Stonebond Properties LtdAdditional Information Consultation
August 2025



ST ALBANS LOCAL PLAN EXAMINATION

ADDITIONAL INFORMATION CONSULTATION – AUGUST 2025

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Appendix 1
TRANSPORT NOTE

1.0 Green Belt Previously Developed Land – Additional Clarification

- 1.1 At the hearing sessions, Stonebond made representations that the approach to identifying suitable sites in the Green Belt for release generally, did not accord with national policy, specifically paragraph 147 of the NPPF (December 2023) which is relevant to the examination of the emerging Local Plan.
- 1.2 The concerns stemmed from the use of buffers around the main settlements to identify 'sustainable' sites that were suitable for release to meet identified housing needs, which clearly fails to accord with the requirement to first identify suitable previously developed (PDL) site and / or those which are well served by public transport.
- 1.3 The current consultation addresses only part of this concern in relation to PDL sites it does not address the more significant failing which is the approach to identifying sustainable locations for growth which are well served by public transport, which we assume will be picked up by the Inspector's in due course, noting the matters of soundness that are noted in paragraph 3 of their June letter (reference SADC/ED75).
- 1.4 Section 3 of the Clarification Note identifies that three brownfield/PDL sites were identified for allocation as:
 - a) they were on those Green Belt HELAA sites which contained built development that was considered likely to meet the NPPF Annex 2 definition of 'Previously Developed Land; and
 - b) there were no significant impediments to developing the sites in terms of constraints or sustainability identified.
- 1.5 We have comments on the validity of this approach (set out later in this section) but would note at the outset that this explanation fails to acknowledge that the sites were only identified in the first instance as they lie (at least in part) within the 250/400m Green Belt buffers. This can be verified by the fact that there was no analysis of PDL sites outside of these buffers noted in the Council's evidence base.
- In line with the comments made in our hearing statements and verbally at the hearing sessions, the approach of relying on sites within the buffers was not robust as it did not allow the Council to identify all PDL (or part PDL sites) across the area (or sites well served by public transport).
- 1.7 The Council have now created a list (Appendix A of the Clarification Note) which claims to list out the reasons why other PDL Green Belt Buffer sites were not allocated. On review of these sites, it is clear that these sites were not identified for allocation, not due to the lack of ability to deliver 5 dwellings on brownfield land, as stated in the consultation, but for other suitability reasons.
- 1.8 As examples, just taking the top two sites listed in Appendix A, the conclusion in the proformas do not make any reference to the number of homes that could be provided on the brownfield parts of sites:
 - M-032 Land North of Ragged Hall Lane, St Albans was ruled out seemingly due to already having permission for three dwellings
 - C-073 Site A and C Common Lane, Harpenden no specific reason given but the site is fully within a landscape character area

- 1.9 As noted above, there is no reference to the lack of being able to deliver 5 homes on PDL land as a reason for the sites not being allocated and Stonebond do not consider that this step has actually happened the sites just happen to have been ruled out for other reasons which the Council should simply state.
- 1.10 There is no issue with not allocating sites that contain an element of PDL land for other reasons so Stonebond are unclear as to why the 5 units requirement and reference to NPPF (December 2023) paragraph 154 g) is now being referenced as a justification, other than the fact the Council is seeking to retrofit arguments to suit the overall position.
- 1.11 Table B lists PDL sites outside of the settlement buffers. It is the non-identification of sites within this list for allocation, specifically land at Notcutts Garden centre, which Stonebond have an issue with.
- 1.12 As already noted, this is not just due to the fact that the sites are, at least in part, PDL (the subject of this consultation), but also due to the fact that sites well served by public transport should also be prioritised. The fact that sites well served by public transport have not been prioritised due to the Green Belt buffer approach, is in itself an issue of soundness that we are sure the Inspectors will come back to, but when sites contain at least an element of brownfield land, this issue is compounded.
- 1.13 At the hearing sessions, it was claimed that the Council 'circled back' to check brownfield sites in the context of needing to maximise the use of PDL land and the need to identify more deliverable land. Paragraph 4.1 (second section) of the Clarification Note, refers to the fact that none of the sites outside settlement buffers were subject to an additional proforma assessment, but there was an 'informal officer review' of these sites ahead of the Regulation 19 consultation. There is no evidence that this stage actually took place.
- 1.14 Even if the 'informal review' did take place, the application of a test to see if a site could accommodate at least 5 dwellings to accord with paragraph 154 g) would not be an appropriate mechanism to assess the suitability for allocation.
- 1.15 As noted in the Clarification Note, paragraph 154 g) of the NPPF (December 2023) refers to one of the exceptions to development in the Green Belt. It states:
 - g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.
- 1.16 In this context, it is unclear why a requirement to simply be capable of delivering 5 units has been applied. More pressing than number of homes (which is more of a consideration for infilling) is the ability to redevelop the site to have no greater impact on the openness of the Green Belt. We cannot see where this step has been undertaken in the evidence base for either the sites proposed for allocation or those identified in Table B.
- 1.17 Setting this point aside for a moment, in terms of the land at Notcutts Garden Centre, excluding the garden centre, c.0.6ha of the site is PDL, comprising:
 - a) an area of unused hardstanding to the rear of the garden centre and

- b) the area of the site currently occupied by the PJ Camping Shop.
- 1.18 In total, these areas equate to c.25% of the available site. This area would be capable of accommodating well over 5 units (c.25 units at 40 dwellings dph) so the site would pass the simple test apparently applied by the Council, contrary to what is set out in Table B of the clarification note.
- 1.19 Developing these areas of the site in isolation, however, would not be suitable as a comprehensive development of the whole of the vacant land around the garden centre would likely be necessary.
- 1.20 Notwithstanding concerns with the approach to the use of buffers, which we hope that Inspector's will return to, Stonebond are of the view that in 'circling back' to sites with an element of PDL land within them, a more comprehensive and nuanced assessment should have been taken to look at the potential of sites.
- 1.21 Rather than simply looking at whether a site could accommodate 5 dwellings (which the land at Notcutts could), such a review should have looked at such sites to see if they made a strong contribution to the purposes of the Green Belt; the test that has been applied to the other site allocations.
- 1.22 It could also have considered the potential for development of sites to have an impact on Green Belt openness noting that this is a test at application stage for inappropriate development in the Green Belt and not normally a consideration for the allocation of sites through a Local Plan (albeit this is what the Council have implied).
- 1.23 In 'circling back' to sites with an element of PDL, the Council's process could, and in our view should, have also taken the opportunity to look into the other considerations in the round, specifically the aforementioned connectivity to public transport routes. In taking this step, the process would have allowed a comprehensive sweep up of suitable sites that met both of the key policy aims of paragraph 147 of the NPPF (December 2023).
- 1.24 At this point, we would also note that irrespective of 'circling back' to identify PDL outside buffers, (recognising the restrictions that the buffer approach has), Stonebond see no reason why such a check could not have been carried to identify sites well related to public transport, irrespective of PDL considerations. In Green Belt policy terms, this is an equal consideration to PDL and the absence of this step remains a fundamental issue with the soundness of the Local Plan.
- Overall, whilst Stonebond welcome clarification as to the status of sites which contain brownfield land, we have concerns that the approach to assessing sites outside the buffers has not been properly addressed, is not comprehensive, and has not facilitated a sound process to identify suitable sites for development, in accordance with paragraph 147 of the NPPF (December 2023).

2.0 Site Sifting Process Addendum – July 2025

- 2.1 Linked to the comments made in relation to the PDL clarification note, the Site Sifting process Addendum reinforces our opinion that the Council did not undertake the 'circling back' process that they have indicated took place post proforma stage.
- 2.2 Stonebond's site at Notcutts Garden Centre is listed in Table 2 of Appendix 1 to the Addendum with the outcome noted as 'Site not assessed as outside Green Belt buffer'. This makes it clear that this was the stage that the site was ultimately ruled out there is no reference to a second check to assess either that the site is brownfield in nature or whether it could accommodate 5 dwellings on PDL as has been indicated by the Council. This is reinforced by the fact that the last column in all tables in Appendix 1 refers to 'Final Evidence Sourced From' clarifying that this was the stage that the site was ruled out not after any additional stage.
- 2.3 The process demonstrates the importance placed on the Green Belt buffers to identify suitable sites for development. These buffers were clearly a blunt tool to sift sites out of consideration, despite the fact that they pay no attention to the key policy considerations of access to public transport and brownfield land.
- 2.4 In relation to Stonebond's site at Gustard Wood (reference WH-10-18) it is clear from the Addendum (Appendix 1) that the site was ruled out post Regulation 18 stage due to meeting the criteria for an extension to the Chilterns National Landscape Area. As discussed below in relation to the Council's update on the Chilterns National Landscape boundary extension cancellation, there is no suggestion at that site WH-10-18 was 'de-allocated' prior to the Regulation 19 stage for any other reason that being in the potential extension area.
- As noted above, the table in Appendix 1 refer to 'Final Evidence Sourced From' and for Gustard Wood, this links straight to the 2024 proforma. As discussed in more detail below, this makes no reference to the matters that the Council are now saying make site WH-10-18 unsuitable for development, despite the site lying within one of the Green Belt buffers that they rely on to identify suitable, sustainable sites.
- 2.6 This reinforces Stonebond's concerns that the process undertaken by the Council has not been robust or consistent.

3.0 SADC position on Chilterns National Landscape boundary extension cancellation

- 3.1 As noted above, Stonebond have a controlling interest in site WH10-18¹, Land off the Slype, Gustard Wood, which was proposed for allocation at Regulation 18 stage but then effectively deallocated along with three of other sites due to lying within an area of potential expansion of the National Landscape Designation.
- 3.2 Stonebond made representations on this matter at Regulation 19 stage as well as in our Hearing Statements highlighting that the approach was not justified and made the draft Local Plan unsound. At this time, additional information was submitted as to how known constraints to the development of the site could be overcome. This included a Transport Statement prepared by Motion, which outlined how the site is accessible by a range of transport modes as well as detailing improvements to the local highway network to improve accessibility (discussed further below).
- Given the cancellation of the National Landscape boundary review, Stonebond were pleased to see that the Council are proposing to 're-allocate' the removed sites as part of main modifications to the plan. These sites have been previously assessed and commented on, so Stonebond consider it is reasonable approach by the Council, particularly given the need for additional deliverable sites to be identified, as discussed at the hearing sessions.
- 3.4 However, given their interest in WH-10-18, Stonebond were unhappy to see that this was the one site that was not proposed to be 're-allocated'. Stonebond do not consider that this decision is justified.
- 3.5 The rationale for the removal of the site (and the other 3) in the Site Sifting Addendum is noted as 'This site was assessed but rejected post Reg 18. The site met criteria for an extension to the Chilterns National Landscape'. No other factors are mentioned, indicating that this alone was the reason for the site being ruled out. Table 9 of the Addendum also highlights a further site that was allocated at Regulation 18 stage be removed prior to Regulation 19.
- This site (HT-21-21 Cross land Harpenden) was noted to have been removed as a Transport solution did not have a reasonable prospect of being provided in the plan period. This shows that such matters were considered post Regulation 18 (and prior to Regulation 19 stage), with a review of the site proforma for HT-21-21 clearly identifying that it was not considered that suitable access for all modes of transport could be provided.
- 3.7 There is no such conclusion in relation to the matters that the Council are now saying justify not re-allocating the Gustard Wood site along with the three other National Landscape sites. For clarity, the proforma for site WH10-18 states:

The site is recommended for further consideration by the Green Belt Review Stage 2 Report.

The site is adjacent to Gustard Wood, a Tier 6 Settlement in the Settlement Hierarchy, for adjoining District.



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¹ The site is also referred to as sire M12 in the consultation material.

The whole site is within the Green Belt. It is within the 250 metres Green Belt Study settlement buffer.

The site is approximately; 3.5 kilometres from a primary school, 3.2 kilometres from a secondary school, 890 metres from a bus stop, 5.4 kilometres from Harpenden rail station and 3.1 kilometres from a District Centre.

The eastern half of the site is covered by a deciduous woodland Priority Habitat and mature trees. The western half of the site is mostly open fields, with some mature trees and is adjacent to other deciduous woodland Priority Habitats.

Adjacent to the south of the site is a landscape conservation area, and a Grade II listed building, Hogsland, is adjacent to the south east.

Potential access is via The Slype, which is a narrow single lane.

Technical work undertaken by Natural England, regarding the characteristics of land that meets their criteria for an extension to the Chilterns National Landscape into St Albans City & District, includes this site.

This site is not recommended to progress.

This conclusion, made at the same time as all sites which reached proforma stage were assessed on a fair and comparable basis, makes no reference to accessibility or sustainability of the site being an issue, as the case with other sites assessed. It is now claimed that (SADC/ED80A, paragraph 20) that:

On the basis of a consistent and justified approach to the allocation of sites for development in sustainable locations in the district, the Council, without prejudice to any future consideration of sites in the Plan, does not consider that any changes to the draft Local Plan are justified with regard to land at site

- 3.9 From analysis of the SADC/ED80A it appears that the Council are now claiming that sites within their Green Belt buffers which they defined based on a set of parameters, and utilised to identify sustainable locations for development, may not actually be sustainable.
- This calls in to question the soundness of the approach to utilising buffers (which we have questioned for other reasons in response to Stonebond's site at Notcutts Garden Centre, which is clearly in a sustainable location despite being outside a Green Belt buffer). The Council's use of buffers to identify sustainable sites is either sound or it is not, and the rationale for now saying sites within one buffer are not sustainable could have been picked up at the outset of the Green Belt Review project if that was the view of the Council.
- 3.11 The Council have claimed that they have assessed sites on a 'fair and transparent basis'. We have not looked at each of the Transport Impact Assessments on which the Council rely on to rule out the site WH-10-18 at this stage, but we have identified other site allocations are taken forward despite accessibility issues. Indeed, site P2 looks to be taken forward despite us not being able to identify a Transport Impact Assessment in the Council's evidence base, which calls into question a) how thorough the assessment process has been and b) how much importance has been placed on the assessments in concluding other sites are suitable for allocation.
- 3.12 As an example, site P3 off Blackwater Lane is taken forward for allocation despite being isolated from the edge of a settlement and not being connected by a footpath. Although it has potential access to public transport and is closer to the edge of a main settlement and a number of services and facilities, there would be a similar reliance on the car to site WH-10-18 which is not



recognised, particularly given there does not look to be scope to deliver a footpath along Hemel Hempstead Road.

- 3.13 For WH-10-18, as noted above, Stonebond commissioned Motion to prepare a Transport Statement to accompany their Regulation 19 response which included looking at the accessibility of the site by sustainable modes of transport. This Statement is appended to the letter from Motion which accompanies this representation.
- The letter responds to the position set out in the Council's Transport Impact Assessment which they have used to justify ruling out the site as a suitable site for allocation.
- 3.15 Key aspects of the response are:
 - NPPF (December 2023) paragraph 109 recognises that the relative accessibility of more rural areas should be taken into account in plan making – there is no expectation that all areas will have the same level of accessibility.
 - Despite the Council's conclusions, the site is accessible by a range of sustainable transport modes, including having access to public transport (within 750m of the site) and cycling routes which lead to key settlements.
 - There is scope to provide a footpath connection form the site into Gustard Wood from where public transport can be accessed on footy.
 - Highway improvement, including widening of the Skype, are possible within the public highway.
 - There are no issues with viably delivering the highway improvements, nor targeted improvements to the local cycling and walking links, which could include signage and wayfinding measures as well as physical enhancements
 - Some journeys would need to be made by car, but this is not uncommon for many sites, irrespective of the location.
- 3.16 Given the full and detailed assessment of the site which was provided to the Council at Regulation 19 stage, we do not consider that the approach taken to effectively re-assessing sites that were otherwise deemed suitable at Regulation 18 stage is justified.
- 3.17 Stonebond consider that a consistent approach to the assessment of sites has not been undertaken, with a lack of detail in the Transport Impact Assessment, and a lack of consideration of national policy, impacting on the decision of the Council not to allocated site WH-10-18.
- 3.18 To be sound, it is considered that the assessment of site WH-10-18 should be reviewed in the context of the points made above and the decision not to 're-allocate' the site reviewed.

APPENDIX 1

TRANSPORT NOTE



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Our ref. stslyp/2308013

13 August 2025

Dear Sir or Madam,

St Albans Local Plan Examination - Additional Information Consultation - WH-10-18

This letter has been prepared on behalf of Stonebond who hold a controlling interest in site WH-10-18 (Land off the Slype, Gustard Wood), which was proposed for allocation at Regulation 18 stage but removed, along with three other sites, due to its location within a potential expansion area for National Landscape designation. Stonebond submitted a suggested highway access design at the Regulation 18 stage.

At Regulation 19 and in Hearing Statements, Stonebond argued that this approach was unjustified and rendered the draft Local Plan unsound. They also submitted evidence showing development constraints could be overcome, including a full Transport Statement prepared by Motion which demonstrated the accessibility of the site by sustainable transport modes and outlined proposed highway improvements. Following the cancellation of the National Landscape boundary review, despite other sites being reallocated, WH-10-18 remains excluded. We do not consider this decision to be justified.

I refer to St Albans District Council's (SADC) document 'SADC position on the decision by Natural England to stop work on the Chilterns National Landscape boundary extension project', which includes a full Transport Impact Assessment relating to WH-10-18 in Appendix 2. SADC have requested the following transport and access measures:

"Improved pedestrian and cycle routes linking the site towards Gustard Wood and Wheathampstead."

Additionally, SADC state that Hertfordshire County Council (HCC) require:

"Delivery of enhanced active mode connections to Wheathampstead, supported by plan led delivery of better active and sustainable connections to Harpenden would be required for this site to be considered

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sustainable. There will likely be the need additional land beyond public highways for new provision or significant enhancement of the current connections."

HCC also state on page 6 (para19) that:

"It is considered that a transport solution facilitating active modes of travel to key services and facilities does not have a reasonable prospect of being provided within the Plan period."

There is refence to footnote 10 which refers to £236k highways contribution.

We assume that HCC are referring to the provision of a new cycle / footway along the B651 Kimpton Road. It can be seen from amenities plan given in Appendix B to the Transport Statement (attached as Appendix 1 to this letter), that there are alternative active travel routes to Wheathamstead via the existing public rights of way network and these can be improved. In this way the contribution can be targeted at cost effectively improving existing infrastructure to maximise active travel for residents of the site and surrounding areas. The amount of suggested highways contribution is viable for this site.

Footways are provided on the northern side of The Slype approximately 45 metres east of the site. This footway continues north along The Broadway where footways are then provided on both sides of the carriageway. The footways along The Broadway continue until a shared surface is provided to allow access to the bus stop located on Kimpton Road within Gustard Wood. These shared surfaces are along roads with low traffic flows and speeds and are thus are appropriate pedestrian routes to the bus stops on Kimpton Road. The drawing at Appendix 2 to this letter (submitted to SHDC consultations) demonstrates that no land beyond highway is required.

The proposals set out within the Transport Statement include a new 1.5 metre footway along the northern side of The Slype between the eastern boundary of the site and the existing footway to the east of the site which connects with The Broadway. Detailed plans are included at Appendix D of the Transport Statement. These pedestrian routes provide access to existing bus stops along Kimpton Road approximately 700 metres north-east of the site.

Several public rights of way are located close to the site, offering off-road footpath and bridleway connections to Wheathampstead, Kimpton, and Harpenden. From the site, continuous routes via The Slype provide direct access to both Wheathampstead and Harpenden. Additionally, The Chiltern Cycleway passes the site along The Slype, offering routes north to Kimpton via Kimpton Road and south to Harpenden via Marshalls Heath Lane and Lower Luton Road. Harpenden is accessible within a 15-minute cycle from the site, while Kimpton can be accessed in approximately 11 minutes.

As such, the site offers good walking and cycling links, including direct connections to bus stops and the Chiltern Cycleway which provides access to Kimpton, Wheathampstead and Harpenden. The proposals will

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include a review of these routes to identify potential enhancements, signage, or wayfinding measures aimed at making them more accessible and appealing to future residents.

We note that HCC refer to the need to provide funding for an e-bike scheme and car club. This can be included in the development proposals for the site.

Furthermore, national and local planning policy recognises that opportunities to maximise sustainable travel solutions vary from urban to rural areas. The documents also outline a spatial strategy to focus significant growth areas accessible by means other than the private car, although they recognise that development in rural areas is also important in supporting local services.

Whilst some amenities and facilities would potentially need to be accessed by the private car, which is not uncommon, the trips would be over a relatively short distance. Paragraph 84 of the NPPF December 2023, states:

"Planning policies and decisions should avoid the development of isolated homes in the countryside".

and Paragraph 109 of the NPPF, December 2023, states:

"However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development cannot be deemed isolated as it is proposed within the existing settlement of the village of Gustard Wood / Blackmore End and identified in the council's sustainability buffer as part of the site sifting process.

In term of access, SADC state HCC also require:

"From our initial review of the allocation, it is not considered possible that The Slype can serve as the access route due the scale of development and nature of the highway meaning both policy and technical barriers to its use exist."

The Transport Statement submitted at Regulation 19 stage, appended to this letter for completeness, includes a detailed review of the access arrangements and proposed highway improvements to facilitate access. Vehicular access to the site is proposed via a new priority junction onto The Slype. The provision of a simple priority junction is considered appropriate taking into account the quantum of development. The proposals include relocating the speed limit change such that the site access is included within the 30mph speed limit zone. A set of measures are proposed to enforce the reduced speed limit. The proposals include widening The Slype east of the site access towards The Broadway, with passing places east of The Broadway. Detailed plans are included at Appendix D and Appendix E of the Transport Statement. These

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improvements can be made within the public highway without detriment to the existing character of the Slype.

As such, the Transport Statement demonstrates that safe and suitable access to the site can be provided. The proposed priority junction, alongside the associated highway improvements and speed management measures, ensures that vehicular movements can be accommodated effectively while maintaining safe conditions for all road users.

In summary, WH-10-18 is well-connected by walking and cycling routes, and the proposed measures set out in the Transport Statement demonstrate that safe and suitable access can be provided. Development constraints can be effectively managed, and the site is not isolated but forms part of the existing settlement of Gustard Wood. For these reasons, the site is both deliverable and sustainable, and it should therefore be reconsidered for inclusion within the Local Plan allocation.

Yours sincerely



ANDREW WHITTINGHAM Director

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Appendix 1

Transport Statement



Proposed Residential Development The Slype, Gustard Wood, St Albans

Transport Statement

For

Stonebond Properties





Document Control Sheet

Proposed Residential Development The Slype, Gustard Wood, St Albans Stonebond Properties

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
29/10/2025	1 st Draft	EU	AW
05/11/2025	2 nd Draft	EU	AW
06/11/2025	Final	EU	AW



Proposed Access Arrangements

Proposed Carriageway Widening

TRICS Output - Private Houses

Swept Path Analysis – Refuse Vehicle



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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Stonebond Properties to accompany the promotion of a residential development at The Slype, Gustard Wood (herein referred to as 'the site') within Regulation 19. This report considers highways and transport matters in respect to the proposed development.
- 1.2 The site is located approximately 3 kilometres north-east of Harpenden within a small settlement known as Gustard Wood. The site benefits from close proximity to the M1 and the A1, as well as local bus stops. The site falls within the administrative boundaries of St Albans City and District Council and Hertfordshire County Council.
- 1.3 The site currently comprises undeveloped land directly north of The Slype. The proposals consist of 49 residential dwellings along with an area of public open space. Access to the site will be achieved via a new vehicular access taken from The Slype. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:
 - The site is accessible by public transport, walking and cycling. This offers future residents a real choice of more sustainable modes;
 - Safe and suitable access to the site can be achieved for all users;
 - Appropriate provision is made for car and cycle parking having regard to the relevant guidance;
 - The proposals include appropriate provision for servicing activity; and,
 - ► The levels of traffic associated with the proposals will not lead to a material impact on the operation of the local transport network.
- 1.5 Following this introduction, this Transport Statement is split into 4 sections as follows:
 - ▶ Section 2 provides information on the site, reviews the accessibility of the site by all modes of transport and assesses existing traffic and road safety conditions;
 - Section 3 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
 - Section 4 considers the trip generating potential of the proposals by all modes; and,
 - ▶ Section 5 summarises the key findings and conclusions of this report.



2.0 Existing Conditions

Overview

2.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

The Site

2.2 The site is located approximately 3 kilometres north-east of Harpenden within a small settlement known as Gustard Wood. The built-up areas of Wheathampstead (to the south of the site) and Kimpton (to the north of the site) are located approximately 2.5 kilometres and 2 kilometres from the site respectively. Harpenden is the nearest town to the site approximately 3.6 kilometres south-east of the site. The site location is shown in Figure 2.1 below.

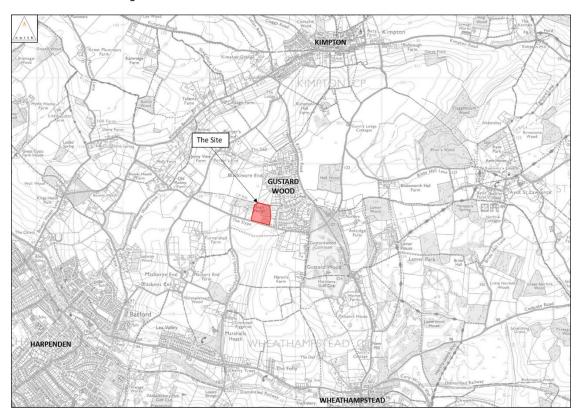


Figure 2.1: Site Location

2.3 The site currently comprises undeveloped land directly north of The Slype. The surrounding area is residential in nature with large areas of open space and farmland to the south, north and west.

Local Highway Network

2.4 The site will be accessed from The Slype, a rural single carriageway lane with passing places which is subject to a 30mph speed limit within the centre of Gustard Wood. The speed limit on The Slype changes from 30mph to the national speed limit (60mph) at the eastern edge of the site.



2.5 The Slype connects with the B651 Kimpton Road to the east and Sauncey Wood Lane to the west. The B651 provides access to Wheathampstead to the south of the site and Kimpton to the north of the site. The B651 connects with the B653 within Wheathampstead which provides access westbound to Harpenden. Junction 6 of the A1 (M) can be accessed via the B656 which runs through the centre of Kimpton to the north of the site. Junction 9 of the M1 can be accessed to the west of Harpenden.

Speed Surveys

- 2.6 Speed surveys were undertaken along The Slype between 17th September 2024 and 23rd September 2024, by means of an Automatic Traffic Counter (ATC). The results provide 85th percentile speeds both westbound and eastbound along The Slype. The recorded 85th percentile speeds were as follows:
 - Eastbound 38.3mph
 - ▶ Westbound 35mph
- 2.7 The ATC results are attached for reference at Appendix A.

Traffic Flows

2.8 Existing traffic flows along The Slype have been taken from the ATC data attached at **Appendix A**. Observed traffic movements for the busiest weekday are summarised in Table 2.1 below. Figures in brackets relate to heavy goods vehicles (HGVs).

Time Period	Eastbound	Westbound
Morning Peak Hour	24	37
(08:00-09:00)	(0)	(0)
Evening Peak Hour	39	28
(17:00-18:00)	(0)	(0)
Weekday Daily	302	289
(24 hours)	(0)	(0)

Table 2.1: Traffic Flows on The Slype (September 2024)

2.9 Table 2.1 indicates that traffic volumes along The Slype are currently low.

Road Safety Review

2.10 A review of personal injury collision (PIC) data for a stretch of The Slype within the vicinity of the site has been undertaken using the Crashmap online tool. This identified that no incidents have occurred along The Slype within the vicinity of the site in the latest 5-year period.

Sustainable Transport Accessibility

Walking and Cycling

- 2.11 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
 - ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot... but beyond that distance cars are the dominant modes" (Planning for Walking, 2015)
 - Majority of cycling trips are used for shorter distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)



2.12 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortable on foot".

Accessibility on Foot and by Cycle

- 2.13 Footways are provided on the northern side of The Slype approximately 45 metres east of the site. This footway continues north along The Broadway where footways are then provided on both sides of carriageway. The footways along The Broadway continue until a shared surface is provided to allow access to the bus stop located on Kimpton Road within Gustard Wood.
- 2.14 A number of public right of ways are accessible within close proximity to the site. These footpaths and bridleways provide off-road routes towards Weathampstead, Kimpton and Harpenden. Continuous routes are available from the site via The Slype to both Weathampstead and Harpenden via public rights of way, this is illustrated on Figure 2.2 below.
- 2.15 Chiltern Cycleway runs past the site along The Slype and provides access to Kimpton to the north via Kimpton Road and Harpenden to the south via Marshalls Heath Lane and Lower Luton Road. Harpenden can be accessed within a 15 minute cycle from the site via the Chiltern Cycleway. Whilst Kimpton can be accessed within an 11 minute cycle from the site via the Chiltern Cycleway. Figure 2.2 illustrates the location of the site in relation to public right of ways and Chiltern Cycleway.

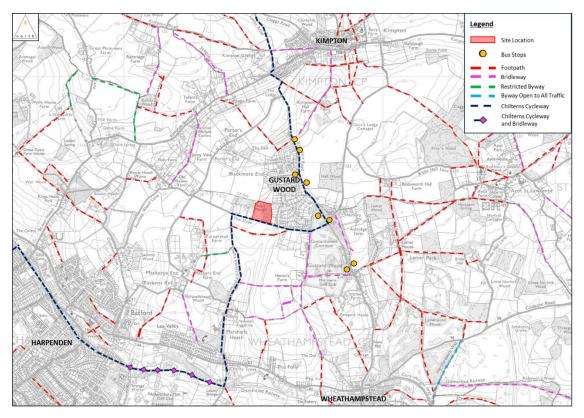


Figure 2.2: Footpaths, Bridleways and Chiltern Cycleway

2.16 Therefore, the site is well located in relation to sustainable travel options via foot and cycle.



Accessibility by Bus

2.17 Local pedestrian and cycle links provide access to existing bus stops along Kimpton Road approximately 700 metres north-east of the site. These stops provide access to bus routes 403 and 45. Bus route 403 runs between Hitchin and St Albans Monday to Saturday, at a frequency of three times a day towards St Albans and four times a day towards Hitchin. Bus route 45 runs between Stevenage and Luton Monday to Friday once a day in each direction. The southbound bus stop includes a bus shelter, seating and bus flag, whilst the northbound bus stop includes seating and a bus flag.

Accessibility by Rail

2.18 The nearest railway station is Harpenden approximately 6 kilometres south-west of the site, this equates to a 19 minute cycle via Chiltern Cycleway. Harpenden railway station includes a car park within 674 spaces and cycle storage for 548 cycles. The station provides regular services towards Brighton, Bedford, Luton, Rainham, East Grinstead, Rainham, Horsham and Three Bridges.

Access to Local Amenities

2.19 There are a number of local amenities within the local built-up areas surrounding the site. This includes primary and secondary schools, convenience store/supermarkets, doctors' surgery and pharmacy, as well as recreational and social facilities. The local amenities along with local walk/cycle infrastructure within 3 kilometres of the site are shown on the amenities plan attached at Appendix B.

Summary

2.20 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon private car. In this regard, it is considered that the location of the site accords with the National Planning Policy Framework and as such gives future residents a genuine choice about how they travel.



3.0 Development Proposals

Overview

3.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposals include 49 dwellings with associated car parking and landscaping and public open space. The indicative site layout plan is included at Appendix C.

Access Arrangements

Vehicular Access

- 3.2 Vehicular access to the site is proposed via a new priority junction onto The Slype. The provision of a simple priority junction is considered appropriate when taking into account the quantum of the development. The access road has been designed with a 5.5 metre wide carriageway with 6 metre kerb radii to enable a car to pass an HGV or refuse vehicle. The drawing attached at Appendix D illustrates the proposed access arrangements.
- 3.3 The proposals include relocating the speed limit change such that the site access is included within the 30mph speed limit zone. This results in a 130 metre extension to the 30mph zone. In order to enforce the 30mph speed limit along the vicinity of the site and towards The Broadway, coloured surfacing with 30mph roundel repeater markings and build outs are proposed. A new gateway feature will be provided to the west of the access to clearly define the 30mph zone, this will create an environment where vehicles are expecting the village ahead which includes the site. The informal passing places will remain and will act as a natural speed calming measure. It is proposed to widen the carriageway adjacent to the access to provide a 5 metre wide carriageway. This will allow two-way vehicle movements within the vicinity of the access, as well as allowing a refuse vehicle to enter/exit the site.
- The proposals also include widening to The Slype to the east of the site access between the eastern site boundary towards The Broadway and to the east of The Broadway. The existing hedge to the south of The Slype will be retained but cut back within highway land to facilitate the widening of the carriageway. This will provide a betterment to the existing situation and allow two-way vehicle movements. Considering the modest level of traffic currently observed along The Slype and the low traffic flows predicted for the proposed development (identified within the following section), it is not considered necessary to widen the entirety of The Slype but instead provide locations where vehicles can pass if required. This strikes a balance between ensuring traffic speeds do not exceed the 30mph speed limit but also allowing free flow of traffic with areas for vehicles to pass. The drawing included at Appendix E demonstrates the carriageway widening along The Slype.
- 3.5 In line with the 30mph speed limit and in accordance with guidance contained within Manual for Streets, visibility splays of 2.4 metres by 43 metres should be provided at the site access. These visibility splays are demonstrated on the drawing included at Appendix D. Vegetation within the visibility splays will be removed or cut back as required. Small sections of lower quality vegetation will be removed to facilitate the access, these can be replaced by on-site enhancements.

Pedestrian/Cycle Access

3.6 The proposals include a new 1.5 metre footway along the northern side of The Slype between the eastern boundary of the site and the existing footway to the east of the site which connects with The Broadway. A 1.5 metre wide footway accords with existing footways, in terms of width, within Gustard Wood. This provides a link between the site and the existing footways provided on both sides of The Broadway which provide access to local bus stops. The proposed footway includes a pinch point of 1 metre for approximately 20 metres at the eastern end due to adjoining land constraints. This is deemed appropriate considering the rural nature of The Slype and the ability for pedestrians to pass either side of the pinch point.



- 3.7 To achieve this footway link, The Slype carriageway will be widened into the existing verge and hedges to accommodate a 4.8 metre carriageway and a 1.5 metre footway. The existing hedges will be retained but cut back within highway land to facilitate the widening of the carriageway and footway. A 4.8 metre carriageway provides a betterment to the existing situation and allows two-way vehicle movements adjacent to the footway. The proposed footway will continue within the site to provide access to both the public open space and the residential units.
- 3.8 The proposed internal spine road network would be formed of low speed and lightly trafficked residential streets with carriageway widths of 5.5 metres which render them suitable for on-carriageway cycling. This is outlined in LTN 1/20 which states that:
 - "...in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds".
- 3.9 Considering the quantum of development and the predicted vehicular flows likely to use the proposed access road, cyclist will be expected to cycle on the carriageway within the site.

Sustainable Travel

- 3.10 The proposals will include a number of initiatives in order to encourage sustainable travel, these include:
 - Introduction of 2 metre footways within the site
 - Improvements to local public rights of way and cycle paths
 - Localised widening to The Slype
 - Enhancements to local bus stops
 - Electric vehicle charging facilities at all dwellings
 - High quality secure cycle parking facilities
 - ▶ High speed broadband to all dwellings and home office provision

Parking Provision

3.11 Car parking on site will be designed in accordance with the standards set out in the St Albans City and District 'Revised Parking Policies and Standards' document. Levels of on-site car parking will be confirmed once the type and tenure of dwellings are known.

Servicing Arrangements

3.12 It is intended that refuse collection will occur from the internal access roads within the site. The proposed access arrangement can accommodate the required refuse vehicle movements into and out of the site in a forward gear. In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access has been undertaken. Swept path analysis included at Appendix F, demonstrates the refuse vehicle entering the site in forward gear and exiting the site in forward gear. As part of the detailed scheme design, sufficient turning areas will be available within the site to enable the vehicle to manoeuvre to ensure it can enter and leave the site in a forward gear.



Summary

3.13 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, servicing vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance.



4.0 Trip Generation

Overview

4.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Residential Trip Generation

- 4.2 The trip generation potential for the 49 proposed dwellings has been assessed based on trip rates derived from the TRICS database using the category '03 Residential: A Houses Privately Owned' under the following criteria:
 - Locations in England (excluding Greater London);
 - Sites up to 50 units; and,
 - Areas classed as 'Neighbourhood Centre'.
- 4.3 The predicted trip generation of the site, assuming the proposed 49 dwellings are built, is contained in Table 4.1 below. The full TRICS report is contained at **Appendix G**.

Mode of Travel	Weekday / (08:00-09		Weekday (17:00-18		Weekday Movemen	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.290	0.925	0.665	0.310	4.015	4.300
Total Person Trips	14	45	33	15	197	211
Vehicular Trip Rates	0.140	0.320	0.310	0.120	1.965	2.045
Vehicular Trips	7	16	15	6	96	100

Table 4.1: Trip Rates and Trip Generation

4.4 Table 4.1 indicates that the proposed dwellings could generate 59 total person movements in the weekday morning peak hour, of which 23 could be vehicular. In the evening peak hour, the proposed dwellings could generate 48 total person movements, of which 21 could be vehicular. Over an average weekday, the proposed dwellings could generate 408 two-way total person trips, of which 196 could be vehicular.

Summary

4.5 In summary, it is anticipated that the proposed development will lead to a slight increase in vehicle movements on the local road network within the network peak periods. It is widely accepted that junction capacity assessments should be undertaken where there is a predicted increase in total entry flows of 30 or more vehicles in any hour. As the proposed vehicle trip generation suggests the site will attract less than 30 two-way vehicle movements within the peak hours, it is not considered necessary to undertake junction capacity analysis for local junctions.



5.0 Summary and Conclusion

- 5.1 This Transport Statement has been prepared on behalf of Stonebond Properties to accompany the promotion of a residential development at The Slype, Gustard Wood within Regulation 19. The site is located approximately 3 kilometres north-east of Harpenden within a small settlement known as Gustard Wood
- 5.2 The site currently comprises undeveloped land directly north of The Slype. The proposals consist of 49 residential dwellings along with an area of public open space. Access to the site will be achieved via a new vehicular access taken from The Slype. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 5.3 This Transport Statement has been prepared having regard to relevant guidance. In summary, this report demonstrates that:
 - ► The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
 - Safe and suitable access to the site can be achieved for all users;
 - Appropriate provision is made for car and cycle parking having regard to the relevant guidance;
 - The proposals include appropriate provision for servicing activity; and,
 - ► The levels of traffic associated with the proposals will not lead to a material impact on the operation of the local transport network.
- 5.4 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts.



Appendix A

ATC Results

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0292	The Slype, Gustard Wood	The Slype (West)	51.833514, -0.310604	17/09/2024 - 23/09/2024	Tuesday - Monday	0000-0000hrs on each day



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Locates Norma
Direction:

M92222 The Slypa, Gustard Wood
1 To Slypa (West)
Direction:
All (Eastboard)

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4 2	4 2	8	0	0	0	0	0	8	8	0	0	0	0	0	28.7		8	8	0	8	0	2	2	0	0	0	0	8	0	0	0	0
7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	29.7 28.1		0	0	0	1	2	3	1 2	1 2	1 0	0	0	0	0	0	0	0
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0515	0	o	0	0	0	ő	ő	o o	o o	o o	0	0	0	0	o			ő	o	o o	ō	0	o	ő	o	o	o o	ō	o	o	o	ō	0 0
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0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
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0715	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3		0	0	0		1	0	1	1	0	0	0	0	0	0	0	0 0
0745	5	5	0	1 0	0	0	0	0	0	0	0	0	0	0	0	37.2 29		0	0	0	0	1	1 2	1	1	0	0	1 0	0	0	0	0	0 0
0815	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	33.1	37 52.3	0	0	0	0	0	3	12	0	1 0	- 1	0	0	0	0	0	0 0
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1000	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3		0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0 0
1030	5	5	0	0	0			ō		0	0	0	0	0	ō	32		0	ō		0	- 1	2		1	1	ō	0	ō	ō	ō	ō	0 0
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1115	4	5 2	0	1	0	0	0	0	0	0	0	0	0	0	1	23.8		0	0	1	1	2 2	9	0	1	0	0	0	0	0	0	0	0 0
1145	4 3	3 2	0	0	0	1 0	0	0	0	0	0	0	0	0	0	28.4 32.6		0	0	1 0	0	1 0	0	0	1 0	1 0	0	0	0	0	0	0	0 0
1215	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	29.6		0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0 0
1245	2	2	0	ė	0					0	0	0	0	0	ė	31.5			0	ė	0	1	0	0	1	0		0	0	0	0	0	
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1330	3 2	3 2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	- :	0	0	0	0	1 0	0	1 2	1	0	0	0	0	0	0	0	0 0
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1515	7 5	7 5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1		0	0	0	0	0	3	2	0	1 2	0	0	0	1 0	0	0	0 1
1545	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	34.9	44.9	0	0	2	0	0	0	6	4	2	1	1	0	0	0	0	0 0
1615	2	2	0	9	0			0		0		0	0		0	28.2		0	0				2	9	0	0	0	0	0	0	0	0	0 0
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1730	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29 35	- 1	0	0	0	0	- 1	4	0 2	2	0	0	0	0	0	0	0	0 0
1800	3 7	3 7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7		0	0	0	0	0	1 1	0	2	0	0	0	0	0	0	0	0 0
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1845	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5		0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0 0
1915	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	40.8 28		0	0	0	1	1	0 2	1	1	0	0	0	0	0	0	0	0 0
1945	3	3	0	0	0		0	0	0	0	0	0	0	0	0	33.6		0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0 0
2015	2	2	ő	ő	ő	ė		ŏ	ě	ő	ő	ő	ő	ő	ő	29.9		ě	ő	6	ė	1	ő	- 1	ő	ő	ě	ő	ő	ő	ő	ő	0 0
2045	1	1	0	0	0			0		0	0	0	0	0	0	31.2			0	0	0	0	0	- 1	0	0	0	0	0	0	0	0	0 0
2100 2115	2 2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8 34.6		0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0 0
2130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 35.5 34.9 34.4 29.5 31.6 25.2 29.3 31.6 25.2 29.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 24.3 30.5 26.3 30.5 26.3 30.5 26.3 30.5 26.3 30.5 30.5 30.5 30.5 30.5 30.5 30.5 30		0	0	0	0	0	1 0	0	1	0	0	0	0	0	0	0	0 0
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2245 2300	3 2	2 2	0	0	0	0	0	0	0	0	0	0	0	1 0	0	27.8 36.6		0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0 0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
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STATE STAT	242 272 279 203	207 232 238 241	0	18	0	3			0	0	0	0	0	5	15	31	37.7 37.7		0	10	13	35 35	52 59 63 65	78 85 87 87	41 42	17	:	4	1	2 2	0	0	0 2

INNOVATION
Project D and Name:
Sin No:
Sin No:
Overclise:

19 Suptember 2024

19 Suptember 2024

Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin 6	fumber of vehicles exceeding PSL 60						
Period		- 1	2	3	4		4	7		9	10	11	12	14	15		85	0	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	60
0000 0015 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	i	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 0100	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	38 24.3	- 1		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0		0
0115 0130	0	8	0	8	8	8	0	0	0	0	8	0	0	0	0			8	8	8	0	0	0	8	8	8	8	8	0	8	0	8	0	8
0200 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 0315 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
0345 0400	1	1	0	8	8	8	0	0	0	0	8	0	0	0	0	32.8		8	8	8	0	0	0	1	8	8	8	8	0	8	0	8	8	8
0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0500 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 0600	0	0	0	0	0	0		0	0		0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0615 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 0715	3	1 0	0	1 0	0	0	0	0	0	0	0	0	0	0	1 0	24.4			0	0	0	2	1 0	0	0	0	0	0	0	0	0	0	0	0
0730 0745	5	5	0	8	8	8	0	0	0	0	8	0	0	0	0	31.3		8	8	0	0	1	1	1	2	8	8	8	0	8	0	8	8	0
0815 0830	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0 2	28.6 31.2 27.3		0	8	0 2	0	1 0	2 2	1 2	2 2	0	0	0	0	8	0	0	0	0
0845 0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5 27.2 34.8 22.4		0	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0
0930 0945	3 2	1 0	0	0	0	0		0	0	0	0	0	0	0	2	22.4 19.1		0	0	0	2	0	1 0	0	0	0	0	0	0	0	0	0		0
1000 1015	5	2	0	2	0	0	0	0	0	0	0	0	0	0	- 1	19.1 32.7 27.7 26.3		0	8	0	1	1	1	1	1	0	0	0	0	8	0	0	0	0
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1115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7		0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
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1315 1330	6	4 3	0	2	0	0	0	0	0	0	0	0	0	0	0 2			0	0	1	0	0 2	1 3	4	1 0	0	0	0	0	0	0	0	0	0
1345	5	4	0	1	0	0	0	0	0	0	0	0	0	0	1	23 32.2 26 30.7		0	8	0	2	0	2	2 2	0	0	0	0	0	8	0	0	0	0
1430 1445	2 3	1 3	0	0	0	0	0	0	0	0	0	0	0	0	1 0	22.7 30.7 32.2		8	8	0	1 0	0	1	0	0	0	0	0	0	8	0	0	0	0
1500 1515	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0
1545	17	17	0	ė	0	0	0	0	0	0	0	0	0	0	ò	30.6 35.2 31.2 33.5 28.3 26.8 25.3 31.2 28.6 33 26.6	37.3		ő	0	0	0	0	4	2 4	1 0	0	0	0	ő	0	0	0	0
1615 1630 1645	4 5	4 5	0	0	0	0	0	0	0	0	0	0	0	0	0	33 33.5 28.3	- 1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
1700 1715	9 14	8 12	0	0	0	0	0	0	0	0	0	0	0	0	1	25.8 25.3	32.5	0	0	0	1 2	2 5	3 4	3	0	0	0	0	0	0	0	0	0	0
1730 1745 1800	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	31.2 28.6			0	0	2	0	2	2 2	0	0	0	1	0	0	0	0		0
1815	5 7	4 7	0	0	0	0	0	0	0	0	0	0	0	0	1 0	25.6 35.1		0	0	1 0	0	1 0	1	1	4	1	0	0	0	0	0	0		0
1845 1900 1915	6 2	6 2	0	0	0	0		0	0	0	0	0	0	0	0	35.1 27.8 29.2 43.4 31.7 31.5			0	0	0	1 0	4	0	0	0	1	0	0	0	0	0		0
1930 1945	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7		0	0	0	0	1 0	1	2	1 0	1 0	0	0	0	0	0	0	0	0
2000 2015 2030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1 37.7 24.5 32.2 23.3 27.3 41.1		0	8	0	0	0	0	2	0	0	0	1 0	0	8	0	0	0	0
2045 2100	3 1	1	0	8	8	8	0	0	0	0	8	0	0	0	1 0	32.2 23.3		8	8	8	0	1	0	8	0	8	8	8	0	8	0	8	0	0
2115 2130 2145	4 2	4 2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1		0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	1
2200 2215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2		0	0	1	0	0	1	0	1	0	1	0	0	1	0	0		1
2230 2245 2300	0	8	0	8	8	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0
2315 2330	1 0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2 29.8		0	0	0	0	0	1	0	0	0	0	0 0	0	0	0	0	0	0
Section Sect	252 289 298 302	207 242 251 255	0	16 16 16	0	1 1	0	1 1	0	0	0	0	0	1 1	26 28 28 28	29.6 30.2 30.4 30.4	37.1 38.3 38.7 38.8		0	7 8	27 27 27 27	31 37 37 38	60 69 71 71	67 72 72 73	45 52 55 56	10 15 15	3 5 6	3 4	0	0 1 2	0	0	0	1 2
06-00 00-00	298 302	251 255	0	16 16	0	1	0	1	0	0	0	0	0	1	26 26	32.4 32.4	38.7	0	0	9	27 27	37 38	71 71	72 73	55 56	15	6	1	0	2 2	0	0	0	2 2

INDOWISE
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Project Day Maren:
Dis No:
Location Name
The Stype (West)
Direction:
All (Castboard)

20 Septemb	or 2024																																	
Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Cla	Cla	Cla	Cla	Cla	Chi		Ven	VNn	Vbin	Vbin	Vbin	Whin	Whin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Marie	Weigh	No. N	umber of vehicles xceeding PSL 60
																	***		****												*****	****		reeding PSL
Period		- 1	2	3	4		٠	7		9	10	- 11	12	14	15		85	5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	60
0000 0015 0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8 35.5 31.3		0	0	0	0	0	0	1 0	1	0	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3			0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
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
0130	0	0	0	0	0	0	0	0	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	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0			0	0	8	0	0	0	0	8	0	0	0	0	0	0	8	8	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2045 2100	2	2	0	8	0	0	0	0	0	0	0	0	0	0	0	30		0	0	8	0	8	1 0	1 0	0	0	0	0	0	0	0	0	0	0
2115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5 45.3	- 1	0	0	0	0	0	0	0	1 0	1	0	0	0	0	0	0	0	0
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INNOVISE
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0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
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0630 0645	0	0	0	8	0	8	0	0	8	0	8	0	8	0	0	35.3		8	0	8	0	0	0	8	0	0	0	0	8	0	0	0	0 0	
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2230 2245	0	0	0	0	0	8	0	0	8	8	8	0	0	0	0	29.2		0	0	0	8	0	0	0	0	0	0	8	0	8	8	0	8 8	
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0145 0200 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0530 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	ō	0	0	0	0		ō		0	0	0	0	0	ō			0	0	0	0	0	0	0	ō	ō	ō	0	0	0	0	ō		ō
0445 0500 0515 0530 0545 0600 0615 0630 0645 0710 0730 0745 0800 0815	0	0		0	0					0	0	0	0	0	0	i			0	0	0	0	0		0	0		0	0	0	0	0		0
0800	- 1	1	0	0	0	0		0		0	0	0	0	0	0	30 25.5		0	0	0	0	0	1	0	0	0		0	0	0	0	0	0	0
0815	- 1	- 1	8	8	8	8	8	8	8	0	0	8	8	8	8	26.6 30 24.6		0	0	8	8	1	0	8	8	8	8	8	8	8	8	8	8	8
0845	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1		0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0845 0900 0915 0930	2 3	2 3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2		0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0945 1000 1015 1030 1045 1100 1115 1130	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1		0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
1015	0	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō			ō	ō	ō	0	0	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō
1045	2	1			0	1				0	0	0	0	0		19			0	1			1	0	0	0		0	0	0	0	0	ě	0
1115	ŝ	4	ö	ő	ő	ö	ö	ő	ő	ő	ő	ő	0	0	- 1	20.3 27.5 34.1	- :	0	0	1	ö	ò	1	3	ö	ő	ő	ő	ő	ö	ö	ő	ő	ő
1130	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	- 1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3 30.9 31.6			0	0	1	1	0	2 2	0	0	1	0	0	0	0	0	0	0
1230	5	5	0	1 0	0	0	0	0	0	0	0	0	0	0	0	25.7 34.3	- 1	0	0	0	0	1 0	1	1	3	0	0	0	0	0	0	0	0	0
1300	3 2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3 28.6 27.1	- :	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
1330	4	3	0	0	0	0	0	0	0	0	0	0	0	0	- 1			0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
1400	1	- 1	ő	0	ő	ě	ě	ě	ě	ő	0	ő	ő	ő	ė	26.3 25.9 22.2 31.2 32.9		0	ő	ő	0	ė	1	ő	ő	ő	ě	0	ő	0	ő	ő	ě	0
1430	6	5	0	1	0					0	0	0	0	0	0	31.2		0	0	ė	0	1	2	1	1	1		0	0	0	0	o o	0	0
1500	2	2	0	0	0					0	0	0	0	0	0		- 1		0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
1515 1530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5 34.1 24.8		0	0	0	0	0	1 0	1	0	0	0	0	0	0	0	0	0	0
1545	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1 0	1 2	0	1	0	0	0	0	0	0	0	0	0
1615 1630	5	5	8	8	0	0	0	0	0	0	0	0	0	0	0	29.6 34.2	- 1	0	0	0	8	1	2	1	1 0	0	0	0	0	0	0	0	0	0
1645	1 2	1 2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4 28.6		0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0
1715				0	0	0		0		0	0	0	0		0	26.2 30.6		0	0		1	1	5	1	0	0		0	0	0		0	0	0
1145 1200 1215 1200 1245 1300 1315 1300 1345 1400 1415 1500 1515 1500 1545 1545	4	- 3		1	0					0	0	0	0	ė	0	23.6			0	1		1	2	ė	0	0		0	0	0	0	0	ě	0
1815	- 1	1	ö	ő	ő	ö	ö	ő	ő	ő	ő	ő	0	0	ő	23.2 35.6 32.1	- :	0	0	ö	ö	ò	ő	ö	1	ő	ő	ő	ő	ö	ö	ő	ő	ő
1830	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	27.4	- 1	0	0	1	0	0	9	0	0	1	0	0	0	0	0	0	0	0
1900 1915	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2 30		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1930	0 2	0 2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	- 1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
2030		0	0	0	ō	0	0	0	ō	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	ō	0	0	0	0	0	0	0
2100	i	i	ő	ő	ő	ě	ě	ě	ě	ő	0	0	ő	ő	ő	25.4 27		0	ő	0	0	ő	1	ő	ő	ő	ě	0	ő	0	ő	ő	ě	0
2130	0	0	0	0	0	0		0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
1845 1900 1915 1900 1915 1900 1915 1900 1945 2005 2005 2005 2115 2110 2215 1215 2215 1215 2215 1215 2215 1215 2215 1215 2	0	0	0	8	0	8	8	0	8	0	0	0	8	0	0	39.4 21.4		0	0	0	8	8	0	8	0	0	8	8	8	0	0	0	8	0
2215 2230	1	1 0	0	1	0	0	0	0	0	0	0	0	0	0	0	18.6		0	0	0	1	1 0	0	0	0	0	0	0	0	0	0	0	0	0
2245 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	- 1	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0
2345	909	ö		. 4	ě					Ö	0	0			0	28.7	35.4			0	0	15	42	23	13	0								0
06-22	109 120 123 132	98 109 111 120		4	0	1				ě	0	0	0	1	5	29.1 29 29.6	36.2 35.9 36.6			5	5	16 17 19	47 47 48	23 24 27	15 15 16	7	2	0	0		0		0	0
00-00	132	120	0	5	0	1			0	0	0	0	0	1	š	23.6	36.6		0	5	6	19	45	27	16	7 7	2 2	0	1	1	0	0	0	1

Project D and Name:
Project D and Name:
Sin No.
Line Sin No.
Ad (Earthward)

23 September 2024

22 30910113																																		_
Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin vehicle exceed PSL 75 60	e of ion						
Period		١.	2	,				7		,	10	11	12	14	15		85			10	15	20	25	30	35		45		ss		es		PSL	ling
		1						_ ′		,	0		12	14	15			5	10	15	20	25	30	35	40	40 45	50 0	55 0	60	60 65	70	70 75	75 60 80	
0015	0	0	0	0	0					0	0	0	0	0	0			0	0	0	0		0	0	0	0		0	0		0		0 0	
0045	0	0	0	0	0	0	0	0		0	0	0	0	0	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
0130 0145	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8 8	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
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	
0330	0	0	o	0	0	ő	ő	ő	ő	o	ō	o	o	ō	0			ő	o	o	o	0	o	0	o	ō	ő	ő	0	ō	ő	0	0 0	
0345 0400	1	0	0	0	8	0	0	8	8	0	0	0	0	0	8	24.8	- 1	0	0	0	0	- 1	0	0	0	0	0	0	8	0	0	8	0 0	
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0 0	
0445	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8 8	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
0545	ő	ő	ő	ő	ő	ě	ě	ě	ě	ő	ő	ő	ő	ő	ő			ě	ő	ő	ő	ő	ő	0	ő	ő	ě	ő	ő	ő	ő	ő	0 0	
0615	0	0	o	0	0	ő	ő	ő	ő	o	ō	o	o	ō	0			ő	o	o	0	0	o	0	o	ō	ő	ő	0	ō	ő	0	0 0	
0630 0645	8	0	8	8	8	8	8	8	8	8	8	8	0	8	8			0	0	0	8	8	8	8	0	8	8	8	8	8	8	8	8 8	
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5		0	0	1 0	1	0	2	0	1	0	0	0	0	0	0	0	0 0	
0730	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19.5 29 27.7 24.8	- :	0	0	0	0	1	4	0	1 0	0	0	0	0	0	0	0	8 8	
0800	4.	4	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0 0	
0830	11	9	ō	2	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	0	33.8 27.7 28 28.3	38.9 30.8	0	ō	ō	ō		9	2	ó	ó	ō	ō	ō	ō	ō	ō	0 0	
0900	3	3	0	ė	0					0	0	0	0	0	0	28.3			o o	0	ė	ė	â		0	0		0		0	0	0	0 0	
0915	2 2	0	0	1	1	0	0	8	8	0	0	0	0	0	8	28.6 17.4 28.9	- 1	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0 0	
1000	- 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9 35.9		0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0 0	
1015	3	4 2	0	0	0	0	0	0	0	0	0	0	0	0	1	35.9 27.7 20.8 24.5 27.4 31.2 24.6 31.1 36.9 34.8		0	0	0	0	1	1	1 0	0	0	0	0	0	0	0	0	0 0	
1045	2 5	1 5	0	1 0	0	0	0	0	0	0	0	0	0	0	0	24.5 27.4		0	0	0	0	2 2	0 2	0	0	0	0	0	0	0	0	0	0 0	
1115	- 1	- 1	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	ō	0	31.2		ō	ō	0	ō	0	ō	1	ó	ō	ō	ō	ō	ō	ō	ō	0 0	
1145			0	9	0					0	0	0	0	0	0	31.1			0	0	0	ė	2	2	1	0		0	0	0	0	0	0 0	
1215	î	- 1	o	ò	0	ő	ő	ő	ő	o	ō	o	o	0	0	34.8		ő	o	o	o	o	o	1	ő	ō	ő	ő	0	0	ő	0	0 0	
1230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8 32.4 34 36.8 22.6	- 1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0 0	
1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34		0	0	0	0	1	0	2 2	0	1	0	0	0	0	0	0	0 0	
1330	1 2	1 2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	- :	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0 0	
1400	1	1	ō	ō	0	ō	ō	0	ō	ō	0	ō	ō	0	0	40.7 35.1 33.6		ō	ō	ō	ō	0	0	0	1	0	ō	0	ō	0	0	0	0 0	
1430	- 1	- 1	0	0		0	0			0	0	0	0	0	0	31 41.7		0	0	0	0		0	1	0	9	0	0		0	0			
1500	4	3	o	1	0	ő	ő	ő	ő	o	ō	o	o	ō	0	29		ő	o	o	o	o	2	2	o	ò	ő	ő	0	ō	ő	0	0 0	
1515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	- 1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0 0	
1545	3	6 2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7 31.2 32.5		0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0 0	
1615	6	6	0	0	0	0	0	8	0	0	0	0	0	0	0	31 31.1 32.6		0	0	0	0	2	0	2 2	2	0	0	0	0	0	0	0	8 8	
1645	7	6	0	1 0	0	0	0	0	0	0	0	0	0	0	0	32.6 32.4		0	0	0	0	1 0	3	1 2	0	2	0	0	0	0	0	0	0 0	
1715	6	6	0	0		0	0			0	0	0	0	0	0	27.6 33 32.7		0	0	0	0	- 1	4	1	0	0	0	0		0	0			
1745	6	- 5	0	1	0					0	0	0	0	0	0	32.7			0	0	0	2		- 1	- 1	2		0		0	0	0	0 0	
1815	5 2	4	ő	1	0	ő	ő	ö	ö	ő	ö	ő	ő	ö	0	33.4 34.8 33.8 34.2 36.8 33.1 33.3 32.4 41.2 28.8	- :	ő	ő	ő	ő	ö	1	2	1	1	ö	0	ö	0	0	ö	8 8	
1830	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	- 1	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0 0	
1900	2 3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8 33.1		0	0	0	0	0	0	0 2	2	0	0	0	0	0	0	0	0 0	
1930	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	- :	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0 0	
2000	2 2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2		0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0 0	
2030	0	0	ō	0	0	0	0			ō	0	ō	ō	0	0	42.9 37.1		ō	ō	0	ō	0	0	ò	ō	0		0	0	ō	0	0		
2100	3	á	ő	ő	0	ő	ő	ö	ö	ő	ö	ő	ő	ö	0	37.1		ő	ő	ő	ő	ö	ő	2	ő	ò	- 1	0	ö	ö	0	ö	8 8	
2115	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
2145 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
2215 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
2245	0	ō	ō	ō	0	ō	ō	0	ō	ō	0	0	0	0	0	- 1	- 1	ō	ō	ō	ō	0	ō	ō	0	0	0	0	0	0	0	0	0 0	
2315	0	0	0	0						0	0	0	0	0	0				0	0	0		0	0	0	0	ő	0	0	0	0	0	0 0	
2330 2345		8	8	8	8	ő	8	8		0	8	8	8	8	ő			8	8	8	8	8	8	8	8	8	8	8	8	8	ő	8	8 8	_
March Marc	193 193 193	174 174 176	0	17 17 17	1		0		0	0	0	0	0	0	1	30.5 31.2 31.2	38.2	0	1	2 2 2	3	26 26 26	48 53 53	47 57 57	27 34 34 34	10 12 12	4	0	0	1	0	0	0 0	
00-00	193	174 176	0	17	1		0		0	0	0	0	0	0	1	31.2 31.2	38 38.2 38.2 38.2	0	1	2 2	3	26 27	S3 S3	57 58	34 34	12	4	0	0	1	0	0	0 1	

INNOVISE
Project D and Name
Region Control To Style (West Control To

17 Septemo																																	
Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cha	Cla	Cla	Cla	Cla	Cla	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin Number of vehicles exceeding PSL 75 60
Period		4	2	3	4			7		9	10	11	12	14	15		85	۰	5	10	15 20	20 25	25	30	35	40	45 50	50	ss	60	65 70	70 75	75 60 80
0000	0	0	0	0	0						0	0	0	0	0		1	0	10	15	0 0	0 0	30 0 0	35	0	45	0	55 0	0	0 0	70 0	75 0	0 0
0030	0	0	0	0	0		0				8	0	0	0	0	- 1	- 1	0	0		0	0	0	0	0	0	0		0				
0100	1 0	1 0	0	0	0		0			0	0	0	0	0	0	17.1	- 1			0	1 0	0	0	0	0	0	0		0	0	0	0	0 0
0130 0145	8	0	8	0	0	8	0	0	0	0	8	8	0	0	0			0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8 8
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0230	0	0	0	0	0	0	0			0	0	0	0	0	0	- 1	- 1		ō	0	0	0	0	0	0	0	0		0	0	0	0	0 0
0315	0	0	0		0				0	0	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	0	0	0		0	0	0	0	0 0
0345	0	0	0	0	0		0			0	0	0	0	0	0					0	0	0	0	0	0	0	0		0	0	0	0	0 0
0415 0430	0	0	0	0	0	0	0	8	8	8	0	0	0	0	8			0	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0 0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0545	2	2	0	0	0						0		0	0	0	38		0	0	0	0	0	0	0	2	0	0		0	0	0	0	0 0
0630	0	0	0	0	0		0			0	0	0	0	0	0				0	0	0	0	0	0	0	0	0		0	0	0	0	
0700	5	3	0	0	0	ě	ě			0	0	0	0	0	0	34.3 34.6			0	0	0	0	1 2	0	2	0 2	0		0	0	0	0	
0730 0745	7 12 11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	45.5	0	0	0	1 0	0	4 5	1 3	1 0	0	0 2	0	0	0	0	0	0 0
0800	11	10 10 13	0	1 0	0	0	0	0	0	0	0	0	0	0	0	31.6 34.6 28.5 30.9 38.7 29.9 25.1 29 25.3 38.5 31.6 31.6 24.9	45.5 48.5 37.7	0		0	0	3	5	3	1	1	1 0	0	1 0	0	0	0	0 0
0830 0845	4	4	0	0	0	0	0	8	8	8	0	0	0	0	1	26.1 29	- 1	8	0	8	8	1	1	2	0	0	0	8	8	8	8	8	8 8
0900	2	1	0	0	0	0	0			0	0	0	0	0	- 1	25.3 23.8	- 1		0	1	0	0	0	0	1	0	0		0	0	0	0	0 0
0945	3	3	0	0	0		ő			0	0	0	0	0	0	38.5	- 1		0	0	0	0	0	0	3	0	0		0	0	0	0	
1015	4 2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	- :	0		0	0	0	0	3	1	0	0	0	0	0	0	0	0 0
1045	7 4	5	0	1 2	0	0	0	0	0	0	0	0	0	0	1 0	24 24.9		0	0	1	2	0	3	0 2	1 0	0	0	0	0	0	0	0	0 0
1115	5	5	0	0	0	0	8	8	0	0	8	8	0	0	0	29.6 33 31.3		8	0	0	0	1	0	1	0	1	0	8	8	8	0	0	8 8
1200	5	2		3						0	0	0	0	0	0	30.8 21.4 28.1	- 1					1	1	2	1	ò	0		0	0	0	0	0 0
1230	2	1	0	1	0		ő			0	0	0	0	0	0	25.1 25.1	- 1		0	0	0	1	0	0	1	0	0		0	0	0	0	
1300	4	2 3	0	2	0	0	0	8	8	8	0	0	0	0	8	28.4 29 30.4 34.3 34.2		0	8	0	1 0	0	9	3	0	0	0	0	8	8	0	0	0 0
1330 1345	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3 34.2		0	0	0	0	1	1	1 1	0	0	0	1	0	0	0	0	0 0
1400	1	1	8	0	0	0	8	8	0	0	8	8	0	0	0	35.1 43.7 41.9		8	0	0	0	0	0	0	0	1	0	8	8	8	0	0	8 8
1445	2	5	0	0	0	0	0			0	0	0	0	0	1	41.9 28.4	- 1	0	0	1	1	0	0	2	1	1	0		0	0	0	0	0 0
1515	3	1	0	2	0		0			0	0	0	0	0	0	28.4 34.7 34 26.8 27.1 33.9 33.9 34.9				0	0	0	1	0	2	0	ó		0	0	0	0	0 0
1545 1600	3	3	0	0	0	0	0	8	8	8	0	0	0	0	8	27.1 33.9		0	8	0	1 0	1 0	0	0	1 2	0	0	0	8	8	0	0	0 0
1615 1630	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9		0	0	0	0	0	2	3	1	0	0	1 0	0	0	0	0	0 0
1645 1700	11	11	0	0	0	0	0	8	0	8	0	0	0	0	0	38.5 33.1 26.2 27.5 22.7 31 26.1 32 33.6 30.2 26.2 31.8 25 34.4 22.5	41.1	0	0	0	1	0	2	3	3	2	0	0	8	8	0	0	8 8
1715	7	5	0	1	0	0	0			0	0	0	0	0	0	25.2 27.5		0	0	0	0	1	5	0	1	0	0		0	0	0	0	0 0
1800	3	3	0	0	0					0	0	0	0	0	ė	31				0	0 2	0	2	ė	1		0		0	0	0	0	
1830	3	3	0	0	0		0				0	0	0	0	0	32 33.6					0	ė	1	1	1 2	ė	0		0				
1900	4 7	3 7	0	0	0	0	0	0	0	0	0	0	0	1 0	0	30.2 25.2		0	0	0	0	0	3 2	0 2	0	1 0	0	0	0	0	0	0	0 0
1930 1945	3 2	3 2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8 25		0	0	0	0	1	1	0	1 0	0	0	0	0	0	0	0	0 0
2000 2015	2 2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	34.4 22.5		0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0 0
2045 2045		0	0	0	0		0	0	0	0	0	0	0	0	0	37		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2115 2115	0	0	0	0	0	0	0	0		0	0	0	0	0	0	41.4	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2145 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2215 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2245 2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 40.7 60.1		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0 0
2330	0	0	0	0	0		0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1
GOT 10 COLD 10	216	102	0	22	0	1 1		0	0	0	0	0	0	0	11	30.9 30.8 31 30.9	31.4 31.4 31.5 31.5	0	3 3	9	10 10 10	22	59 68 69	49	40	15	7 7 7	2 2	1 1	0	0	0	0 0
06-00	216 243 246 247	182 206 209 210	0	22 23 23 23	0	1				0	0	0	0	1	11 12 12 12	31	31.5		3	9	10	22 26 26 26	69	49 53 53 53	40 47 47 47	15 17 18	7 7	2 2	1	1	0	0	0 1
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Time	Total	Cla	Cla	Cla	Cha	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin 8	Number of vehicles						
Period		4	2	,	4			,			10	11	12	14	15		85			10	15 20	20	25	30	35	40 45	45 50	50 55	ss	ec 65	65 70	70 75	75	exceeding PSL 60
	0	0	0	0					0	0	0	0	0	0	0			0	10	15	0	25	30	35	40	0	0	55 0	0	0	0	0	0	0
0015 0030	0	8	0	0	0	8	0	8	8	8	0	0	0	0	0			8	0	0	0	8	0	8	8	0	0	8	0	8	8	0	0	8
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0		0	0	0	0	0	0	0	0	0	0	0	0	0		0
0115	8	8	8	8	8	8	8	8	8	8	8	8	8	8	0	- :	- 1	8	0	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
0200	0	0	0	0	0					0	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	0	0	0		0	0	0	0		0
0230	0	0			0								0		0				ō	0	0		0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0					0	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	0	0	0		0	0	0	0		0
0330		0	ō		0								0		0				0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
0400	ò	0	0	0	0					0	0	0	0	0	0	22.5	- 1	0	0	0	0	0	0	0	0	0	0		0	0	0	0		0
0430	0	ō	0	0	0					0	0	0		0	0				0	0	0	0		0	0	0	0		0	0	0	0	ě	ō
0500	8	0	0	8	ö	0		0	0	8	8	8	8	8	0	- 1	- 1	ě	0	0	8	8	8	0	0	0	0	0	0	8	8	ö	8	8
0530	0	0	0	0					0	0	0		0		0				0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
0600		ō	0	0	0					0	0	0		0	0				0	0	0	0		0	0	0			0	0	0	0	ě	ō
0630	ò	0	0	0	0					0	0	0	0	0	0	45.7 34.2	- 1			0	0	0	0	0	0	0	0		0	0	0	0		0
0700	- 1	- 1			0								0		0	40.9				0	0			1	0	2	1		0	0	0	0	0	0
0730	6 17	5	0	0	0					0	0	0	0	1	0	33.9	41.3			0	0	0	- 1	2	2	1	0		0	0	0	0		0
0800	14	13		ò	0	1							0		0	31.4	40.5		1	0	- 1	1	2	3	3	2	1		0	0	0	0	0	0
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0900	6	ś			0								0		1	29.4			0	1	0	ě.	ò	4	1		0	0	0	0	0	0	0	0
0930	3	2	8	ò	ö	0		0	0	8	8	8	8	ö	1	28.3	- 1	0	0	1	8	ò	ò	ò	2	ò	0	0	0	8	8	ö	8	8
1000	6		0	0					0	0	0		0	0	1	32.6			0	1	0	0	2	0	0	2	1		0	0	0	0	0	0
1030	5	3	0	2	0					0	0	0		0	0	32			0	0	0	0	1	3	1	0			0	0	0	0	ě	ō
1100		3	0	1	0					0	0	0	0	0	1	28.1	- 1			1	0	0	2	1	0	1	0		0	0	0	0		0
1130	ż	ė	0		0					0	0	0		0	1	40.9 337 31.9 36.1 31.4 29.5 20.5 27.5 29.4 31.6 28.3 20.2 32.6 32.2 32.2 32.2 32.2 32.2 32.2 32					2	1	2	1	1	0	0		0	0	0	0	ě	ō
1200	3	2	8	1	ö	0		0	0	8	8	8	8	8	0	28.8	- 1	ě	0	ò	8	8	2	- 1	ò	0	0	0	0	8	8	ö	8	8
1230	2	2	0	0	0					0	0	0		0	0	33.4				0	1	0		ő	ó	0	1		0	0	0	0	ě	ō
1300	2	2	0	0	0	6				0	0	0	0	0	0	35.1 28.1				ő			ő	1	1	0	0		0	0	0	0		0
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1400	3	1	0	1	0					0	0	0	0	0	1	22.9				1		1	i	ò	1	0	0		0	0	0	0		0
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1500	4	3	1	0	0					0	0	0	0	0	ò	38				ė	1	0	0	1	ò	1	0		1	0	0	0		0
1530	5	5	0	0	0					0	0	0		0	0	31.9				0	0	0	3	1	0	1	0		0	0	0	0		0
1600		6	0	2	0		0		0	0	0	0	0	0	0	33.9		0	0	0	ō	0	2	3	2	1	0	0	0	0	0	0		0
1630	8	4	ě	4	0		ě		0	ő	ő	0	0	0	ò	39.7 34.2 41.1 27.9		ě		ė	ő	ő	2	4	0	1	1	6	0	ő	ő	0	0	0
1700	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1 0	27.9		0	1	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0
1730	é	4	ě	1	0		ě		0	ő	ő	0	0	1	0	27.1 26.5 36.6 27.6 26.6 19.8 36.8 29.8 31.8		ě	0	1	2	ő	ė	1	2	0	0	0	0	ő	ő	0	0	0
1800	3 5	3 5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6 26.6	- :	0	0	0	9	1	1	1	0	0	0	0	0	0	0	0	9	0
1830	2	1 2	0	0	0	0	0	0	0	0	0	0	0	0	1	19.8		0	0	0	1	1 0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	- :	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	9	0
1930	2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8 28.9		0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0
2000	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
2030	3	3	0	0	0		0		0	0	0	0	0	0	0	30.5		0		0	ō	0	1	2	0	0	0	0	0	0	0	0		0
2100 2115	2	2	0	0	0		0			0	ő	0	0	0	0	26 10.9		ě	ő	0	ő	1 0	1 0	0	0	0	0		0	ő	ő	0	ě	0
2130	0	0	0	0	0		0			0	0	0	0	0	0	-		0	0		0	0	0	0	0	0	0		0	0	0	0	0	0
2200	ŏ	ŏ	ő	ő	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ő	0	ő	ŏ	- 1	- 1	ě	ŏ	0	ŏ	ŏ	0	0	ŏ	ŏ	ŏ	ŏ	0	ŏ	ŏ	0	ě	ŏ
2230 2245	0	0	0	0	0		0			0	0	0	0	0	0	25.2		0		0	0	0	0	0	0	0	0		0	0	0	0		0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 2345	ė	ė	0	0	0		0			0	0	0	0	0	0			0		0	0	0		0	0	0	0		0	0		0		0
07-19 06-22	237 260	194 215	1	19 19 19	0		0			0	0	0	0	4	16 18 18	31.3 31.2 31.2	40.2 20.8 20.7		2	16 17 17	16 16 16	17 19 19	41 46 48	58 69	50 52 52	25 25	7	2 2		0	0	0	0	0
Color Colo	237 260 262 263	194 215 217 218	1	19	0	3				0	0	0	0	4	18	31.2 31.1	22.7		3	17	16	19	46	60	52 52	25		2 2	3	0	0	0	0	

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Period		4	2	,	4			,		,	10	11	12	14	15		85			10	15 20	20 25	25 30	30	35	40 45	45 50	50 55	ss	ec 65	65 70	70 75	75	exceeding PSL 60
	0	0	0	0			0		0	0	0	0	0	0	0	-		0	10	15	0	0	30	35	40	0	0	55 0	0	0	0	0	0	0
0015 0030	0	1	0	0	0	8	0	8	8	8	0	0	0	0	0	33		0	0	0	0	8	0	0	8	0	0	0	0	8	8	0	0	8
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
0115	8	8	8	8	8	8	8	8	8	8	8	8	8	0	0	- :	- 1	8	8	8	8	8	8	8	8	8	8	8	8	8	8	0	8	8
0200	0	0	0	0	0					0	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	0	0	0		0	0	0	0		0
0230	0	0			0								0	0	0				ō	0	0		0	0	0	0	0		0	0	0	0	0	0
0300	0	0	0	0	0					0	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	0	0	0		0	0	0	0		0
0330	0	0	0		0								0	0	0				0	0	0		0	0	0	0	0		0	0	0	0	0	0
0400	0	0	0	0	0					0	0	0	0	0	0				0	0	0	0	0	0	0	0	0		0	0	0	0		0
0430	0	0	0		0					0		0	0	0	0				0	0	0		0	0	0	0	0		0	0	0	0	0	0
0500	8	0	0	8	ö	0		0	0		8	8	8	0	0	- 1	- 1		0	0	8	8	8	ő	8	8	8	ě	0	8	8	ö	8	ő
0530	1	1	0	0					0	0	0		0	0	0	28.8 41.3			0	0	0	0	1	0	0		0		0	0	0	0	0	0
0600	ė	ė	0	0	0					0	0	0		0	0					0	0	0		0	0	ė	0		0	0	0	0	ě	0
0630	ò	0	0	0	0					0	0	0	0	0	0	28.6 36.2	- 1			0	0	0	ò	0	0	0	0		0	0	0	0		0
0700	- 1	- 1			0					0		0	0	0	0	34.4 37.4					0		ò	2	2	0	ò			0	0	0	0	0
0730	7	6 13	0	1	0					0	0	0	0	0	0	33.1	47.1			0	0	0	2	3	- 1	1	è		0	0	0	0		0
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0900	4	4			0								0	0	0	28.2			0	0	0	1	2	1	0	0	0		0	0	0	0	0	0
0930	1	- 1	8	ő	ö	0		0	0		8	8	8	0	0	27.4	- 1		0	0	8	8	- 1	ő	8	ő	8	ě	0	8	8	ö	8	ő
1000	- 1	3	0	è					0	0	0		0	0	1	29.6			0	1	0	0	0	1	2		0		0	0	0	0	0	0
1030	â	3	0	ė	0					0	0	0		0	0	33			0	0	0	1			- 1	- 1	0		0	0	0	0	ě	ō
1100	8	6	0	1	0					0	0	0	0	0	1	31.6	- 1		0	0	1	0	- 4	0	1	1	1	9	0	0	0	0		0
1130	7	7	ė	0	0					0	0	0		0	0	29.9					0	- 1	3	1	2		0		0	0	0	0	ě	ō
1200	ě	2	8	2	ö	0		0	0		8	8	8	0	2	35.5 27.4 20.8 29.6 40.7 33 37.6 31.6 25.6 29.9 32 25.4 33.7 29.6 20.7 31.8 25.6 20.7 31.8 25.6 20.7	- 1		0	ò	2	8	3	ő	ò	- 1	8	ě	0	8	8	ö	8	8
1230	- 1	- 4	0	0	0					0	0	0		0		29.6				0		1	- 1	2	ė	0	0		0	0	0	0	ě	ō
1300	š	2	0		0					0	0	0	0	0	- 1	20.7			1	0	0	1	1	0		0			0	0	0	0		0
1330	7	7	0	ė	0					0	0	0		0	ė	27.5				ė	2	1		2	2	0	ė		0	0	0	0	ě	ō
1400	3	1	0	1	0					0	0	0	0	0	1	25.1				1	0	0	1	1	ì	0	ò		0	0	0	0		0
1430	- 1	3	0	1	0					0	0	0		0	0	32.5 28.8 42.6				0	1	0	2	ė	1	0	9		9	0	0	0		0
1500	3	2	0	1	0					0	0	0	0	0	0	38.5 37.1				0	0	0	1	ó	1		- 1		ė	0	0	0		0
1530	7	6	0	ė	0					0	0	0		0	1	31.4 22.9 24.5				1	9	1	2	ė	2	ė	ė	1	0	0	0	0		0
1600	- 1	3	0	0	0		0		0	0	0	0	0	0	1	24.5			1	0	1	0	0	1	1	0	0	0	0	0	0	0		0
1630	2	2 6	ě	ě	0				0	0	ő	0	0	0	ò	31.2				0	ė	0	1	1	ė	0	0	ě	ò	ő	ő	0	0	0
1700	9	7	0	0	0	0		0	0	0	0	0	0	0	2	35.6 31.2 38 28.6 27 32.9 27.8 32.1 23.3 31.3 34.9 31.7 23.7		0	1	- 1	1	1 2	1 2	1	2	0	0	0	1	0	0	0	0	0
1730	5	ś	ě	ě	0				0	0	ő	0	0	0	ò	32.9 27.8			0	ò		ê	2	2 2	6	0	1	ě	0	ő	ő	0	0	0
1800	5	5	0	0	0	0		0	0	0	0	0	0	0	9	32.1	- :	0	0	0	0	0	2 2	2	0	1	0	0	0	0	0	0	9	0
1830	2 6	1 5	0	1	0	0		0	0	0	0	0	0	0	0	31.3		0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
1900	3	2	0	1	0	0		0	0	0	0	0	0	0	0	31.7	- :	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	9	0
1930	3	3	0	0	0	0		0	0	0	0	0	0	0	0	26.5 30.4 42.8 33.6		0	0	0	0	1 0	2	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0		0	0	0	0	0	0	0	0	42.8		0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	9	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	:	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 2115	3	3	0	0	0					0	ő	0	0	0	0	35.4 27.9 33.9 27.5		ě	ő	0	ő	1 0	1	1	0	ő	ő	ő	0	ő	ő	0	ě	0
2130	2	- 1	0	0	0	0		0	0	0	0	0	0	0	1 0	27.5	- 1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2200 2215	1	- 1	0	0	0					0	ő	0	0	0	0	29.7 40.1 27.5		ě	ő	0	ő	ő	0	0	ő	1 0	ő	ő	0	ő	ő	0	ě	0
2230 2245	0	0	0	0	0		0		0	0	0	0	0	0	0			0		0	0	0	0	0	0	0	0	0	0	0	0	0		0
2300	2	1	0	0	0	0		0	0	0	0	0	0	1	0	20.3	- 1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2330 2345	1 0	1 0	0	0	0		0			0	0	0	0	0	0	56.7		0		0	0	0	0	0	0	0	0	0	1 0	0		0		0
07-19 06-22	252 201	213 239	1	17 18 18	0	0		1		0	0	0	0	0	20 22 22	31.7 31.7 31.7	40.8 40.7 40.8		4	11 13 13	16 16 16	23 25 25	50 59 60	55 63 64	49 53 53	23 26 27	14 15 15	3	- 1	0	0	0	0	0 0
Color Colo	252 201 206 209	213 239 243 246	1	18	0			1		0	0	0	0	1	22 22	31.7	40.5 40.9			13	16	25	60	64	53 53	27	15	3	5	0	0	0	0	0

INNOVISE
Project D and Name:
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20 Jupieno																																		
Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	lumber of vehicles						
Period		4	2	3	4			7		9	10	11	12	14	15		85	۰		10	15 20	20 25	25 30	30	35	40 45	45 50	50 55	ss	ec 65	65 70	70 75	75	PSL 60
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	-	0	0 0	15	0 0	0 0	0	0	0 0	0	0	0	0	0	0 0	0	0	0
0030 0045	ò	ò	0	0	0		0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0			0	0	0	0	0		- 1		ě	0		0	0	0	0	0	0	0	0	0		0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	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	0	0	0	0	0		0	0		0	0	0	0	0	0	- 1	- 1	ő	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 0545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	- 1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
0615	0	0	0	0	0		0	0	0	0	0	0	0	0	0			0		0	0	0	0	0	0	0	0	0	0	0	0	0		0
0545	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5		0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0
0715 0730	9	7 8 11	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3 34.2	45.2	0		0	0	1	3	- 1	2	1	0	1	0	0	0	0	0	0
0800	12 10 8	9 5	0	0	0		0	0		0	0	0	0	0	1 2	30.8 27.4	-	0	0	1	0	1 0	2	4	0 2	1 0	1 0	0	0	0	0	0		0
0830 0845	5 7	6	0	1	0	0	0	0	0	0	0	0	0	0	1 0	34.6 28.8		0	0	1	0	1	3	1	0	1 0	1	0	0	0	0	0	0	0
0900 0915	3	1	0	1	0	0	0	0	0	0	0	0	0	0	1	32 27.6		0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
0945	3	3	0	0	0		0	0		0	0	0	0	0	0	35.6		0		0	0	0	0	2	0	1	0	0	0	0	0	0	0	0
1015	6	3 4	0	2	0	0	0	0	0	0	0	0	0	0	1 0	30.5 27.8		0	1 0	0	0	1	4	1	3	0	0	0	0	0	0	0	0	0
1045	9	5	0	1	0	0	0	0	0	0	0	0	0	0	2	36.3 34.2 34.5 34.6 27.4 34.6 28.6 29.7 35.6 29.7 35.6 20.7 20.3 20.7 20.6 20.7 20.7 20.7 20.7 20.7 20.7 20.7 20.7		0	0	2	1 0	1	- 1	2	2	1	0	0	0	0	0	0	0	0
1130	8	7	0	0	0		0	0		0	0	0	0	1	0	28.9		0		1	0	1	1	4	1	0	0	0	0	0	0	0	0	0
1200 1215	4 2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2 37.1		0	ō	0	0	0	0	1	2	1	1 0	0	0	0	0	0	0	0
1230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5		0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
1315	3	1 5	0	2	0		0	0		0	0	0	0	0	0	33 32.2		0		0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
1345 1400	3 2	3 2	0	0	8	8	0	0	8	8	0	8	0	0	0	35.1 45.1		8	8	0	8	0	0	1 0	2	0	0	0	0	0	8	0	8	0
1415 1430	7 5 12	7 3	0	1	0	0	0	0	0	0	0	0	0	0	1	31.4 29.9	41.5	0	0	1	0	2	0	0	0	1	1	0	0	0	0	0	0	0
1500	5	5	0	0	0	0	0	0		0	0	0	0	0	0	29.9 34.4 46.3 28.2 26.9 34.3 36.6	41.5	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0
1530 1545	8 2	5 2	0	0	8	8	0	0	8	8	0	8	0	0	2	25.9 34.3		8	8	2	8	0	2	3	1 0	0	0	0	0	0	8	0	8	0
1600 1615	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8 27.9		0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
1645	- 1	- 1	0	0	0		0	0		0	0	0	0	0	0	37.6		0		0	0	1 2	0	0	2	0	1	0	0	0	0	0	0	0
1715 1730	4 8	3 7	0	1 0	8	8	0	0	8	8	0	8	0	0	0	27.9 36 37.6 37.3 34.6 31.3 33.5 32.3 27.5 30.4 26.3 28.5 28.5 28.6 30.4 30.1 45.1 45.1		8	8	0	8	0 2	1	1 3	2 2	0	0	0	0	0	8	0	8	0
1745	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5 32.3		0	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0	0
1830	2 3	2	0	0	0	0	0	0		0	0	0	0	0	0	30.4 36.3		0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
1900	3 2	3 2	0	0	0	0	0	0	8	8	8	0	0	0	0	28.8 28.5		0	0	0	0	0	2	1 0	0	0	0	0	0	8	8	0	0	0
1930	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6 30.4		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2000 2015 2030	1 1	1 1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1 45.1	- 1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
2045 2100	1 3	1 2	0	0	0	0	0	0	8	8	8	0	0	0	0	42.7 25.8		0	0	0	0	0	0	0	0	1 0	0	0	0	8	8	0	0	0
2115 2130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2145 2200 2215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1		0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
2230 2245	1 0	1 0	0	0	0	8	0	0	0	0	0	0	0	0	0	37.8		0		0	0	0	0	0	1 0	0	0	0	0	0	0	0	8	0
2300 2315	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4		0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0
2330 2345	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	9	0	0 7	0	0	0	0	0	0	9	0 0	0	0	0	0	0
Color Colo	237 258 262 264	199 217 221 223	0	22 23 23	0	0		0	0	0	0	0	0	3	13 15 15	32.2 32.2 32.2	42.4 42.5 42.9	0	- :	10 11	9	23 27 29	49 52 52	59 62 62	45 48 49	25	11 12 12	1	4 4	0	0	0	0	0 0
00-00	264	223	ō	23	0	۰			۰	0	0	0	0	3	15	32.3	41.1	· ·	4	11	9	29	52	62	49	25	14	5	4	0	0	0	0	

INCOVISE
Polycic Dand Manne:
Dis No:
Location Nome
Direction:

Ba (Westbound)

Time	Total	Cla	Cla	Chs	Cla	Cls	Cis	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 60						
Period		4	2	3	4	5	6	7		9	10	11	12	14	15		85	0	5 10	10 15	15	20 25	25 30	30 35	35 40	40 45	45 50	50 55	SS GO	65	65 70	70 75	75 80	ED PSL
0000 0015	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	- :	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0
0030 0045	0	0	0	0	0		0	0	0	0	0	0	0	0	0		- 1	0		0	0	0	0	0	0	0	0	0	0	0	0	0		0
0115 0130	1 0	1 0	0	0	8	8	0	0	0	8	0	0	0	0	0	31.3		0	8	0	8	8	0	1 0	0	0	0	0	0	0	8	0	0	0
0145 0200 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 0500 0515	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5		0	0	0	0	0	0	0	0	0	1 0	0	0	0	0	0		0
0530 0545	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	35.8		0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
0615 0615	0	0	0	0	0		0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0545 0700	1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0715 0730 0745	2 2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8 40.9 12.3		0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0800	4 5	2 5	0	1 0	0	0	0	0	0	0	0	0	0	0	1 0	29.3 31.1 31.6 17.8 40.9 32.3 20 33.8 33.8		0	0	1 0	1 0	1	1	0	0	0	0	0	0	0	0	0	0	0
0830 0845	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	33.8 23.1 31.5		0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
0915 0930	0	9	0	0	0		0	0	0	0	0	0	0	0	0	21.9		0	0	0	0	0 2	0	0	0	0	0	0	0	0	0	0		0
0945 1000	5	3	0	0	0	0	0	0	0	0	0	0	0	0	2	24.7 23.3		0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1030 1045	2	2 8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9 27.1	34.7	0	0	0	0	1	0 2	0	0	1	0	0	0	0	0	0		0
1100 1115	5	1 2	0	0	0	0	0	0	0	8	0	0	0	1	2	23.3 28 33.9 27.1 30.3 19.7 30.3 35.6 37.1		0	0	3	1	0	0	1 0	0	1	0	0	0	0	8	0	8	8
1130 1145 1200	5	5	0	0	0			0	0	0	0	0	0	0	0	35.6 37.1		0	0	0	0	0	0 2	2	2 2 2	1 0	0	0	0	0	0	0		0
1215 1230	3	3 7	0	0	0	0	0	0	0	0	0	0	0	1	0	25.9		0	0	0	1	1	1	2	0 2	1	0	0	0	0	0	0	0	0
1245 1300	3 4 7	4	0	0	0	0	0	0	0	0	0	0	0	0	0 2	32.5 14.1 31.1 25.1	- 1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
1330 1345	9	8 1	0	0	0	0	0	0	0	0	0	0	0	0	1 0	28.5 28.6 28.6		0	0	0	1 0	2 0	2 1	2	1 0	1 0	0	0	0	0	0	0	0	0
1400 1415	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1		0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
1445	5	3 2	0	1 0	0		0	0	0	0	0	0	0	0	- 1	28.1 26.2 29.1 31.1		0	0	1 0	0	1 0	1 0	2	0	0	0	0	0	0	0	0	ě	0
1515 1530	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	31.1 18.1 30.7 27.5		0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1545 1600 1615	4 7	3 7	0	1 0	0	0	0	0	0	0	0	0	0	0	0	27.5 31.4 33.4		0	0	0	1 0	1 0	0 2	1	1	0	0	0	0	0	0	0		0
1630 1645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	0	0
1715 1730	1	1	0	0	0	0		0	0	0	0	0	0	0	0	26.9 38.7 29.7 34.3		0		0	0	0	0	0	1 0	0	0	0	0	0	0	0		0
1745 1800	7	2 7	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3 35.8		0	0	0	0	1 0	1	4	1	1 0	0	0	0	1	0	0		1
1830	3	2 2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8 32.8 31 31.5 32.6 27.6 18		0	0	0	0	0	2	0	-	0	0	0	0	0	0	0		0
1900 1915	3	3	0	0	8	8	0	0	0	8	0	0	0	0	0	32.6 27.6		0	8	0	8	1	0	0	2	0	0	0	0	0	8	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 2030	3 1	3 1	0	0	0		0	0	0	0	0	0	0	0	0	34.3 28.5		0	0	0	0	0	0	2	1 0	0	0	0	0	0	0	0	ě	0
2045 2100	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	28.5 35		0	0	0	0	0	1	0	0	1 0	0	0	0	0	8	0	0	0
2130 2145	2	1	0	1 0	0	0	0	0	0	0	0	0	0	0	0	32.5 40.9	- 1	0	0	0	0	0	1 0	0	1 0	0	0	0	0	0	0	0		0
2200 2215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5 40.9 30.2 35.5 31		0	0	0	0	0	0	1 0	1	0	0	0	0	0	0	0	0	0
2230 2245 2300	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	- 1	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0
2315 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100 100	190	146	1 1	9	0	2 2	0	0	0	0	0	0	0	4	0 26 27	35.7 29	36	0	1 2	0 20 20	16	19	36 42	53 57	28	13	2 2	0	1	1 1	0	0	0	1
06-00 00-00	190 210 215 218	166 171 174	- 1	10 10 10		2 2	0	0	0	0	0	0	0	4	27 27 27	36.7 29 29.2 29.2 29.2 29.4	38.2 38.1 38.2		2 2	20 20 20	16 16 16	21 21 21	42 43 43	57 59 61	28 33 35 35	15 15 15	3	0	1	1	0	0	0	1

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22 Suptonia																																		
Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Ole	Cla	Cla	Cla	Cla	Cla	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles
Period		4	2	3	4			7		9	10	11	12	14	15		85	۰	5	10	15 20	20	25	30	35	40 45	45 50	50 55	55	60	65 70	70 75	75	exceeding PSL 60
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 0045	1 2	1 2	0	0	0			0	ě	ő	0	0	0	0	0	32.9 29.9		0	0	0	0	0	0	1	0	0	0	ě	0	ő	0	0		ő
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	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	1	0	0	0	8	0	0	8	8	0	0	0	0	0	67.2		0	0	0	8	8	0	0	0	0	0	0	0	8	1	8	0	1
0245	0	0	0	0	0		0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0		0	0	0	0		0
0315	0	0	0	0	0			0	ě	ő		0	0	0	0	- 1		ě	ě	ő	ő	ő	0	0	0	0	0	ě	0	ő	0	0		ő
0345 0400	0	0	0	0	0	8	0	0	8	0	8	0	0	0	0			0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	0	8	8	8	8	8	8	8	8	8	8	8	0			8	0	8	8	0	8	8	8	8	8	8	8	8	8	8	8	8
0530	0	0	0	0	0		0	0		0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0		0	0		0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0630 0645	0	0	0	0	0	8	0	0	8	0	8	0	0	0	0			0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 0745	8	8	8	8	8	8	8	8	8	8	8	8	8	8	0	27.2		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
0815	9	0	0	0	0		0	0		0	0	0	0	0	0	27.2 22.2 31.7		0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	2 2	2	0	0	0		0	0		0	0	0	0	0	0	31.7 25.4	- 1	0	0	0	0	0	1	0	1 0	0	0	0	0	0	0	0		0
0915 0930	1 0	1 0	0	0	0	8	0	0	8	0	8	0	0	0	0	25.4 27.2		0	0	8	8	0	1 0	0	0	0	0	0	0	8	8	8	0	0
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1030	2	2	0	0	0		0	0		0	0	0	0	0	0	18.2	- 1	0	0	0	2	0	0	0	0	0	0		0	0	0	0		0
1100	2 5	2	0	0	0		0	0		0	0	0	0	0	0	30.1 20		0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
1130 1145	3	3 2	0	0	0		0	0		0	0	0	0	0	0	30.4 29.2 18.2 28 30.1 29 24.2 28.4 32 28.5 27.6 25.4 31.5 27.9 34.5 30.8 33.1 28.6 41.1		0	0	0	1 0	0	2	0	0	0	0	0	0	0	0	0		0
1200 1215	12	9	0	0	0	0	0	0	0	0	0	0	0	1	1 2	32 28.5	37.4	0	0	1	1	2	2	4	1	1	0	0	0	0	0	0	0	0
1230	1	1	0	0	0					0	0	0	0	0	0	27.6 25.4			0	0	0	0	1			0	0		0	0	0			0
1315		2	0	1	0					0		0	0	0	1	27.9			1	0	0	0	ô	2	1	0			0	0	0	0		0
1345 1400	4	4	0	0	0	0	0	0	0	0	8	0	0	8	0	30.8 28			0	0	1 0	0	0 2	1	- 1	1	8	0	0	0	0	8	0	0
1415	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1 28.6		0	0	0	0	1	1	1	1 0	0	0	0	0	0	0	0	0	0
1500	3	3	0	0	0	0	0	0		0	0	0	0	0	0	34.1			0	0	0	1	0	0	1	- 1	0	0	0	0	0	0		0
1530	1	1	0	0						0	0	0			0	34.1 37.9 27.8 30.8 33.7	- 1			0	0	0	1		0				0	0	0	0		0
1500	5	5	0	0	0	0		0	0	0	0	0	0	0	0	33.7	- :	0	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0
1630 1645	1 2	1 2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2 23.7 39 23.9 23.7 26.3 22.8 25.9 47.5		0	0	0	0	1 0	0	0	1	1	0	0	0	0	0	0	0	0
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9		0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1745	2	2	0	0	0		0	0		0	0	0	0	0	0	22.8	- 1	0		0	0	2	0	0	0	0	0		0	0	0	0		0
1815	1	1	0	0	0		0	0		0	0	0	0	0	0	47.5	- 1	ő		0	0	0	0	0	0	0	1	ě	0	0	0	0	0	0
1845	1	1 0	0	0	0		0	0		0	0	0	0	0	0	35 8.4		0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0		0
1915 1930	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1945 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030		0			0								0		0	- 3.	- 1			0	0		0						0	0	0	0		0
2100 2115	1 2	1	0	0	0		0	0		0	0	0	0	0	0	21.2 31.3 25.6 23.2	- 1	ő		0	0		0	1	0	0	0	ě	0	0	0	0	0	0
2130 2145	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2		0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0
2200 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
2345	117	1 103		. 4											7	26.0 29.2 28.8 28.8	37.2		. 1	6	11		1 20	30		9				0				
Color Colo	117 124 125 129	103 109 110 114	0	4	0	0				0	0	0	0	3		28.6 28.6	37.2 37 36.9 37	0	2 2	6	11	14 18 18	30 30 31	30 32 32	13	9	3		0	0	0	0	0	0
00-00	129	114	0	- 4	0	0	0	0	0	0	0	0	0	3	8	29.1	37		2	6	11	18	32	34	13	9	3	0	0	0	- 1	0	0	1

Time	Total	Cla	Cls	Chs	Chs	Cls	Cls	Cla	Cla	Cla	Chs	Cla	Cls	Cla	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 60
Period		1	2	3	4	5	•	7	•	9	10	11	12	14	15		85	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 65	65 70 0	70 75	75 80	
0000 0015 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.8	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 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
0115 0130 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0			0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
0245 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0		0	0	0	0	0	0	0	0	0	0	0	0	0		0
0315	0	0	0	0	0	0	0	0	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 0415	2	2 0	0	0	0			0	0	0	0	0	0	0	0	25		0		0	0	1 0	1 0	0	0	0	0		0	0	0	0		0
0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 0530	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1		0	0	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0
0545 0500	2	- 1	0	1	0		0	0		0	0	0	0	0	0	18.2 21.9 32.3		0		0	0	2	0	0	0	0	0		0	0	0	0		0
0630 0645	5	4 5	8	8	8	0	8	0	0	8	0	8	0	8	0	23.1 22.4 24.8		8	0	1 0	0	1 3	2	0	0	0	8	8	0	0	0	0	8	0
0715 0715	5	5 17	0	0	0	0	0	0		0	0	0	0	0	0	24.8 28.5	33.6	0	0	0	0	1 2	2 5	2	0	0	0		0	0	0	0		0
0745 0800	13 12 10 12	12 12 10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	33.8 41.5 -	0	0	0	0	2	4 2	5	1	0	0	0	0	0	0	0	0	0
0830 0845	4 5	12 3 5	0	1 0	0		0	0		ő	0	0	0	0	0	30 30.7	- 7	0	ě	0	ò	0	2 2	3	1 0	ò	0	ě	0	0	0	0	0	0
0900 0915 0930	1	4 4 2	0	0 0 2	0	0	0	0	0	0	0	0	0	0	0	28.2 28.2 28.9	- 1	0	0	0	0	2	1	0 2	1 0	0	0	0	0	0	0	0	0	0
1000	3	3 2	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5 29 31.7 30.3 29.6 30 30.7 28.2 28.2 28.2 26.5 26.3 27.6 32.5 28.2 24.2 24.2 24.2 24.2 25.1		0	0	0	1 0	1 2	0	0	1	0	0	0	0	0	0	0		0
1030 1045	ś	3	0	2	0	0	0	0	0	0	0	0	0	0	0	32.5 28	- 1	0		0	0	0	0 2	4 2	1 0	0	0	0	0	0	0	0		0
1100 1115	6	1	0	2	8	0	0	0	0	8	0	0	0	0	0	24 29.1		0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0
1145 1200	3	3 2	0	0	0	0	8	0	8	0	0	0	0	0	0	23.4 25 28.4		0	8	0	1 0	0	1 0	1 2	0	0	0	8	0	0	0	0	8	8
1215 1230 1245	5	5	0	0	0		0	0		0	0	0	0	0	0	27.4 30.4 27.6		0		0	0	1	1 1	3	0	0	0		0	0	0	0		0
1300 1315	2 2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4 27.6 32.5 29.1 27.5		0		0	0	0	2	0	1 0	0	0	0	0	0	0	0	0	0
1345 1400	1 3	1 2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7 29	- 1	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0
1415 1430 1445	3 5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4 33 32.1		0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0
1500 1515	2 9	2 9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6 31.9		0	0	0	0	0	1 2	0 2	1 4	0	0	0	0	0	0	0	0	0
1530 1545 1600	4 2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7 29 35.4 33 32.1 32.6 31.9 28.6 20.3 30.9 22.3 37.7 26.8 21.9 37.7 26.8 21.9 37.7		0	0	0	0	1 0	1 1	2	0	0	0	0	0	0	0	0		0
1615	5 2	5	0	1	8	0	0	0	0	8	0	0	0	0	0	30.9 29.3		0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
1700 1715	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7 25.6		0		0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
1730 1745 1800	2	2	0	0	0		0	0		0	0	0	0	0	0	28.9 37.7 35.2		0		0	0	0	0	0	2	0	0		0	0	0	0		0
1815 1830	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	27.1 32.2 28		0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0
1900 1915	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 1945	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8 24.6 35.7		0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2015 2030	ė	ò	0	0	0	0		0		ő	0	0	0	0	0			0	ě	0	ő	0	0	0	0	0	0	ě	0	0	0	0	0	0
2045 2100 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
2130 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 2230	1	1 1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1 37.6	- 1	0		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
2245 2300 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 2345	8	8	0	8	8			8		8	8	0	8		8					8	8	8	8	0	8	8	8		8	8	8	8	6	8
000 000 000 000 000 000 000 000 000 00	191 211 213 218	170 188 190 195	0	19 21 21 21	0	1 1	0	0	0	0	0	0	0	0	1	29.5 29.4 29.5 29.6	35.1 35.1 35.1 35.2	0	0	2 2	9 9	24 31 31 32	67 72 73 74	62 65 65 65	22 23 24 24	7 8	1	0	0	0	0	0	0	0 0
00-00	218	195	0	21	0	1	0		0	0	0	0	0	0	- 1	22.6	35.2	0	۰	2	10	32	74	65	24	9	- 1	- 1	0	0	0	0	0	



Project ID and Name: IW0292 The Slype, Gustard Wood

Site No:

1

Location Name

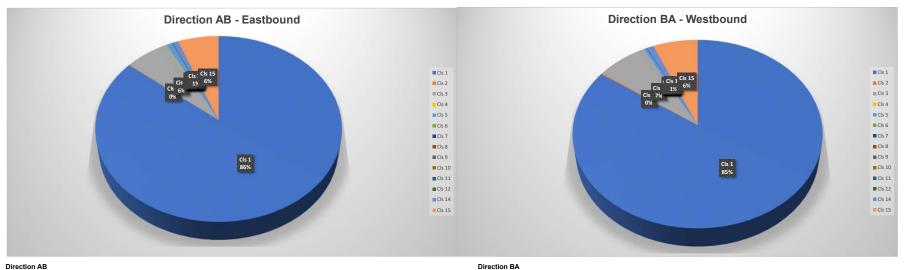
The Slype (West)

Direction: AB (Eastbound) + BA (Westbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (60mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	1667	7	0%
Direction BA - Westbound	1628	3	0%

Direction - AB	CIs 1	CIs 2	Cls 3	CIs 4	Cls 5	Cls 6	CIs 7	CIs 8	CIs 9	Cls 10	Cls 11	Cls 12	CIs 14	CIs 15
Total Vehicle Proportion	1432	1	105	1	15	0	1	0	0	1	0	0	13	98
Vehicle Proportion - %	85.9%	0.1%	6.3%	0.1%	0.9%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.8%	5.9%

Direction - BA	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	1	2	3	4	5	6	7	8	9	10	11	12	14	15
Total Vehicle Proportion	1380	3	118	0	7	0	1	0	0	0	0	0	16	103
Vehicle Proportion - %	84.8%	0.2%	7.2%	0.0%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	6.3%



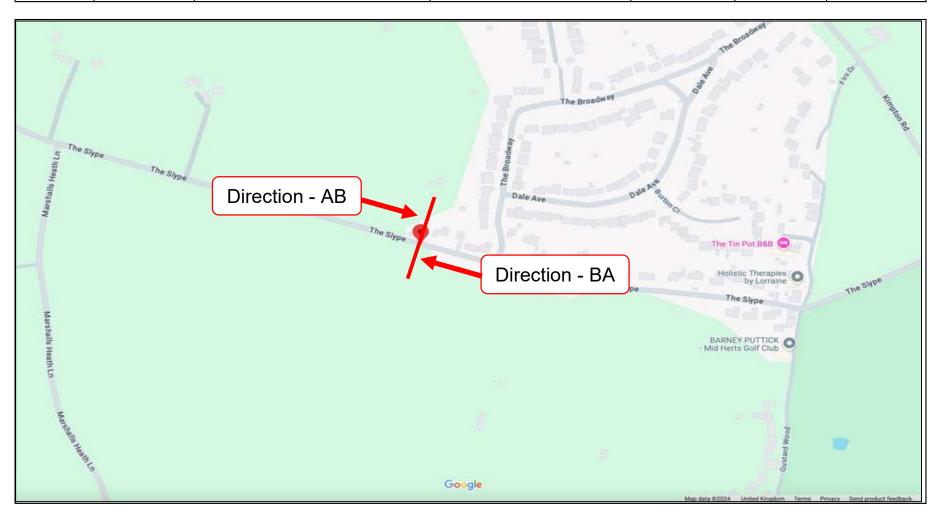
Direction AB Vehicles = 1667 Posted speed limit = 60 mph, Exceeding = 7 (0.420%), Mean Exceeding = 64.49 mph Maximum = 70.8 mph, Minimum = 6.8 mph, Mean = 30.8 mph 85% Speed = 38.45 mph, 95% Speed = 43.62 mph, Median = 30.87 mph 10 mph Pace = 26 - 36, Number in Pace = 884 (53.03%) Variance = 65.78, Standard Deviation = 8.11 mph

Vehicles = 1628
Posted speed limit = 60 mph, Exceeding = 3 (0.184%), Mean Exceeding = 62.66 mph
Maximum = 67.2 mph, Minimum = 7.8 mph, Mean = 30.8 mph
85% Speed = 39.11 mph, 95% Speed = 45.02 mph, Median = 30.98 mph
10 mph Pace = 26 - 36, Number in Pace = 798 (49.02%)
Variance = 78.70, Standard Deviation = 8.87 mph

Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0292	The Slype, Gustard Wood	The Slype (Mid)	51.832943, -0.307716	17/09/2024 - 23/09/2024	Tuesday - Monday	0000-0000hrs on each day



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Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cla	Cla	Cla	Clu	Cls	Cla	Chs	Chi	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Voin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 30
Period		1.0	2	3	4		٠	7	•	9	10	- 11	12	14	15		85	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 65	65 70	70 75	75 80	30
0000 0015	0	0	0	0	0	0	0	0		0	0	0	0	0	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0045 0100	1 0	1 0	0	0	0	0	0	0	ě	0	0	0	0	0	0	23.2		0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0
0115 0130	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0		0	0	0	0	0	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 0315 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 0400	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2		0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	1 0
0415 0430	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0			0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0530 0545	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18.5		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 0630	1	1	0	0	0	0	0	0	ě		0	0	0	0	0	33.3 20.3		ě		0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	1 0
0645 0700	0	0	8	0	0	0	0	0	0	8	0	0	0	0	8			0	8	0	0	0	8	8	0	0	0	0	0	0	0	0	0	8
0730 0745	1 3	1 3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4 25.1 27.1	- 1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0800 0815	5 7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2 27.7		0	0	0	1	1	2	3	1 0	0	0	0	0	0	0	0		5
0830 0845	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8 32.2 38.1	- 1	0	0	0	0	9	3	4	2 2	0	0	0	0	0	0	0	8	8
0915	5 8	3 6	0	1 2	0	0	0	0	0	0	0	0	0	0	1 0	28.5 31.2		0	0	1 0	0	0	2 4	1	0 2	1 0	0	0	0	0	0	0	0	2 3
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5 37.6		0	0	0	0	0	0	1 1	0	1	0	0	0	0	0	0	0	2 2
1030 1045	- 1	3	0	1 0	0	0	0	0	0	0	0	0	0	0	0	26.7 32.5		0	1 0	0	0	0	1 0	1	0 2	1 0	0	0	0	0	0	0	0	2 3
1115	4	5	0	1	0	0	0	0	0	0	0	0	0	0	2	32.7 23.5	28.3	0	1	0	2	2	2	9	0	1	0	0	0	0	0	0	0	1
1145	3 5	2 5	0	0	0	0	0	0		0	0	0	0	0	1 0	24.5	-		0	1	0	0	0	2 2	0	0	0	0	0	0	0	0	0	2 4
1215 1230	0	0	0	0	0	0	8	0	8	8	8	0	8	0	0	284 (0	8	0	0	0	1 0	8	0	0	0	8	8	0	8	0	8	8
1300 1315	8 2	5 2	0	1 0	0	0		0	0	0	0	0	0	0	1	25.4 31.1		0	0	1 0	0	3	2	2	0	0		0	0	0	0	0		2
1330 1345	7	1 6	0	1	0	0	0	0	0	0	0	0	0	0	0	28 25.9		0	0	0	2	0	1 2	2	1	0	0	0	0	0	0	0	0	3
1400 1415 1430	4	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4 32.1	- 1	0	0	0	0	0	1	2	1 1	0	0	0	0	0	0	0	8	1
1445 1500	1 3	1 3	0	0	0	0	8	0	8	0	0	0	8	0	0	35.7 32.6		0	0	0	0	0	0	8	1 0	0	0	8	0	0	8	0	0	1
1515	5	3 5 12	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5		0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	9
1600	12 8 5	8 5	0	0	0	0	0	0	ě	0	0	0	0	0	0	29.1 31.9	34.6	ě	ò	0	0	2	2	3	1	0	0	0	0	0	0	0	0	4
1630 1645	5	5	0	9	0	0	0	0	0	0	0	0	0	1	0	29 27.2		0	0	0	1	0	3	2 2	0	0	0	0	0	0	0	0	0	2 2
1715 1730	9	8 9	0	0	0	0	0	0	0	0	0	0	0	0	1 0	27.1 25.9		0	0	0	2	2 2	2 3	2 3	1 0	0	0	0	0	0	0	0	0	3
1745	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5 32.1		0	0	0	0	2	0	0	2	1	0	0	0	0	0	0	0	3
1830 1845	7 3	7 3	0	0	0	0	0	0		0	0	0	0	0	0	30.7 33.1		0	8	0	0	1 0	2	3	1	0	0	0	0	0	0	0	8	4 2
1900 1915	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2		0	0	0	0	0	2 2	- 1	0	0	0	0	0	0	0	0	0	1
1945	6 2	6	0	0	0	0	0	0		0	0	0	0	0	0	27.6 21.8			1 0	0	0	0	3	- 1	1 0	0	0	0	0	0	0	0		2
2015 2030	3 2	1	8	1	0	0	0	0	0	8	0	0	0	0	8	21.7 33.6		0	8	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2100 2115	2	2 0	0	0	0	0	0	0		0	0	0	0	0	0	35.2		0	8	0	0	0	0	1 0	1 0	0	0	0	0	0	0	0	8	2
2130 2145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1 0			0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2215 2215 2230	2	2	0	0	0	0	0	0	ě		0	0	0	0	0	29.3		ě		0	0	0	1 0	1 0	0	0	0	0	0	0	0	0	0	1 0
2245 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6		0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	
2315 2330 2345	1	1 0	0	0	0		0	0	0	0	0	0	0	0	0	31.9 32.5	- 1	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0		1 0
100 100	237 275 281 284	199 234 239 241	0	18 19 19	0	0	0	0	0	2 2	0	0	0	1	17	28 28 28.1 28.1	35.2 35 35.1 35.1	0	4 5	17 19 19	16 17 17 18	32 36 36 37	60 73 75 75	72 84 87 86	27 32 33 33	8	1	0	0	0	0	0	0	106 125 129 130
06-00 00-00	201 204	239 241	0	19	0	0	0	0	0	2 2	0	0	0	2 2	19 19 20	28.1	35.1 35	0	5 5	19	17	36 37	75 75	87 86	33	8	1	0	0	0	0	0	0	129

INNOWISE
Project D and Name:
Site No:
Location Name
Direction:
All (Eastboard)

11	15	apt	рΤ	be	r 2	024

Time	Total	Chi	Cls	Cla	Cla	Cls	Cls	Cls	Cla	Cla	Cla	Cla	Cla	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 30
Period		1	2	3	4	5	6	7		9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	SS GO	60 65	65 70	70 75	75 80	
0000 0015 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 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
0115 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
0200 0215	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0			0	8	8	0	0	0	8	8	0	8	8	0	0	0	0	0	0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 0330	1 0	1 0	0	0	0	0	0	ě	0	ő	0	0	0	0	0	25.8		0	0	0	0	0	1 0	0	0	0	0	0	0	ő	0	0	0	0
0345 0400 0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 0515	0	0	0	0	0	0	0		0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0545 0600	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0	18.7		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0		0
0630 0645	0	0	0	0	0	0			0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0700 0715	1	1 2	0	1	0	0	0	0	0	0	0	0	0	0	1	30.8 29.5		0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	1 2
0730 0745	6 7	5 7	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5 27.9	- 1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0 5
0815 0830	18 12	15	0	1	8	8	0	8	0	8	0	0	0	0	0	31.1	35.1 42.1	0	8	0	0	3	5	10 2	2 2	2	8	8	0	8	0	8	8	12 6
0900 0915	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1 0	27.8 27.8 24.4	- 1	0	0	1 0	0	0 2	2 3	1 0	1 0	0	0	0	0	0	0	0		2 0
0930 0945	3	1 2	0	0	0	0	0	0	0	0	0	0	0	1	0	22 24.2		0	0	0	0	1 2	1	1 0		0	0	0	0	0	0	0	0	0
1015 1015	3 5	3 5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4 34.5 30.9		0	0	0	0	0	1 0	1 3	0	1 0	0	0	0	0	0	0		3 2 4
1045 1100	3 4	3 4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5 29.5 27.9 33.1 31.1 31.8 27.9 27.8 24.4 32 24.2 31.4 30.9 33 28.3 28.3 28.2		0	0	0	0	1	1 2	1	1 0	0	0	0	0	0	0	0		1
1130 1145	5	3	0	1 0	0	0	0	0	0	0	0	0	0	0	1 0	21.2 23.8 29.9		0	0	0	2	3	0	0 2	0	0	0	0	0	0	0	0		0 2
1200 1215	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	29.9 29.1 30		0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	1 2
1245 1300	3 6	2 5	0	0	0	0	0	0	0	0	0	0	0	0	1 0	24.5 29.5 29.9		0	0	1 0	0	1 0	0	0 2	1 0	0	0	0	0	0	0	0	0	1 2
1315 1330	4 2	3 2	0	1 0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
1400 1415	5 3	3 2	0	2 0	0	0			0	0	0	0	0	0	0	29.7 30.7 24.1		0	0	0	0	0	3	1	1 0	0	0	0	0	0	0	0		2 0
1430 1445	3	3 2	0	0	0	0	0	0	0	0	0	0	0	0	1	28.1 19.3		0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1515 1530	5 5	6 5	0		0	0	0		0	0	0	0	0	0	0	28.1 19.3 24.9 33.6 29 30.7 32.7 30.5 30.3 30.8 27.1 24.2 27.3 33.2 26.5		0	0	0	0	2	1 2	- 1	- 1	0	0	0	1 0	0	0	0		3 2
1545 1600	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7 32.7	37.3	0	0	0	0	2	2 2	4	1	0	0	0	1	0	0	0	0	6
1630 1645	8 5	5	0	2	0	0	0	ě	0	ő	0	0	0	0	0	30.3 30.8		0	0	0	0	0	3 2	5	ò	0	0	0	0	ő	0	0	0	s 3
1700 1715 1730	8	7 8	0	0	0	0	0	0	0	0	0	0	0	0	1	27.1 24.2 27.3	- :	0	0 0	0	2	2 2	3 5	1 1	0	0	0	0	0	0	0	0	0	1
1745 1800	7 4	7 4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2 34		0	0	0	0	0	1	2 2	1 0	1	0	1 0	0	0	0	0		3
1830 1845	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	- 1	0	0	0	0	2	4	1	1 0	0	0	0	0	0	0	0		2
1900 1915	2 2	2 2	0	8	8	8	0	8	0	8	0	0	0	8	0	29.4 37.4 27.1		0	8	8	0	0	0	1	8	1	8	8	0	8	0	8	8	1 2
1945 2000	3 5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9 19 22.5 32	- 1	0	0	0	0	0	1 0	1 1	1 0	0	0	0	0	0	0	0		2
2015 2030	2 2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5 32		0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
2100 2115	2 2	2 2	0	0	0	0			0	0	0	0	0	0	0	28.4 27.3 33.8 30.2	- 1	0	0	0	0	0	2 0	1	1	0	0	0	0	0	0	0		0 2
2130 2145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2 22.6 27.6		0	0	0	0	1 1	0	0	0	0	0	0	0	0	0	0	0	0
2215 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 2300 231*	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7 35		0	0	0	0	0	0	1 1	1	0	0	0	0	0	0	0	0	2
2330 2345	1 0	1	0	0	0	0	0	8	0	0	0	0	0	0	0	15.3		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	8
000 000 000 000 000 000 000 000 000 00	267 297 304 308	231 256 262 265	0	19 19 19	0	2 2 2			0	1	0	0	0	3 4	13 16 16 17	29 28.9 28.9 28.9	34 34.1 34.4 34.4	0	1 2 2		15 20 21 22	35 37 37 37	93 103 106 106	81 88 90 90	25 29 30 30	6	1	- 1	2 2 2	0	0	0	0	115 127 130 131
00-00	306	265	ě	19	ě	2	·	·	·	- 1	ě	ě	·	- 1	17	28.9	34.4	·	2	i	22	37	100	20	30	7	i	i	2	í	ě	ő	í	131

Project Day Manus.
Els No. 2 The Stype, Gusterd Wood Clark Control Name To Stype (Md)
Direction: All (Eastboard)

Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 30						
Period		- 1	2	3	4		4	7		9	10	11	12	14	15		85	0	5	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	ss so	60 65	65 70	70 75	75 80	PSL 30
0000 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		- :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 0045	1 0	1 0	0	0	0		0	0	0	0	0	0	0	0	0	33.2 31.7		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		1 0
0115 0130	8	0	0	8	8	8	0	0	8	8	0	0	8	8	8			0	8	8	0	8	8	0	0	8	8	0	0	0	0	8	0	0
0200 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
0345 0400 0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
0515 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0545 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 0645	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
0700 0715	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2 27		0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0745	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8 29.4		0	0	0	0	0	3	0	1	0	0	0	0	0	0	0		1
0815 0830 0845	6 7	5	0	0	0	1	0	0	0	0	0	0	0	0	0	25.9 25.9		0	8	8	1 1	0 2	1 3	4	0 1	0	0	0	0	0	0	0	0	4
0900 0915	4	2 2	0	2	0	0	0	0	0	0	0	0	0	0	0	25.4 31.8 21.9		0	0	0	0 2	0	1 1	3	0	0	0	0	0	0	0	0	0	3
0945 1000	2 8	0	0	1 0	0	0	0	0	0	0	0	0	0	0	1	23.2 31.4		0	0	0	0	2 0	0	0	0	0	0	0	0	0	0	0	0	0
1015 1030 1045	3 7	0 6	0	1 0	0	1		0	0	0	0	0	0	0	- 1	26.6 22.7 30.2	- 1	0	0	0	1 0	1 0	- 1	0 4	0	0		0	0	0	0	0		0 5
1100 1115	7	5	0	8	8	8	0	0	8	0	0	0	8	1 0	1 0	25.6		0	8	8	3	8	1 0	0	0	8	8	0	0	0	0	8	0	3
1145 1200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5 30.5		0	0	0	0	0	3 2	1 2	1 0	0	0	0	0	0	0	0	0	2 2 2
1215 1230 1245	7 6	5	0	0	0	0	0	0	0	0	0	0	0	0	2 2	25.6 29.8 24.8		0	0	1 0	1 1	0 2	1 1 2	2	1 1	0	1	0	0	0	0	0	0	4
1300 1315	3	4	0	0 2	0	0	0	0	0	0	0	0	0	0	1 0	23.4 30.2		0	0	1 0	0	1 0	4	1 2	0	0	0	0	0	0	0	0		1 2
1345 1345 1400	5	4	0	- 1	0	0	0	0	0	0	0	0	0	0	0 1	21.6 29.5 24.6	- 1	0	0	0	0 2	0 2	3 2	1 2	1 0	0		0	0	0	0	0		2 2
1415 1430 1445	3	2 3	0	0	0	0	0	0	0	0	0	0	0	0	1 0	25.1 21.4 29.7		0	0	0	1 1	2	0 2	0	0	0	0	0	0	0	0	0	0	0
1500 1515	2 7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3 33.1		0	0	0	0	1	0	1 2	0 2	0	0	0	0	0	0	0	0	1 5
1530 1545 1600	7 10 17	6 9 17	0	0 0	0	0	0	0	0	0	0	0	0	0	1 0	202 244 4 114 4 12 12 12 12 12 12 12 12 12 12 12 12 12	29.3	0	0	0	1 3	1 3	1 10	5 0	3 2	0	0	0	0	0	0	0	0	7
1615 1630	4	4	0	0	0	0	0	0	0	8	0	0	0	0	0	29.5 31.6		0	0	8	0	1	1 1	1	1	0	0	0	0	0	0	0	0	4 2
1700 1715	7	6 12	0	0	0		0	0	0	0	0	0	0	0	1	27.1 25.6	33.6 37.6	0	0	0	1 2	1 4	3	1 3	1 0	0		0	0	0	0	0		2 3
1730 1745 1800	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	27.2 29	37.6	0	0	0	1 1	1 0	5	0	0	0	0	1	0	0	0	0	0	1
1815	5 7	7	1 0	0	0	0	0	0	0	0	0	0	0	0	1 0	25 32.9		0	0	1 0	1 0	1	1	3	1	0	1	0	0	0	0	0		5
1845 1900 1915	6 2	6 2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9 30.1 35.2	- 1	0	0	0	0	0	5 0	0	0	1 0		0	0	0	0	0		1 2
1930 1945	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1 29.3		0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
2015 2015 2030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4 22.5		0	0	0	0	1	2	0	0	0		1 0	0	0	0	0	0	1 0
2045 2100 2115	1	1 2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9 18.1 25.2	- 1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 2145	5 2	5 2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5 25.6		0	0	0	0	1	1	1 0	0	0	0	1 0	0	0	0	0	0	2
2200 2215 2230	5	5	0	0	0			0	0	0	0	0	0	0	0	38.7	- 1	0	0	0	0	0	1 0	2	0	0	1	0	0	1 0	0	0		4
2245 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	:		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
100 100	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6 27.7	- 1	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
07-19 06-22 06-00	267 306 315 319	221 258 267 271	1	10	0	3				0	0	0	0	1	25 25 25 25	27.9 28.3 28.6 28.6	34.8 35.3 35.5 35.5		0	8	28 30 30 30	52 55 55	79 96 98 98	64 69 72 75	30 36 37 38	2 5 5	4	3 3	0	0	0	0	0	101 117 124 128
00-00	319	271	- 1	18 18	ō	3				ō		0	ò	- 1	25	28.6	35.5	ō	ė.		30	55	96	75	38	5	i	3	0	- 1	0	ō	ō	128

INDOVISE
WORK 2
Project Dand Kamer.
Site No:
Location Name
Direction:

M02022 The Stypes, Guested Wood
The Stype (Md)
All (Eastbount)

20 Jupiens																																	
Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin Number of vehicles exceeding PSL 30 80 0						
Period		4	2	3				7		9	10	11	12	14	15		85	۰	5	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45	so ss	55 60	60 65	es	70 75	75 30 80
	1	1			0					0		0	0	0	0	25.9		0	0 0	0 0	0 0	0 0	1 0	0	0 0	45 0 0	0	0	0	0	65 70 0	75 0 0	0 0 0 1
0015 0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9 32.1 	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1
0100	0	0	0	0	0		0	0	0	0	0	0	0	0	0	-	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0130 0145	0	0	0	0	0	ō	0	0	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	8	8	0	8	0	8	8	0	8	8	8	0	0	0	0			8	0	8	8	0	0	8	8	0	0	0	8	8	8	8	8 8
0245	0	0	0	0	0			0		0	0	0	0	0	0		- 1		0	0	0	0	0	0	0	0		0	0	0	0	0	
0315	0	0	0	0	0	ě	0	ě	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0345 0400	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9		0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0 0
0430	0	0	0	0	0			0		0	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	0	0		0	0	0	0	0	
0500	ő	0	0		0		ě	ě	ě	ő	ő	0	0	0	0				0	ő	0	0	0	ő	0	0		0	0	0	ő	0	0 0
0530 0545	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	18.9		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0600	0	0	0	0	0		0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0545 0700	1 2	1	0	0	0	ě	0		0		0	0	0	0	0	33.8 27.1		0	0	0	0	0	0	1 0	0	0	0	0	0		0		0 1
0715	2 8	7	0	1 0	0	0	0	0	0	0	0	0	0	0	1	18.9		0	0	0	2	0	1	9	0	0	0	0	0	0	0	0	0 0
0745	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5 22.1		0	1	0	2 2	1	1	1	0	0	0	0	0	0	0	0	0 1
0830	2 6	2 5	0		0			ő		0	0	0	0	0	0	18.9 31.4 24.5 22.1 26.5 34.7 27.6 28.5 27.6 32 29.7 21.7	- 1		0	0	0	0	0	1 2	1	0		0	0	0	0	0	0 2
0900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6 28.5		0	0	1 0	0	0	1 4	1 0	0	1 0	0	0	0	0	0	0	0 2
0930	3	2 2	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6 32		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0 1
1000 1015	2 4	1 2	0	0	0	0	0	0	0	0	0	0	0	0	1	29.7 21.7 28.9		0	0	0	1	1 2	0	0	1	0	0	0	0	0	0	0	0 4
1045	3	2 2	0	0	0	1	0	0	0	0	0	0	0	0	0	18.3			0	1 0	1	0	1 2	0 2	0	0	0	0	0	0	0	0	0 0
1115	8	5	0	0	0	0	0	0	0	0	0	0	0	0	2	27.9 29.1		0	0	1 0	2	1 0	1	3	2 2	0	0	0	0	0	0	0	0 2
1145 1200 1215	8 7	5	0	0	0	0	0	0	0	0	0	0	0	1	1	29.9 25.4		0	0	1	1	2	2 2	0	1	1	0	0	0	0	0	0	0 2
1230	1 3	1 3	0	0	0	0	0	0	0	0	0	0	0	0	0	30 34.5		0	0	0	0	0	1	0	0 2	0	0	0	0	0	0	0	0 0
1300	3	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5		0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0 2
1330 1345 1400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1 30.9 27.3		0	0	0	0	2	1 2	3	1	- 1	0	0	0	0	0	0	0 5
1415	4 5	3 5	0	1	0		0	0	0	0	0	0	0	0	0	33.9 28.4			0	0		0	1 2	2 2	0	1 0	0	0	0	0	0	0	0 3
1500	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	23.5 31.2		0	0	1	0	0	3	0	1	2	0	0	0	0	0	0	0 2
1515 1530 1545	8 8	7 6	0	1 2	0	0	0	0	0	0	0	0	0	0	0	27.8 31.4 32.6		0	0	0	1	- 1	1 2	2	2 2	1	0	0	0	0	0	0	0 5
1600	4 8	4	0	0	0	0	0	0	0	0	0	0	0	0	0 2	33.5 26.1		0	0	0	0	0 2	1 3	1	2	0	0	0	0	0	0	0	0 3
1630 1645	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4		0	0	0	0	1	1	3 2	1	0	0	0	0	0	0	0	0 5
1715	8	7	0	0	0			0		0	0	0	0	1	0	29.1	- 1	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0 3
1745	6	6	0	0	0		0	0	0	0	0	0	0	0	0	33.8 28.6			0	0		0	2	1	2	1 0		0	0	0	0	0	0 4
1815	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6 29.2		0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0 0
1900	5	5	0	0	0		0	0	0	0	0	0	0	0	0	25.5		0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	9 1
1930	2 4	2 4	0	0	0		0		0	0	0	0	0	0	0	32 27.6		0	0	0	0	0	- 1	0	1	0	0	0	0	0	0	0	0 1
2000 2015	4 2	4 2	0	8	0	0	0	0	0	0	0	0	0	0	0	30.5 22.6		8	0	0	8	0 2	2	2	0	0	0	0	0	0	0	0	0 2
2030 2045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8 30.2		0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0 1
2115	2	2	0	0	0			0		0	0	0	0	0	0	37.1	- 1		0	0	0	0	0	1	0	1		0	0	0	0	0	0 2
2145 2200	1 0	1 0	0	0	0	8	0	8	0	8	8	0	0	0	0	27.4		0	0	0	0	0	1 0	0	0	8	0	8	0	8	8	8	0 0
2215 2230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4 25.5		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 0
Company Comp	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	289 1 201 2		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0 1
2330 2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2 26.7		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
07-19 06-22	269 254 259 294	211 245 250 254	0	19 19 19	0	2 2		0		0	- 1	0	0	2 2	14 15 15	29 29.2	36.4 36.4 36.3 36.2	0	1	10 10 10	20 20 20 21	31 35 36 36	70 85 88 90	65 74 75 77	38 43 43 43	13 15 15	1	0	0	0	0	0	0 117 0 133 0 134 0 136
06-00	209	250	0	19	0	2				0	1	0	0	2	15	29.2	36.3		- 1	10	20	16	88	75	43	15	1	0	0	0	0	0	0 134

INNECTIVE DAY NEW PROPERTY OF THE PROPERTY OF

50	et	80	ŵ	ec	25	

Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of Valin vehicles						
Period		-1	2	٠,				,		,	10	11	12	14	15		85			10	15	20	25	30	35	40	45	50	ss	60	65	79	exceeding PSL 75 30
	1	-	-	-	-	-	-							0		29.5			10	15	15 20	20 25 0	25 30	30 35	40	45	50	SS 0	60	65	65 70 0	70 75	75 30 80 0 0
0015	0	0	0	0	8	8	8	0	8	8	8	0	0	0	0	24.5		0	0	0	0	0	0	0	8	0	8	8	0	0	0	0	0 0
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
0115	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	31.2		0	0	0	0	1 0	0	0	1 0	0	0	0	0	0	0	0	0 1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0300	0	0	0	0	0	0				0		0	0		0				0	0		0	0	0	0	0			0	0	0	0	0 0
0330	0		0								0	0	0	0	0	- 1	- 1		0	0	0	0	0	0		0		0	0	0	0	0	0 0
0400	1	1	0	0	0					0	0	0	0	0	0	32.1			0	0	0	0	0	1	0	0		0	0	0	0	0	0 1
0430	0	0	0		0					0	0	0	0	0	0				0	0	0	0	0	0	0	0		0	0	0	0	0	
0500	0	0	0	0	ő			ě		ő	0	0	0	0	0	- 1	- 1		0	0	0	0	0	0	ő	0		0	0	ő	0	0	0 0
0530 0545	0	0	0	0	0	8	8	0	0	8	8	0	0	8	0			0	0	0	0	0	0	0	8	0	8	8	0	0	0	0	8 8
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0630 0645	1 0	1 0	0	0	0	8	0	0	0	0	0	0	0	0	0	31.1		0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0 1
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0730	3	3	0	8	8	8	8	8	8	8	8	0	0	8	0	32.5 27.7		8	0	0	1	0	1	0	1	0	8	8	0	0	0	0	8 1
0800	3	3	0	0	0					0		0	0	- 1	0	32.5 27.7 22.5 28.8 17.1			0	0		0	3	0	0	0			0	0	0	0	0 1
0845	ő	0	0		0	0					0	0	0	0	0	17.1			0	0	0	0		0		0		0	0	0	0	0	
0915	- 1	4	0	0	0					0	0	0	0	0	0	27 36.7 26.3 27.3 32.5 24.1 34 30.7		0	0		0	0	0	2	1	1	0	0	0	0	0	0	0 4
0945	2	2	0	0	0	ė	0			0	0	0	0	0	0	27.3		0	0	ė	0	1	0	1 2	0	0	0	0	0	0	0	0	0 1
1015	4	- 1	0	ė	ő			ě		ő	0	0	0	0	ò	24.1	- 1		0	ė	0	2	2 2	ô	ê	ò		0	0	ő	0	0	0 0
1045 1100	5	4 5	0	0	0	0	0	0	0	0	0	0	0	0	1 0	30.7 35.1	- 1	0	0	0	1 0	0	1	1 3	0	2	0	0	0	0	0	0	0 3
1115	5	3	1 0	0	0	0	0	0	0	0	0	0	0	0	1	35.1 24.7 28.9		0	0	0	1	0	4	1	1	0	0	0	0	0	0	0	0 0
1145 1200	5	3 2	0	0	0	8	0	0	0	0	0	0	0	0	3	24.6 20.4 31.2 25.5 30.5 25.9 33.2 29.4 26.1 24.7 36.2 34.2 26.6		0	0	0	3 1	2	1 0	1 0	1 0	0	0	0	0	0	0	0	0 2
1215	8	10 6	0	0	0	0	0	0	0	0	0	0	0	0	2	31.2 25.5	38.5	0	1 0	0	2	3	1	1	0	0	1	0	0	0	0	0	0 8
1300	3	2	0	1	8	8	8	8	8	8	8	0	8	8	0	30.5 25.9		8	8	8	8	1	2	0	8	0	8	8	8	8	8	8	8 8
1330	7	7	0								0	0	0	0	0	29.4	- 1		0	0	1	1	1	3	1	0		0	0	0	0	0	
1400	8	8	0		0					0	0	0	0	0	2	24.7	- 1		1	0	2	1	1	2	1	0		0	0	0	0	0	
1430	4	4	0	ė	0					0	0	0	0	0	0	34.2			0	0	0	1	1	0	1	0		1	0	0	0	0	0 2
1500	- 1	- 1	0	0	0		0	0	0	0	0	0	0	0	0	25.5		0	0	0	1	0	2	1 2	0	0	0	0	0	0	0	0	0 1
1530 1545	1	1	0	8	0	0			0	0	8	0	0	8	0	28.7 25.9 25.9 21.1 34.6 24.6		0	0	0	8	0	1 2	0	0	0	0	8	0	0	0	0	0 0
1600	2	1 3	0	0	0	0	0	0	0	0	0	0	0	0	1 0	21.1		0	0	1 0	0	0	0	1 2	0	0	0	0	0	0	0	0	0 1
1630	5	2 5	0	1 0	0	0	0	0	0	0	0	0	0	0	1 0	24.6 32.8		0	0	1 0	0	1 0	3	1 0	1	0	0	0	0	0	0	0	0 1
1700 1715	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8 25.3 33.4 		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0 0
1730	4	4	0	0	0	0	0		0	0	0	0	0	0	0	25.5		0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0 0
1800	4	4	0	8	8	8	8	8	8	8	8	0	8	8	0	28.1 27.7		8	8	8	8	1	2 2	- 1		0	8	8	8	8	8	8	0 2
1845	3	3	0	ò							0	0	0	0	0	32.9 34.1 30.3 24.6 31 32.3	- 1		0	0	0	1	0	0	2	0		0	0	0	0	0	0 2
1915	8	ě	0		0					0	0	0	0	0	0	24.6	- 1		0	0	2	1	2	1	ò	0		0	0	0	0	0	. 1
1945	2	2	0		0					0	0	0	0	0	0	32.3			0	0	0	0	1	1		0		0	0	0	0	0	
2015 2030	2	2	0	0	0	0		ō		0	0	0	0	0	ō	31 19.7 25.1	- 1	0	0	0	1 0	1 0	0	0	0	ō	0	0	0	0	0	0	0 0
2045 2100	0	0	0	0	0	8	8	0	0	8	8	0	0	8	0			0	0	0	0	0	0	0	8	0	8	8	0	0	0	0	8 8
2115 2130	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5		0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0 0
2145 2200	1	1	0	0	0	0	0	0	0	8	0	0	0	0	0	28.5 26.2 25.5		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8 8
2215 2230	2 2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3 25.4		0	0	0	0	1	1 1	1 0	0	0	0	0	0	0	0	0	0 1
2245 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2315 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
07-19	177	152	1 1	6		1					0	0	0	1 1	16	28.6	36.2		3	6	15	29	48	44	21	6	3	2					0 76
600 1	177 204 211 216	152 179 186 191	- 1	6	0	1			0	0	0	0		1	16 16 16	21.6 21.5 21.4 21.5	36.2 35.7 35.3 35.4		3	6	15 18 18 18	29 32 33 35	48 60 65 66	44 51 52 53	21 23 23 24	6	3 3	2 2 2	0	0	0	0	0 75 0 85 0 86 0 88
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Project D and Name:
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22 Suptonia																																		
Time	Total	Cla	Cla	Cha	Cla	Cls	Cls	Cls	Cha	Cla	Cla	Cla	Cla	Cla	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Voin	lumber of vehicles
Period			2	,				,			10	11	12	14	15		85			- 10	15	20	25	30	35	40		50	SS	60	65 70	70 75	75	PSL 30
	-	-	0		0								0	0		24.1	-	5	10	10 15	20	20 25	30	35	40	45	45 50 0	55	60	65	0	75	80	0
0015 0030	2	2	0	0	0	8	0	8	0	8	8	0	0	0	0	31 27.6		0	0	0	0	0	1	1	0	0	0	0	0	8	0	0	0	1
0045 0100	1	- 1	0	0	0		0			0	0	0	0	0	0	27.6 29.4 52.4			0	0	0	0	- 1	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0		0					0	0	0	0	0	0	32.4			0	0	0	0	0	0	0	0		0	0	0	0	0	ě	0
0200	0	0	0	0	0		0			0	0	0	0	0	0	- 1			0	0	0	0	0	0	0	0	0	0	0		0	0		0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1 0	1 0	0	0	0	8	0	8	0	0	0	0	0	0	0	39.5		8	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	1 0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0		0						0	0	0	0	0	29.7	- 1		0	0	0	0	ò			0		0	0	0	0	0		0
0445	0	0	0	0	0		0		0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1 0	1 0	0	0	0		0			0	0	0	0	0	0	22.4	1		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0		0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0730	ě	0							0	0	0		0	0	0	25.9	- 1		0	0	0	0				0		0	0	0	0	0		0
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	- 1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0830 0845	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5		0	0	0	0	2	0	0	0	0	ō	0	0	0	0	0	0	0
0900	2 2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 24.8		0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0930	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8 19.9 23.7		0	0	0	0	- 1	0	0	0	0	0	0	0	0	0	0		0
1015	0	0	0	0	0	8	0	8	8	8	0	0	0	0	0			0	0	0	8	0	0	0	0	0	0	0	0	8	0	8	0	8
1045	3	1	0	0	0		0			0	0	0	0	0	2	15.2			0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1115	5	3	0	0	0	0	0	0	0	0	0	0	0	0	1 0	23.6 25.4		0	1 0	0	0	1	0 2	2	0	0	ō	0	0	0	0	0	0	2
1145 1200	5	5	0	0	0	8	0	8	0	8	8	0	0	0	0	15.2 13.1 23.6 26.4 28.7 24.5 29.3 23.7 26.8 23.7 26.2 26.7 27 30.5		0	0	0	1	1	1 2	1	0	0	0	0	0	8	0	0	0	1
1215	3	2	0	1	0		0			0	0	0	0	0	0	29.3			0	0	1	- 1	0	1	0	0	0	0	0	0	0	0	0	1
1300	3	3	0	0	0		0				0	0	0	0	0	23.7			0	0	0	3	0	0	0	0	ě	0	0	0	0	0	0	0
1330	4 5	3 4	0	0	0		0			0	0	0	0	0	1	26.7 27	1		0	0	1	1 2	0	1 0	1 0	0	0	0	0	0	0	0		2
1400	1 4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2		0	0	1	0	1	1	1	0	0	ō	0	0	0	0	0	0	1
1430 1445	6 2	5 2	0	0	0	8	0	8	0	8	8	0	0	0	0	25.4 25.1		0	0	0	8	0	5 2	0	0	0	0	0	0	8	0	0	0	0
1500	2 2	2	0	0	0		0			0	0	0	0	0	0	31.9 25.3			0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1545 1545	2	2	0	0	0		0				0	0	0	0	0	26.3 27.9 28.6 27.7			0	0	0	0	1	1	0	0	ě	0	0	0	0	0	0	1
1615 1630	5	5	0	0	0	8	0	8	8	8	8	0	0	0	8	24.8 30.5		0	0	0	1 0	1 0	2	1	0	0	0	0	0	8	0	0	0	1
1645 1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8 30.5 26.7 25.3 21.8 26 19.7 19.2 24.8		0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
1715 1730	3	2	0	0	0	8	0	8	8	8	8	0	8	1	8	21.8 26		8	8	0	0	2	- 1	0	0	0	0	8	0	8	0	8	0	8
1800	1	1	0	0	0		0		0	0	0	0	0	0	0	19.2		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	5	5	0	0	0		0			0	0	0	0	0	0	22.1 19.6 24.7 26.1			0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0
1900	2	2	0	0	0	8	0	8	8	8	8	0	0	0	8	24.7 25.1		0	0	8	8	1 0	1	0	0	0	0	0	0	8	0	0	0	0
1930	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 21.6		0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2000 2015	0	0	0	0	0	8	0	8	0	8	8	0	0	0	0			0	0	0	8	0	0	0	0	0	0	0	0	8	0	0	0	0
2030 2045	1	1	0	0	0		0			0	0	0	0	0	0	18.9 20.9			0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 2200	2 0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9		0	0	8	0	1	0	1 0	0	0	0	0	0		0	0	0	1 0
2215 2230	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	19 - 22		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 2330 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	117	105	0	4	0	0	0			0	0	0	0	1	7 7 7	24.8 24.7 24.7	30.2 30.1		2 2	7	- 13	36 40 41	39 42 43	17 19 19	1	1 1	1	0	0	0	0	0	0	20 22
Color Colo	117 128 131 140	105 116 119 128	0	4	0	0		0	0	0	0	0	0	1	7 7	24.7 25.1	30.2 30.1 30.1 30.4	0	2 2	8	14 15 15	41	43	19	1 2	1	1	0 0	0	0	0	0	0	20 22 22 23

Project D and Name:
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Time	Total	Cla	Cla	Cla	Cha	Cls	Cts	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	1000	1000	Vbin Number of vehicles exceeding PSL 30 0 0						
		-		-		- Cili	Cia	C.	-	-						-		****	****												****	****	exceeding PSL
Period		- 1	2	3	4	5	•	7		9	10	11	12	14	15		85		5	10 15	15 20	20 25	25 30	30 35	35	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 30 80
0000	0	0	0	0	0		0		0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0030	ö	ő	ö	ő	ő	ő	ő	ö	ő	ō	ő	ö	0	ö	0	- :	- 1	0	ő	0	0	ö	ő	0	0	0	0	0	ö	ő	ő	ö	0 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0145	0	o	0	o	0	ő	ő	ő	ő	ő	0	0	0	0	0			ő	o	ő	0	0	o	0	o	ō	ō	o	ō	o	o	0	0 0
0200	8	8	8	8	8	8	8	8	8	8	0	8	8	8	8	- 1	- 1	8	0	8	8	8	8	8	0	8	8	0	8	8	8	8	8 8
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
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
0330	0	o	0	o	0	ő	ő	ő	ő	ō	0	0	0	0	0			ő	o	ő	ō	0	o	0	o	ō	ō	o	ō	o	o	0	0 0
0345	1	0	8	8	8	8	8	8	8	8	0	8	8	8	8	19.9	- 1	8	0	8	6	8	8	8	0	8	8	0	8	8	8	8	8 8
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0445		0		0	0	0	0		0	0	0		0		0			0	0	0	0		0		0	0	0	0	0	0	0		0 0
0515	0	o	o	o	0	ő	ő	ő	ő	ő	0	0	0	0	0			ő	o	ő	0	0	o	0	o	ō	ō	o	ō	o	o	0	0 0
0530 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0630	1	1		0	0	0	0		0	0	0		0		0	23.7		0	0	0		1	0		0	0	0	0	0	0	0		0 0
0700	3	3	ő	o	0	o o	o o		o o	o	0	o	ő	o	ő	19.8		o	o	ő	2	1	0	0	0	ő	ō	o	ő	o	o	0	0 0
0715	5	5 8	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 22.8		0	0	0	1	5	2 2	0	0	0	0	0	0	0	0	0	0 0
0745	1 2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	- 1	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0 0
0815	14 12 8	12 10		2	0	0	0		0	0	0		0		0	25.2	32.4 25	0	0	0	0	9	2	2	1	0	0	0	0	0	0		9 3
0845		7	o	î	0	ő	ő	ő	ő	ő	0	0	0	0	0	20.8		ő	o	ő	4	3	1	0	o	ō	ō	o	ō	o	o	0	0 0
0900	3	3	0	0	0	0	0		0	0	0	0	0	0	0	25.7		0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0 0
0930	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	227 22 22 22 22 22 22 22 22 22 22 22 22	- 1	0	0	0	0	1 0	4	0	0	0	0	0	0	0	0	0	0 0
1000	2	2		0	0	0	0		0	0	0		0		0	20		0	0	0	1	1	0		0	0	0	0	0	0	0		0 0
1030	3	3	ő	o	0	o o	o o		o o	o	0	o	ő	o	ő	17.6		o	0	ő	ŝ	ő	0	0	0	ő	ō	0	ő	o	o	0	0 0
1045	6	6	0	1 0	0	0	0	0	0	0	0	0	0	0	0	19.9		0	0	0	2 2	4	0	0	0	0	0	0	0	0	0	0	0 0
1115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	- 1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 0
1145	4	4		0	0	0	0		0	0	0		0		0	21.1		0	0	0	1	3	0		0	0	0	0	0	0	0		9 9
1215	î	î	0	o	0	ő	ő	ő	ő	ő	0	0	0	0	0	22.9		ő	o	ő	0	- 1	o	ò	o	ō	ō	o	ō	o	o	0	
1230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	- 1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 0
1300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	- 1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0 0
1330	1	1	0	ō	0	ō	ō		ō	0	0	0	0	0	0	24.6		0	ō	ō	ė	1	o	0	ō	0	ō	ō	0	ō	ō	0	0 0
1400	1	1	ö	ő	ő	ő	ő	ö	ő	ö	ő	ö	0	ö	0	21.6		ö	ő	ö	ö	1	ő	ö	ő	ö	ő	ő	ö	ő	ő	ö	0 0
1415	1	1	0	0	0	0	0		0	0	0	0	0	0	0	18.9		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0 0
1445	2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	- 1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0 0
1515	1	1	0	0	0	ō	ō		ō	ō	0	0	0	0	0	20.2		0	ō	o	ė	1	ō	0	ō	0	ō	ō	0	ō	ō	0	0 0
1545	é	é	ö	ő	ő	ő	ő	ö	ő	ö	ő	ö	0	ö	0	23.2		ö	ő	ő	1	3	2	ö	ő	ö	ő	ő	ö	ő	ő	ö	0 0
1615	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	- 1	0	0	0	0	3	2 2	0	0	0	0	0	0	0	0	0	0 0
1630 1645	5 7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	22 24.4	- 1	0	0	0	1 2	3 2	1 2	1	0	0	0	0	0	0	0	0	0 0
1700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23		0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0 0
1730	6	ē	ő	ő	ő	ő	ő	ŏ	ő	0	ő	ő	ő	ő	ő	25		ŏ	ő	ő	î	á	- 1	1	ő	ő	ő	0	ő	ő	ő	ő	0 1
1800	3	3	0	0	0					0	0	0	0	0	0	24.0	- 1		0	0	0	2	1	0	0	0	0	0	0	0	0	0	0 0
1815	6 2	5 2	0	1 0	0	0	0	0	0	0	0	0	0	0	0	21.5		0	0	0	0	4 2	2	0	0	0	0	0	0	0	0	0	0 0
1845	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1		0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0 2
1915	ŝ	3	ő	ő	ő	ő	ő		ő	0	ő	ő	ő	ő	ő	24.8			ő	ő	ő	- 1	2	ė	ő	ő	ě	ő	ő	ő	ő	ö	
1945	á	á	0	0	0					0	0	0	0	0	0	23.7	- 1		0	0	0	2	1	0	0	0	0	0	0	0	0	0	0 0
2000 2015	2 2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1		0	0	0	0	- 1	1 0	0	0	0	0	0	0	0	0	0	0 0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77.4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2100	ŝ	ŝ	ő	ő	ő	ő	ő	ŏ	ő	ő	ő	ő	ő	ő	ő	24.1		ŏ	ő	ő	ő	2	î	ő	ő	ő	ő	ő	ő	ő	ő	ő	8 8
2115 2130		6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2145 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8 8
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2245	8	0	8	8	8			0		8	ö	8	8	8	8	- 1	- 1	ő	ő	8	8	8	0	ö	ő	ő	ő	ő	ő	ő	8	ő	š .
2300 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2330 2345	8	0	8	0	0	0	0	0	0	0	0	8	8	8	0			0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8 8
100 100	101 210 210 212	165 197 197 199	0	13 13 13	0	0	0	0	0	0	0	0	0	0	0	22.9 23.3 23.3	27.1 27.4 27.4		0	3	36 38 38 39	93 107 107 107	40 50 50	10 10	1	0	0 1		0	0	0	0	0 9 0 12 0 12 0 12
06-00	210	197	0	13						0	0		0	0	0	23.3	27.4	·	0	3	38	107	50	10	- 1	0	1	0	0	ő	0		0 12
00-00	212	122	0	13	0		٥	0	۰	0	0	0	0	0	0	23.3	27.3		0	3	39	107	51	10	1	0	- 1	0	0	0	0	0	0 12

Time	Total	Cla	Cla	Cla	Cla	Cls	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 30							
Period		1	2	3	4		٠	7		9	10	11	12	14	15		85	0	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70 0	70 75	75 00	30
0000 0015	0	0	0	0	0	0	0	0		0	0	0	0	0	0		- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 0100	0 1	1	0	0	0	0	0	0	ě	0	0	0	0	0	0	16		0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 0130 0145	0	0	0	0	0	0	0	0	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	0	0	0	0	0		0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0230 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0345 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 0430 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0500 0515	8	0	0	8	0	0	8	8	8	0	0	0	0	0	0			8	0	0	0	8	0	0	8	8	0	0	8	0	8	0	0	8
0530 0545	0	0	0	0	0	0	0	0		0	0	0	0	0	0	34.6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0615 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 0700 0715	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2 32.2 30.6 22.5 26 34.4 27.1 30.2 30.2	- 1	0	0	1	0	0	0 2	1 2	0	0	1	0	0	0	0	0	0	2 2 3
0730 0745	7 12 13	6 9	0	1 2	0	0	0	0	0	0	0	0	0	0	0	22.5 26	33.2	0	0	1 0	1 3	1 3	4	9	0	0	0	0	0	0	0	0	0	5
0815	12	12	0	0	0	0	0	0	0	0	0	0	0	1	0	27.1	33.2 49.9 38.2	0	0	1	0	6	2	- 1	1	0	0	1	0	0	0	0	0	3
0845 0900	4 5	4 2	0	0 2	0	0	0	0	ě	0	0	0	0	ò	0	25.7		0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4 2
0915 0930 0945	5 5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 33 31.7		0	0	0	0	1	1	2 2	1	1	0	0	0	0	0	0	0	4 2
1000	3 5	2 4	0	1	0		0	0		0	0	0	0	0	0	39.9 34 24.7 22.6		0	0	0	0	0	0	0	2	0	1	0	0	0	0	0		3
1030 1045	9	5	0	1	0	0	0	8	0	0	0	0	0	0	3	24.7 22.6 25.1		0	0	1	3	1 3	1	2	0	0	0	0	0	0	8	0	0	2
1115 1130	7 3	4 2	0	2	0	0	0	0	0	0	0	0	0	0	1 0	23.6 23.5		0	0	1 0	- 1	2	2 2	0	1 0	0	0	0	0	0	0	0	0	1
1145 1200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	23.6 23.5 34.5 32 21.1 39.4 28.4 29.7 28.1		0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
1215 1230 1245	2	1	0	1 0	0		0		ě	0	0	0	0	0	0	21.1 29.4 28.4		0		0	0	0	1	0	0	0	1 0	0	0	0		0	0	1
1300 1315	4	3	0	- 1	0	0	8	8	8	0	0	0	0	0	0	29.7 28.1		0	0	0	0	1 2	0	2 2	8	8	0	0	8	0	8	0	0	2 2
1345 1400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2 30.7 33.1 31.5	- 1	0	0	0	0	2	1 0	0	0	0	1 0	0	0	0	0	0	0	1
1415 1430	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5		0	0	0	0	1	0	1 2	1	0	0	0	0	0	0	0	0	3
1445 1500 1515	5	5	0	0 2	0	0	0	0	0	0	0	0	0	0	1 0	31.1 28.8 31 29.4		0	0	1 0	0	1 0	1 2	1 1	0	1 0	1 0	0	0	0	0	0	0	3
1530 1545	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1 0	29.4 22.5 22.9 29.2 30 32.7		0	0	1 0	1	1	1 0	1	0	0	0	0	0	0	0	0	0	1
1615 1615	4	4	0	0	0	0	0	0		0	0	0	0	0	0	29.2 30 12.7		0	0	0	0	1	1 1	1	0	1	0	0	0	0	0	0		2
1645 1700	1 12	1 12	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9 28.7 24.2	37.7	0	0	0 2	0	0	0	9	1 3	0	0	0	0	0	0	0	0	1 7
1715 1730 1745	7 2	5	0	1 1	0	0	0	0	0	0	0	0	0	0	0	24.2 31.1 22.1 31.8		0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0	5
1800 1815	3 5	3 4	0	0 1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0	1	0	1 0	0	0	0	0	0	0	0	2 2
1830 1845	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	25.8 27.7 28.6		0	0	0	1	0	1	3	0	0	0	0	0	0	8	0	0	3
1915 1930	8 2	7 2	0	1 0	0	0	0	0	0	0	0	0	0	0	0	19.7 26.6 19.1 28.6		0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	1
1945 2000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	19.1 28.8		0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2015 2030 2045	0	0	0	0	0		0		ě	0	0	0	0	0	0	15.4		0		0	0	0	0	0	0	0	0	0	0	0		0	0	0
2100 2115	1 0	0	0	8	0	0	8	8	8	0	0	0	0	0	0	34.7		8	0	0	0	8	0	0	8	8	0	0	8	0	8	0	0	1
2130 2145 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245 2300 2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 39.9 60	- 1	0	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	1
2330 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100 100	0 221 245 251 252	101 204 207 208	0	24 26 26 26	0	2 2 2	0	0	0	0	0	0	0	3	12 13 13	28.8 28.4 28.6 28.5	353 352 353 353	0	0	13 14 14	19 26 26 27	36 42 42 42	45 50 51	73 78 78 78	0 17 29 21 21	8 8	7 7 7	3	0	0	0	0	0	100 116 118
00-00	252	208	ě	26	·	2	ě			ě	0	ě	0	,	13	20.5	35.3	ě	ě	14	27	42	51	78	21		7	3	- 1	0		0	0	118

INCOVESE
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Project Dand Kamer.
Dis No:
Location Name
Direction:

M2202 The Stype, Gustard Wood
Ed. (Westboard)

M4202 The Stype, (Bell)
M5404 The Stype (Bell)
M6404 The Stype (Bell)

8 Septemb	or 2024																																
Time	Total	Cla	Cla	Cla	Cla	Clu	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number Vbin vehicles							
Period		4	2	3	4			7		9	10	11	12	14	15		85	0	5	10	15	20 25	25	30	35	40 45	45	so	SS 60	60	65	70	exceedir PSL 75 30
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- :	- 1	0	0 0	0 0 0	0 0	0	0	0	0 0	0	0	0	0	0	70 0 0	75 0 0	0 0
0030 0045	0	0	0	0	0	ě	0	0	0	0	0	0	0	0	0			0		0	0	0	0	0	0	0	0	ě	0	0	0	0	0 0
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
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0215	8	8	0	8	8	8	8	8	8	8	8	0	8	8	8			8	0	8	8	0	8	8	8	8	8	8	8	8	0	8	8 8
0245	0	0	0	0	0	0	0			0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0		0	0	0	0	0 0
0315	0	0		0		ě	0		ě	ő	0	0	ő	0	0			0	ě	ő	ő	ő	0	0	0	0	0	ě	0	0	0	ő	
0345 0400	1 0	1 0	8	0	8	0	0	8	0	0	0	0	0	0	0	22.6		0	0	8	0	1 0	0	0	0	0	0	0	0	0	0	0	0 0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0500	0	8	0	0	8	0	0	8	8	8	0	0	8	8	0	- 1		0	0	0	8	8	0	0	0	0	0	8	0	0	0	0	0 0
0530	0	0		0		0	0			0	0	0	0	0	0	- 1		0		0	0	0	0	0	0	0	0		0	0	0	0	0 0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
0630 0645	1 3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4 31.3		0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0 0
0715	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8		0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	0 6
0730	18 13	5 17 12	0	1	8	0	0	8	8	8	0	0	8	0	0	31.6	38.7 45	0	0	8	8	2	- 1	3	7	1	0	8	0	0	0	0	0 11
0815	9 7	9		0		0	0			0	0	0	0	0	0	29.3 25.4 31.3 33.8 31.5 31.6 32.6 32.8 33.7 33.7 33.2 28.4	-	0		ė	1 2	0	3 2	1	2	1	1 0		0	0	0	0	0 5
0845	5	7 4	0	1	0	0	0	0	0	0	0	0	0	0	1	26.7 27.5		0	0	0	1	1 0	5 2	1 3	0	0	0	0	0	0	0	0	0 1
0915	6	5	8	1	8	0	0	8	0	0	0	0	0	0	1	25.2 22.4		0	0	1 0	2	2	0	1	1 0	0	0	0	0	0	0	0	0 3
1000	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	25.8 30.4 27.7		0	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0 1
1030	4	3	0	1	0	0	0			0	0	0	0	0	0	23.8		0		0	1	2	1	0	0	0	0		0	0	0	0	0 0
1100	5	5		ė		0	0			0	0	0	0	0	0	24 31.7		0		0	2	1 0	2	0	ė	0			0	0	0	0	0 0
1130	7 3	5	0	0	0	0	0	0	0	0	0	0	0	0	1 0	24 31.7 25 25.1 30.5 29.8 37.8		0	0	0	1 0	3	1	2	0	0	0	0	0	0	0	0	0 2
1215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5 29.8		0	0	0	0	0	3	2 2	0	0	0	0	0	0	0	0	0 2
1245	4	1	0		0	2				0	0	0	0	0	1	22.2	- 1	0	0	1	1	ě	2	ò	0	0	0			0	0	0	0 0
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1345 1400	3 2	2	0	8	0	0	8	0	0	8	8	0	0	0	1 0	24.5		8	0	0	1 0	0	1 0	1 0	0	0	8	8	0	8	0	0	0 1
1415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5 29.7 31.3 32.5 28.1		0	0	0	1 0	1 0	1	2 2	1	0	0	0	1 0	0	0	0	0 3
1500	4	3	1 0	0	0	0	0			0	0	0	0	0	0		- 1	0	0	0	0	1	1	1	0	0	1		0	0	0	0	0 2
1530	5	5		0		0	0			0	0	0	0	0	0	33.4 28.6		0		0	0	2	1	1 0	1 0	0	0		0	0	0	0	0 2
1600	4	7 2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3 32.6 29.9		0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0 3
1630 1645	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5		0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0 3
1715	1	1	0	0	0	0	0		0	0	0	0	0	0	0	23.1 25.2 27.8		0		0	9	0	1	0	0	0	0	0	0	0	0	0	0 1
1745	1 3	1	0	0	0	0	0			0	0	0	0	ė	0	29.2		0	0	0	0	0	1 2	0	ó	0	0		0	0	0	0	0 0
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1930	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0 2
2000	0	0								0		0	0	0	0	25.8			0	0	0	0	0	0	0	0			0	0	0	0	
2030	2	2								0	0	0	0	0		28.3			0	ė	0		2	0		0	0		0	0	0	0	
2100 2115	2	2	0	0	0	ě	0	0	0	0	0	0	0	0	0	23.6 17		0	ō	0	1	2 0	0	0	0	0	0	ő	0	0	0	0	0 0
2130 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2200 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2230 2245	1	1	0	0	0	0	0	0	0	8	0	0	0	0	0	25.8		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0 0
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06-22 06-00	236 258 260 261	200 220 222 223	1	10	0	4	0	0	0	0	0	0	0	4	19 19 19	23.5 23.5 23.5 23.5	36.8 36.7 36.7 36.7	0	0	9	22 22 22	26 28 29	77 79 79	65 65 65	41 41 41	8	5	1	2 2	0	0	0	0 114 0 122 0 122 0 122
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INCOVISE
W O A K S
Project D and Name:
Dis No:
Location Name
Direction:

M2202 The Stypes, Gustard Wood
Direction:

M2202 The Stypes, Gustard Wood
Ba (Westboosd)

Time	Total	Cla	Cla	Cla	Cla	Cls	Cts	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 30						
Period		4	2	3	4	5		7		9	10	11	12	14	15		85		s 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	SS 60	eo 65	65 70	70 75	75 80	PSL 30
0000 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 0130	0	8	8	0	0	8	0	8	0	0	8	0	0	0	0			0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0145 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0		0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0300 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 0400	0	0	0	0	0	0	0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0530 0545	1	1 1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9 40.2		0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
0615 0630	1 0	1 0	0	0	0	0		0	0	0	0	0	0	0	0	25.9		0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0		0
0545 0700	- 1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7 29.2		0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	3 2
0730 0745	7	5 13	0	1	0	1	0	0		0	0	0	0	0	0	29.2 34.3	29.7	0	0	0		1	3	1 0	2 3		0	0	0	0	0	0	0	3 12
0800 0815 0830	14 12	13 12 5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2 33.9 29.2 34.3 30.7 36.7 26.8 25.2	39.7 39.7 43.9	0	0	0	0	0	1	4 2	3	4 0	0	0	0	0	0	0	0	11
0845 0900	4	3 4	0	0	0	0	0	0	0	0	0	0	0	0	1 0	24.6		0	0	0	0	1 2	3 2	0	0	0	0	0	0	0	0	0	0	0
0915 0930	1	1	0	9	0	0	0	0	0	8	0	0	0	0	0	29.1 25.7		0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0
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1030 1045	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1 25.7 19.2 23.7 25.9 30.1 30.4 27.5 26 27.5 29.2 27.3 36.5 26.5 26.5		0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1
1115 1130	3 7	2 7	1 0	0	0		0		0	0	0	0	0	0	ò	26 27.5		0	0	0	0	2 2	0	1 2	0	ò	0	0	0	0	0	0	0	1 3
1145 1200 1215	7 3	5	0	0	0	0	0	0	0	0	0	0	0	0	2	29.2 27.8 27.3	- 1	0	0	0	0	3	2 2 3	0	1	1 0	0	0	0	0	0	0	0	2 2
1230 1245	4 2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5 25.5		0	0	0	0	0	1 0	2	0	0	1 0	0	0	0	0	0	0	3
1300 1315 1330	4 7	2 7	0	1	0		0		0	0	0	0	0	0	1	21.9 30.7 30.8		0	0	0	- 1	0	- 1	0	2	0	0	0	0	0	0	0		2 5
1345 1400	2 3	2 2	8	8	8	0	8	0	0	0	8	8	8	8	0	39.3 24.9		0	0	0	0	0	0 2	0	1 0	1 0	8	0	0	0	0	0	8	2 0
1415 1430 1445	4	4	0	0	0					0	0	0	0	0	0	25.3 23.1 34.7		0	0	0	0	3	1 2	0	0	0	0	0	0	0	0	0		0
1500 1515	3 8	3	0	1	0	0	0	0	0	0	0	0	0	0	1	23.1 34.7 25.4 30.2		0	0	1	0	1 0	1	5	1	0	0	0	0	0	0	0	0	6
1530 1545 1600	7 2	5	0	0	0	0	0	0	0	0	0	0	0	0	2 0	23.9 20.5 25.2 32.2 22.7 33.5 29.5 28.9 32.1 31.6 29.7 25.1	- 1	0	0	2	2	1	0	2	0	0	0	0	0	0	0	0	0	1 2 1
1615 1630	4 2	3 2	0	8	8	8	0	8	8	8	8	8	8	0	1	32.2 22.7		0	0	1	0	2	0	1	8	8	8	0	0	0	8	0	0	1
1700 1715	9	6	0	0	0	1 0	0	0	0	0	0	0	0	1 0	1	29.5 28.9	- 1	0	0	0	2 2	2	2 2	1 2	1 2	0	0	0	0	1 0	0	0	0	3
1730 1745	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1		0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	4
1815 1830	7 2	5	0	1	0	0		0	0	0	0	0	0	0	2	24.8		0	0	1 0	2 0	1	1	0	2	0	0	0	0	0	0	0		2 0
1845 1900	4	3	0	1	0	0	0	0	0	0	0	0	0	0	1	22.6 30.7 15.9		0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2 2
1930 1945	3	3	0	0	0	0		0	0	0	0	0	0	0		38.7 27.6		0	0	0	0	1	0	0 2	1 0	0	0	1 0	0	0	0	0		2 2
2000 2015	1	1	0	0	8	8	0	8	8	8	0	0	0	0	0	38.2 29.4		0	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0
2045 2100	1 3	1 3	0	0	0	0	0	0		0	0	0	0	0	0	39.1 25.9 33.3 24.1 26.5 40.4 23.9		0	0	0	0	0	0 2	0	1 0	0	0	0	0	0	0	0	0	1 0
2115 2130	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	33.3 24.1		0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2200 2215	- 1	- 1	0	0	0		0		0	0	0	0	0	0	0	40.4 23.9		0	0	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	1 0
2230 2245 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STATE STAT	251 200	212 238	1	15 16	0	2 2				0	0	0	0	1	20 22	29 29.2 29.2	37.6 37.9	0	1 1	9 10	28 29	40 43	54 64	66	0 33 42	13	4	2	0	1	0	0	0	119 133
06-00 00-00	251 200 205 205	212 236 242 245	1	16 16	0	2 2		0	0	0	0	0	0	1	23	29.2 29.2	37.6 37.9 37.9 38		1	11	25 29 29 29	40 43 44 46	64 65 65	60 60	33 42 42 42	13 14 15	4	3	1	1	0	0	0	119 133 135 136

INCOVISE
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1 To Stype (Bid)
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No.	20 Septemb	or 2024																																
	Time	Total	Ols	Ch	On .	Chi	Cls	Cla	Cls	Ole	Chi	Ch	Chi	Chi	Chi	Ch	Mean	Vao	Vbin	Vbin	Vbin	Vein	Vbin											
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	0015 0030	0	0	ō	8	0	0	0	8	8	8	ō	ō	ō	0	0	38.4		8	0	0	0	0	ō	ō	ó	0	0	ō	8	0	0	0	0 1
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	0115	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8			0		0	0	8	0	0	8	8	8	0	0	0	0	0	8 8
	0200	0	0	0		0					0	0	0		0		- 1	- 1	0		0	0	0	0	0				0	0	0	0	0	
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	0300	0	0	0		0					0	0	0		0				0		0	0	0	0	0				0	0	0	0	0	
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	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
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	0600	0	0	0	0	0	0	0	0	0	0		0	0	0	0			0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
	0630 0645	8	0	0	8	0	0	0	8	8	8	8	8	8	0	0			8	0	0	0	8	0	0	8	8	8	8	8	0	0	0	8 8
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Marie Paris Pari	1015 1030	3	5	0	0	0	0	0	ō	0	0	0	0	0	0	0	25.2		0	0	0	0	1	1 4	2	0	0	0	0	0	0	0	0	0 2
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	1215	- 1	2	0	2	0		0		0	0	0	0	0	0	0		- 1				0	0	2	2	0	0	0	0	0	0	0	0	0 1
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0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0215	0	0	0	0	0		0	0			0	0	0	0	0		- 1		0	0		0	0	0	0	0	0	0	0	0		0		0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 0400	0	8	0	0	0	0	0	0	0	8	8	0	0	0	0			0	0	0	8	0	0	0	0	0	0	0	0	8	8	0	8	0
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0715	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6 33.1 31.7		0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0800	4	3	0	0	0	0	0	0		0	0	0	0	0	1			0		1	0	0	1	2 2	0	0	0	0	0	0	0	0		2
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0945	4	2	0	0	0	0	0	0		0	0	0	0	0	2	19.8	- 1	0		2	1	0	0	0	1	0	0	0	0	0	0	0		1
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1315	7	5	0	0	0	0	0	0	0	0	0	0	0	0	2	24.8	- 1	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	3
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1445	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	22.4		0		0	1	1	1	0	0	0	0	0	0	0	0	0		0
1530 1545	3 7	1	0	0	0	0	0	0		0		0	0	0	2	22.4 30 19.8 26.3 28.8		0		0	2	0	1 2	0	0	0	0	0	0	0		0		0
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1630 1645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25 32.1 23.7 21.8	- 1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
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2000 2015	3	3	0	0	0	0	0	0	8	8	8	0	0	0	0	26 23.7 27.9		0	8	8	8	1	2	0	0	0	0	0	0	8	8	8	8	0
2045 2100	2 0	1	0	1 0	0	0	0	0			0	0	0	0	0	27.9	- 1	0	0	0	0	0	1 0	1 0	0	0	0	0	0	0	0	0		1 0
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0115	0	0	0	0	8	8	0	8	8	0	0	0	8	0	0			0	8	0	0	0	8	0	0	0	8	8	8	8	8	0	8 8
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0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
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0730 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8 8
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1215	11	9	0	0	0	0	0	0	0	0	0	0	0	1 0	1 0	27.6	35.2	0	0	1	1 0	2	4	2	0	1 0	0	0	0	0	0	0	0 3
1245 1300	1	1	0	8	0	0	8	0	0	0	0	0	8	0	0	25.8 29.4		8	0	0	0	8	1 3	0	0	0	8	8	8	8	0	0	0 0
1315	5	5	0	1 0	0	1 0	0	0	0	0	0	0	0	0	0	28.4 26.3		0	0	0	1 0	2	3	2	0	0	0	0	0	0	0	0	0 2
1345 1400	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	28.6 26.1		0	0	0	1 2	0	1 2	0	1	0	0	0	0	0	0	0	0 1
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1930	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2		0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0	0 0
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2030 2045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0 0
2115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3 27.7 18.5 22.3		0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0 0
2130 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2200 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2230 2245	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0 0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0
2345	1 147	1		3	0		0	0			0	0	0	0		27.4		0		5	13	24	1 42	18	0	0			0	0		0	
06-22	117 124 125 129	104 110 111 115		3	0	- 1					0	0	0	3	7 7	27.2 26.8 26.8 27.1	34.1 34 34 34.1		1	5 5	17 17 17	25 25 26	43 44 46	18 18 18	11 11	3	1		0	0		0	0 33 0 33 0 33 0 34
00-00	129	115		3	0	1				0	0	0	0	3	7	27.1	34.1		1	5	17	26	46	18	11	3	- 1		o	0	1	0	0 34

INCOVISE
W O A K S
Project D and Name:
Dan No:
Location Name
Direction:

M2202 The Stypes, Gustard Wood
Ban (Westbood)

M4202 The Stype (Bai)
Direction:

Time	Total	Cla	Cla	Cla	Cla	Cls	Cts	Cls	Cla	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL 30						
Period		4	2	3	4		٠	7		9	10	11	12	14	15		85	:	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	ss 60	65	65 70	70 75	75 80	PSL 30
0000 0015	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.3	- 1	0	0	0	0	0	0	0	0	0	0	0	1 0	0	0	0	0	1 0
0030 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 0130	0	0	8	0	0	0	0	0		0	8	0	0	0	0				0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 0315	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0			0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 0345 0400	0	0	0	0	0					0	0	0	0	0	0	22.3	- 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0415 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 0545	0	0	0	0	0	8	8	8	0	8	0	0	0	0	0			8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0600 0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0645 0700	5	5	0	0	0		ě			0	0	0	0	0	0	18				2 0	1 2	- 1	1 0	0	0	0	0	0	0	0	0	0		ő
0715 0730	14	5 13	0	1	0	0	0	0	0	0	0	0	0	0	0	25.2 23.6	29.9	0	0	1	1 2	6	3	2	0	0	0	0	0	0	0	0	0	1 2
0800	14 12 11	11	0	0	0		0			0	0	0	0	0	0	17.7 20.2 26.2 25.2 22.7 18 18.4 26.2 21.6 24.8 23.9 26.3 25.8 23.9	29.9 30.5 29.4 30.9		0	1 0	3	0	6	1 0	0	0	0	0	0	0	0	0	0	1
0830 0845	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8 23.3	- 1	0	0	0	- 1	2	3	0	0	0	0	0	0	0	0	0	0	0
0915 0930	4 5	4 5	0	0	0	0	0	0		0	0	0	0	0	0	21.2 22.5 25.4	- 1	0		0	1	2 3	0	1	0	0	0	0	0	0	0	0	0	1
0945 1000	4 2	4 2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2 22.5 23.4 20.3 16.9 21.5 24.8 21.5 19.8 21 19 24.5 21.5 22.5 22.5 22.5 22.5		0	0	0	2 2	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0
1015 1030 1045	5	- 1	0	1	0		0		0	0	0	0	0	0	0	21.6 24.8 21.5	- 1		0	0	0	3 2	2	0	0	0	0	0	0	0	0	0		0
1100 1115	5	5	0	0	0	8	0	8	0	0	0	0	0	0	0	19.8		0	0	0	3	2 5	0	0	0	0	0	0	0	0	0	0	0	8
1130 1145 1200	2 3	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0	19 24.5 21.5		0	0	0	0	1 2	1	0	0	0	0	0	0	0	0	0	0	0
1215 1230	2 6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3 22.6		0	0	0	0 2	0 2	2 2	0	0	0	0	0	0	0	0	0	0	0
1245 1300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5 25.9 21.1		0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	8
1330 1345	1	1	0	0	0		0			0	0	0	0	0	0	24.2 30.4 27.8				0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400 1415	2	2 2	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1430 1445 1500	4 2	3 2	0	1 0	0	0	0	0	0	0	0	0	0	0	0	24.1 26.8 22.5 27.2	- 1	0	0	0	0	1 0	3	0	0	0	0	0	0	0	0	0	0	0
1515 1530	1	1	0	1 0	0	0	0	0	0	0	0	0	0	0	0	27.2 39.9		0	0	0	0	3	5	0	1	0	0	0	0	0	0	0	0	1
1545 1600 1615	2 5	0	0	0	1		0		0	0	0	0	0	0	1	25.8 26.8 27.3			0	1	0	0 2	0 2	0	1	0	0	0	0	0	0	0		1
1630 1645	3 4	4	0	1 0	0	0	0	0	0	0	0	0	0	0	0	39.9 25.8 26.8 27.3 27.4 30.5 23.4 22.5 29.4 35.7 25.3 30.3		0	0	0	0	1	1	0 2	1 0	0	0	0	0	0	0	0	0	1 2
1700 1715 1730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4 22.5 29.4	- 1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1745 1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7 25.3		0	0	0	0	0	1	0	0	1 0	0	0	0	0	0	0	0	1 0
1815	5	2	0	2	0	1	0		0	0	0	0	0	0	0	27.5 30		0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	1
1900	9	9	0	0	0	8	0	8	0	0	0	0	0	0	0	25.3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1930 1945	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5 23.3 39.6		0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2015 2015 2030	0	0	0	0	0	0		0			0	0	0	0	0		- 1	0		0		0	0	0	0	0	0	0	0	0	0	0		0
2045 2100	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	23.9		0	0	0	8	1 0	0	0	0	0	0	0	0	0	0	0	0	8
2115 2130 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 1	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 2215	0 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2230 2245 2300	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	- 1	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0
2315 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Section Sect	194 214	173	0	18	1 1	1 1				0	0	0	0	0	1 1	24.6	29.7	0		4 6	37 40	63 71	0 65 70 71	16	10	1 1	0		0	0	0	0	0	25 77
06-00 00-00	194 214 216 221	173 192 194 199	0	19	1	1	0	0	0	0	0	0	0	0	1	24.5 24.5 24.5 24.7	29.5 29.7 29.5			6	37 40 40 42	71 72	71 71	14 14 15	10 12 12 12	1 2		0	0	0		0	0	25 27 28 30



Project ID and Name: IW0292 The Slype, Gustard Wood

te No: 2

The Slype (Mid)

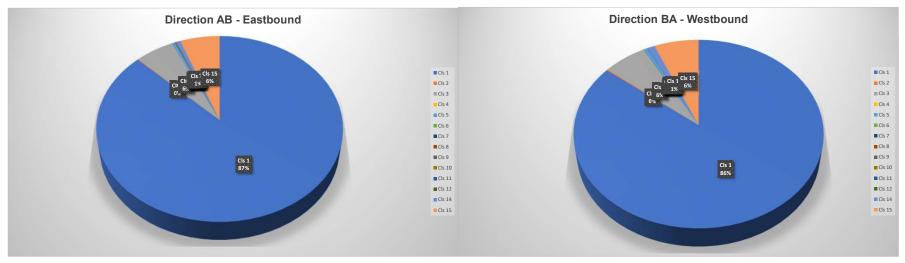
Location Name TI Direction: A

AB (Eastbound) + BA (Westbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	1773	650	37%
Direction BA - Westbound	1629	652	40%

Direction - AB	Cls 1	Cls 2	CIs 3	Cls 4	CIs 5	CIs 6	Cls 7	CIs 8	CIs 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	1549	2	98	0	8	0	0	0	3	1	0	0	11	101
Vehicle Proportion - %	87.4%	0.1%	5.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.6%	5.7%

Direction - BA	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Bill Collott - B/ (1	2	3	4	5	6	7	8	9	10	11	12	14	15
Total Vehicle Proportion	1396	3	97	1	11	0	0	0	1	0	0	0	17	103
Vehicle Proportion - %	85.7%	0.2%	6.0%	0.1%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	1.0%	6.3%



Direction AB
Vehicles = 1773
Posted speed limit = 30 mph, Exceeding = 650 (36.66%), Mean Exceeding = 34.75 mph
Maximum = 60.1 mph, Minimum = 8.0 mph, Mean = 27.7 mph
85% Speed = 34.45 mph, 95% Speed = 39.03 mph, Median = 27.85 mph
10 mph Pace = 24 - 34, Number in Pace = 987 (55.67%)
Variance = 50.79, Standard Deviation = 7.13 mph

Direction BA
Vehicles = 1629
Posted speed limit = 30 mph, Exceeding = 652 (40.02%), Mean Exceeding = 35.72 mph
Maximum = 68.2 mph, Minimum = 6.3 mph, Mean = 28.3 mph
85% Speed = 35.68 mph, 95% Speed = 40.82 mph, Median = 27.85 mph
10 mph Pace = 24 - 34, Number in Pace = 841 (51.63%)
Variance = 63.35, Standard Deviation = 7.96 mph

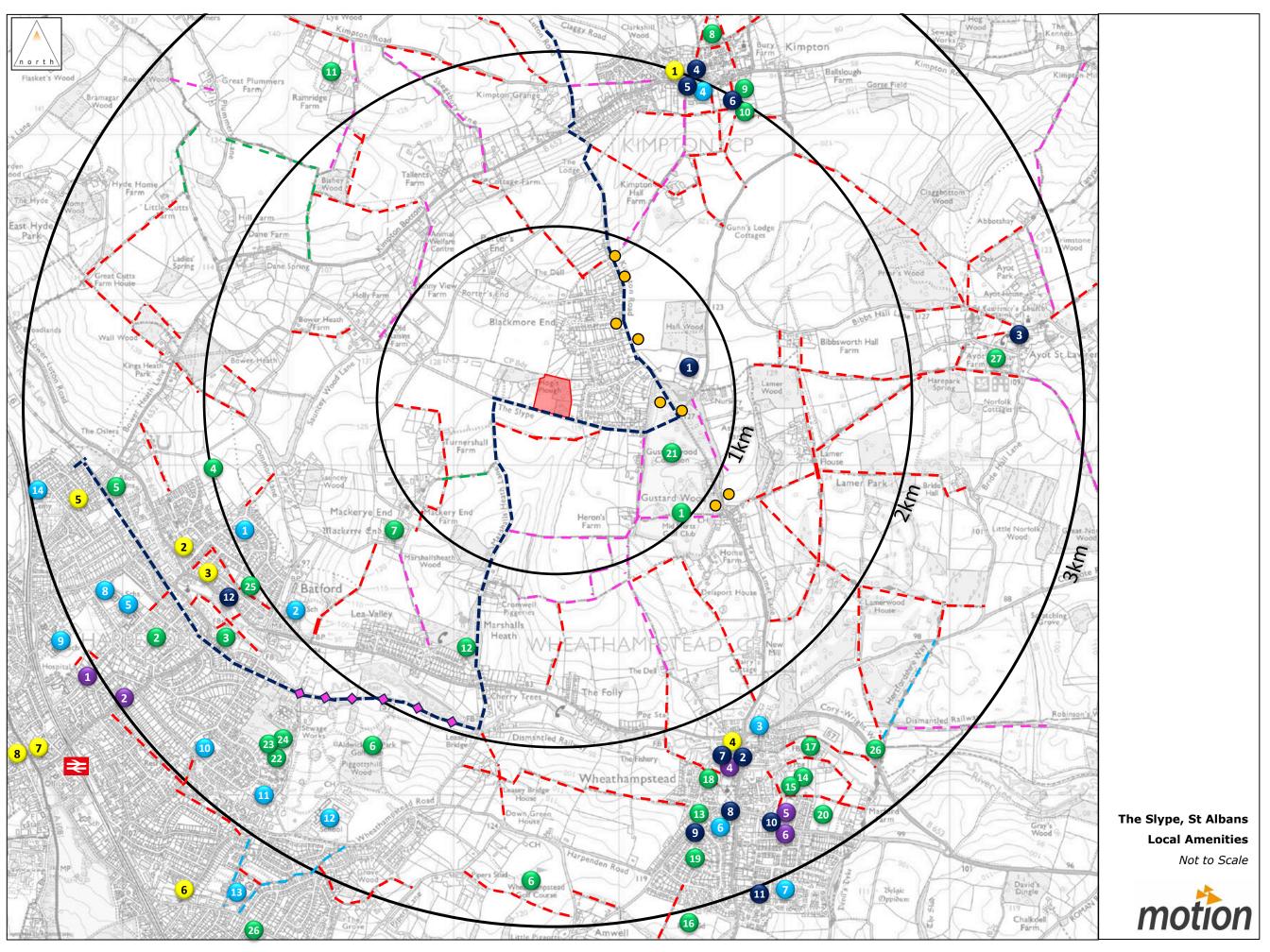
Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles



Appendix B

Amenities Plan



Legend



Bus Stops

Footpath

Restricted Byway

Byway Open to All Traffic

Chilterns Cycleway

Chilterns Cycleway
and Bridleway

Harpenden Railway Station

Amenities

<u>Schools</u>

- 1 Sauncey Wood Primary
- 2 Katherine Warington School
- 3 St. Albans High School Prep
- 4 Kimpton Primary School
- Sir John Lawes School
- 6 St Helen's C of E Primary School
- Beech Hyde Primary School
- 8 Manland Primary School
- 9 St Georges School
- Crabtree Infants/Junior School
- 111 The Beeches Primary School
- 12 Aldwickbury School
- 13 The Grove Junior School
- 14 The Lea Primary School

<u>Supermarkets</u>

- 1 Budgens
- 2 Co-Op Food Batford
- 3 Tesco Esso Express
- 4 Tesco Express
- 5 Best-One
- 6 Co-op Food
- 7 Sainsbury's
- 8 Waitrose

Recreation Facilities

- Mid Herts Golf Club
- 2 Elliswick Lawn Tennis Club
- Batford Springs Nature
- Porters Hill Park
- Westfield Recreation Ground
- 6 Golf Clubs
- Mackerye End House
- 8 Kimpton Cricket Club
- Kimpton Recreation Ground
- 10 Kimpton Bowls Club
- 111 Kimpton Cross Equestrian Centre
- Marshals Heath Lane Park & Play Area
- 13 Chapel Gym Wheathampstead
- 14 Wheathampstead Lawn Tennis Club
- 15 Wheathampstead Playing Fields
- Butterfield Playing Fields
- 17 River Park
- 18 Rectory Meadow Play Area
- Maltings Drive Play Area
- Wheathampstead Allotments
- Gustard Wood Common
- Harpenden Indoor Bowling Club
- 23 Crabtree Fields Scout HQ
- Harpenden Junior Air Training Corps
- Holcroft Road Allotments
- Oakley Road Play Area
- Marford Farm Fishery/Fishing Club
- National Trust Shaw's Corner

Health Facilities

- 1 The Elms Medical Practice
- 2 Aviva Dentistry Limited
- Manor Pharmacy
- Wheathampstead Dentist
- The Village Surgery
- Marford Dental Practice

Social Facilities

- Cross Keys Pub Wheathampstead
- Miller and Carter
- 3 Brocket Arms
- The Boot
- Kimpton Memorial Hall
- The Homstead Café
- 7 Marleys Café & Tearooms
- 8 The Swan
- 9 Brewhouse Café
- Marford Memorial Hall
 - Hilldyke Community Centre
 - 2 Gibralter Castle

The Slype, St Albans Local Amenities



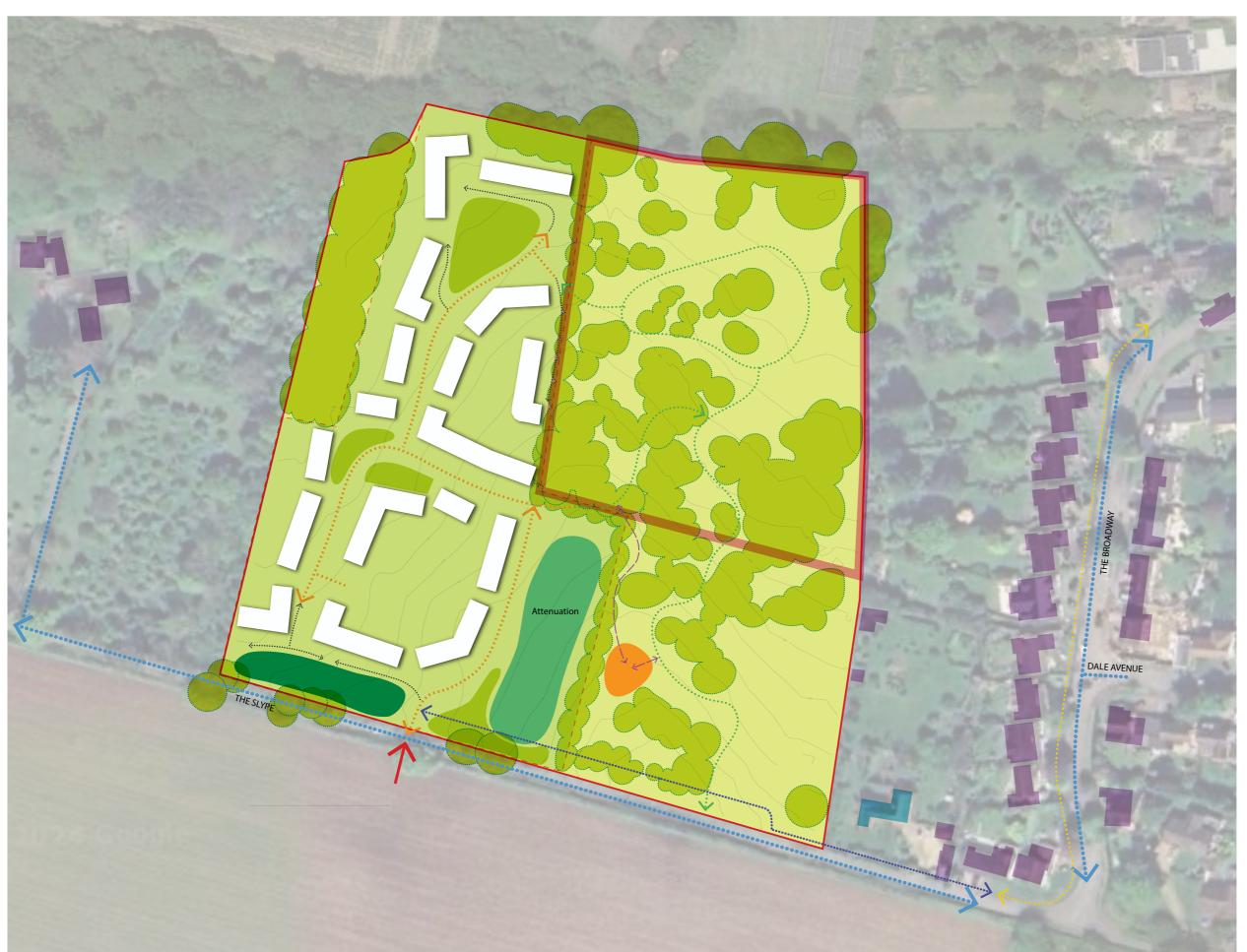
Not to Scale



Appendix C

Indicative Site Layout Plan









Residential parcel approximatley 49 dwellings



Public open space circa 3.04ha



Potential recreational walking route



Location of attenuat



Private drives at green edges



Layout landscape space



Landscape buffer



Existing vegetation retained and enhanced



Potential play area with footpath connection



Priority habitat retained and enhanced



Vehicular access through development



Proposed footpath connection to existing development



Listed building



Vehicular and pedestrian access



Existing footpath



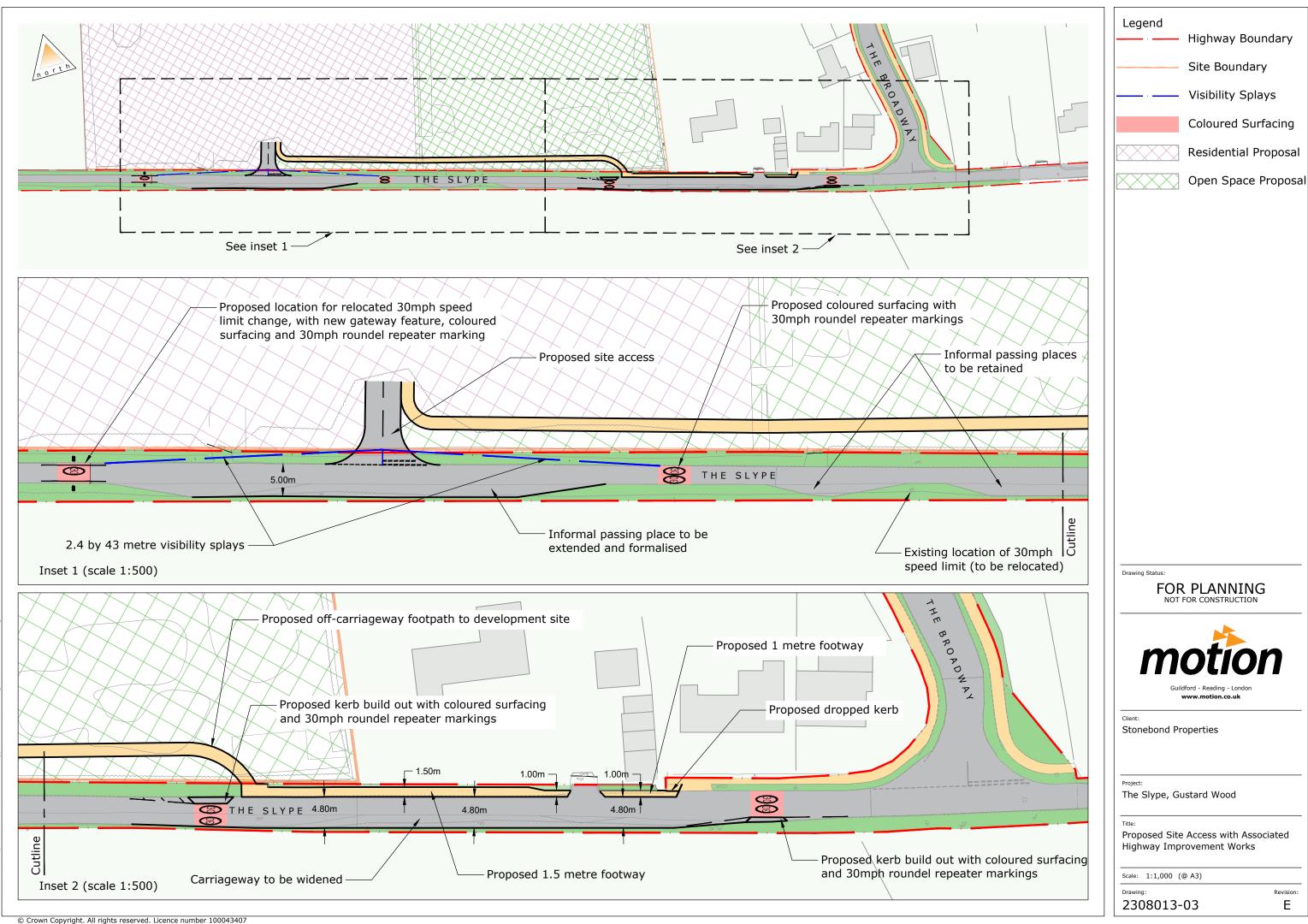
Existing dwellings





Appendix D

Proposed Access Arrangements





Appendix E

Proposed Carriageway Widening



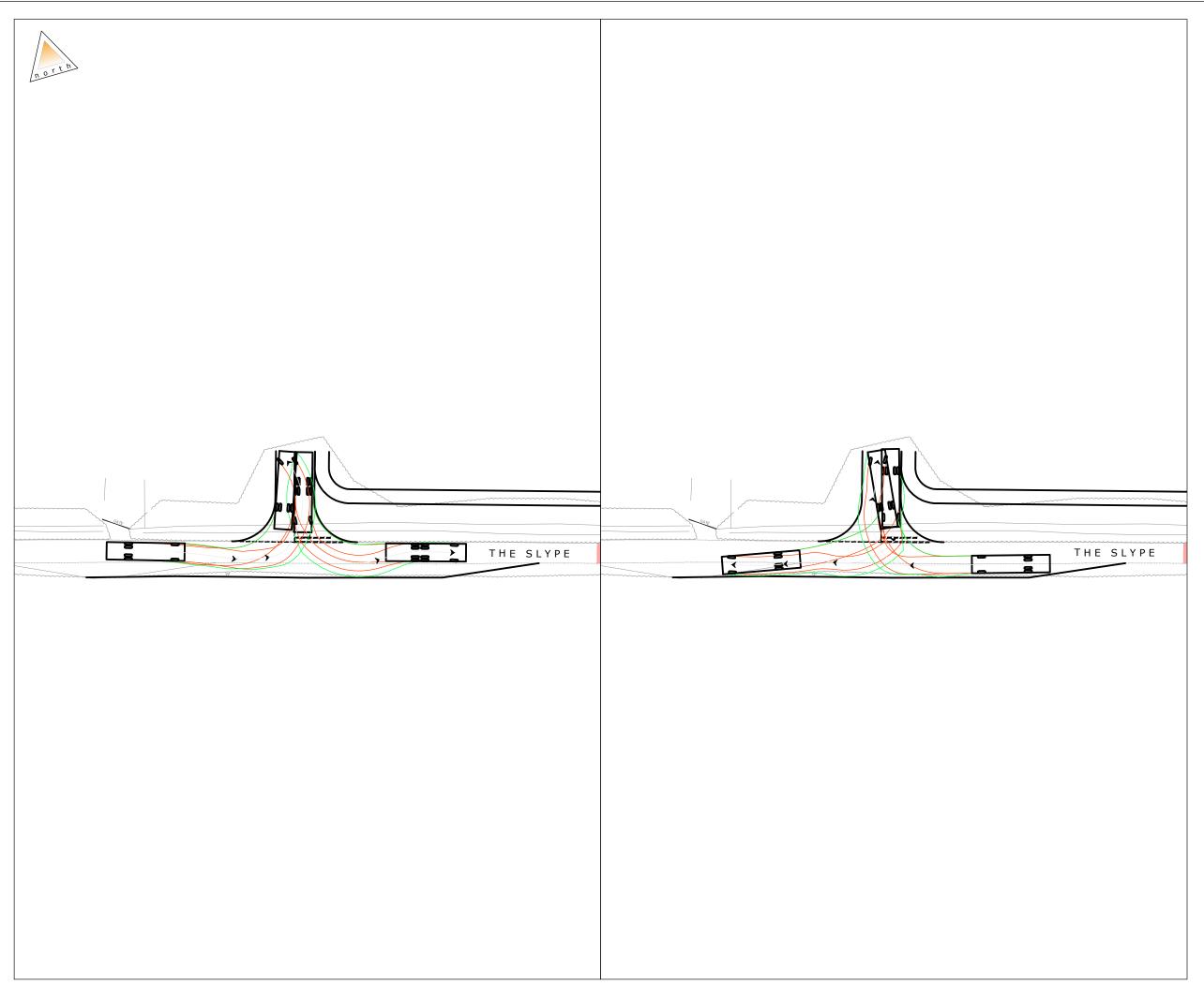
Revision:

Α



Appendix F

Swept Path Analysis – Refuse Vehicle



11.00

Iveco ML 180 (2009)

Width : 2
Track : 2
Lock to Lock Time : 6
Steering Angle : 5

Drawing Status:

FOR PLANNING NOT FOR CONSTRUCTION



www.motion.co.uk

Client:

Stonebond Properties

Project:

The Slype, Gustard Wood

Title:

Swept Path Analysis Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing:

Revision:

2308013-TK01



Appendix G

TRICS Output - Private Houses

Tuesday 29/10/24 Page 1

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-241029-1020

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	_
	WM WEST MIDLANDS	1 days

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

TRICS 7.11.3 300824 B22.1034024303 Database right of TRICS Consortium Ltd, 2024. All rights reserved

Tuesday 29/10/24 Page 2

Motion High Street Guildford Licence No: 734001

Primary Filtering selection:

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

Parameter: No of Dwellings Actual Range: 8 to 42 (units:) Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days Tuesday 2 days Wednesday 1 days Friday 2 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)

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

Selected Location Sub Categories:

Residential Zone 1 Village 5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Tuesday 29/10/24 Page 3

Motion High Street Guildford Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 1 mile:

 1,000 or Less
 1 days

 1,001 to 5,000
 3 days

 10,001 to 15,000
 1 days

 25,001 to 50,000
 1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes 1 days No 5 days

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

PTAL Rating:

No PTAL Present 6 days

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

Motion High Street Guildford Licence No: 734001

LIST OF SITES relevant to selection parameters

1 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY

ROCHESTER ROAD NEAR CHATHAM BURHAM

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 8

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

SC-03-A-10 MI XED HOUSES SURREY

GUILDFORD ROAD

ASH

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 32

Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

3 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK

BURY ROAD KENTFORD

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 38

Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

4 SM-03-A-02 MI XED HOUSES SOMERSET

HYDE LANE

NEAR TAUNTON CREECH SAINT MICHAEL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 42

Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

5 SM-03-A-03 MI XED HOUSES SOMERSET

HYDE LANE

NEAR TAUNTON CREECH ST MICHAEL

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 41

Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

6 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS

OSBORNE ROAD COVENTRY EARLSDON

Neighbourhood Centre (PPS6 Local Centre)

Residential Zone

Total No of Dwellings: 39

Survey date: MONDAY 21/11/16 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Covid
CA-03-A-07	Covid

Motion High Street Guildford Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.07

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	33	0.080	6	33	0.300	6	33	0.380
08:00 - 09:00	6	33	0.140	6	33	0.320	6	33	0.460
09:00 - 10:00	6	33	0.140	6	33	0.180	6	33	0.320
10:00 - 11:00	6	33	0.135	6	33	0.140	6	33	0.275
11:00 - 12:00	6	33	0.115	6	33	0.140	6	33	0.255
12:00 - 13:00	6	33	0.130	6	33	0.140	6	33	0.270
13:00 - 14:00	6	33	0.140	6	33	0.125	6	33	0.265
14:00 - 15:00	6	33	0.170	6	33	0.160	6	33	0.330
15:00 - 16:00	6	33	0.180	6	33	0.155	6	33	0.335
16:00 - 17:00	6	33	0.185	6	33	0.140	6	33	0.325
17:00 - 18:00	6	33	0.310	6	33	0.120	6	33	0.430
18:00 - 19:00	6	33	0.240	6	33	0.125	6	33	0.365
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.965			2.045			4.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 8 - 42 (units:)
Survey date date range: 01/01/16 - 27/03/24

Number of weekdays (Monday-Friday):6Number of Saturdays:0Number of Sundays:0Surveys automatically removed from selection:2Surveys manually removed from selection:2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.07

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	33	0.120	6	33	0.495	6	33	0.615
08:00 - 09:00	6	33	0.290	6	33	0.925	6	33	1.215
09:00 - 10:00	6	33	0.305	6	33	0.375	6	33	0.680
10:00 - 11:00	6	33	0.210	6	33	0.245	6	33	0.455
11:00 - 12:00	6	33	0.165	6	33	0.240	6	33	0.405
12:00 - 13:00	6	33	0.290	6	33	0.310	6	33	0.600
13:00 - 14:00	6	33	0.255	6	33	0.195	6	33	0.450
14:00 - 15:00	6	33	0.270	6	33	0.240	6	33	0.510
15:00 - 16:00	6	33	0.585	6	33	0.435	6	33	1.020
16:00 - 17:00	6	33	0.375	6	33	0.285	6	33	0.660
17:00 - 18:00	6	33	0.665	6	33	0.310	6	33	0.975
18:00 - 19:00	6	33	0.485	6	33	0.245	6	33	0.730
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	4.015			4.300			8.315		

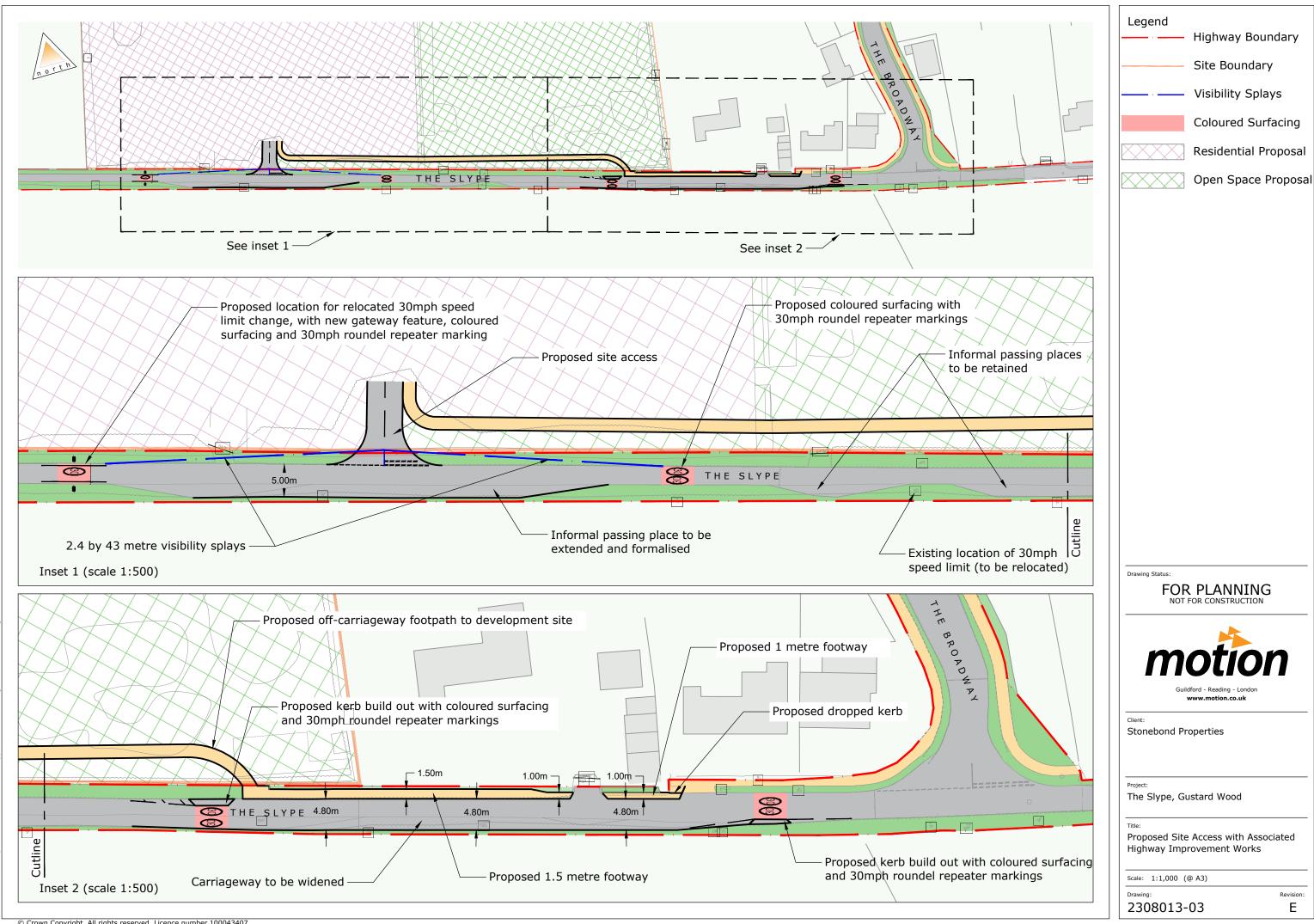
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



Appendix 2

Proposed Access Arrangements





Revision:

Α

