLICATIONS REQUIRE SIGN OFF BY THE DIRECTOR OR HEAD OF SERVICE**

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed:

Head of Environmental Infrastructure

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets	Bio-diversity & Climate Change
<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>YES</b>	<b>NONE</b>

## **Policy, Crime & Disorder**

The Objector has highlighted health concerns and the perceived impact of road humps.

Due consideration needs to be given of our responsibilities under the Public Sector Equality Duty of the Equality Act (2010) and specifically in terms of Age and Disability. This will be raised specifically with the Cabinet Member and any mitigation measures will also be discussed.

## **Legal**

The proposals have been formally published in accordance with the Highways Act 1980 and Highways (Road Humps) Regulations 1999.

## **Finance**

The proposal has been developed and will be delivered via Transport for Wales Safe Routes in Communities grant and must be spent within the 23/24 financial year.

## **Physical Assets**

Traffic calming features will be maintained through normal service budgets.

## CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: D.W.John Head of Environmental Infrastructure

**1. Scrutiny Committee – N/A**

**2. Local Member(s) - Cllr. Alex Evans (local member for Glyn ward) supports the proposals.**

**3. Community / Town Council – Llanelli Rural Council - No objections received**

**4. Relevant Partners - key stakeholder groups consulted as part of the Traffic Order process are listed below - no objections received.**

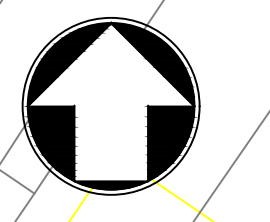
- Carmarthenshire Roads Policing Unit
- Mid and West Wales Fire Brigade
- Welsh Ambulance Services NHS Trust
- Freight Transport Association
- Road Haulage Association Limited
- Carmarthenshire Disabled Access Group
- Bus Operators: First Bus, 1<sup>st</sup> Choice, Gwynne Price, Alan Davies Coaches, M. Hayward, Lewis Rhydlewis.

**5. Staff Side Representatives and other Organisations - N/A**

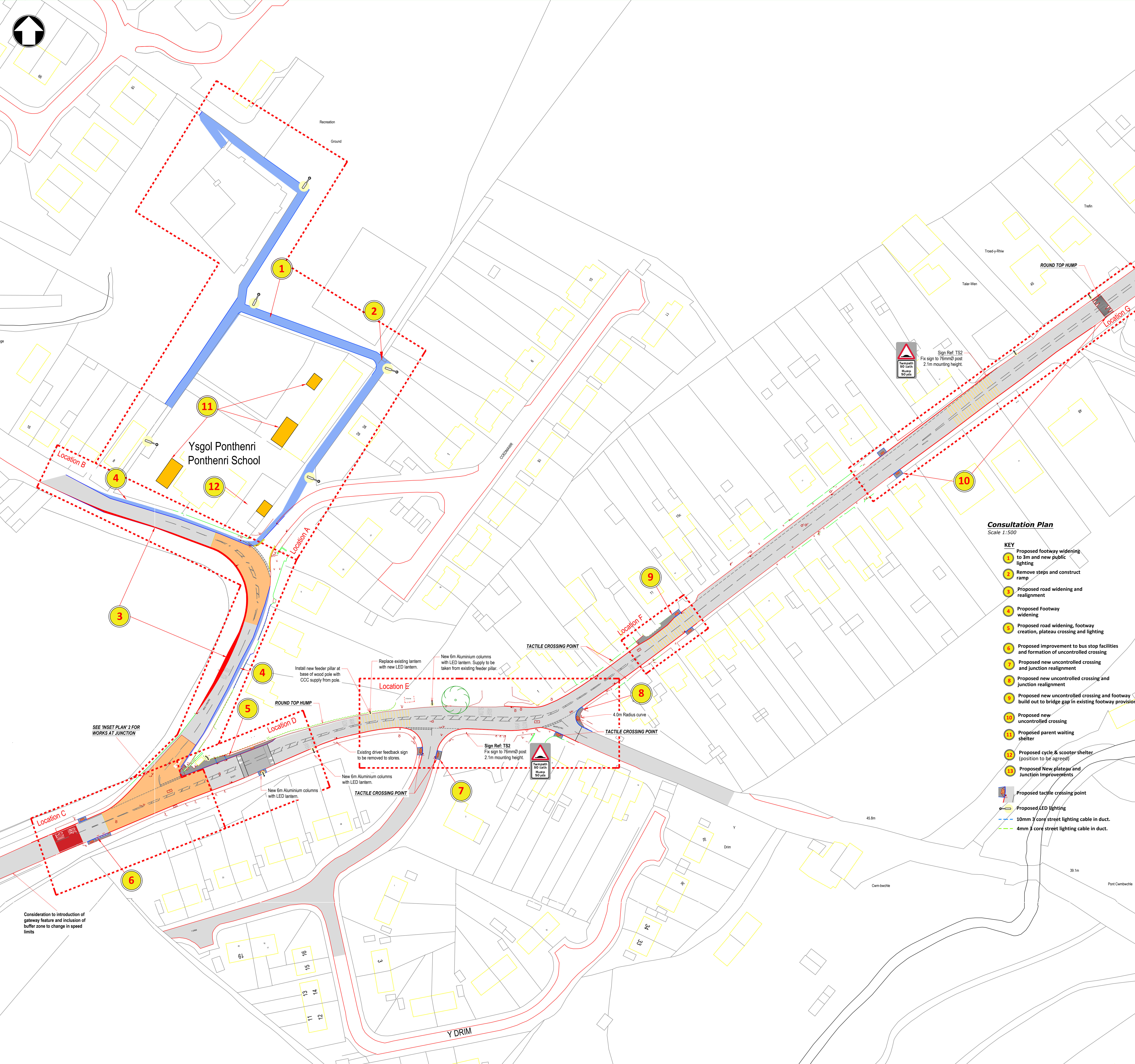
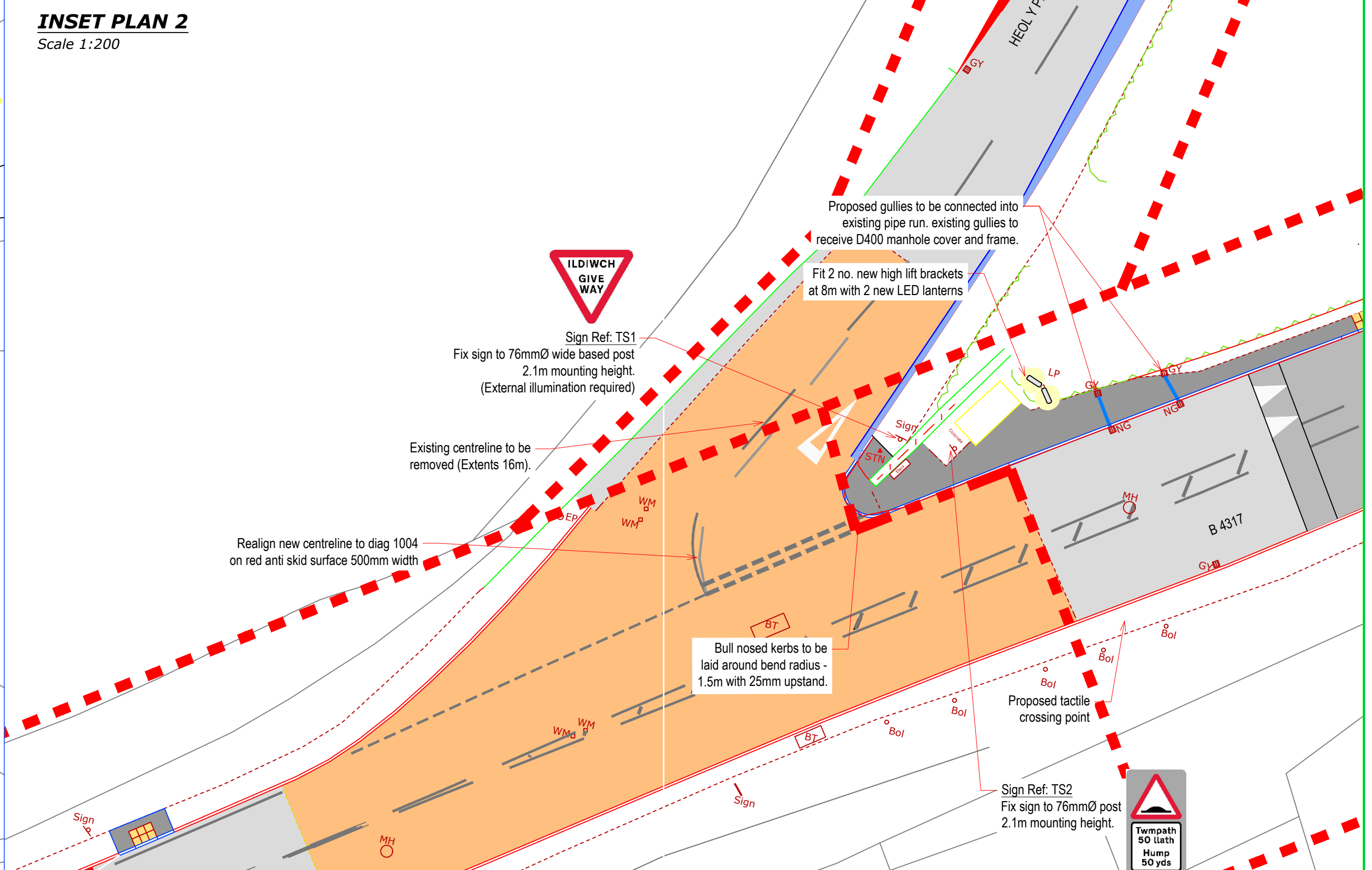
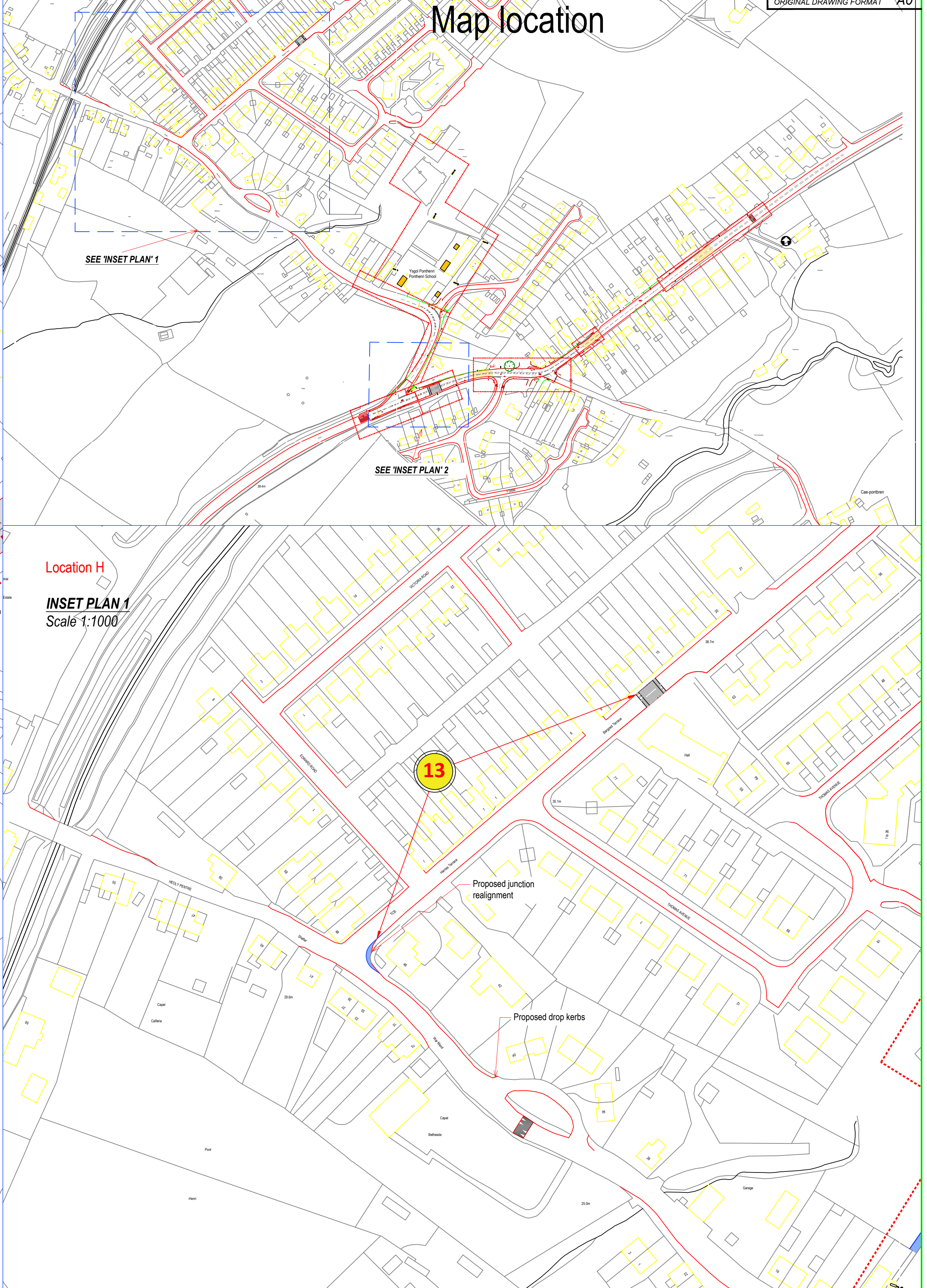
**Section 100D Local Government Act, 1972 – Access to Information**

**List of Background Papers used in the preparation of this report: None**





### Map location



- Consultation Plan**  
Scale 1:500
- KEY**
- 1 Proposed footway widening to 3m and new public lighting
  - 2 Remove steps and construct ramp
  - 3 Proposed road widening and realignment
  - 4 Proposed Footway widening
  - 5 Proposed road widening, footway creation, plateau crossing and lighting
  - 6 Proposed improvement to bus stop facilities and formation of uncontrolled crossing
  - 7 Proposed new uncontrolled crossing and junction realignment
  - 8 Proposed new uncontrolled crossing and junction realignment
  - 9 Proposed new uncontrolled crossing and footway build out to bridge gap in existing footway provisions.
  - 10 Proposed new uncontrolled crossing
  - 11 Proposed parent waiting shelter
  - 12 Proposed cycle & scooter shelter (position to be agreed)
  - 13 Proposed New plateau and Junction Improvements
- 14 Proposed tactile crossing point
  - 15 Proposed LED lighting
  - 16 10mm 3 core street lighting cable in duct.
  - 17 4mm 3 core street lighting cable in duct.

Gwasanaethau Dylunio Peirianegol

**Cynghor Sir Gâr**  
**Carmarthenshire**  
County Council

Engineering Design Services

**Adrian Harries B.Eng (Hons), C.Eng, M.I.C.E.**  
Rheolwr Gwasanaethau Dylunio Profesiynol  
Professional Design Services Manager

Adrian Amgylchedd, Bloc 5,  
Parc Myddin, Waun Dew,  
Caerfyrddin  
Sir Caerfyrddin SA33 3HQ

Environment Department, Block 3,  
Parc Myddin, Richmond Terrace,  
Carmarthen,  
Carmarthenshire SA31 3HQ

### SAFER ROUTES IN THE COMMUNITY PONTHENRI

### BID DRAWING 2023/2024

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1	24/01/23	VP			

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Project: 80/0040/274

Drawing No: BID 01

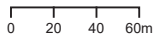
© Hefellant y Cerr a hysawls corffwr ddiab 2022 Ardd  
Ordnance Survey 100023377  
© Crown copyright and database rights 2022 Ordnance  
Survey 100023377



Mae'r dudalen hon yn wag yn iwradd!



Tudalen 15



Graddfa  
Scale 1:2500

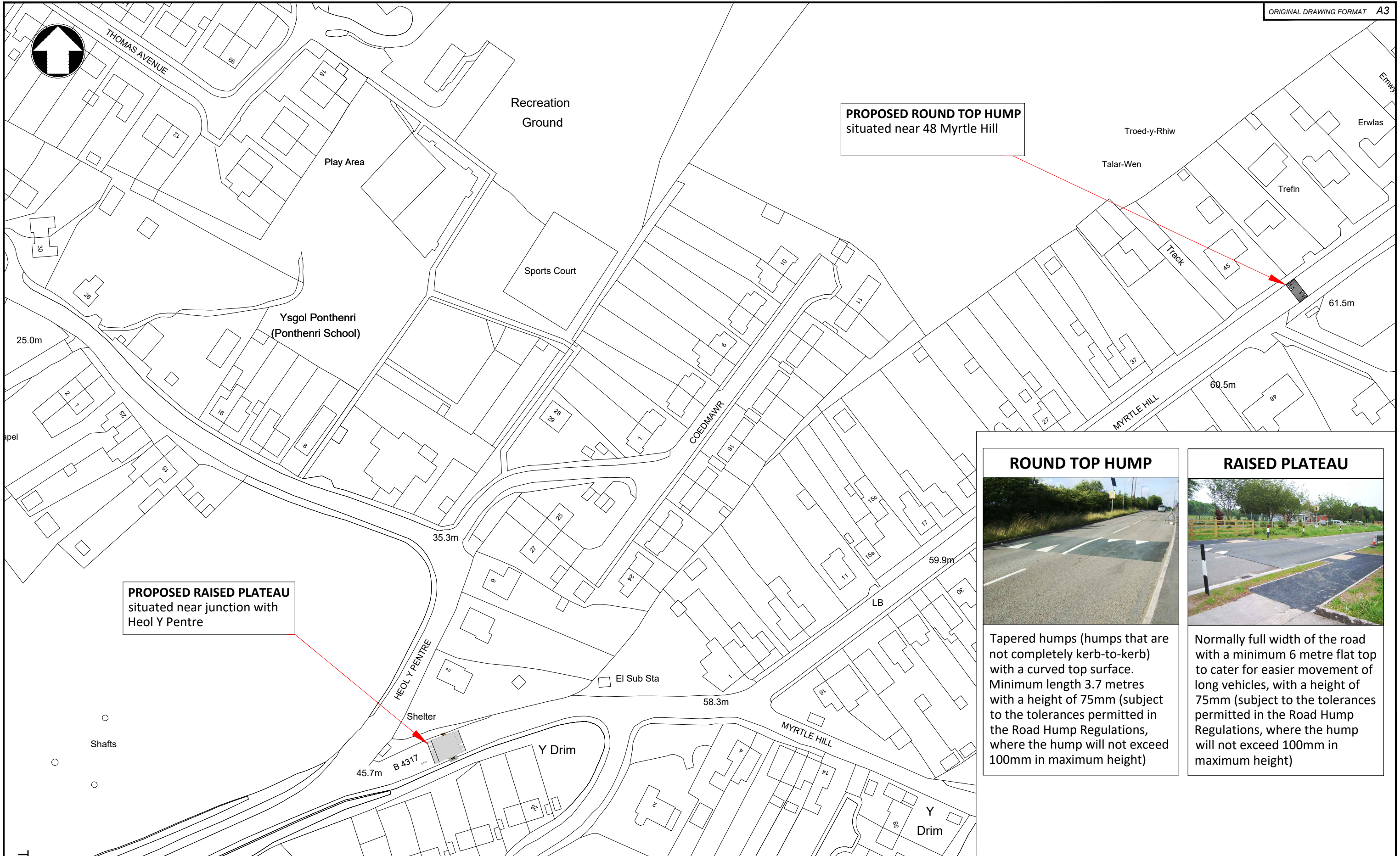
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Dyddiad  
Date 27/11/2023



Mae'r dudalen hon yn wag yn fwiadol






**PROPOSED ROUND TOP HUMPS**  
situated near 48 Myrtle Hill

**PROPOSED RAISED PLATEAU**  
situated near junction with  
Heol Y Pentre

**ROUND TOP HUMPS**



Tapered humps (humps that are not completely kerb-to-kerb) with a curved top surface. Minimum length 3.7 metres with a height of 75mm (subject to the tolerances permitted in the Road Hump Regulations, where the hump will not exceed 100mm in maximum height)

**RAISED PLATEAU**

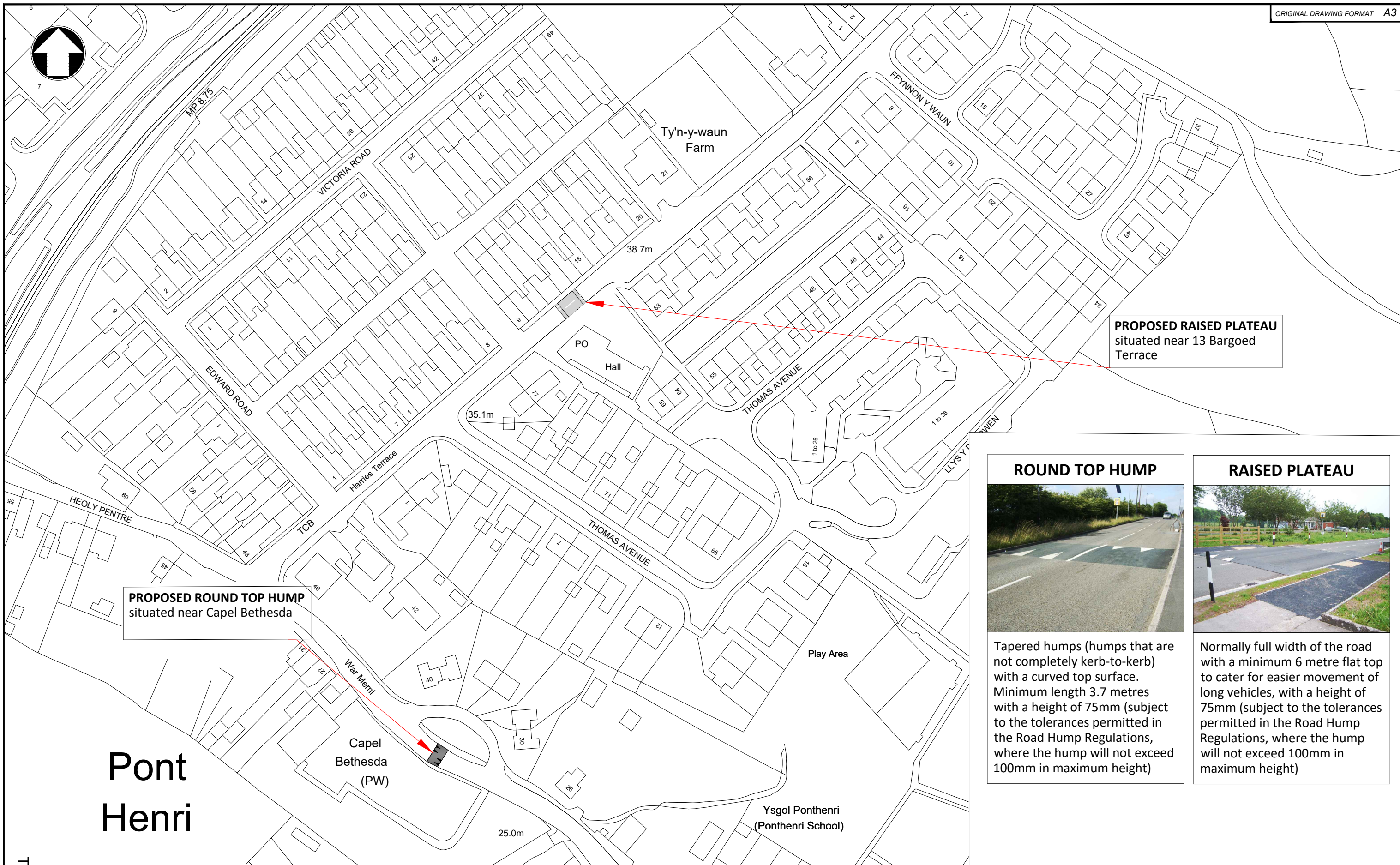
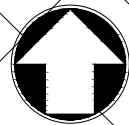


Normally full width of the road with a minimum 6 metre flat top to cater for easier movement of long vehicles, with a height of 75mm (subject to the tolerances permitted in the Road Hump Regulations, where the hump will not exceed 100mm in maximum height)

REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD
Status CONSULTATION					
Made By	Date	Checked	Date	Authorised	Date
ME	26/04/23	VV	26/04/23	VP	26/04/23
Scale			Project no.		
1:1250			80/0040/538		
			Drawing no.		Revision
			-		-

Mae'r dudalen hon yn wag yn fwriadol






**PROPOSED ROUND TOP HUMP**  
situated near Capel Bethesda

**PROPOSED RAISED PLATEAU**  
situated near 13 Bargoed Terrace

**ROUND TOP HUMP**



Tapered humps (humps that are not completely kerb-to-kerb) with a curved top surface. Minimum length 3.7 metres with a height of 75mm (subject to the tolerances permitted in the Road Hump Regulations, where the hump will not exceed 100mm in maximum height)

**RAISED PLATEAU**



Normally full width of the road with a minimum 6 metre flat top to cater for easier movement of long vehicles, with a height of 75mm (subject to the tolerances permitted in the Road Hump Regulations, where the hump will not exceed 100mm in maximum height)

# Pont Henri

Tudalen 19

Gwasanaethau Dylunio Peirianegol



Engineering Design Services

**Adrian Harries B.Eng (Hons). C.Eng, M.I.C.E**  
Rheolwr Gwasanaethau Dylunio Proffesiynol  
Professional Design Services Manager,  
Adran Amgylchedd, Bloc 1,  
Parc Myrddin, Waun Dew,  
Caerfyrddin  
Sir Caerfyrddin SA31 1HQ  
Environment Department, Block 1,  
Parc Myrddin, Richmond Terrace,  
Carmarthen,  
Carmarthenshire SA31 1HQ

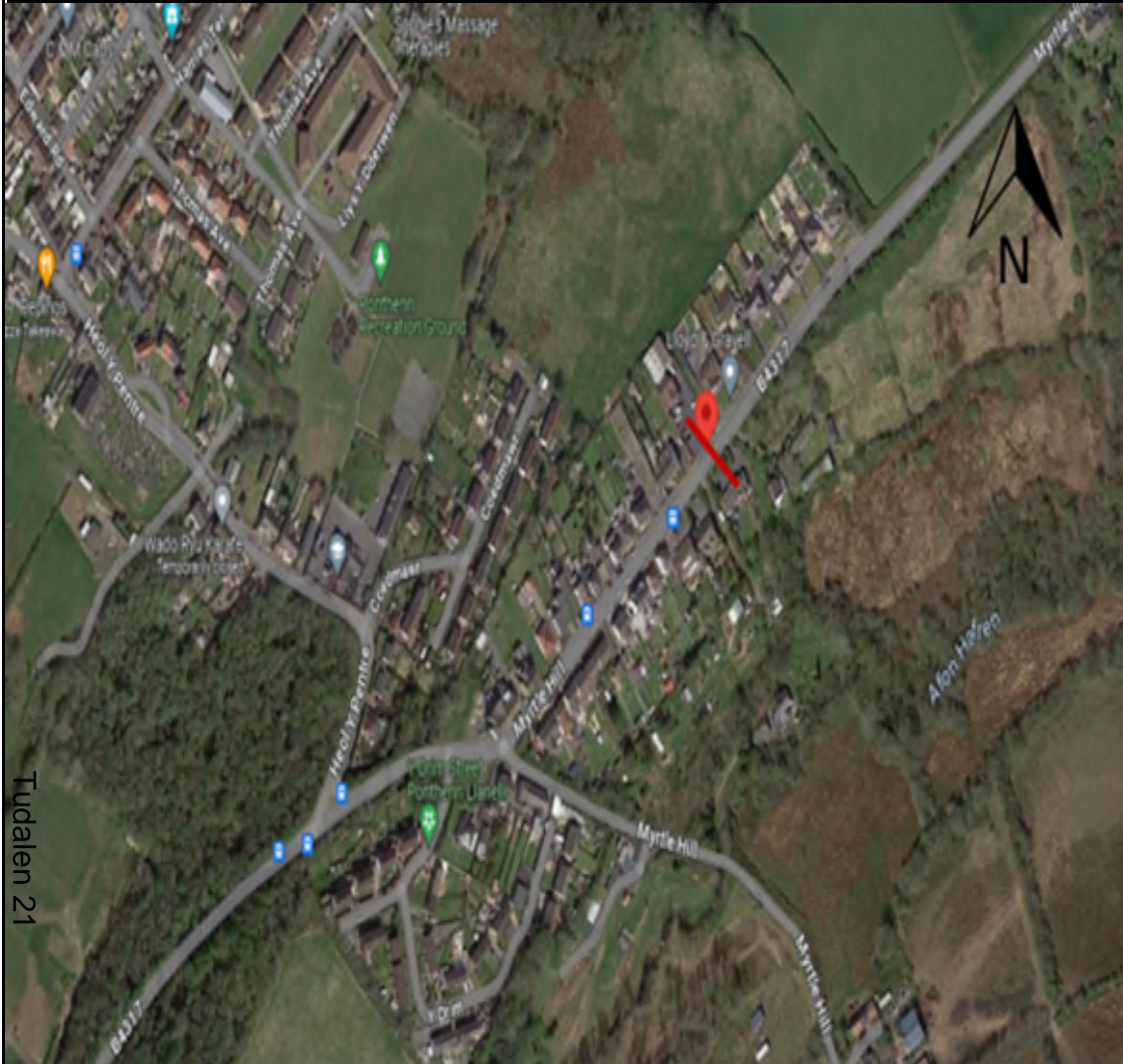
Project  
**SAFER ROUTES IN THE COMMUNITY**  
Ponthenri 2023-2024

Title  
**PROPOSED VERTICAL MEASURES**

REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD
Status CONSULTATION					
Made By	Date	Checked	Date	Authorised	Date
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1:1250			80/0040/538		
			Drawing no.		Revision
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Mae'r dudalen hon yn wag yn fwriadol





Job Name/ Title		Site	0	Location											
17 January 2024		to	00/01/00	Direction	Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
17 January 2024															
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0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	3	1	1	0	0	0	1	0	0	0	0	0	0	0	
0400	15	1	12	1	0	0	0	0	1	0	0	0	0	0	
0500	35	0	29	3	0	0	1	0	2	0	0	0	0	0	
0600	75	0	55	18	0	0	2	0	0	0	0	0	0	0	
0700	179	1	138	34	1	1	3	0	1	0	0	0	0	0	
0800	218	0	179	28	3	4	2	0	2	0	0	0	0	0	
0900	117	1	95	20	0	1	0	0	0	0	0	0	0	0	
1000	118	0	95	20	0	2	0	0	1	0	0	0	0	0	
1100	105	0	87	17	1	0	0	0	0	0	0	0	0	0	
1200	89	0	70	16	0	1	2	0	0	0	0	0	0	0	
1300	123	1	97	21	1	1	1	0	1	0	0	0	0	0	
1400	102	0	84	16	0	0	0	0	1	0	0	1	0	0	
1500	146	1	119	20	1	2	2	0	1	0	0	0	0	0	
1600	196	3	158	27	1	3	1	0	3	0	0	0	0	0	
1700	189	0	167	19	0	1	0	0	1	0	1	0	0	0	
1800	102	1	91	9	0	1	0	0	0	0	0	0	0	0	
1900	70	0	66	4	0	0	0	0	0	0	0	0	0	0	
2000	48	0	45	3	0	0	0	0	0	0	0	0	0	0	
2100	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
2200	18	0	16	2	0	0	0	0	0	0	0	0	0	0	
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
07-19	1684	8	1380	247	8	17	11	0	11	0	1	1	0	0	
06-22	1904	8	1572	273	8	17	13	0	11	0	1	1	0	0	
06-00	1931	8	1596	276	8	17	13	0	11	0	1	1	0	0	
00-00	1987	10	1640	281	8	17	15	0	14	0	1	1	0	0	

Tudalen 22

Job Name/ Title		Site	0	Location	()										
17 January 2024		to	00/01/00	Direction	Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>18 January 2024</b>															
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	0	1	0	0	1	0	0	0	0	0	0	0	
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
0300	4	1	2	1	0	0	0	0	0	0	0	0	0	0	
0400	13	1	10	0	0	0	0	0	2	0	0	0	0	0	
0500	32	0	27	2	0	0	0	0	3	0	0	0	0	0	
0600	76	0	53	22	0	0	0	0	0	0	1	0	0	0	
0700	171	1	134	32	1	0	3	0	0	0	0	0	0	0	
0800	220	0	178	36	2	3	1	0	0	0	0	0	0	0	
0900	125	0	102	18	1	2	1	0	0	0	0	1	0	0	
1000	107	0	78	24	2	0	3	0	0	0	0	0	0	0	
1100	98	0	69	26	0	1	2	0	0	0	0	0	0	0	
1200	100	0	84	15	0	0	1	0	0	0	0	0	0	0	
1300	121	0	94	20	2	0	2	0	2	0	0	1	0	0	
1400	122	0	99	20	0	1	2	0	0	0	0	0	0	0	
1500	159	0	128	23	1	3	2	0	2	0	0	0	0	0	
1600	197	1	160	33	2	0	0	0	1	0	0	0	0	0	
1700	139	1	119	16	0	1	1	0	0	0	1	0	0	0	
1800	106	0	96	9	0	0	0	0	1	0	0	0	0	0	
1900	65	0	59	3	0	0	3	0	0	0	0	0	0	0	
2000	42	0	41	1	0	0	0	0	0	0	0	0	0	0	
2100	34	0	30	3	0	0	1	0	0	0	0	0	0	0	
2200	23	0	20	3	0	0	0	0	0	0	0	0	0	0	
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
07-19	1665	3	1341	272	11	11	18	0	6	0	1	2	0	0	
06-22	1882	3	1524	301	11	11	22	0	6	0	2	2	0	0	
06-00	1914	3	1552	305	11	11	22	0	6	0	2	2	0	0	
00-00	1969	5	1594	310	11	11	23	0	11	0	2	2	0	0	

Tudalen 23

Job Name/ Title			Site		Location		0		()						
17 January 2024			to		00/01/00		Direction		Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Day (2)															
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0100	2	0	1	1	0	0	1	0	0	0	0	0	0	0	
0200	1	0	1	1	0	0	0	0	0	0	0	0	0	0	
0300	4	1	2	1	0	0	1	0	0	0	0	0	0	0	
0400	14	1	11	1	0	0	0	0	2	0	0	0	0	0	
0500	34	0	28	3	0	0	1	0	3	0	0	0	0	0	
0600	76	0	54	20	0	0	1	0	0	0	1	0	0	0	
0700	175	1	136	33	1	1	3	0	1	0	0	0	0	0	
0800	219	0	179	32	3	4	2	0	1	0	0	0	0	0	
0900	121	1	99	19	1	2	1	0	0	0	0	1	0	0	
1000	113	0	87	22	1	1	2	0	1	0	0	0	0	0	
1100	102	0	78	22	1	1	1	0	0	0	0	0	0	0	
1200	95	0	77	16	0	1	2	0	0	0	0	0	0	0	
1300	122	1	96	21	2	1	2	0	2	0	0	1	0	0	
1400	112	0	92	18	0	1	1	0	1	0	0	1	0	0	
1500	153	1	124	22	1	3	2	0	2	0	0	0	0	0	
1600	197	2	159	30	2	2	1	0	2	0	0	0	0	0	
1700	164	1	143	18	0	1	1	0	1	0	1	0	0	0	
1800	104	1	94	9	0	1	0	0	1	0	0	0	0	0	
1900	68	0	63	4	0	0	2	0	0	0	0	0	0	0	
2000	45	0	43	2	0	0	0	0	0	0	0	0	0	0	
2100	31	0	28	2	0	0	1	0	0	0	0	0	0	0	
2200	21	0	18	3	0	0	0	0	0	0	0	0	0	0	
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
07-19	1675	6	1361	260	10	14	15	0	9	0	1	2	0	0	
06-22	1893	6	1548	287	10	14	18	0	9	0	2	2	0	0	
06-00	1923	6	1574	291	10	14	18	0	9	0	2	2	0	0	
00-00	1978	8	1617	296	10	14	19	0	13	0	2	2	0	0	

Tudalen 24







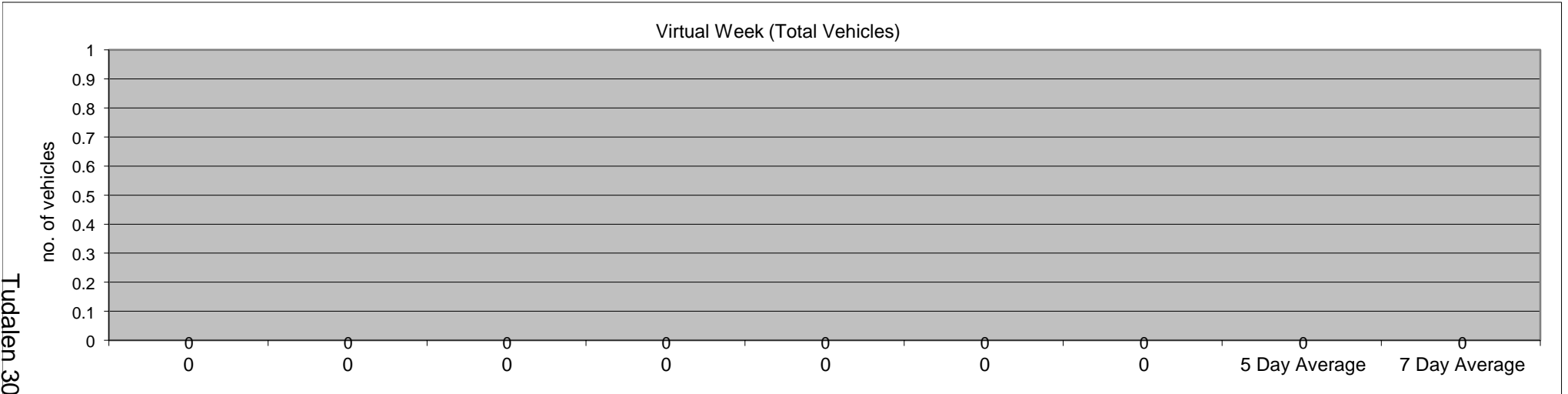






Job Name/ Title		Site	0	Location	( )										
17 January 2024		to	00/01/00	Direction	Eastbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Virtual Week</b>															
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	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	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	
<b>5 Day Average</b>															
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>7 Day Average</b>															
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Vehicles</b>															
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Virtual Week (Total Vehicles)



Tudalen 30

Job Name/ Title										Site	0	Location				()		ACPO (SL1)		DfT (SL2)		Mean	85%ile
17 January 2024										Direction	Eastbound					Speed Limit (PSL)				Speed	Speed		
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	130	20	20	24	24	35	35	Mean	85%ile
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT	Speed	Speed	
<b>17 January 2024</b>																							
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	34.5	-	
0100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	2	100	1	50	1	50	30	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	3	0	0	0	0	0	1	1	0	0	0	1	0	0	3	100	3	100	1	33.33	37.5	-	
0400	15	0	0	0	0	0	0	4	3	5	2	1	0	0	15	100	15	100	11	73.33	40	48.2	
0500	35	0	0	0	0	0	6	6	5	6	8	3	1	0	35	100	35	100	23	65.71	39.9	47.6	
0600	75	0	1	0	1	10	5	20	16	15	6	0	1	0	73	97.33	66	88	38	50.67	35.1	43.4	
0700	179	0	2	2	3	33	56	42	29	8	4	0	0	0	172	96.09	141	78.77	41	22.91	29.8	37	
0800	218	0	1	0	9	41	63	63	30	8	3	0	0	0	208	95.41	176	80.73	41	18.81	29.7	36.4	
0900	117	0	1	0	8	38	31	21	12	4	0	2	0	0	108	92.31	71	60.68	18	15.38	27.5	35.2	
1000	118	0	0	1	9	33	37	26	7	4	1	0	0	0	108	91.53	81	68.64	12	10.17	27.5	33.8	
1100	105	0	0	0	10	42	27	13	9	2	2	0	0	0	95	90.48	62	59.05	13	12.38	26.9	33.7	
1200	89	0	0	0	2	25	32	17	7	4	2	0	0	0	87	97.75	67	75.28	13	14.61	28.6	34.6	
1300	123	0	2	0	5	37	30	27	15	5	2	0	0	0	116	94.31	88	71.54	22	17.89	28.5	36.1	
1400	102	0	0	0	4	23	28	28	12	7	0	0	0	0	98	96.08	78	76.47	19	18.63	29.7	36.4	
1500	146	0	1	0	7	31	50	34	14	7	2	0	0	0	138	94.52	116	79.45	23	15.75	29	35.3	
1600	196	0	5	3	17	61	48	34	20	5	2	0	0	1	171	87.24	118	60.2	28	14.29	27.1	34.9	
1700	189	0	1	1	9	39	56	48	25	9	1	0	0	0	178	94.18	148	78.31	35	18.52	29.2	36.9	
1800	102	0	0	0	7	13	19	37	16	8	0	1	1	0	95	93.14	85	83.33	26	25.49	31.2	37.5	
1900	70	0	0	1	3	12	14	18	16	4	2	0	0	0	66	94.29	58	82.86	22	31.43	31.2	38.9	
2000	48	0	0	0	4	7	11	7	6	7	5	0	0	1	44	91.67	39	81.25	19	39.58	32.8	43.6	
2100	27	0	0	0	0	1	9	5	6	5	1	0	0	0	27	100	26	96.3	12	44.44	34.2	41.3	
2200	18	0	0	1	1	4	4	4	1	1	2	0	0	0	16	88.89	14	77.78	4	22.22	30	42.3	
2300	9	0	0	0	1	1	1	1	1	3	1	0	0	0	8	88.89	7	77.78	5	55.56	33.8	-	
07-19	1684	0	13	7	90	416	477	390	196	71	19	3	1	1	1574	93.47	1231	73.1	291	17.28	28.7	35.7	
08-22	1904	0	14	8	98	446	516	440	240	102	33	3	2	2	1784	93.7	1420	74.58	382	20.06	29.3	36.7	
09-00	1931	0	14	9	100	451	521	445	242	106	36	3	2	2	1808	93.63	1441	74.62	391	20.25	29.3	36.7	
10-00	1987	0	14	9	100	452	528	457	251	117	46	8	3	2	1864	93.81	1496	75.29	427	21.49	29.6	37.2	

Job Name/ Title										Site	0	Location				Speed Limit		ACPO (SL1)		DfT (SL2)		Mean	85%ile
17 January 2024										Direction	Eastbound					20	20	24	24	35	35	Speed	Speed
Time	Total	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35	Mean	85%ile	
Period	Vehicles	5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT	Speed	Speed	
<b>18 January 2024</b>																							
0000	2	0	0	0	0	0	0	0	1	0	0	1	0	0	2	100	2	100	2	100	44.3	-	
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	2	100	2	100	1	50	33.2	-	
0200	2	0	0	0	0	0	0	0	1	1	0	0	0	0	2	100	2	100	2	100	38.5	-	
0300	4	0	0	0	0	0	1	0	0	2	0	1	0	0	4	100	4	100	3	75	41.8	-	
0400	13	0	0	0	0	0	2	2	3	2	2	1	1	0	13	100	13	100	9	69.23	40.1	51.2	
0500	32	0	0	0	1	0	1	5	7	8	8	2	0	0	31	96.88	31	96.88	25	78.13	40.7	48.4	
0600	76	0	0	0	3	5	10	26	22	6	4	0	0	0	73	96.05	71	93.42	32	42.11	33.6	39.9	
0700	171	0	2	1	10	35	47	47	16	8	3	2	0	0	158	92.4	133	77.78	29	16.96	29	35.7	
0800	220	0	0	0	14	47	75	54	23	2	2	3	0	0	206	93.64	169	76.82	30	13.64	28.7	34.4	
0900	125	0	0	1	10	29	34	26	16	3	5	1	0	0	114	91.2	89	71.2	25	20	29	36.4	
1000	107	0	1	1	0	23	35	27	17	2	1	0	0	0	105	98.13	88	82.24	20	18.69	29.4	35.7	
1100	98	0	0	0	2	23	34	16	15	1	6	1	0	0	96	97.96	83	84.69	23	23.47	30.4	37.3	
1200	100	0	0	0	7	23	28	28	12	1	1	0	0	0	93	93	73	73	14	14	28.5	34.8	
1300	121	0	0	1	9	17	33	33	15	8	4	1	0	0	111	91.74	95	78.51	28	23.14	30.5	38.1	
1400	122	0	0	1	1	31	37	22	20	8	1	1	0	0	120	98.36	99	81.15	30	24.59	30	37.9	
1500	159	0	1	3	4	36	46	38	19	8	4	0	0	0	151	94.97	120	75.47	31	19.5	29.3	36.8	
1600	197	0	5	2	10	36	58	53	27	5	0	1	0	0	180	91.37	155	78.68	33	16.75	28.7	35.6	
1700	139	0	1	1	2	26	43	34	19	10	1	2	0	0	135	97.12	117	84.17	32	23.02	30.5	36.1	
1800	106	0	0	1	0	19	27	36	12	5	4	1	0	1	105	99.06	93	87.74	23	21.7	31.3	37.9	
1900	65	0	0	0	6	16	16	9	12	3	2	0	1	0	59	90.77	47	72.31	18	27.69	29.7	39.4	
2000	42	0	0	0	4	9	5	14	7	3	0	0	0	0	38	90.48	31	73.81	10	23.81	30.2	37.7	
2100	34	0	0	0	1	3	7	9	8	4	2	0	0	0	33	97.06	30	88.24	14	41.18	33.1	40.4	
2200	23	0	0	0	0	3	5	8	3	1	0	3	0	0	23	100	20	86.96	7	30.43	34	44.9	
2300	9	0	0	0	0	1	2	2	1	3	0	0	0	0	9	100	8	88.89	4	44.44	34.3	-	
07-19	1665	0	10	12	69	345	497	414	211	61	32	13	0	1	1574	94.53	1314	78.92	318	19.1	29.5	36	
08-22	1882	0	10	12	83	378	535	472	260	77	40	13	1	1	1777	94.42	1493	79.33	392	20.83	29.7	36.5	
09-00	1914	0	10	12	83	382	542	482	264	81	40	16	1	1	1809	94.51	1521	79.47	403	21.06	29.8	36.6	
09-00	1969	0	10	12	84	382	547	489	277	94	50	21	2	1	1863	94.62	1575	79.99	445	22.6	30.1	37	



Job Name/ Title										Site	0	Location ( )											
17 January 2024										Direction	Eastbound	Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	130	20	20	24	24	35	35	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT			
<b>Virtual Day (2)</b>																							
0000	2	0	0	0	0	0	0	1	1	0	0	1	0	0	2	100	2	100	1	66.67	41	-	
0100	2	0	0	0	0	1	1	0	1	0	0	0	0	0	2	100	2	75	1	50	31.6	-	
0200	1	0	0	0	0	0	0	0	1	1	0	0	0	0	1	100	1	100	1	100	38.5	-	
0300	4	0	0	0	0	0	1	1	0	1	0	1	0	0	4	100	4	100	2	57.14	40	-	
0400	14	0	0	0	0	0	1	3	3	4	2	1	1	0	14	100	14	100	10	71.43	40.1	48.8	
0500	34	0	0	0	1	0	4	6	6	7	8	3	1	0	33	98.51	33	98.51	24	71.64	40.3	47.7	
0600	76	0	1	0	2	8	8	23	19	11	5	0	1	0	73	96.69	69	90.73	35	46.36	34.4	41.8	
0700	175	0	2	2	7	34	52	45	23	8	4	1	0	0	165	94.29	137	78.29	35	20	29.4	36.3	
0800	219	0	1	0	12	44	69	59	27	5	3	2	0	0	207	94.52	173	78.77	36	16.21	29.2	35.4	
0900	121	0	1	1	9	34	33	24	14	4	3	2	0	0	111	91.74	80	66.12	22	17.77	28.3	35.7	
1000	113	0	1	1	5	28	36	27	12	3	1	0	0	0	107	94.67	85	75.11	16	14.22	28.4	34.8	
1100	102	0	0	0	6	33	31	15	12	2	4	1	0	0	96	94.09	73	71.43	18	17.73	28.6	36.3	
1200	95	0	0	0	5	24	30	23	10	3	2	0	0	0	90	95.24	70	74.07	14	14.29	28.6	34.7	
1300	122	0	1	1	7	27	32	30	15	7	3	1	0	0	114	93.03	92	75	25	20.49	29.5	37	
1400	112	0	0	1	3	27	33	25	16	8	1	1	0	0	109	97.32	89	79.02	25	21.88	29.8	37.2	
1500	153	0	1	2	6	34	48	36	17	8	3	0	0	0	145	94.75	118	77.38	27	17.7	29.1	35.8	
1600	197	0	5	3	14	49	53	44	24	5	1	1	0	1	176	89.31	137	69.47	31	15.52	27.9	35.2	
1700	164	0	1	1	6	33	50	41	22	10	1	1	0	0	157	95.43	133	80.79	34	20.43	29.8	36.6	
1800	104	0	0	1	4	16	23	37	14	7	2	1	1	1	100	96.15	89	85.58	25	23.56	31.2	37.5	
1900	68	0	0	1	5	14	15	14	14	4	2	0	1	0	63	92.59	53	77.78	20	29.63	30.5	38.9	
2000	45	0	0	0	4	8	8	11	7	5	3	0	0	1	41	91.11	35	77.78	15	32.22	31.6	41.4	
2100	31	0	0	0	1	2	8	7	7	5	2	0	0	0	30	98.36	28	91.8	13	42.62	33.6	40.8	
2200	21	0	0	1	1	4	5	6	2	1	1	2	0	0	20	95.12	17	82.93	6	26.83	32.3	41.3	
2300	9	0	0	0	1	1	2	2	1	3	1	0	0	0	9	94.44	8	83.33	5	50	34	-	
07-19	1675	0	12	10	80	381	487	402	204	66	26	8	1	1	1574	94	1273	75.99	305	18.18	29.1	35.9	
08-22	1893	0	12	10	91	412	526	456	250	90	37	8	2	2	1781	94.06	1457	76.94	387	20.44	29.5	36.5	
09-00	1923	0	12	11	92	417	532	464	253	94	38	10	2	2	1809	94.07	1481	77.04	397	20.65	29.6	36.6	
09-00	1978	0	12	11	92	417	538	473	264	106	48	15	3	2	1864	94.21	1536	77.63	436	22.04	29.8	37	











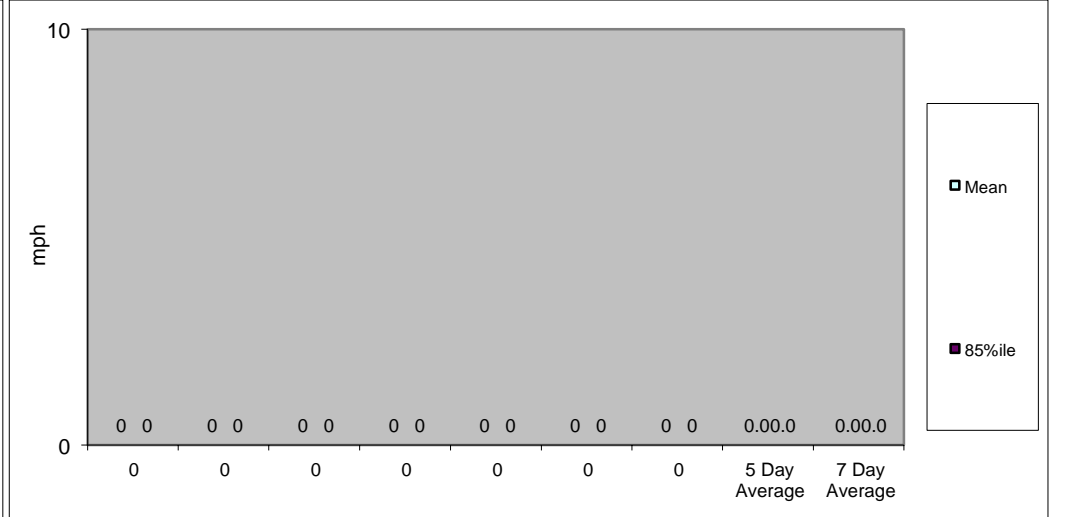
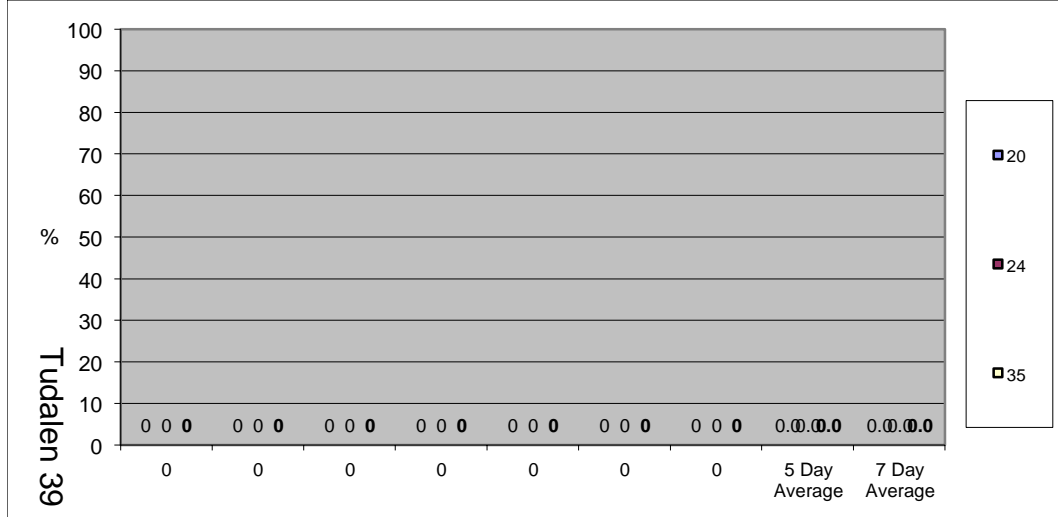
Job Name/ Title														Site		Location		Speed Limit		ACPO (SL1)		DfT (SL2)		Mean	85%ile
17 January 2024														0		()		20		24		35			
to														00/01/00		Direction		Eastbound							
Speed Bins														PSL						Speed	Speed				
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35	Mean	85%ile			
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT	Speed	Speed			

Virtual Week																					
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	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	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	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	0	0	0	0	0	0

5 Day Average																						
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0

7 Day Average																						
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0

Total Vehicles																						
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Job Name/ Title		Site	0	Location											
17 January 2024		to	00/01/00	Direction	Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
17 January 2024															
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	2	1	0	1	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0500	9	0	6	3	0	0	0	0	0	0	0	0	0	0	
0600	29	0	24	4	0	1	0	0	0	0	0	0	0	0	
0700	112	1	85	19	2	2	2	0	1	0	0	0	0	0	
0800	165	1	141	18	1	1	1	0	2	0	0	0	0	0	
0900	121	1	92	23	1	2	1	0	1	0	0	0	0	0	
1000	95	0	84	10	0	0	0	0	1	0	0	0	0	0	
1100	84	0	65	18	0	0	0	0	0	0	1	0	0	0	
1200	102	1	83	14	0	1	3	0	0	0	0	0	0	0	
1300	121	1	103	13	1	1	0	0	0	0	1	1	0	0	
1400	124	0	113	9	0	1	0	0	1	0	0	0	0	0	
1500	178	0	148	26	0	3	1	0	0	0	0	0	0	0	
1600	236	0	203	29	2	0	1	0	1	0	0	0	0	0	
1700	244	0	214	26	1	0	0	0	3	0	0	0	0	0	
1800	131	0	115	14	0	0	1	0	0	0	1	0	0	0	
1900	105	0	92	11	0	0	1	0	1	0	0	0	0	0	
2000	56	0	52	4	0	0	0	0	0	0	0	0	0	0	
2100	34	0	32	2	0	0	0	0	0	0	0	0	0	0	
2200	23	0	22	1	0	0	0	0	0	0	0	0	0	0	
2300	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
07-19	1713	5	1446	219	8	11	10	0	10	0	3	1	0	0	
06-22	1937	5	1646	240	8	12	11	0	11	0	3	1	0	0	
06-00	1971	5	1677	243	8	12	11	0	11	0	3	1	0	0	
00-00	1996	5	1697	247	8	13	11	0	11	0	3	1	0	0	

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Job Name/ Title			Site		0		Location								()			
17 January 2024			to		00/01/00		Direction		Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC				
<b>18 January 2024</b>																		
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0				
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0				
0200	5	0	3	2	0	0	0	0	0	0	0	0	0	0				
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0				
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0				
0500	8	0	5	2	0	0	1	0	0	0	0	0	0	0				
0600	27	0	20	6	0	1	0	0	0	0	0	0	0	0				
0700	106	0	78	16	3	2	4	0	3	0	0	0	0	0				
0800	174	1	151	17	1	1	2	0	1	0	0	0	0	0				
0900	97	0	79	15	0	2	0	0	1	0	0	0	0	0				
1000	88	0	68	18	0	2	0	0	0	0	0	0	0	0				
1100	94	0	69	22	1	0	2	0	0	0	0	0	0	0				
1200	106	1	84	19	0	0	2	0	0	0	0	0	0	0				
1300	145	1	120	20	0	2	1	0	1	0	0	0	0	0				
1400	138	0	113	20	0	1	3	0	1	0	0	0	0	0				
1500	176	0	154	17	2	1	2	0	0	0	0	0	0	0				
1600	203	0	167	33	0	2	1	0	0	0	0	0	0	0				
1700	198	0	173	21	1	1	1	0	1	0	0	0	0	0				
1800	156	0	140	13	0	0	0	0	2	0	1	0	0	0				
1900	97	0	85	11	0	0	0	0	1	0	0	0	0	0				
2000	68	0	59	9	0	0	0	0	0	0	0	0	0	0				
2100	38	0	35	2	0	0	0	0	1	0	0	0	0	0				
2200	24	0	21	3	0	0	0	0	0	0	0	0	0	0				
2300	9	0	6	3	0	0	0	0	0	0	0	0	0	0				
07-19	1681	3	1396	231	8	14	18	0	10	0	1	0	0	0				
06-22	1911	3	1595	259	8	15	18	0	12	0	1	0	0	0				
06-00	1944	3	1622	265	8	15	18	0	12	0	1	0	0	0				
00-00	1972	3	1643	271	8	15	19	0	12	0	1	0	0	0				

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Job Name/ Title			Site		0		Location		()					
17 January 2024			to		00/01/00		Direction		Westbound					
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Day (2)														
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	3	2	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	9	0	6	3	0	0	1	0	0	0	0	0	0	0
0600	28	0	22	5	0	1	0	0	0	0	0	0	0	0
0700	109	1	82	18	3	2	3	0	2	0	0	0	0	0
0800	170	1	146	18	1	1	2	0	2	0	0	0	0	0
0900	109	1	86	19	1	2	1	0	1	0	0	0	0	0
1000	92	0	76	14	0	1	0	0	1	0	0	0	0	0
1100	89	0	67	20	1	0	1	0	0	0	1	0	0	0
1200	104	1	84	17	0	1	3	0	0	0	0	0	0	0
1300	133	1	112	17	1	2	1	0	1	0	1	1	0	0
1400	131	0	113	15	0	1	2	0	1	0	0	0	0	0
1500	177	0	151	22	1	2	2	0	0	0	0	0	0	0
1600	220	0	185	31	1	1	1	0	1	0	0	0	0	0
1700	221	0	194	24	1	1	1	0	2	0	0	0	0	0
1800	144	0	128	14	0	0	1	0	1	0	1	0	0	0
1900	101	0	89	11	0	0	1	0	1	0	0	0	0	0
2000	62	0	56	7	0	0	0	0	0	0	0	0	0	0
2100	36	0	34	2	0	0	0	0	1	0	0	0	0	0
2200	24	0	22	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	8	3	0	0	0	0	0	0	0	0	0	0
07-19	1697	4	1421	225	8	13	14	0	10	0	2	1	0	0
06-22	1924	4	1621	250	8	14	15	0	12	0	2	1	0	0
06-00	1958	4	1650	254	8	14	15	0	12	0	2	1	0	0
00-00	1984	4	1670	259	8	14	15	0	12	0	2	1	0	0

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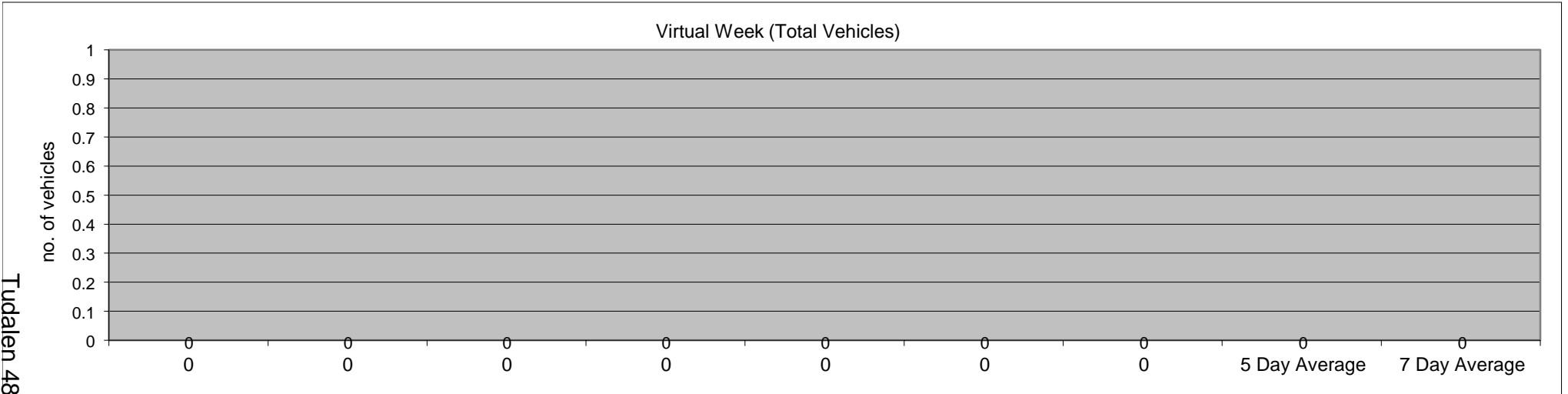








Job Name/ Title			Site	0	Location	()									
17 January 2024			to	00/01/00	Direction	Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Virtual Week</b>															
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	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	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	
<b>5 Day Average</b>															
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>7 Day Average</b>															
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Vehicles</b>															
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	





Job Name/ Title		Site 0 Location ()														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
17 January 2024		Direction Westbound														20	20	24	24	35	35		
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	60	130	ACPO	ACPO	DFT	DFT			
<b>17 January 2024</b>																							
0000	3	0	0	0	0	0	0	0	0	2	0	0	1	0	3	100	3	100	3	100	47.2	-	
0100	3	0	0	0	0	0	1	1	0	0	1	0	0	0	3	100	3	100	1	33.33	35.8	-	
0200	4	0	0	0	0	1	0	2	0	0	1	0	0	0	4	100	3	75	1	25	33.8	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	6	0	0	0	0	1	0	1	0	1	1	0	1	1	6	100	5	83.33	4	66.67	43.5	-	
0500	9	0	0	0	0	0	3	2	1	1	0	0	1	1	9	100	9	100	4	44.44	39.7	-	
0600	29	0	1	0	2	2	8	7	4	3	1	1	0	0	26	89.66	24	82.76	9	31.03	31.4	40.9	
0700	112	0	2	8	5	34	37	9	10	5	2	0	0	0	97	86.61	75	66.96	17	15.18	26.4	35.1	
0800	165	0	0	1	9	55	65	25	7	1	2	0	0	0	155	93.94	107	64.85	10	6.061	26.6	31.2	
0900	121	0	1	1	17	31	33	23	11	4	0	0	0	0	102	84.3	78	64.46	15	12.4	26.9	33.7	
1000	95	0	0	1	13	24	21	22	6	6	1	0	1	0	81	85.26	64	67.37	14	14.74	28.1	35.6	
1100	84	0	0	0	12	25	31	10	5	1	0	0	0	0	72	85.71	48	57.14	6	7.143	26.1	32.5	
1200	102	0	0	1	17	40	22	11	10	1	0	0	0	0	84	82.35	52	50.98	11	10.78	25.5	33.3	
1300	121	0	0	5	17	52	28	11	4	2	2	0	0	0	99	81.82	56	46.28	8	6.612	24.8	30.6	
1400	124	0	0	1	26	39	29	16	8	4	1	0	0	0	97	78.23	63	50.81	13	10.48	25.7	33.3	
1500	178	0	0	0	22	57	65	21	9	3	1	0	0	0	156	87.64	112	62.92	13	7.303	26.2	31.7	
1600	236	0	1	3	38	103	60	25	3	3	0	0	0	0	194	82.2	103	43.64	6	2.542	24.2	29.3	
1700	244	0	1	5	28	84	79	36	6	4	0	0	0	1	210	86.07	146	59.84	11	4.508	25.7	31.3	
1800	131	0	1	1	12	33	43	18	16	3	2	2	0	0	117	89.31	95	72.52	23	17.56	28	35.4	
1900	105	0	1	0	10	33	30	21	7	2	0	1	0	0	94	89.52	66	62.86	10	9.524	27.3	33.7	
2000	56	0	0	0	7	11	16	9	7	2	3	1	0	0	49	87.5	40	71.43	13	23.21	29	37.6	
2100	34	0	0	0	4	6	4	11	4	3	1	0	1	0	30	88.24	26	76.47	9	26.47	30.8	40.2	
2200	23	0	0	4	3	4	1	3	5	0	1	1	0	1	16	69.57	12	52.17	8	34.78	29	41.2	
2300	11	0	0	0	0	2	3	1	2	1	1	1	0	0	11	100	10	90.91	5	45.45	34.7	50.9	
07-19	1713	0	6	27	216	577	513	227	95	37	11	2	1	1	1464	85.46	999	58.32	147	8.581	26	32.1	
06-22	1937	0	8	27	239	629	571	275	117	47	16	5	2	1	1663	85.85	1155	59.63	188	9.706	26.3	32.7	
06-00	1971	0	8	31	242	635	575	279	124	48	18	7	2	2	1690	85.74	1177	59.72	201	10.2	26.4	32.8	
05-00	1996	0	8	31	242	637	579	285	125	52	21	7	5	4	1715	85.92	1200	60.12	214	10.72	26.6	33.1	

Job Name/ Title																Site		Location									
17 January 2024																0		()									
to																00/01/00		Direction		Westbound							
																Speed Limit		ACPO (SL1)		DFT (SL2)							
																(PSL)											
Time	Total	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35	Mean	85%ile					
Period	Vehicles	5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT	Speed	Speed					
<b>18 January 2024</b>																											
0000	5	0	0	0	0	0	0	1	0	1	3	0	0	0	5	100	5	100	4	80	43.7	-					
0100	2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	100	2	100	1	50	40.3	-					
0200	5	0	0	0	0	0	1	0	0	4	0	0	0	0	5	100	5	100	4	80	40.8	-					
0300	2	0	0	0	0	1	0	0	0	1	0	0	0	0	2	100	1	50	1	50	32.5	-					
0400	6	0	0	0	0	1	1	0	2	0	0	1	1	0	6	100	5	83.33	4	66.67	39.8	-					
0500	8	0	0	0	0	0	1	3	1	0	1	1	1	0	8	100	8	100	4	50	39.8	-					
0600	27	0	0	1	1	6	5	3	6	5	0	0	0	0	25	92.59	21	77.78	11	40.74	30.8	40.1					
0700	106	0	1	3	8	42	22	19	6	4	1	0	0	0	94	88.68	65	61.32	11	10.38	26.4	34.1					
0800	174	0	0	3	13	47	60	35	12	3	1	0	0	0	158	90.8	125	71.84	16	9.195	27.2	32.5					
0900	97	0	0	0	10	28	22	20	11	5	1	0	0	0	87	89.69	64	65.98	17	17.53	28.1	36.4					
1000	88	0	0	0	6	25	30	19	6	1	1	0	0	0	82	93.18	59	67.05	8	9.091	27.4	33.5					
1100	94	0	0	2	10	36	26	15	3	2	0	0	0	0	82	87.23	59	62.77	5	5.319	25.8	32.4					
1200	106	0	0	1	19	30	21	19	9	5	2	0	0	0	86	81.13	64	60.38	16	15.09	27	35					
1300	145	0	0	1	26	40	46	16	11	1	2	0	2	0	118	81.38	86	59.31	16	11.03	26.2	33.5					
1400	138	0	0	4	15	55	30	16	12	4	0	2	0	0	119	86.23	77	55.8	18	13.04	26.3	33					
1500	176	0	0	9	26	48	44	34	12	3	0	0	0	0	141	80.11	100	56.82	15	8.523	25.7	32.8					
1600	203	0	2	1	27	66	53	37	13	4	0	0	0	0	173	85.22	124	61.08	17	8.374	26.2	32.6					
1700	198	0	1	3	21	61	54	38	13	5	2	0	0	0	173	87.37	121	61.11	20	10.1	26.7	32.8					
1800	156	0	0	1	11	45	48	37	7	7	0	0	0	0	144	92.31	107	68.59	14	8.974	27.7	33.8					
1900	97	0	0	1	6	28	30	22	6	4	0	0	0	0	90	92.78	65	67.01	10	10.31	27.7	34.1					
2000	68	0	0	0	0	17	18	18	10	5	0	0	0	0	68	100	56	82.35	15	22.06	30.1	35.8					
2100	38	0	0	0	1	5	14	10	5	1	1	1	0	0	37	97.37	34	89.47	8	21.05	30.9	37.6					
2200	24	0	0	0	1	5	4	5	5	3	0	1	0	0	23	95.83	20	83.33	9	37.5	31.7	40.4					
2300	9	0	0	0	0	1	2	4	1	0	0	1	0	0	9	100	9	100	2	22.22	33.2	-					
07-19	1681	0	4	28	192	523	456	305	115	44	10	2	2	0	1457	86.67	1051	62.52	173	10.29	26.7	33.2					
06-22	1911	0	4	30	200	579	523	358	142	59	11	3	2	0	1677	87.76	1227	64.21	217	11.36	27	33.7					
06-00	1944	0	4	30	201	585	529	367	148	62	11	5	2	0	1709	87.91	1256	64.61	228	11.73	27.1	33.9					
05-00	1972	0	4	30	201	587	532	372	151	68	16	7	4	0	1737	88.08	1282	65.01	246	12.47	27.3	34.2					

Job Name/ Title										Site	0	Location				()		Speed Limit		ACPO (SL1)		DFT (SL2)		Mean	85%ile
17 January 2024										Direction	Westbound					20	20	24	24	35	35	Speed	Speed		
Time	Total	Speed Bins														(PSL)									
Period	Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	130	20	20	ACPO	ACPO	DFT	DFT	Speed	Speed		
<b>Virtual Day (2)</b>																									
0000	4	0	0	0	0	0	0	1	0	2	2	0	1	0	4	100	4	100	4	87.5	45	-			
0100	3	0	0	0	0	0	1	1	0	0	1	0	0	0	3	100	3	100	1	40	37.6	-			
0200	5	0	0	0	0	1	1	1	0	2	1	0	0	0	5	100	4	88.89	3	55.56	37.7	-			
0300	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	100	1	50	1	50	32.5	-			
0400	6	0	0	0	0	1	1	1	1	1	1	1	1	1	6	100	5	83.33	4	66.67	41.7	-			
0500	9	0	0	0	0	0	2	3	1	1	1	1	1	1	9	100	9	100	4	47.06	39.8	-			
0600	28	0	1	1	2	4	7	5	5	4	1	1	0	0	26	91.07	23	80.36	10	35.71	31.1	40.1			
0700	109	0	2	6	7	38	30	14	8	5	2	0	0	0	96	87.61	70	64.22	14	12.84	26.4	34.2			
0800	170	0	0	2	11	51	63	30	10	2	2	0	0	0	157	92.33	116	68.44	13	7.67	26.9	31.9			
0900	109	0	1	1	14	30	28	22	11	5	1	0	0	0	95	86.7	71	65.14	16	14.68	27.4	34.8			
1000	92	0	0	1	10	25	26	21	6	4	1	0	1	0	82	89.07	62	67.21	11	12.02	27.8	34.3			
1100	89	0	0	1	11	31	29	13	4	2	0	0	0	0	77	86.52	54	60.11	6	6.18	25.9	32.5			
1200	104	0	0	1	18	35	22	15	10	3	1	0	0	0	85	81.73	58	55.77	14	12.98	26.3	33.7			
1300	133	0	0	3	22	46	37	14	8	2	2	0	1	0	109	81.58	71	53.38	12	9.023	25.6	31.9			
1400	131	0	0	3	21	47	30	16	10	4	1	1	0	0	108	82.44	70	53.44	16	11.83	26	33.1			
1500	177	0	0	5	24	53	55	28	11	3	1	0	0	0	149	83.9	106	59.89	14	7.91	26	32.5			
1600	220	0	2	2	33	85	57	31	8	4	0	0	0	0	184	83.6	114	51.71	12	5.239	25.1	31.1			
1700	221	0	1	4	25	73	67	37	10	5	1	0	0	1	192	86.65	134	60.41	16	7.014	26.2	32.1			
1800	144	0	1	1	12	39	46	28	12	5	1	1	0	0	131	90.94	101	70.38	19	12.89	27.9	34.3			
1900	101	0	1	1	8	31	30	22	7	3	0	1	0	0	92	91.09	66	64.85	10	9.901	27.5	33.7			
2000	62	0	0	0	4	14	17	14	9	4	2	1	0	0	59	94.35	48	77.42	14	22.58	29.6	36.7			
2100	36	0	0	0	3	6	9	11	5	2	1	1	1	0	34	93.06	30	83.33	9	23.61	30.9	37.5			
2200	24	0	0	2	2	5	3	4	5	2	1	1	0	1	20	82.98	16	68.09	9	36.17	30.4	39.9			
2300	10	0	0	0	0	2	3	3	2	1	1	1	0	0	10	100	10	95	4	35	34	-			
07-19	1697	0	5	28	204	550	485	266	105	41	11	2	2	1	1461	86.06	1025	60.4	160	9.428	26.3	32.7			
06-22	1924	0	6	29	220	604	547	317	130	53	14	4	2	1	1670	86.8	1191	61.9	203	10.52	26.7	33.2			
06-00	1958	0	6	31	222	610	552	323	136	55	15	6	2	1	1700	86.82	1217	62.15	215	10.96	26.7	33.4			
00-00	1984	0	6	31	222	612	556	329	138	60	19	7	5	2	1726	87	1241	62.55	230	11.59	26.9	33.7			













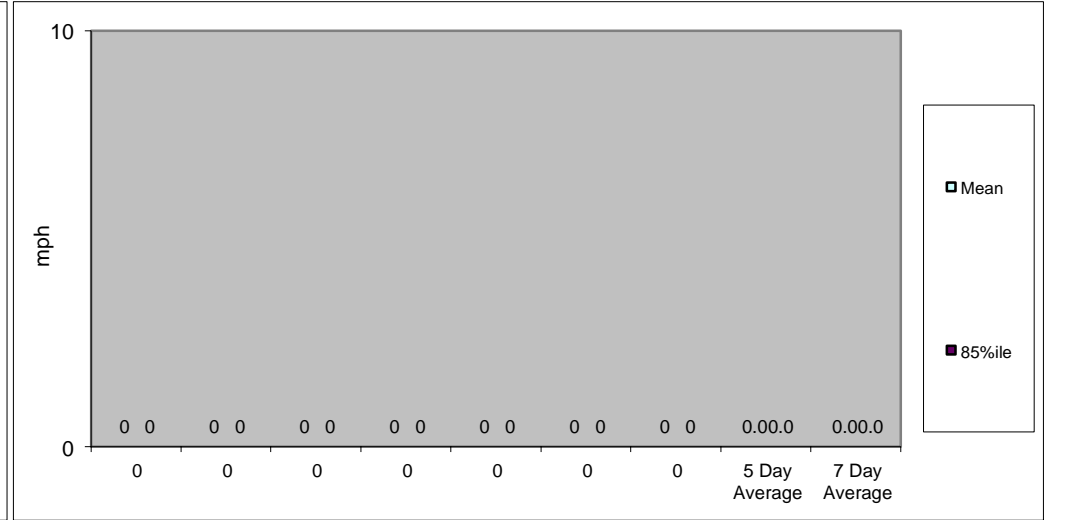
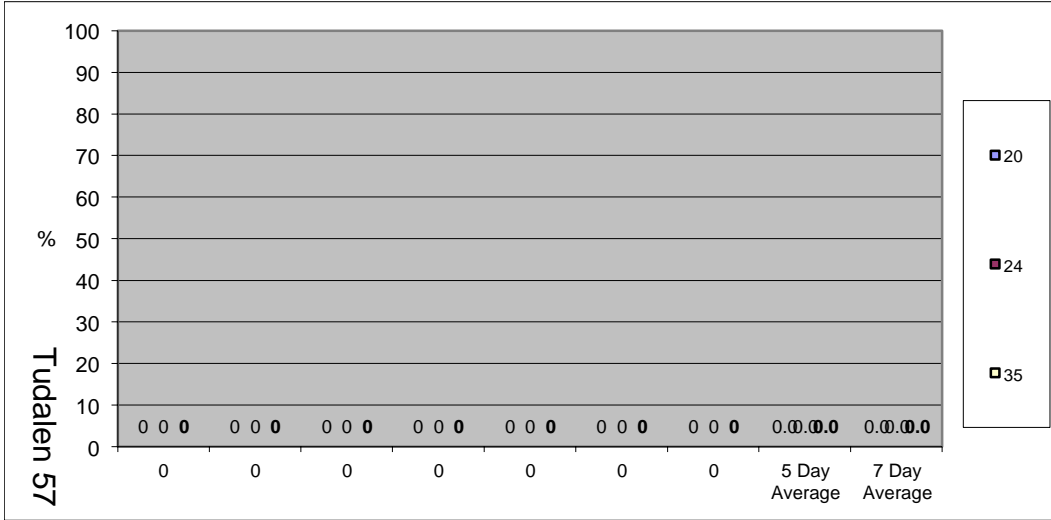
Job Name/ Title		Site 0 Location ()														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
17 January 2024		to 00/01/00														Direction Westbound							
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35	Mean Speed	85%ile Speed	
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT			

Virtual Week																						
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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

5 Day Average																							
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0

7 Day Average																							
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0

Total Vehicles																								
[--]	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



Job Name/ Title		Site	0	Location											
17 January 2024		to	00/01/00	Direction	Two-Way										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
17 January 2024															
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0200	4	0	2	1	0	1	0	0	0	0	0	0	0	0	
0300	3	1	1	0	0	0	1	0	0	0	0	0	0	0	
0400	21	1	18	1	0	0	0	0	1	0	0	0	0	0	
0500	44	0	35	6	0	0	1	0	2	0	0	0	0	0	
0600	104	0	79	22	0	1	2	0	0	0	0	0	0	0	
0700	291	2	223	53	3	3	5	0	2	0	0	0	0	0	
0800	383	1	320	46	4	5	3	0	4	0	0	0	0	0	
0900	238	2	187	43	1	3	1	0	1	0	0	0	0	0	
1000	213	0	179	30	0	2	0	0	2	0	0	0	0	0	
1100	189	0	152	35	1	0	0	0	0	0	1	0	0	0	
1200	191	1	153	30	0	2	5	0	0	0	0	0	0	0	
1300	244	2	200	34	2	2	1	0	1	0	1	1	0	0	
1400	226	0	197	25	0	1	0	0	2	0	0	1	0	0	
1500	324	1	267	46	1	5	3	0	1	0	0	0	0	0	
1600	432	3	361	56	3	3	2	0	4	0	0	0	0	0	
1700	433	0	381	45	1	1	0	0	4	0	1	0	0	0	
1800	233	1	206	23	0	1	1	0	0	0	1	0	0	0	
1900	175	0	158	15	0	0	1	0	1	0	0	0	0	0	
2000	104	0	97	7	0	0	0	0	0	0	0	0	0	0	
2100	61	0	58	3	0	0	0	0	0	0	0	0	0	0	
2200	41	0	38	3	0	0	0	0	0	0	0	0	0	0	
2300	20	0	17	3	0	0	0	0	0	0	0	0	0	0	
07-19	3397	13	2826	466	16	28	21	0	21	0	4	2	0	0	
06-22	3841	13	3218	513	16	29	24	0	22	0	4	2	0	0	
06-00	3902	13	3273	519	16	29	24	0	22	0	4	2	0	0	
00-00	3983	15	3337	528	16	30	26	0	25	0	4	2	0	0	

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Job Name/ Title			Site		Location		0		()						
17 January 2024			to		00/01/00		Direction		Two-Way						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>18 January 2024</b>															
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0100	4	0	1	2	0	0	1	0	0	0	0	0	0	0	
0200	7	0	4	3	0	0	0	0	0	0	0	0	0	0	
0300	6	1	4	1	0	0	0	0	0	0	0	0	0	0	
0400	19	1	15	1	0	0	0	0	2	0	0	0	0	0	
0500	40	0	32	4	0	0	1	0	3	0	0	0	0	0	
0600	103	0	73	28	0	1	0	0	0	1	0	0	0	0	
0700	277	1	212	48	4	2	7	0	3	0	0	0	0	0	
0800	394	1	329	53	3	4	3	0	1	0	0	0	0	0	
0900	222	0	181	33	1	4	1	0	1	0	0	1	0	0	
1000	195	0	146	42	2	2	3	0	0	0	0	0	0	0	
1100	192	0	138	48	1	1	4	0	0	0	0	0	0	0	
1200	206	1	168	34	0	0	3	0	0	0	0	0	0	0	
1300	266	1	214	40	2	2	3	0	3	0	0	1	0	0	
1400	260	0	212	40	0	2	5	0	1	0	0	0	0	0	
1500	335	0	282	40	3	4	4	0	2	0	0	0	0	0	
1600	400	1	327	66	2	2	1	0	1	0	0	0	0	0	
1700	337	1	292	37	1	2	2	0	1	0	1	0	0	0	
1800	262	0	236	22	0	0	0	0	3	0	1	0	0	0	
1900	162	0	144	14	0	0	3	0	1	0	0	0	0	0	
2000	110	0	100	10	0	0	0	0	0	0	0	0	0	0	
2100	72	0	65	5	0	0	1	0	1	0	0	0	0	0	
2200	47	0	41	6	0	0	0	0	0	0	0	0	0	0	
2300	18	0	14	4	0	0	0	0	0	0	0	0	0	0	
07-19	3346	6	2737	503	19	25	36	0	16	0	2	2	0	0	
06-22	3793	6	3119	560	19	26	40	0	18	0	3	2	0	0	
06-00	3858	6	3174	570	19	26	40	0	18	0	3	2	0	0	
00-00	3941	8	3237	581	19	26	42	0	23	0	3	2	0	0	

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Job Name/ Title			Site		0		Location								()			
17 January 2024			to		00/01/00		Direction		Two-Way									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC				
Virtual Day (2)																		
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0				
0100	5	0	3	2	0	0	1	0	0	0	0	0	0	0				
0200	6	0	3	2	0	1	0	0	0	0	0	0	0	0				
0300	5	1	3	1	0	0	1	0	0	0	0	0	0	0				
0400	20	1	17	1	0	0	0	0	2	0	0	0	0	0				
0500	42	0	34	5	0	0	1	0	3	0	0	0	0	0				
0600	104	0	76	25	0	1	1	0	0	0	1	0	0	0				
0700	284	2	218	51	4	3	6	0	3	0	0	0	0	0				
0800	389	1	325	50	4	5	3	0	3	0	0	0	0	0				
0900	230	1	184	38	1	4	1	0	1	0	0	1	0	0				
1000	204	0	163	36	1	2	2	0	1	0	0	0	0	0				
1100	191	0	145	42	1	1	2	0	0	0	1	0	0	0				
1200	199	1	161	32	0	1	4	0	0	0	0	0	0	0				
1300	255	2	207	37	2	2	2	0	2	0	1	1	0	0				
1400	243	0	205	33	0	2	3	0	2	0	0	1	0	0				
1500	330	1	275	43	2	5	4	0	2	0	0	0	0	0				
1600	416	2	344	61	3	3	2	0	3	0	0	0	0	0				
1700	385	1	337	41	1	2	1	0	3	0	1	0	0	0				
1800	248	1	221	23	0	1	1	0	2	0	1	0	0	0				
1900	169	0	151	15	0	0	2	0	1	0	0	0	0	0				
2000	107	0	99	9	0	0	0	0	0	0	0	0	0	0				
2100	67	0	62	4	0	0	1	0	1	0	0	0	0	0				
2200	44	0	40	5	0	0	0	0	0	0	0	0	0	0				
2300	19	0	16	4	0	0	0	0	0	0	0	0	0	0				
07-19	3372	10	2782	485	18	27	29	0	19	0	3	2	0	0				
06-22	3817	10	3169	537	18	28	32	0	20	0	4	2	0	0				
06-00	3880	10	3224	545	18	28	32	0	20	0	4	2	0	0				
00-00	3962	12	3287	555	18	28	34	0	24	0	4	2	0	0				

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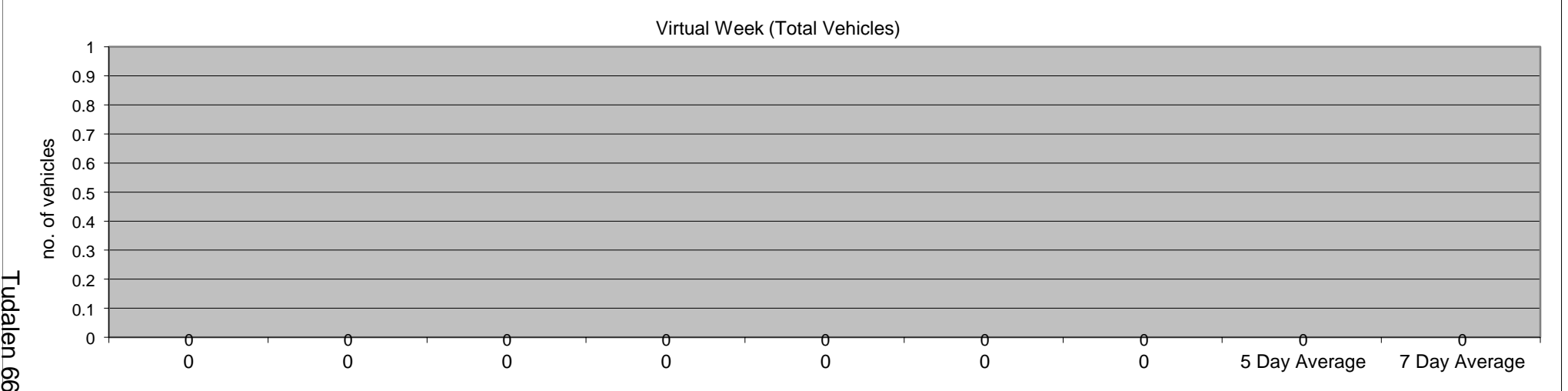








Job Name/ Title		Site	0	Location	( )										
17 January 2024		to	00/01/00	Direction	Two-Way										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Virtual Week</b>															
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	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	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	
<b>5 Day Average</b>															
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>7 Day Average</b>															
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Vehicles</b>															
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



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Job Name/ Title		Site 0 Location ()														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
17 January 2024		to 00/01/00																					
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	130	20	20	24	24	35	35	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT			
<b>17 January 2024</b>																							
0000	4	0	0	0	0	0	0	1	0	2	0	0	1	0	4	100	4	100	3	75	44	-	
0100	5	0	0	0	0	1	1	1	1	0	1	0	0	0	5	100	4	80	2	40	33.5	-	
0200	4	0	0	0	0	1	0	2	0	0	1	0	0	0	4	100	3	75	1	25	33.8	-	
0300	3	0	0	0	0	0	1	1	0	0	0	1	0	0	3	100	3	100	1	33.33	37.5	-	
0400	21	0	0	0	0	1	0	5	3	6	3	1	1	1	21	100	20	95.24	15	71.43	41	50.4	
0500	44	0	0	0	0	0	9	8	6	7	8	3	2	1	44	100	44	100	27	61.36	39.8	48.4	
0600	104	0	2	0	3	12	13	27	20	18	7	1	1	0	99	95.19	90	86.54	47	45.19	34.1	42.8	
0700	291	0	4	10	8	67	93	51	39	13	6	0	0	0	269	92.44	216	74.23	58	19.93	28.5	36.5	
0800	383	0	1	1	18	96	128	88	37	9	5	0	0	0	363	94.78	283	73.89	51	13.32	28.3	34.6	
0900	238	0	2	1	25	69	64	44	23	8	0	2	0	0	210	88.24	149	62.61	33	13.87	27.2	34.4	
1000	213	0	0	2	22	57	58	48	13	10	2	0	1	0	189	88.73	145	68.08	26	12.21	27.8	34.3	
1100	189	0	0	0	22	67	58	23	14	3	2	0	0	0	167	88.36	110	58.2	19	10.05	26.5	32.6	
1200	191	0	0	1	19	65	54	28	17	5	2	0	0	0	171	89.53	119	62.3	24	12.57	26.9	33.7	
1300	244	0	2	5	22	89	58	38	19	7	4	0	0	0	215	88.11	144	59.02	30	12.3	26.7	34.2	
1400	226	0	0	1	30	62	57	44	20	11	1	0	0	0	195	86.28	141	62.39	32	14.16	27.5	34.9	
1500	324	0	1	0	29	88	115	55	23	10	3	0	0	0	294	90.74	228	70.37	36	11.11	27.4	33.8	
1600	432	0	6	6	55	164	108	59	23	8	2	0	0	1	365	84.49	221	51.16	34	7.87	25.5	32.3	
1700	433	0	2	6	37	123	135	84	31	13	1	0	0	1	388	89.61	294	67.9	46	10.62	27.2	33.4	
1800	233	0	1	1	19	46	62	55	32	11	2	3	1	0	212	90.99	180	77.25	49	21.03	29.4	35.9	
1900	175	0	1	1	13	45	44	39	23	6	2	1	0	0	160	91.43	124	70.86	32	18.29	28.9	36.2	
2000	104	0	0	0	11	18	27	16	13	9	8	1	0	1	93	89.42	79	75.96	32	30.77	30.8	42	
2100	61	0	0	0	4	7	13	16	10	8	2	0	1	0	57	93.44	52	85.25	21	34.43	32.3	41	
2200	41	0	0	5	4	8	5	7	6	1	3	1	0	1	32	78.05	26	63.41	12	29.27	29.4	40.7	
2300	20	0	0	0	1	3	4	2	3	4	2	1	0	0	19	95	17	85	10	50	34.3	44.9	
07-19	3397	0	19	34	306	993	990	617	291	108	30	5	2	2	3038	89.43	2230	65.65	438	12.89	27.4	34.3	
06-22	3841	0	22	35	337	1075	1087	715	357	149	49	8	4	3	3447	89.74	2575	67.04	570	14.84	27.8	34.9	
06-00	3902	0	22	40	342	1086	1096	724	366	154	54	10	4	4	3498	89.65	2618	67.09	592	15.17	27.8	35.1	
00-00	3983	0	22	40	342	1089	1107	742	376	169	67	15	8	6	3579	89.86	2696	67.69	641	16.09	28.1	35.3	

Job Name/ Title		Site 0 Location ()														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
17 January 2024		to 00/01/00																					
Time Period	Total Vehicles	Speed Bins																					
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-130	20	20	24	24	35	35	Mean Speed	85%ile Speed	
<b>18 January 2024</b>																							
0000	7	0	0	0	0	0	0	1	1	1	3	1	0	0	7	100	7	100	6	85.71	43.9	-	
0100	4	0	0	0	0	0	1	1	1	0	1	0	0	0	4	100	4	100	2	50	36.7	-	
0200	7	0	0	0	0	0	1	0	1	5	0	0	0	0	7	100	7	100	6	85.71	40.1	-	
0300	6	0	0	0	0	1	1	0	0	3	0	1	0	0	6	100	5	83.33	4	66.67	38.7	-	
0400	19	0	0	0	0	1	3	2	5	2	2	2	2	0	19	100	18	94.74	13	68.42	40	52.8	
0500	40	0	0	0	1	0	2	8	8	8	9	3	1	0	39	97.5	39	97.5	29	72.5	40.5	49.3	
0600	103	0	0	1	4	11	15	29	28	11	4	0	0	0	98	95.15	92	89.32	43	41.75	32.9	40	
0700	277	0	3	4	18	77	69	66	22	12	4	2	0	0	252	90.97	198	71.48	40	14.44	28	34.9	
0800	394	0	0	3	27	94	135	89	35	5	3	3	0	0	364	92.39	294	74.62	46	11.68	28	33.7	
0900	222	0	0	1	20	57	56	46	27	8	6	1	0	0	201	90.54	153	68.92	42	18.92	28.6	36.4	
1000	195	0	1	1	6	48	65	46	23	3	2	0	0	0	187	95.9	147	75.38	28	14.36	28.5	34.6	
1100	192	0	0	2	12	59	60	31	18	3	6	1	0	0	178	92.71	142	73.96	28	14.58	28.1	34.9	
1200	206	0	0	1	26	53	49	47	21	6	3	0	0	0	179	86.89	137	66.5	30	14.56	27.8	34.9	
1300	266	0	0	2	35	57	79	49	26	9	6	1	2	0	229	86.09	181	68.05	44	16.54	28.1	35.7	
1400	260	0	0	5	16	86	67	38	32	12	1	3	0	0	239	91.92	176	67.69	48	18.46	28	36	
1500	335	0	1	12	30	84	90	72	31	11	4	0	0	0	292	87.16	220	65.67	46	13.73	27.4	34.6	
1600	400	0	7	3	37	102	111	90	40	9	0	1	0	0	353	88.25	279	69.75	50	12.5	27.5	34.3	
1700	337	0	2	4	23	87	97	72	32	15	3	2	0	0	308	91.39	238	70.62	52	15.43	28.3	35.2	
1800	262	0	0	2	11	64	75	73	19	12	4	1	0	1	249	95.04	200	76.34	37	14.12	29.2	34.8	
1900	162	0	0	1	12	44	46	31	18	7	2	0	1	0	149	91.98	112	69.14	28	17.28	28.5	35.8	
2000	110	0	0	0	4	26	23	32	17	8	0	0	0	0	106	96.36	87	79.09	25	22.73	30.1	36.3	
2100	72	0	0	0	2	8	21	19	13	5	3	1	0	0	70	97.22	64	88.89	22	30.56	31.9	38.8	
2200	47	0	0	0	1	8	9	13	8	4	0	4	0	0	46	97.87	40	85.11	16	34.04	32.8	40.6	
2300	18	0	0	0	0	2	4	6	2	3	0	1	0	0	18	100	17	94.44	6	33.33	33.7	42.4	
07-19	3346	0	14	40	261	868	953	719	326	105	42	15	2	1	3031	90.59	2365	70.68	491	14.67	28.1	34.9	
06-22	3793	0	14	42	283	957	1058	830	402	136	51	16	3	1	3454	91.06	2720	71.71	609	16.06	28.4	35.3	
06-00	3858	0	14	42	284	967	1071	849	412	143	51	21	3	1	3518	91.19	2777	71.98	631	16.36	28.4	35.3	
08-00	3941	0	14	42	285	969	1079	861	428	162	66	28	6	1	3600	91.35	2857	72.49	691	17.53	28.7	35.8	

Job Name/ Title		Site 0 Location ()														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
17 January 2024		to 00/01/00																					
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	130	20	20	24	24	35	35	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT			
<b>Virtual Day (2)</b>																							
0000	6	0	0	0	0	0	0	1	1	2	2	1	1	0	6	100	6	100	5	81.82	43.9	-	
0100	5	0	0	0	0	1	1	1	1	0	1	0	0	0	5	100	4	88.89	2	44.44	34.9	-	
0200	6	0	0	0	0	1	1	1	1	3	1	0	0	0	6	100	5	90.91	4	63.64	37.8	-	
0300	5	0	0	0	0	1	1	1	0	2	0	1	0	0	5	100	4	88.89	3	55.56	38.3	-	
0400	20	0	0	0	0	1	2	4	4	4	3	2	2	1	20	100	19	95	14	70	40.5	51.4	
0500	42	0	0	0	1	0	6	8	7	8	9	3	2	1	42	98.81	42	98.81	28	66.67	40.2	48.6	
0600	104	0	1	1	4	12	14	28	24	15	6	1	1	0	99	95.17	91	87.92	45	43.48	33.5	41.6	
0700	284	0	4	7	13	72	81	59	31	13	5	1	0	0	261	91.73	207	72.89	49	17.25	28.3	35.7	
0800	389	0	1	2	23	95	132	89	36	7	4	2	0	0	364	93.56	289	74.26	49	12.48	28.2	34.1	
0900	230	0	1	1	23	63	60	45	25	8	3	2	0	0	206	89.35	151	65.65	38	16.3	27.9	35.6	
1000	204	0	1	2	14	53	62	47	18	7	2	0	1	0	188	92.16	146	71.57	27	13.24	28.1	34.4	
1100	191	0	0	1	17	63	59	27	16	3	4	1	0	0	173	90.55	126	66.14	24	12.34	27.3	34.2	
1200	199	0	0	1	23	59	52	38	19	6	3	0	0	0	175	88.16	128	64.48	27	13.6	27.4	34.3	
1300	255	0	1	4	29	73	69	44	23	8	5	1	1	0	222	87.06	163	63.73	37	14.51	27.4	34.8	
1400	243	0	0	3	23	74	62	41	26	12	1	2	0	0	217	89.3	159	65.23	40	16.46	27.8	35.3	
1500	330	0	1	6	30	86	103	64	27	11	4	0	0	0	293	88.92	224	67.98	41	12.44	27.4	34	
1600	416	0	7	5	46	133	110	75	32	9	1	1	0	1	359	86.3	250	60.1	42	10.1	26.5	33.4	
1700	385	0	2	5	30	105	116	78	32	14	2	1	0	1	348	90.39	266	69.09	49	12.73	27.7	34.4	
1800	248	0	1	2	15	55	69	64	26	12	3	2	1	1	231	93.13	190	76.77	43	17.37	29.3	35.7	
1900	169	0	1	1	13	45	45	35	21	7	2	1	1	0	155	91.69	118	70.03	30	17.8	28.7	36.2	
2000	107	0	0	0	8	22	25	24	15	9	4	1	0	1	100	92.99	83	77.57	29	26.64	30.4	38.8	
2100	67	0	0	0	3	8	17	18	12	7	3	1	1	0	64	95.49	58	87.22	22	32.33	32.1	40	
2200	44	0	0	3	3	8	7	10	7	3	2	3	0	1	39	88.64	33	75	14	31.82	31.2	40.5	
2300	19	0	0	0	1	3	4	4	3	4	1	1	0	0	19	97.37	17	89.47	8	42.11	34	44.2	
07-19	3372	0	17	37	284	931	972	668	309	107	36	10	2	2	3035	90	2298	68.14	465	13.78	27.7	34.6	
06-22	3817	0	18	39	310	1016	1073	773	380	143	50	12	4	2	3451	90.4	2648	69.36	590	15.44	28.1	35.1	
06-00	3880	0	18	41	313	1027	1084	787	389	149	53	16	4	3	3508	90.41	2698	69.52	612	15.76	28.1	35.2	
05-00	3962	0	18	41	314	1029	1093	802	402	166	67	22	7	4	3590	90.6	2777	70.08	666	16.81	28.4	35.6	













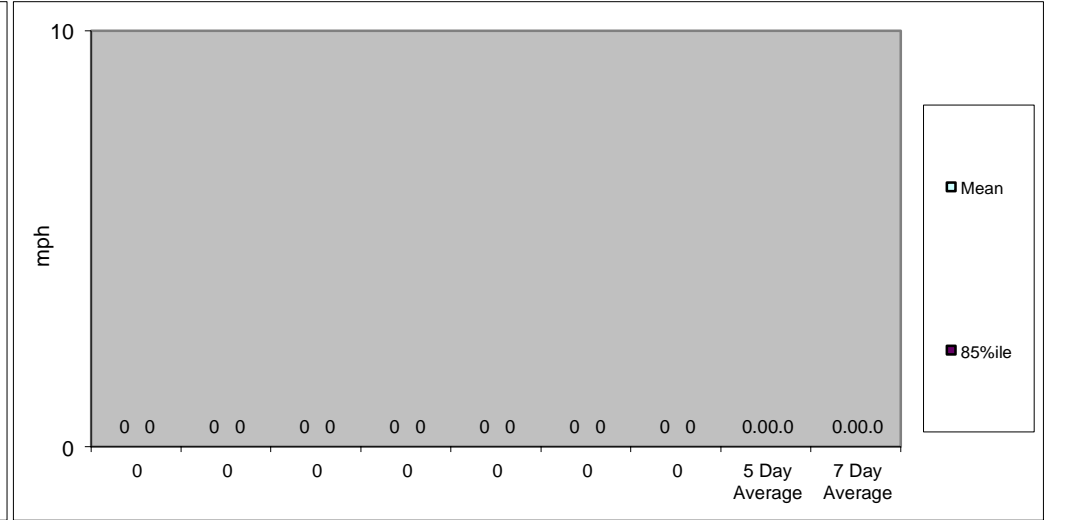
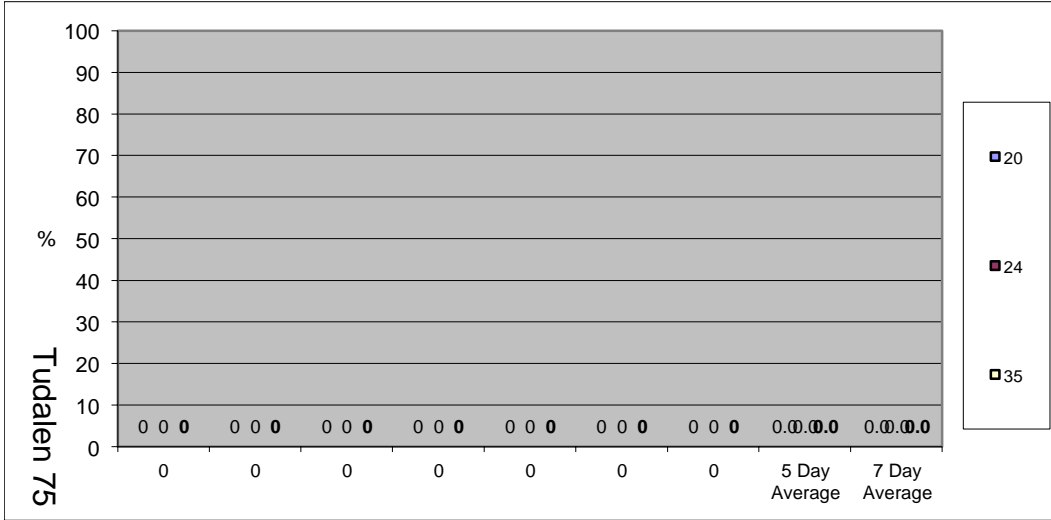
Job Name/ Title		Site 0 Location ()														Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
17 January 2024		to 00/01/00														Direction Two-Way							
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35	Mean Speed	85%ile Speed	
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT			

Virtual Week																						
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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

5 Day Average																							
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0

7 Day Average																							
[--]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0

Total Vehicles																								
[--]	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



# Classification Schemes

## Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	bus	2	>20.0				
	bus	3	>19.0				
5	single unit truck - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					