

Project Title
**Hillingdon Water Sports
Facility and Activity Centre**

Report Title
Transport Assessment

Document Reference:
2915/068/002B

Prepared For
London Borough of Hillingdon

Date
November 2023

1 Paris Garden
London
SE1 8ND

T +44 (0)20 3773 7880
E london@robertwest.co.uk
W www.robertwest.co.uk



Consulting Engineers

Registered office: 147A High Street, Waltham Cross, Hertfordshire, EN8 7AP Registered in Cardiff No: 2901674
Robert West Consulting Ltd (trading as Robert West)

Status	Details of Amendments	Date	Checked	Approved
Draft		30/06/2023	AMI	AMI
Final	Minor amendments	11/07/2023	AMI	AMI
Rev A	Minor amendments	21/09/2032	WH	SB
Rev B	Minor amendments	07/11/2023	WH	SB

CONTENTS

CHAPTER		PAGE
	EXECUTIVE SUMMARY	1
1.0	INTRODUCTION	4
2.0	TRANSPORT PLANNING FOR PEOPLE	7
3.0	SITE AND SURROUNDINGS	12
4.0	ACTIVE TRAVEL ZONE	28
5.0	LONDON WIDE NETWORK	38
6.0	CONSTRUCTION	49
7.0	CONCLUSION	50

APPENDICES

APPENDIX A – PROPOSED MASTERPLAN

APPENDIX B – PTAL REPORT

APPENDIX C – TRAFFIC SURVEY RESULTS

APPENDIX D – ACCESS DESIGN GENERAL ARRANGEMENT AND SWEPT PATH ANALYSIS

APPENDIX E – STAGE 1 RSA + DESIGNERS' RESPONSE

APPENDIX F – OPERATIONAL SWEPT PATH ANALYSIS

APPENDIX G – HEALTHY STREETS ASSESSMENTS MAPS

APPENDIX H – JUNCTION CAPACITY ASSESSMENT

EXECUTIVE SUMMARY

- I. This Transport Assessment (TA) has been prepared by Robert West on behalf of the London Borough of Hillingdon (LBH) to support a full planning application for development at Broadwater Lake, Harefield following the permanent closure of the former Hillingdon Outdoor Activity Centre (HOAC) at Dews Lane, Harefield. Once relocated the collective facilities at Broadwater Lake will be known as Hillingdon Water Sport Facility and Activity Centre (HWSFAC) and will be managed by LBH.
- II. Development proposals comprise buildings to provide an outdoor activity centre with a water based sailing and rowing area, associated car parking, landscaping and improvements to the site access junction and access road from Moorhall Road.
- III. The site falls within the Mid Colne Valley Site of Specific Scientific Interest (SSSI). It is predominantly rural in nature, remotely located to the south of Harefield, and near the border of Greater London and Buckinghamshire. The site is bound by the Grand Union Canal to the east, Moorhall Road to the south and the River Colne to the north and west.
- IV. The existing site is predominately occupied by Broadwater Sailing Club (BSC) and Gerrards Cross and Uxbridge District Angling Society (GXUDAS). A number of other users have interest in the site, but do not permanently occupy the site and only use the site on an ad-hoc basis.
- V. Current pedestrian and vehicular access is from a private access road via Moorhall Road to the south of the site. There are currently no footways or street lighting present on the access road. Additional users also have access rights from the site access road. These include GRS Bagging, a construction material wholesaler, Harleyford Aggregates, a sand and gravel supplier, residents of formal and semi-formal residential dwellings.
- VI. The site has a Public Transport Accessibility Level (PTAL) of 1a indicating it has very poor access by public transport to the site. Despite this, there are bus stops providing three east and westbound services per hour, located 50m to the west of the site access junction on Moorhall Road. Walking routes within the vicinity of the site are adequate but there is a lack of cycle infrastructure in the area. Despite this, routes within the vicinity of the site are still considered to be suitable to encourage active travel modes to the site.
- VII. Personal injury accident (PIA) data has been reviewed within the vicinity of the site. A total of four slight accidents occurred during the study period. No serious or fatal accidents occurred. Analysis of the accidents concluded there were no specific patterns of accident causation.
- VIII. An Active Travel Zone (ATZ) assessment was carried out within the vicinity of the site in line with

Transport for London (TfL) guidance and a Healthy Streets approach. The main issue identified from the ATZ assessment was the poor quality and lack of footway provision on the site access road. This is considered to be the biggest barrier to encourage active travel by users of HWSFAC. Improvements to the site access junction and road included as part of development proposals address the barriers to preventing active travel on the site access road. A number of other minor issues were also identified along the assessed ATZ key routes including a lack of pedestrian crossings and poorly maintained footways at sections. Despite the lack of crossings, the pedestrian crossings that are provided are along key pedestrian desire lines. Other minor issues observed as part of the ATZ neighbourhood key routes assessment are considered not to have a direct impact on the proposed development and would not discourage users to travel by sustainable modes to/ from the development.

- IX. Improvements to the site access road include resurfacing the road, providing a new dedicated pedestrian footway, new street lighting and introduction of a 20mph speed limit. The access road is currently in private ownership. The road has been designed to a LBH adoptable standard and it is intended that for LBH to adopt the road. LBH have proposals to implement Traffic Management Orders (TMOs) in due course subject to planning approval.
- X. The access proposals have been subject of a Stage 1 Road Safety Audit (RSA). A designers' was provided and the auditor has confirmed acceptance of the designers response.
- XI. A total of 83 car parking spaces are provided as part of development proposals. This is largely formalisation of existing parking on-site with the addition of operational parking requirements for HOAC. Electric Vehicle Charging Points (EVCP) provision, cycle parking and accessible parking are provided in line with minimum requirements set within the London Plan and LBH Local Plan.
- XII. The trip assessment concludes that development proposals will produce 39 daily arrival and departure trips will be produced between Monday and Friday during the summer peak season. Maximum daily trips will be produced on a on a Wednesday when the HOAC rowing club hold sessions. Of the anticipated maximum 39 daily vehicle trips, up to 31 vehicles trips will occur during the morning network peak and up to 17 vehicle trips during the afternoon network peak. During the weekend, up to 40 vehicle trips are anticipated. Trips will occur at ad-hoc times throughout the day depending on activity start and finish times during weekend sessions. During the off-peak season up to 16 vehicle trips are expected daily during a typical day. On Wednesday when the HOAC rowing club operate a total of 30 vehicle trips are anticipated.
- XIII. Careful consideration has been taken to mitigate development impacts through design. Design features aimed at mitigating transport impacts include provision of a new access road with a dedicated footway and pedestrian access. Parking provision to balance requirements for parking with the need to encourage sustainable travel and reduce impact of overspill parking on the local highway network. To address any further residual impacts development proposals are supported

by a Travel Plan (TP), Delivery and Servicing Plan (DSP), Parking Design and Management Plan (PDMP) and a detailed Construction Logistics Plan (CLP).

- XIV. This TA demonstrates that the transport impact of the development can be mitigated. It is considered to be in accordance with planning policy at government, regional and local levels. It should be considered acceptable in transport and highways terms on that basis.

1.0 INTRODUCTION

- 1.1 Robert West has been appointed to provide transport planning and highways advice in relation to the proposed permanent relocation of the former HOAC to a site at Broadwater Lake, Harefield, LBH (hereafter referred to as 'the site'). BSC and Gerrards Cross and Uxbridge District Angling Society currently use the Broadwater Lake amenity.
- 1.2 Following the relocation of HOAC, the collective facilities at Broadwater Lake will be known as HWSFAC and will be managed by LBH.
- 1.3 The site location is illustrated in Figure 1.1.



Figure 1.1: Site location

- 1.4 The site is rural in nature and is located to the south of Harefield on the outskirts of Greater London. The site falls within the Mid Colne Valley SSSI. The site is bound by the Grand Union Canal to the east, Moorhall Road to the south and the River Colne to the north and west. The site is accessed from Moorhall Road to the south of the site.

Development proposals

- 1.5 HOAC is a registered Youth Educational Charity providing outdoor and environmental education for the whole community but with priority given to young people and those who are disadvantaged or disabled.
- 1.6 Development proposals comprise the permanent relocation the former HOAC from its previous site location at Dews Lane, Harefield to the proposed site at Broadwater Lake. This is following the permanent closure of HOAC operations at the Dews Lane site due High Speed Two (HS2) proposals passing directly through the existing site.
- 1.7 The development description is included below:

“Redevelopment of the site to create the Hillingdon Water Sports Facility and Activity Centre including demolition of existing Broadwater Lake Sailing Club (BSC) clubhouse at the north of the lake and erection of a building to be occupied by HOAC and BSC including changing facilities, meeting rooms, storage, Workshop and seasonal worker accommodation (sui generis), activity shelters; installation of pontoons and concrete slipways; boat shed; equipment storage huts (north of lake and at entrance); boat parking and racking areas; camping area; outdoor activity areas; ecological enhancement throughout the site; new pedestrian routes through the peninsula; landscaping including new woodland, dense vegetation screens and boundary treatment; new access and access road; localised dredging and land reclamation; relocation of existing sailing area and creation of floating and fixed islands within the lake; coach drop off and turning area; vehicle parking; cycle parking; and associated works.”

- 1.8 The site masterplan is attached at Appendix A.
- 1.9 The total site area is 79.95 hectares and there is 150 sqm gross internal area (GIA) of existing floorspace that is to be demolished. A total of 4,274 sqm (GIA) of floorspace is proposed.
- 1.10 The provision of HWSFAC at the Broadwater Lake site is an amalgamation of HOAC, BSC and GXUDAS all of which are existing operators at the site. Operations are not expected to change or expand as part of the development proposals.

Purpose of the report and pre-application consultation

- 1.11 This TA reviews the existing transport and highway conditions in the vicinity of the site and the surrounding area, identifies the transport and highway impacts, determines whether the proposal would have a material impact on local transport networks and outlines any mitigation measures necessary to address the impacts identified.
- 1.12 Development proposals have undergone extensive pre-application consultation with key stake holders including Natural England, the Greater London Authority (GLA), LBH as well as adjacent users and residents through public consultation. Details of this exercise are included within the submitted Planning Statement.

1.13 This TA has been prepared in accordance with the scope discussed and agreed with the aforementioned consultees at pre-application stage. The aspects discussed and agreed included the following:

- i. A full Healthy Streets TA should be undertaken. This should include an ATZ assessment, the scope of which should be agreed with TfL prior to being undertaken.
- ii. Operational data where possible should be used to undertake a robust assessment to determine the number of trips the site will generate.
- iii. The proposed development should seek to connect, and where possible, enhance the existing active travel network.
- iv. A detailed CLP has been requested to be submitted as part of the planning application.
- v. A TP, DSP, PDMP to be prepared alongside the TA to support the planning application.

Report structure

- i. Section 2.0 provides an overview of the development proposals including the existing and proposed users of the Broadwater lake site. Details of when and why users will travel to the site are provided.
- ii. Section 3.0 describes the existing Broadwater Lake site conditions, the surrounding public realm, accessibility of the site, analysis of traffic surveys and PIA data. Details of improvements to access arrangements, on-site or nearby public realm, parking, delivery and servicing and emergency vehicle access as part of development proposals are also included.
- iii. Section 4.0 summaries a review of the ATZ within the site.
- iv. Section 5.0 presents the outcome of the trip assessment, details of design solutions to mitigate development impacts and supporting documents to further mitigate development impacts.
- v. Section 6.0 outlines the construction documents produced to support the full planning application.
- vi. Section 7.0 outlines the conclusions of this report.

2.0 TRANSPORT PLANNING FOR PEOPLE

- 2.1 This section provides an overview of the development proposals including the existing and proposed users of the Broadwater Lake site. Details of when and how users will travel to the site are provided.

Proposal overview

- 2.2 Development proposals located at Broadwater Lake, Harefield to accommodate HOAC following permanent closure of operations at the former Dews Lane, Harefield site due to HS2 proposals passing directly through the site.
- 2.3 Proposals comprise buildings to provide an outdoor activity centre with water based sailing and rowing area, associated car parking and landscaping. Additionally, improvements to the site access junction and access road from Moorhall Road are proposed. Further highways and transport details of the development are included in Section 3.0 of this TA.
- 2.4 New facilities will be provided for HOAC, BSC and GXUDAS. Collectively the development will be known as HWSFAC and will be managed by LBH. Operations are not expected to change or expand as part of the development proposals.

Existing users

- 2.5 The site is currently occupied and used by BSC and GXUDAS. BSC are inland sailing club founded in 1972 that accommodate junior to senior members. A large proportion of BSC members are families. BSC operate 365 days per annum, however club events do not occur daily and are subject to seasonal variance.

Broadwater Sailing Club

- 2.6 BSC members are permitted to sail all year round from one hour after dawn to one hour before dusk. Informal sailing occurs on an ad-hoc basis with typically up to 10 members on-site at a time.
- 2.7 BSC predominately operate on Wednesday, Saturday and Sunday when weekly race and sailing events are held.
- 2.8 On Wednesday afternoons during the summer peak months (from April to September), informal races start at 17:00 and an evening race series start at 19:00. Typically 45 members attend the informal races and 60 members attend the evening race series. Some members are expected to attend both sessions staying on-site throughout this period.
- 2.9 During off-peak months (from October to March), Wednesday informal races start at 11:00 and

are often followed up by a members lunch. Typically 60 members attend these sessions.

- 2.10 On Saturday afternoons, junior and family sailing sessions are held between 12:00 and 18:00. These sessions occur during the summer peak months only and typically 100 members attend these sessions. Members that attend the Saturday afternoon sessions are predominately families
- 2.11 Sunday morning sailing race series are held between 08:30 and 14:00. Sunday race series are held all year round and typically 60 users attend these events.
- 2.12 BSC weekly activities are standard events held where only a proportion of BSC members attend. Given the remote location of the site and limited opportunity to travel by public transport, BSC users predominately travel to the site by car. These trips mostly occur during off-peak network hours.
- 2.13 During typical weekly events some users are expected to travel together in the same vehicle, particularly friends and family members. This occurs especially during Saturday junior and family sessions.
- 2.14 BSC also hold larger regattas and open events on Saturdays and Sundays (and occasionally bank holidays) approximately four to six times a year. These are all day events where a larger number of BSC members attend; usually in large family and friend groups, with up to 150 members attending.
- 2.15 During the regatta and open events, car occupancies can be expected to be higher as these full day events are targeted at families and friends. These events would typically attract a higher proportion of taxi trips which would not generate demand for parking.
- 2.16 No staff members are employed by BSC and activities are member led.

Gerrards Cross and Uxbridge District Angling Society

- 2.17 GXUDAS are an angling club that operate within Colne Valley. Broadwater Lake is included as one of their member only fisheries. There are eight fishing pitches located at Broadwater Lake and typically night fishing occurs. Members are permitted to fish for a maximum of 72 hours consecutively.
- 2.18 GXUDAS users typically travel to site by vehicle modes. This is because they are transporting angling and camping equipment to stay and fish on-site for up to 72 hours.

Additional users

- 2.19 It is noted the following parties also use the Broadwater Lake site on an infrequent ad-hoc basis:

- i. Hertfordshire and Middlesex Wildlife Trust.
- ii. Canal and River Trust.
- iii. Emergency access for Blackjack's Mill.
- iv. HS2 ecological mitigation strategy (temporary use).

2.20 Blackjack's Mill is a small café located to the north of the site and is primarily accessed by a canal bridge crossing the Grand Union Canal. The canal bridge has a 5 tonne weight limit therefore emergency vehicle access for vehicles greater than 5t are required to access the site from the track that runs through the east of the site (via Moorhall Road).

2.21 The users above are expected to travel to the site by vehicle modes. Limited trips are produced by these users on an ad-hoc basis, mostly occurring outside of the network peak hours.

Proposed users

HOAC

2.22 HOAC is proposed to relocate to the Broadwater Lake site as part of the HWSFAC development proposals.

2.23 HOAC is a registered Youth Educational Charity providing outdoor and environmental education for the whole community but with priority given to young people and those who are disadvantaged or disabled. HOAC users predominately include school and other educational groups of children ranging from ages eight to 18.

2.24 Demand, travel behaviour and origin of trip locations for HOAC at the Broadwater Lake site is expected to remain in line with previous HOAC operations The Broadwater Lake site is located approximately 1.5km to the northwest of the former HOAC site at Dews Lane, Harefield

2.25 Origin of trip data provided by HOAC indicates that trips predominately will be from within the LBH, surrounding counties and London Boroughs. It is noted that some demand from wider areas is anticipated, however this is expected to be relatively low.

2.26 HOAC is expected to generate travel demand for users all year round with seasonal variation. Peak use will be across summer months from April to September. Off-peak use will be from October to March. Peak use across summer months will generate considerably more demand than use during the off-peak months.

2.27 During summer peak months most demand will be from school children or other educational groups. A maximum of 200 children will travel to the site daily (Monday to Friday). The nature of

HOAC operations being targeted towards large groups of users, particularly educational groups means that users will be children will mostly travel in large groups by coach from one starting destination such as a school or college.

- 2.28 Some children that live locally or have special requirements dropped off and collected by parents/ carers. There is opportunity for users that live locally to walk to use public transport to travel to the site. Users with special educational needs and disabilities will be dropped off and collected by minibus. Minibuses will stay on-site all day.
- 2.29 Group transport by coach or minibus will be organised by the groups travelling to HWSFAC. Users will need to confirm their time of arrival with HOAC. HOAC members of staff will meet group users by the coach drop-off and collection area adjacent to the main building.
- 2.30 Users will typically arrive during the morning depart in the evening. Trips will be made during the typical network peak hours (08:00-09:00 and 17:00-18:00). It is anticipated some groups will camp at the site overnight but they are still expected to arrive and depart during typical network peak hours.
- 2.31 A rowing club as part of HOAC will also operate on Wednesday mornings all year round starting early mornings prior to 08:30. Approximately 16 to 20 users will attend these sessions Users. are anticipated to arrive and depart in the early morning, mostly producing trips outside of the network peak hours.
- 2.32 Demand for HOAC during the summer peak months will also occur during the weekend. Activities on the weekends will be scaled back with sessions accommodating approximately 30-40 users on these days. During the weekend children are expected to be dropped off and collected by car by parents/ carers as users typically range from ages eight to 18. There is opportunity for some HOAC users to travel to the site on foot or by public transport.
- 2.33 Eight permanent staff and 12 seasonal staff will be employed by HOAC during the summer peak months. Seasonal staff are anticipated to be young adults or students that will reside on-site between April to September. Permanent staff will arrive and depart the site within typical network peak hours. A small number of staff are expected to be required on-site during the weekends. Seasonal staff will be permitted to stay on-site over the weekend.
- 2.34 During off-peak months HOAC will remain operational daily between October to March but will operate at a smaller scale. Sessions will be held daily throughout the day and will typically accommodate eight to 10 visitors that are anticipated to arrive by car. Approximately four staff will be on-site at once and shift work is anticipated during the off-peak season. Permanent staff are expected to travel to the site by car.
- 2.35 Trips during the off-peak season are mostly expected to occur outside of the network peak hours,

but it is acknowledged some trips may occur during the network peak hours.

2.36 A detailed trip assessment has been undertaken and the results are presented in Section 5.0.

3.0 SITE AND SURROUNDINGS

- 3.1 This section describes the existing Broadwater Lake site conditions, the surrounding public realm, accessibility of the site, analysis of traffic surveys and PIA data. Details of improvements to access arrangements, on-site or nearby public realm, parking, delivery and servicing and emergency vehicle access as part of development proposals are also included.

The site location and surrounding area

- 3.2 The site is located at Broadwater Lake, Harefield within LBH. The site is predominantly rural in nature and is remotely located to the south of Harefield, near the border of Greater London and Buckinghamshire. The site is bounded by the Grand Union Canal to the east, Moorhall Road to the south and the River Colne to the north and west.
- 3.3 The site location is illustrated in Figure 1.1.
- 3.4 The site is currently occupied by BSC and GXUDAS. It is noted there are a number of other users who have interest in the site, but do not permanently occupy the site or use the site on an ad-hoc basis as identified in Section 2.0.

Accessibility by walking, cycling and public transport

Walking

- 3.5 The pedestrian routes and facilities in the immediate vicinity of the application site are of mixed quality. The site access road leading to the site is paved with asphalt but is often covered in mud and dirt. No footways or street lighting are provided on the site access road. There are public footpaths that provide access to the site. These include the Grand Union Canal towpath to the east of the site, connecting to the Colne Valley trail and the Hillingdon trail.
- 3.6 The pedestrian routes within the wider area are in good quality and condition. The footways range in widths from approximately 1.2m to 2.5m wide. At the existing site access on Moorhall Road there is a dropped kerb crossing with tactile paving. There are footways present on both sides of Moorhall Road except for the north side of the carriageway, west of the site access. Street lighting is present at regular intervals on the surrounding roads and streets.

Cyclists

- 3.7 National Cycle Network (NCN) route six runs directly east of the site along the Grand Union Canal towpath. The route is predominantly traffic-free, passing through Uxbridge, West Hyde, Watford, Luton, Nottingham and Manchester and ultimately connects London and Lake District.
- 3.8 There are no designated local cycle routes within the vicinity of the site.

Buses

- 3.9 The nearest northbound and southbound bus stops are located on Moorhall Road, approximately 50m (less than a minute walk) to the southeast of the site access and are served by the 331 bus route.
- 3.10 Additional bus stops are located on Harvil Road approximately 635m and 785m (eight to 10 minute walk) to the east of the site that are served by the U9 bus route.
- 3.11 A summary of the local bus services in the network peak hours are included in Table 3.1.

Bus routes	Destination	Hourly frequency
331	Belmont Road	3
	Ruislip Station	3
U9	Harefield Hospital	2-3
	Belmont Road	2-3

Table 3.1 Summary of bus services

- 3.12 There are a minimum of five bus services per hour travelling in each direction.

National rail

- 3.13 The nearest National rail station to the site is Denham station which is located approximately 1.2km to the southwest of the site. Denham station is served by Chiltern Railways. Typical Monday to Friday services includes one train per hour to London Marylebone and one train per hour to Gerrards Cross.

London Underground

- 3.14 The nearest London Underground stations to the site are Ickenham and West Ruislip which are located approximately 4km to the southeast of the site, approximately an 11 minute drive or 20 minute cycle. Ickenham station is the penultimate stop to the terminus of the Uxbridge branches of both the Metropolitan and Piccadilly line. West Ruislip station provides services towards Epping, Hainault and Woodford via Newbury Park.
- 3.15 Uxbridge station is located 4.5km to the south of the site. Bus service 311 and U9 provide a direct connection from Uxbridge station to the site. Journey time is approximately 14 minutes.

Public Transport Accessibility Level (PTAL)

- 3.16 A PTAL assessment of the site was undertaken using the TfL WebCAT database. The PTAL

value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (i.e. very poor) and 6a is the highest level of accessibility (i.e. excellent).

- 3.17 The site has a PTAL rating of 1b indicating it has very poor access to the site by public transport. The PTAL map is shown in Figure 3.1 and the PTAL report is attached at Appendix B.

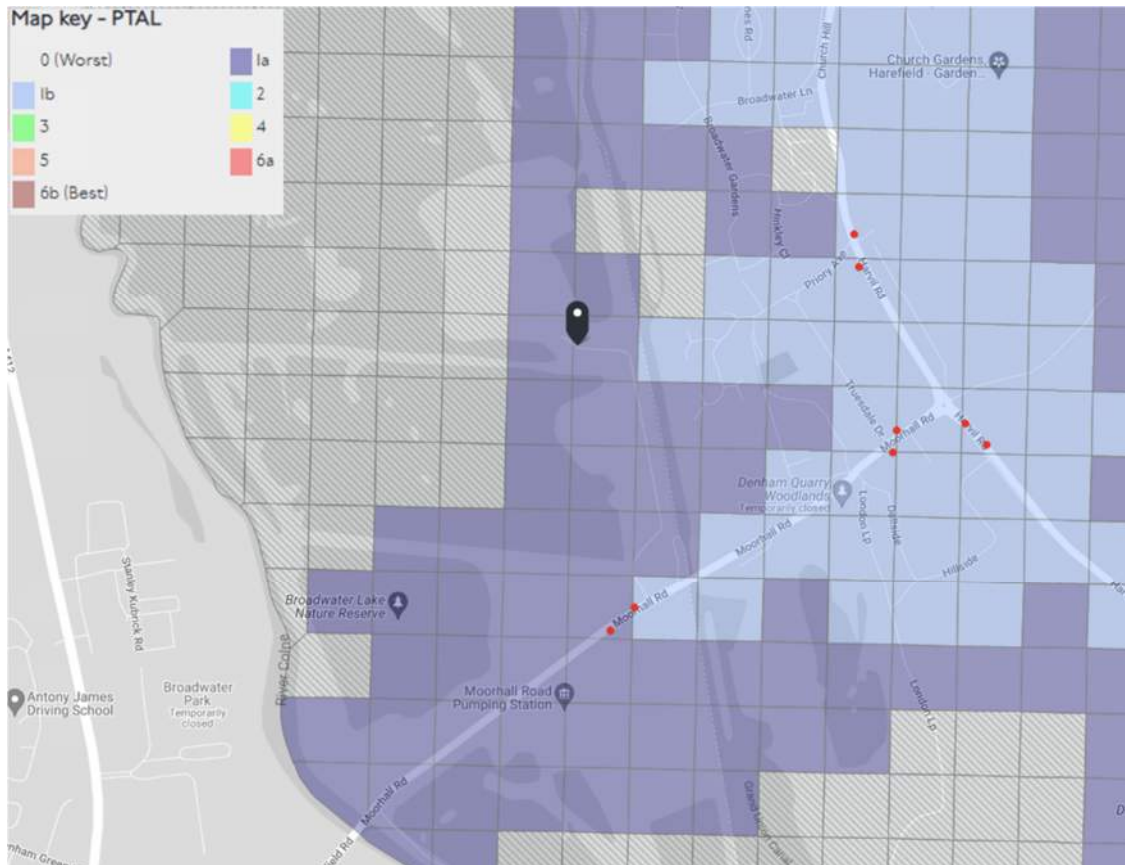


Figure 3.1: PTAL assessment

Local highway network

- 3.18 Moorhall Road is a two-way single carriageway subject to a 30mph speed limit at the site access located to the south of the site. The speed limit transitions into a 40mph speed limit approximately 180m west of the site access. Moorhall Road runs from the roundabout to the northeast of the site to the southwest of the site where the road transitions into Moorfield Road.
- 3.19 Within the immediate vicinity of the site along Moorhall Road there are double yellow line markings on both sides of the carriageway and central hatching in the middle of the carriageway. Additionally, there is a bus stop directly east of the site access road. There are no additional parking restrictions on Moorhall Road within the vicinity of the site.

Personal injury accident data

- 3.20 In order to establish highway safety conditions on the local highway network within the vicinity of the site, PIA data for the surrounding area has been obtained from TfL for the most recent 36

month period available ending October 2022.

- 3.21 Figure 3.2 illustrates the study area within the vicinity of the site and the accidents that occurred during this period.

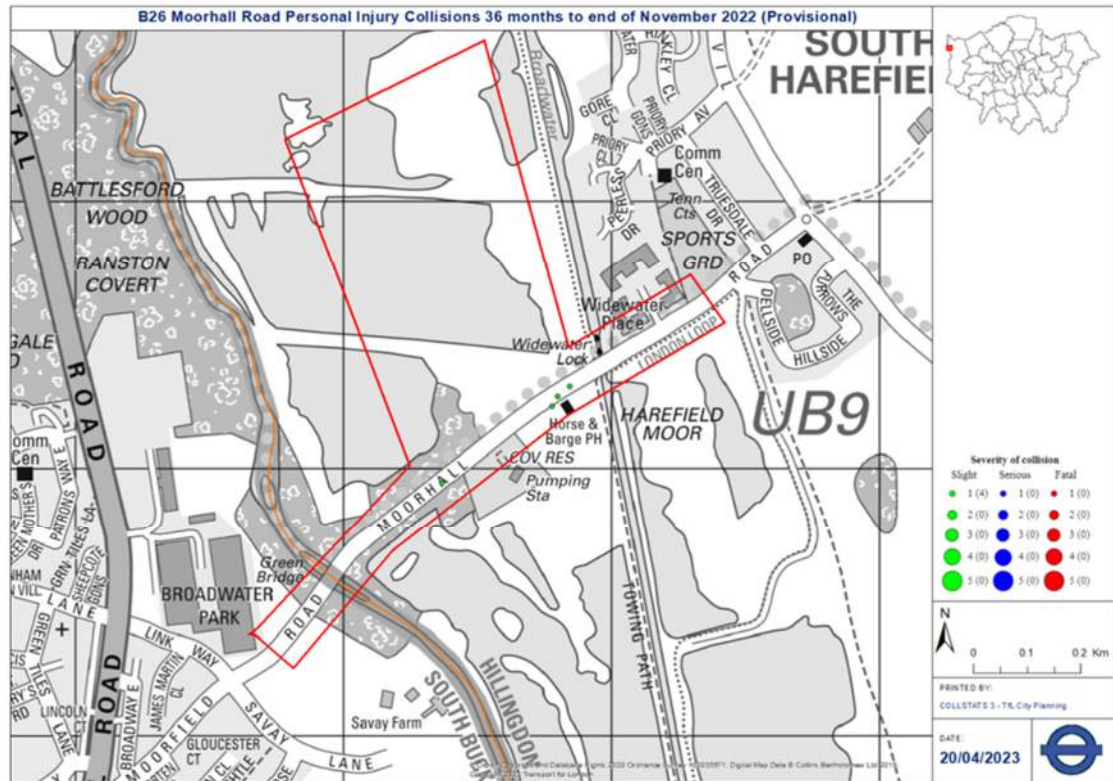


Figure 3.2: Accident study area

- 3.22 Table 3.2 provides a summary of the personal injury accidents that occurred within the study area.

Severity	Years				Total
	2019	2020	2021	2022	
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	0	1	2	1	4
Total	0	1	2	1	4

Table 3.2: Accident data summary

- 3.23 The accident summary indicates four slight accidents occurred over the study period and no serious or fatal accidents.

- 3.24 Three of the four accidents are observed to have occurred within the vicinity of the junction with site access road on Moorhall Road as illustrated in Figure 3.3. As this road provides access to

the site, these three accidents have been further examined to establish whether there are any specific patterns attributing to the cause of the accidents.

- i. A slight accident occurred on Moorhall Road, 480m west of the junction with Truesdale Road on Saturday 17th April 2021 at 14:20. The accident involved a collision of a car and a cyclist. The cyclist sustained slight injuries. It was reported that the accident occurred when the road was dry and the weather was fine. It is unknown how the collision occurred. Factors attributing to the accident include the cyclist “failed to look properly” and the “road layout (e.g. bend, winding road, hill crest)”.
- ii. A slight accident occurred at private drive near the junction with Broadwater Lock Grand Union Canal on Saturday 14th of August 2021 at 19:05. The accident involved three cars and slight injuries were sustained by a front seat of one of the vehicles. It was reported that the accident occurred when the road was dry, and the weather was fine. The cause of the collision is unknown.
- iii. A slight accident occurred on a location uncertain, assumed to be Moorhall Road, 30m to the north of the junction with Moorhall Road on Friday 11th of November 2022 at 18:00. It was reported that the accident occurred when the road was dry, and the weather unknown. The accident involved a collision of two cars and one driver sustained slight injuries. The cause of the collision is unknown.

3.25 After the further analysis of the accidents, it was concluded that there were no specific patterns of accident causation could be drawn. In addition, two of the three accidents occurred outside of hours when trips are expected to be generated by the development.

3.26 It is therefore not considered that there is an existing road safety issue resulting from network conditions within the study area.

Traffic surveys

Automatic traffic counts

3.27 Automatic traffic counts (ATC) surveys were undertaken for a seven-day period from Tuesday 3rd August 2021 to Monday 9th August 2021 in order to understand traffic volume and 85th percentile vehicle speeds on Moorhall Road and the site access road. Traffic surveys were undertaken in August to try and capture peak use of the existing users at Broadwater Lake. ATCs were implemented on the site access road and Moorhall Road, to the east and west of the site access junction as illustrated in Figure 3.3.



Figure 3.3: Indicative ATC locations

3.28 Table 3.3 summaries 24 hour daily average 85th percentile vehicle speeds (mph) recorded on the site access road and Moorhall Road. The full ATC survey results are attached at Appendix C.

Direction	ATC Location		
	ATC A	ATC B	ATC C
Eastbound	38.4	N/A	34.8
Westbound	38.1	N/A	33.8
Northbound	N/A	13.3	N/A
Southbound	N/A	12.2	N/A

Table 3.3: 24 hour daily average 85th percentile speeds (mph)

3.29 ATC surveys indicate that 24 hour daily average 85th percentile speeds recorded were in excess of the 30mph speed limit on Moorhall Road. The highest 24 hour daily 85th percentile speed was 38.4 mph recorded at ATC A by eastbound travelling vehicles. Both eastbound and westbound 24 hour daily average 85th percentile speeds were recorded to be higher at ATC A compared to ATC. This is likely due to the change in speed limit to 40mph to at approximately 180m to the west of the site access on Moorhall Road. Despite the speeds recorded in excess of the 30mph speed limit, no safety concerns have been raised during multiple site visits.

3.30 No issues with 24 hour daily average 85th percentile speeds recorded on the site access road have been identified. This is in line on-site observations taken at the site access road with vehicles

observed to be travelling appropriate speeds.

- 3.31 Table 3.4 summaries 24 hour daily average traffic flows recorded on the site access road and Moorhall Road. The full ATC survey results are attached at Appendix C.

Direction	ATC Location		
	ATC A	ATC B	ATC C
Eastbound	3735	N/A	3444
Westbound	4038	N/A	3529
Northbound	N/A	140	N/A
Southbound	N/A	150	N/A

Table 3.4: 24 hour daily average traffic flows

- 3.32 ATC surveys indicate that 24 hour daily average traffic flows recorded travelling eastbound on Moorhall Road were between 3444 and 3735. 24 hour daily average traffic flows recorded travelling westbound on Moorhall Road were between 3529 and 4038. Traffic flows recorded on Moorhall Road were observed to be higher travelling westbound than eastbound. This is most likely due to users accessing the wider strategic road network including the A40, M40 and M25.
- 3.33 24 hour daily average traffic flows recorded on the site access road were 140 vehicles travelling northbound and 150 vehicles travelling southbound. Daily traffic flows observed on the site access account for trips produced by users of the existing Broadwater Lake site and adjacent operators that have rights via the site access road. Overall low volumes of traffic on the site access were observed that indicate no initial signs of junction capacity problems.

Manual classified counts

- 3.34 Manual Traffic Counts (MCC) surveys were undertaken on Tuesday 3rd August 2021 between 07:00 and 10:00 in the morning period and between 16:00 and 19:00 in the afternoon period to assess network peak traffic volume at the site access road from Moorhall Road. MCC surveys Similar to the ATC surveys, MCC surveys were undertaken in August to capture peak use of the existing users at Broadwater Lake. The full MCC survey results are attached at Appendix C.
- 3.35 Table 3.5 summarises the total morning period traffic counts split into cars/ LGVS and Ordinary Goods Vehicles (OGV) 1 and 2. recorded at the junction of the site access road and Moorhall Road.

Vehicle movements	07:00-10:00		Total	16:00-19:00		Total
	Car/ LGV	OGV 1/2		Car/ LGV	OGV 1/2	
Movement A (Right in)	6	4	10	2	0	2
Movement D (Left in)	5	14	19	4	4	8
Movement E (Right out)	2	11	13	12	0	12
Movement F (Left out)	5	3	8	13	4	17

Table 3.5: MCC survey results

- 3.36 During the morning survey period a total of 29 vehicles entered the site access. Of these 29 vehicles, 18 were HGV. During the morning survey period a total of 21 vehicles egressed the site access. 14 vehicles were observed to be OGVs.
- 3.37 During the afternoon survey period a total of 10 vehicles entered the site access. Of these 29 vehicles, four were HGV. During the morning survey period a total of 29 vehicles egressed the site access. Four vehicles were observed to be OGVs.
- 3.38 Overall survey results indicate heavier use of the site access during the morning compared to the afternoon. A larger proportion of vehicles during the morning survey period were observed to be HGVs. These vehicle movements are thought to be associated with GRS Bagging and Harleyford Aggregates that are located along the site access road.
- 3.39 The majority of vehicles that used the site access were travelling to and from the west of the site access towards Denham during both survey periods.

Site access

Existing site access

- 3.40 Current pedestrian and vehicular access is from a private access road via Moorhall Road to the south of the site. There is a short right turn pocket present on Moorhall Road as illustrated in Figure 3.4. There are currently no footways or street lighting provided and poor drainage results in flooding in areas of the access road.



Figure 3.4 Right hand turn pocket on Moorhall Road.

- 3.41 The access road currently varies from approximately 4.5m to 6.5m in width. The access road is surfaced with asphalt for approximately 400m until a gated access point and a barrier restricting access for BSC members only to the dirt track as shown in Figure 3.5.



Figure 3.5: End of site access road

- 3.42 Further north of the barrier the access road transitions into a gravel track providing access to the woodland area to the southeast of Broadwater Lake.
- 3.43 The barriered access illustrated on the right in Figure 3.5 provides access to the north of Broadwater Lake where existing BSC operations occur.
- 3.44 Visitors of BSC are currently required to make prior arrangements with the membership secretaries of the clubs or call the clubhouse when they arrive at the barrier.
- 3.45 Adjacent users to the site have rights of access along the site access road. These include GRS Bagging, a construction material wholesaler, Harleyford Aggregates, a sand and gravel supplier and residents of formal and semi-formal residential dwellings.

Proposed access improvements

- 3.46 Access for pedestrians, cyclists and vehicles will continue to take place from the site access road and the junction on Moorhall Road to the south of the site. Development proposals include improvements to the existing priority junction and access road. The access design general arrangement is attached at Appendix D.
- 3.47 The access improvements include:
 - i. Introduction of a 20mph limit.
 - ii. Introduction of a 2m wide footway on the western side at the beginning of the access road. This continues as a 2m wide single footway on the eastern side of the access road for the remaining length of the road. A dropped kerb crossing with tactile paving is proposed when the eastern footway stops and the western footway begins.
 - iii. New road surfacing.
 - iv. New street lighting.

- 3.48 The access road is currently in private ownership. The road has been designed to a LBH adoptable standard and it is intended that for LBH to adopt the road. LBH have proposals to implement TMOs in due course subject to planning approval.

Stage 1 Road Safety Audit

- 3.49 The access proposals have been subject of a Stage 1 RSA. The audit report and a designers' response is attached at Appendix E of this report. The auditor has confirmed acceptance of the designers' response. The acceptance letter is also included at Appendix E.

Parking arrangements

- 3.50 The existing site currently has no formal parking arrangements. Existing informal parking occurs on hardstanding towards the south of the site for approximately 45 vehicles. It is understood that up to 20 vehicles park on a regular basis when the facilities are in use by members. BSC members also park adjacent to the sailing facilities to the north of Broadwater Lake. There is approximately space for a further 35 vehicles to park in this area.
- 3.51 No dedicated cycle parking is currently provided.

Proposed parking improvements

- 3.52 Both the London Plan and LBH Local Plan state parking provision should be allocated following an individual assessment based on the outcomes of the TA with support of a TP.
- 3.53 Parking provision is predominately a re-provision and formalisation of existing parking on-site. Parking provision across is intended for multi-purpose use for all users of the site, mainly by BSC and HOAC.
- 3.54 The location of the site wide proposed parking arrangements are illustrated in Figure 3.6 and the attached masterplan at Appendix A. Details of vehicle parking provision is outlined in Table 3.6.

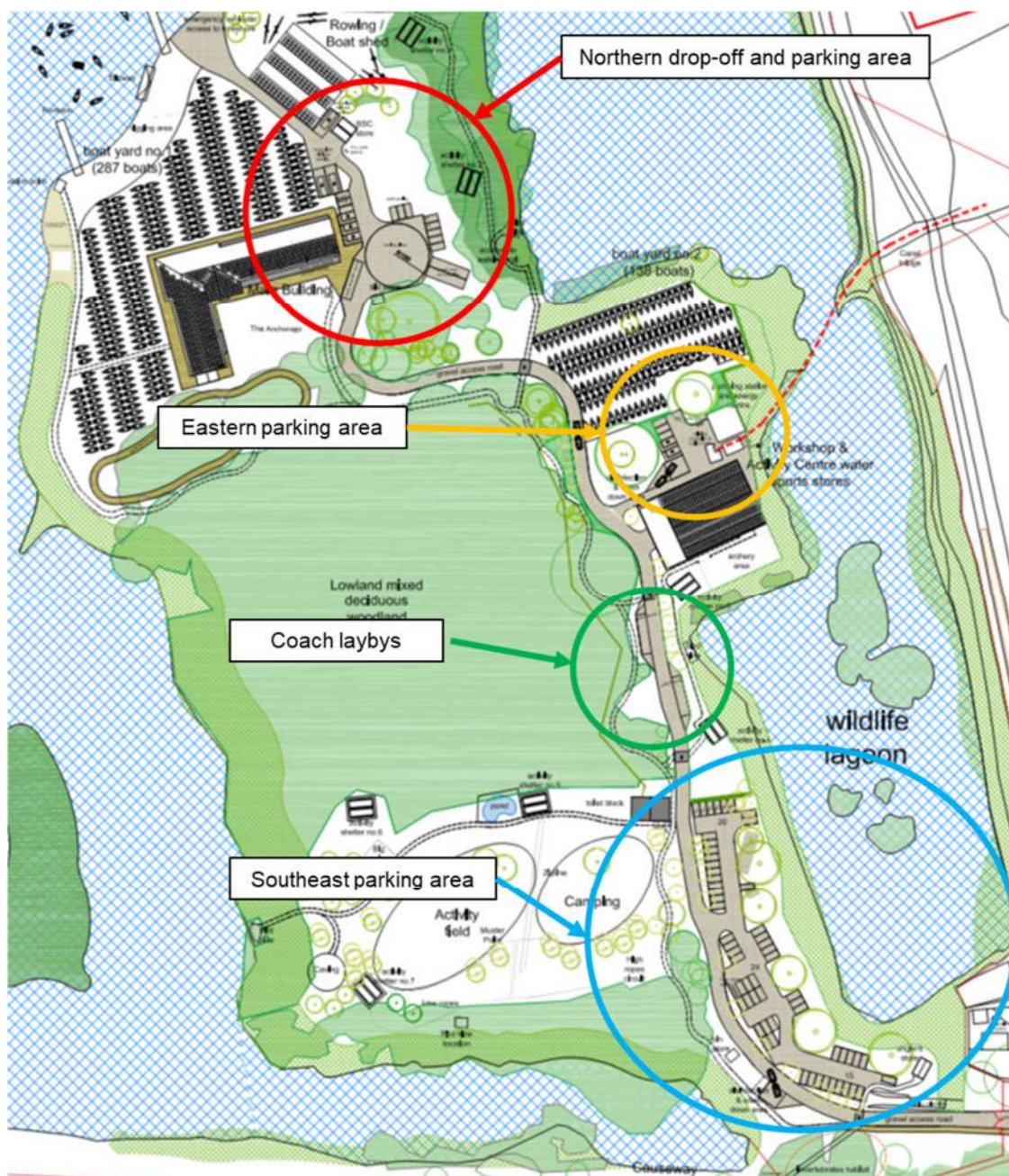


Figure 3.6: Site wide parking arrangements

Parking type	Location	Provision
Standard parking bay	North of the site, east of the site, adjacent to boat yard 2 and southeast of the site	62
Active EVCP	North of the site and southeast of the site	4
Passive EVCP	Southeast of the site	4
Blue badge car parking bay	North of the site and east of the site, adjacent	5

	to boat yard 2	
Brown badge car parking bay	North of the site adjacent to the main building	3
Blue badge minibus parking bay	North of the site	3
Short term coach parking bays	North of the site	2
Total		83

Table 3.6: Proposed vehicle parking provision

- 3.55 A total of 83 vehicle parking spaces are provided across the site.
- 3.56 Additionally, two coach laybys are provided along the side access, two short stay coach parking bays are provided and a drop-off and collection loading point is allocated to the north of the site adjacent to the main building.
- 3.57 Three standard parking bays to the north of the site are allocated for HOAC staff.
- 3.58 Swept path analysis illustrating use of the car park is attached at Appendix F.

Accessible parking

- 3.59 Accessible parking will be provided in line with minimum requirements set out within the Hillingdon Local Plan. The Hillingdon Local Plan accessible parking minimum requirements are more robust than those set out within the London Plan.
- 3.60 The Hillingdon Local Plan states:
- “For commercial developments, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, together with one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided.”*
- 3.61 A total of eight parking spaces are designated for blue badge holders and four spaces for brown badge holders (residents over the age of 65).
- 3.62 Blue badge parking spaces are made up of the following spaces:
- Three car parking spaces to the north of the site, adjacent to the main building.
 - Three minibus bays to the north of the site, north of the main building
 - Two car parking spaces to the east of the site adjacent to boat yard 2.

- 3.63 Brown badge parking spaces are located to the north of site adjacent to the main building.
- 3.64 Disabled parking spaces have been allocated adjacent to the main areas of intended site use. HOAC users with Special Education Needs and Disability (SEND) are expected to travel to site by adapted minibuses. Step free access is provided to the main building from the blue badge and brown badge parking spaces to the north of the site.

Electric vehicle charging points

- 3.65 There are no site specific EVCP minimum requirements set out within the London Plan. The Hillingdon Local Plan states a minimum of five percent of total car parking spaces should be provided with EVCP. A further 5% of total car parking spaces should be provided with passive EVCP provision capable of conversion at a later date.
- 3.66 A total of four active EVCP and four passive EVCP are provided in line with LBH minimum requirements.
- 3.67 Two active EVCP are provided to the north of the site. A further two active EVCP and four passive EVCP are located to the southeast of the site adjacent to the toilet block.

Cycle parking

- 3.68 Cycle parking provision has been provided in line with minimum requirements set within the London Plan.
- 3.69 With regards to minimum cycle parking requirements in the London Plan, development proposals fall under Sui Generis use. Minimum cycle parking calculations have therefore been derived by applying minimum requirements for C3-C4 Dwellings (all) to the sleeping accommodation units and D2 Sports (e.g. sports hall, swimming, gymnasium etc.) to building GEA excluding office space and sleeping accommodation.
- 3.70 A total of 18 long stay cycle parking spaces and 24 short stay cycle parking spaces are proposed. Long stay cycle parking is located to the south of the main building underneath the canopy.
- 3.71 Short stay cycle parking is distributed across the site across three locations.
- i. Four short stay cycle parking space are provided to the north of the site.
 - ii. Six short stay cycle parking spaces are provided to east of the site, adjacent to boat yard 2.

- iii. Four short stay cycle parking spaces are provided to the southeast of the site, adjacent to the toilet block.
- iv. 10 short stay cycle parking space are provided in the car park to the southeast of the site.

3.72 Cycle parking provision is considered to be suitable for the development given the low number of expected cycle trips to the site. Cycle parking provision provides opportunity to encourage cycling as an alternative mode of transport to modes such as car.

3.73 Measures will be outlined in the TP to encourage cycling to the site where appropriate.

Delivery and servicing

Existing delivery and servicing

3.74 BSC typically receive small deliveries by car and light vans for deliveries of parts and sundries for the club house, with the largest typical vehicle requiring access being related to refuse and recycling collections.

3.75 On occasions larger vehicles such as mobile cranes are required to replace pontoons on Broadwater Lake. The vehicle movements are infrequent.

Proposed delivery and servicing

3.76 Delivery and servicing will occur across the site dependant on deliveries or servicing activity and the end user. The majority of deliveries will be by light vans for deliveries of parts and sundries to the main building. Therefore delivery vehicles will be permitted to use the coach drop-off and collection bay adjacent to the main building. Delivery vehicles may also drop parts off directly to workshop and activity centre to the east of the site where required.

3.77 Refuse collection will be undertaken by LBH. Bin stores are located at several points along the site access road for easy access and collection minimising bin dragging distance to less than 5m.

3.78 Refuse vehicles will briefly stop along the site access road to collect waste and will be required to turn within the turning circle to the north of the site to minimise reversing and turning manoeuvres. Swept path analysis illustrating refuse collection vehicle access is attached at Appendix F.

3.79 It is anticipated refuse collection will occur in the morning prior to visitors arriving to the site.

3.80 Overall, delivery and servicing strategy is intended to be managed by HOAC will attempt to schedule deliveries outside of network peak hours where possible avoiding drop-off and collection

of HOAC users that are predominantly groups of children.

- 3.81 A DSP has been produced and will be submitted alongside the TA to support the planning application. Further details with regard to delivery and servicing will be detailed within this document.

Emergency vehicle access

- 3.82 Emergency vehicle access to the main building, workshop and activity centre water sports stores and access to the foreshore to the north of the site.
- 3.83 Emergency vehicle access has been tested using swept path analysis and is attached at Appendix F.

4.0 ACTIVE TRAVEL ZONE

- 4.1 An ATZ assessment was requested by the LBH highways officer during the pre-application stage. Additionally, on the 15th March 2023 TfL requested an ATZ assessment to be undertaken in which the scope would need to be agreed prior to the assessment being undertaken.
- 4.2 The ATZ assessment has been undertaken in accordance with TfL guidance in line with the Healthy Streets approach providing a detailed review of the ATZ surrounding the site. The scope of the ATZ assessment was agreed with TfL on the 22nd March 2023. A site visit was undertaken in March 2023 to carry out a review of neighbourhood key routes within the ATZ.
- 4.3 The ATZ assessment sets out how people of all abilities will make key journeys in the ATZ to support a car-free lifestyle. and includes the following key elements:
- i. Map 1 displays potential key destinations in the ATZ surrounding the site including schools, hospitals, public transport stations, cycle network and town centres.
 - ii. Map 2 is presented at a larger scale and includes the most important key destinations. It includes key walking and cycle routes between the site and key destinations and includes the location of accidents recorded in the area.
 - iii. Map 3 details the characteristics of healthy neighbourhoods present in the study area including green spaces, street density, public transport density and active travel opportunities.
 - iv. Review of ATZ neighbourhood key routes. This includes a site visit to walk and observe the most important routes, taking photos every 150m. On this basis the worst part of each journey is considered having regard to the TfL Guide to the Healthy Streets indicators and consideration is given to how this can be improved.

Map 1 – ATZ & all potential key active travel destinations

- 4.4 ATZ Map 1 outlines the extent of the ATZ, noting all potential key active travel destinations within the zone related to the site. The extent of Map 1 is attached at Appendix G.
- 4.5 Map 1 has been produced in line with TfL guidance. A 20-minute cycle buffer from the development site has been produced using TfL WebCAT planning tool. Map 1 includes the following key destinations:
- i. Local bus stops.
 - ii. Local rail stations.

- iii. Local and future strategic cycle routes.
- iv. Town centres.
- v. Parks.
- vi. Secondary schools and colleges.
- vii. Hospitals/ GP surgeries
- viii. Places of worship.

Map 2 – ATZ neighbourhood safety & most important journeys

- 4.6 Map 2 (ATZ Neighbourhood safety and most important journeys) outlines the routes to priority active travel destinations within the vicinity of the site. Accident data has been plotted on this map and includes any fatal or serious injury (KSI) accident data (including clusters of two or more serious accidents) that occurred within the vicinity of the site over the most recent three-year period available.
- 4.7 Map 2 is attached at Appendix G. The following routes identified below and illustrated in Figure 4.1 considered to be of key importance and therefore have been assessed:
- i. Route 1: from HWSFAC to nearest bus stops.
 - ii. Route 2: from HWSFAC to local shops (incl. Post Office) and bus stops.
 - iii. Route 3: from HWSFAC to Denham station via local shops and amenities (Incl. pharmacy).



Figure 4.1: Key active travel destinations

- 4.8 No fatal accidents or clusters of two or more serious accidents were identified along the key active travel routes.
- 4.9 Overall, road safety within the vicinity of the site is considered to be good. During the site visit undertaken in March 2023, road users generally adhered to safe practices when using the local highway network. This included vehicles observed to be travelling at appropriate speeds and pedestrians generally using dedicated crossing points. It is therefore suggested no road safety improvements are recommended along these routes within the vicinity of the site.

Map 3 – ATZ neighbourhood characteristics check

- 4.10 Map 3 illustrates street density, walking and cycling routes, public transport nodes, greenspaces and potential development areas within the area surrounding the site. Map 3 is attached at Appendix G of this report.
- 4.11 Currently the access road is in poor condition and footways leading to the site are absent. Within the wider area there are sufficient walking and cycle routes. Currently it is difficult to encourage users to travel to the site by walking or cycling. Public transport accessibility within the vicinity of the site is generally poor, it is noted one bus route directly serves the site (331).

- 4.12 As part of HWSFAC development proposals a new access road with a dedicated footway leading to the site from Moorhall Road will be implemented. New road surfacing and a dedicated footway to the site, this provides opportunity to encourage active travel to both visitors and staff who live within appropriate distance from HWSFAC.

ATZ neighbourhood assessment

- 4.13 An ATZ neighbourhood assessment has been undertaken to assess the most important routes to key active travel destinations. A site visit to assess the key active travel routes was undertaken in March 2023. The following routes have been assessed and are illustrated in Figure 4.1:

- i. Route 1: from HWSFAC to nearest bus stops.
- ii. Route 2: from HWSFAC to local shops (incl. Post Office) and bus stops.
- iii. Route 3: from HWSFAC to Denham station via local shops and amenities (Incl. pharmacy).

- 4.14 Following the TfL Healthy Streets Approach, the assessment has focused on the worst part (based on Healthy Streets indicators) of each journey to each key active travel destination.

- 4.15 This assessment is aimed at identifying potential issues along the most important routes to/from HWSFAC. Prospective improvements have been suggested (when and where possible) to ensure the aim of the Healthy Streets Approach of having healthy, safe, and welcoming streets for everyone, is achieved within the vicinity of HWSFAC.

Route 1: HWSFAC to nearest bus stops

- 4.16 Route 1 is from HWSFAC via the access road to the nearest bus stops on Moorhall Road.
- 4.17 The access road is private two-way road that provides access to Broadwater Lake, GRS Bagging, Harleyford Aggregates and residential property. The access road currently ranges from approximately 4.5m to 6.5m in width. The access road is surfaced with asphalt for approximately 400m until the gated access point to the north that restricts access to BSC members only. The access road then transitions into a dirt road leading into the site. No footway provision is provided along the access road. There is a dropped kerb crossing with tactile paving provided at the junction of the site access road with Moorhall Road.
- 4.18 Moorhall Road along route 1 is a two-way road through a predominately residential area. This section of Moorhall Road along route 1 is subject to a 30mph speed limit. Footways are present on both side of the carriageway until the footway on the northern side of the carriageway ceases at the bus stop. Footway on the southern side of the carriageway continues along Moorhall Road to the southwest. These footways were observed to be in good condition with frequent street

lighting provided.

- 4.19 During the site visit, the site access road was observed to be in poor condition. The access road was observed to be covered in mud and dirt with inadequate drainage causing pooling of water as illustrated in Figure 4.2. No formal footway and a lack of street lighting is provided. This may discourage users of HWSFAC to walk or cycle as opposed to other modes of travel as Healthy Streets indicator 'people feel relaxed' could be improved.



Figure 4.2: Site access road adjacent to Harleyford Aggregates

- 4.20 The Healthy Streets indicator 'people feel relaxed' on route 1 will be improved as part of the development proposals. Development proposals include improvements to junction with Moorhall Road and the access road leading to the site. As part of the new access road improvements will include introduction of a footway, carriageway resurfacing, new street lighting, and a 20mph limit. Full details of the site access road improvements are included in Section 5.0.
- 4.21 Improvements on route 1 would provide pedestrian infrastructure and an improved surface suitable for cycling. Improvements to the access road would also provide a more attractive and well-maintained route to HWSFAC. This that would improve the 'people feel relaxed' Healthy

Streets indicators and therefore provide opportunity to encourage active travel to the site.

- 4.22 Overall, route 1 is currently in poor condition and is not suitable to encourage active travel modes. Improvements to the access road as part of the development proposals will improve access for pedestrians and cyclists. It is therefore considered development proposals will provide benefit for all users and help encourage travel by active travel modes.

Route 2: from HWSFAC to local shops (incl. Post Office) and bus stops.

- 4.23 Route 2 is from HWSFAC to local shops (incl. Post Office) and bus stops on Harvil Road via the site access road and Moorhall Road.
- 4.24 Moorhall Road along route 2 is from the east of the site access junction to the junction with Harvil Road. Moorhall Road on route 2 is a two-way single carriageway road that is subject to a 30mph speed limit. Footways are present on both sides of the carriageway and were observed to be in good condition. There is a limited number of pedestrian crossings present along route 2. Pedestrian crossing points include uncontrolled crossings with dropped kerbs. Tactile paving provision was only observed at one of three of the pedestrian crossings. Street lighting and signage was present and observed at relevant locations.
- 4.25 Harvil Road is a single carriageway two-way road subject to a 30mph speed limit along route 2. Further south on Harvil Road, the speed limit transitions to 50mph. A bus stop providing a is located on Harvil Road, providing southbound services to Uxbridge Station and Harefield Hospital. There is a crossing point to the bus stop, no dropped kerb or tactile paving is provided.
- 4.26 Places to rest were observed on route 2. These include bus stop seating, benches at Moorhall recreation ground and outside of local shops on Harvil Road.
- 4.27 During the site visit dust and dirt was observed to at intervals on the carriageway and footway of Moorhall Road. This was assumed to be distributed by HGVs associated with HS2 works in the Colne Valley Viaduct with access from Moorhall Road. . While footways generally were observed to be in good condition, they were not well-maintained. It is noted that HS2 works from Moorhall Road are anticipated to conclude at the end of December 2023.
- 4.28 Additionally, planting and landscaping on Moorhall Road was not well-maintained making this walking route less appealing and engaging for pedestrians as illustrated in Figure 4.3 and 4.4. This could discourage users to travel to the site via walking and cycling modes of travel as both as the streets may feel unsafe and unengaging for pedestrians and cyclists. The Healthy Streets indicators “people feel relaxed” and “things to see and do” could be improved.



Figure 4.3: Unmaintained landscaping, footway and carriageway on Moorhall Road



Figure 4.4: Unmaintained landscaping, footway and carriageway on Moorhall Road

- 4.29 To improve the Healthy Streets indicators above, the footway and carriageway along Moorhall Road could be more frequently maintained. Wheel wash facilities for HGVs egressing any adjacent construction sites could be implemented to help reduce the dirt distributed Moorhall

Road. This would make the footpath and carriageway more appealing and safer to pedestrians and cyclists. Furthermore, the implementation of well-maintained planting and landscaping along this part of the route would help improve the “things to see and do” Healthy Street indicator by creating an attractive and relaxing place to walk and cycle.

- 4.30 Overall, route 2 has adequate level footways on both sides of the carriageway for all users and landscaping and planting is present. However, footways, landscaping and planting were also observed to be unmaintained making the street unengaging for pedestrians and cyclists. To further encourage people visiting the site to walk and cycle streets should be maintained to provide safe and appealing routes.

Route 3 is from HWSFAC to Denham Station via the site access road, Moorhall Road, Moorfield Road and the A412.

- 4.31 Moorhall Road and Moorfield Road are both a two-way single carriageway road to the southwest of the site access road. Moorhall Road along route 3 is subject to both a 30mph and 40mph speed limit at different intervals of the road. Moorhall Road from the site access junction is subject to a 30mph speed limit for approximately 180m before the speed limit changes to 40mph. The road continues as a 40mph speed limit and transitions into Moorfield Road after the border of the LBH ends.
- 4.32 Moorfield Road continues with a speed limit of 40mph until it reduces to a 30mph speed limit on the approach to Denham Green village. Footways are mostly present on both sides but there are intervals where only one is provided on either side. Footways were observed to be in good condition but are narrow for a large part of the route. This was observed particularly on Moorfield Road, southwest of the River Colne until the junction with Savay Lane.
- 4.33 A lack of pedestrian crossings were observed on Moorhall Road along route 3. Good pedestrian crossing facilities were observed on Moorfield Road. This included dropped kerb crossings with tactile paving at junctions and a zebra crossing at the junction where Moorfield Road meets the A412.
- 4.34 As mentioned during the site visit the southern footway on Moorfield Road was observed to be narrow unsuitable for two-way pedestrian movements, wheelchair or buggy users. This is illustrated in Figure 4.5. This may discourage users of HWSFAC to walk to the site as the Healthy Streets indicator “people feel relaxed” could be improved.



Figure 4.5: Narrow footway provided on Moorfield Road

- 4.35 To improve this Healthy Streets indicator, the effective footway width could be made wider by clearing the vegetation. This would provide pedestrians with wider and safer routes to HWSFAC and Denham Station that would improve the “people feel relaxed” Healthy Streets indicator and access for all users.
- 4.36 Overall, route 3 has streets with footways that vary in condition. It is acknowledged there are a lack of crossing points on Moorhall Road and narrow footways along sections of Moorfield Road. However, crossing provision and footway quality increases on the approach to Denham station and other amenities along desire lines. It is therefore considered route 3 is suitable to encourage active travel to/ from HWSFAC.

Summary

- 4.37 The main issue identified from the ATZ assessment was the poor quality and lack of footway provision on the access road leading to the site. This is considered to be the biggest barrier to encouraging active travel. A number of other minor issues were also identified along the assessed ATZ key routes including a lack of pedestrian crossings and poorly maintained footways at intervals. Despite the lack of crossings, the pedestrian crossings that are provided are along key pedestrian desire lines.
- 4.38 As part of the development proposals significant improvements to the site access road and junction are proposed. This will include providing new road surfacing, drainage and a dedicated

footway for pedestrians to access the site, removing the barrier to encouraging active modes of travel.

- 4.39 Other minor issues identified are considered not to have a direct impact on the development proposals and whilst improvements could be made; it is considered current routes would not actively discourage users to travel by sustainable active travel modes to/ from the development after improvements to the access road are implemented. Additionally, given the use of the development, it is not considered necessary to implement improvements to the wider area. As such it is concluded that no further improvements associated with the development are proposed.

5.0 LONDON WIDE NETWORK

- 5.1 This section of the report presents the outcome of the trip assessment, details of design solutions to mitigate development impacts and supporting documents to further mitigate residual development impacts.

Trip assessment overview

- 5.2 The trip generation assessment includes reference to the existing users at the Broadwater Lake site but focusses on the number of new trips expected to be produced as a result of the development proposals.

Existing users

- 5.3 The site is currently occupied and used by BSC and GXUDAS. There are additional users who access the site on an infrequent ad hoc basis (identified in Section 2.0) producing a small number of off-peak trips that are considered negligible.
- 5.4 Information provided by the Client suggest that majority of existing users at Broadwater Lake travel to site by vehicular modes. ATC and MCC surveys undertaken in August 2021 were undertaken to capture daily peak use and subsequently daily peak number of trips produced by the existing users at Broadwater Lake. The results of the surveys are outlined in Section 3.0 of this report.
- 5.5 As part of development proposals at Broadwater Lake, new facilities will be provided for BSC and GXUDAS but operations will remain as existing. No increase of BSC or GXUDAS users are anticipated as a result of the development proposals. Therefore no increase in trips of the existing users are expected.

Proposed trips

- 5.6 The development proposals are anticipated to generate trips by the following users:
- i. HOAC visitors.
 - ii. HOAC staff.
 - iii. Delivery and servicing trips.
- 5.7 The trips produced by HOAC are subject to seasonal variance. Peak use is from April to September and off-peak use is from October to March. Furthermore, trips to the site are expected to vary day to day.
- 5.8 Given the remote location of the site, the majority of users will be expected to travel to the site

via vehicles modes. Group transport by coach and minibus is used where possible to reduce vehicle trips.

- 5.9 The maximum number of daily anticipated trips produced by HOAC are outlined in Table 5.1 for a robust assessment. The trip assessment has been derived using previous HOAC operational data. HOAC operations and travel behaviour is not anticipated to change as a result of moving to the Broadwater Lake site as HOAC previously operated from a site at Dews Lane, Harefield, 1.5km to the southeast of Broadwater Lake. This also means trips produced by HOAC at the Broadwater Lake site are considered to be existing on the wider highway network as HOAC operations are only temporarily suspended following displacement by HS2 works.
- 5.10 Further commentary below Table 5.1 is provided on the details of the expected trips by HOAC and the methodology to determine the number of trips produced. Details of the number of trips expected outside of the peak season are also provided.

Users	Days	Users on-site each day	Mode of travel	Trip times		No. vehicle trips	
				Arrival	Departure	Arrival	Departure
HOAC visitors	Mon-Fri	200 children	Coach	08:00-08:30	17:30-18:00	4	4
			Minibus			3	3
			Car			8	8
	Sat-Sun	Average of 35 users	Car	Ad-hoc arrival times throughout the day. Usually in the morning.	Ad-hoc departure times throughout the day. Usually in afternoon or early evening.	31	31
	Wednesday	Average of 18	Car	Between 06:00 and 07:00	Departure prior to 08:00	14	14
HOAC staff (permanent)	Mon-Fri	8	Car	08:00	18:00	8	8
	Sat-Sun	4	Car	Ad-hoc arrival times throughout the day. Usually in the morning.	Ad-hoc departure times throughout the day. Usually in afternoon or early evening.	6	6
HOAC staff (seasonal)	Mon-Fri	12 (live on-site)	Live on-site	N/A	N/A	N/A	N/A
	Sat-Sun		Car drop-off/ collection or Taxi	Ad-hoc arrival times throughout the day.	Ad-hoc departure times throughout the day.	3	3
Delivery and servicing	Mon-Fri	N/A	Vehicles	Ad-hoc arrival times throughout the day.	Ad-hoc departure times throughout the day.	2	2

Table 5.1: Proposed trip generation - peak summer months (April to September)

Users	Days	Users on-site each day	Mode of travel	Trip times		No. vehicle trips	
				Arrival	Departure	Arrival	Departure
HOAC visitors	Daily	8-10	Car	Ad-hoc arrival times throughout the day. Usually in the AM	Ad-hoc departure times throughout the day. Usually in afternoon or early evening	8	8
	Wednesday	18	Car	Between 06:00 and 07:00	Departure prior to 08:00	14	14
HOAC permanent staff	Daily	6	Car	Ad-hoc arrival times throughout the day. Usually in the AM	Ad-hoc departure times throughout the day. Usually in afternoon or early evening	6	6
Delivery and servicing	Daily	N/A	Refuse and small vans	Ad-hoc arrival times throughout the day.	Ad-hoc arrival times throughout the day.	1	1
Boat maintenance	Ad-hoc days	1	car	Ad-hoc arrival times throughout the day.	Ad-hoc departure times throughout the day.	1	1

Table 5.2: Proposed trip generation – off-peak months (October to March)

Travel mode share

5.11 Based on the trip assessment results presented in Table 5.1, travel mode share for HOAC visitors the rowing club as part of HOAC and HOAC Staff is presented below. Mode share has been calculated for the three different groups above as travel demand and requirements vary across these users. Mode share has been calculated for the summer peak season only as represents the site at peak occupancy. Mode share has been derived by using operator data provided from the end users of the site.

5.12 Table 5.3 presents the travel mode share for HOAC visitors.

Users	Mode of travel	Percentage
HOAC visitors	Coach	90%
	Minibus	6%
	Car	4%
	Car share	0%
	Walking	0%
	Cycling	0%
	Public transport	0%
Total		100%

Table 5.3:HOAC visitors travel mode share

5.13 Table 5.4 presents the travel mode share for the rowing club as part of HOAC.

Users	Mode of travel	Percentage
HOAC rowing club	Coach	0%
	Minibus	0%
	Car	76%
	Car share	24%
	Walking	0%
	Cycling	0%
	Public transport	0%
Total		100%

Table 5.4: HOAC rowing club users travel mode share

5.14 Table 5.5 presents the travel mode share for both permanent and temporary HOAC staff.

Users	Mode of travel	Percentage
HOAC staff (permanent plus temporary)	Coach	0%
	Minibus	0%
	Car	60%
	Car share	0%
	Walking	10%
	Cycling	10%
	Public transport	20%
Total		100%

Table 5.5:HOAC staff travel mode share

HOAC visitors

Summer peak Monday to Friday

5.15 During the summer peak months, a maximum of 200 children will be on-site daily (Monday to Friday). Children will travel to the site via coach, minibus and car. It is possible that some children that live locally may arrive by walking, cycling or by public transport. However, the user base during the summer peak periods are predominately group users that typically use organised group transport. Therefore a worst case assessment of vehicle trips has been considered excluding walking, cycling or by public transport trips.

5.16 Coaches will accommodate up to 50 children. For our assessment an occupancy of 45 children per coach has been assumed. Coaches used to drop-off and collect HOAC users will not park on-site all day. They will be travel elsewhere off-site and are not permitted to park on the local highway network. Short stay coach parking and coach laybys are provided across the site for coaches to temporary park in whilst waiting to drop-off or collect HOAC users.

5.17 Minibuses will be used to transport SEND visitors. Some minibuses used adaptable to accommodate wheelchair users. Minibus occupancy will therefore be approximately four to five children per minibus. For our assessment an occupancy of four children per minibus has been assumed. Minibuses will be permitted to park on-site throughout the day as they will be used to transport children with SEND and carers will accompany these children. It is noted that some minibus may not stay on-site.

5.18 A small number of car drop-off and collection trips are anticipated Monday to Friday. These are expected to be by a parent or carer dropping off a child with SEND or children who did not travel

with the organised groups. A maximum of eight car drop-off and collection trips are anticipated daily. It is assumed these trips will be single car occupancy trips.

- 5.19 All vehicle trips by HOAC visitors undertaken between Monday to Friday during the summer peak period will be undertaken during the network peak hours.

Summer peak Saturday and Sunday

- 5.20 For weekend use, during the summer peak months, between 30 and 40 users are expected each day. Users on weekends will be dropped-off and collected by car with group transport not typically occurring during weekends. For our assessment it assumed an average of 35 visitors are expected on Saturday and Sunday. A car share ratio of 1.3 visitors per car has been applied to account for friends and family travelling together.
- 5.21 There is opportunity for users that live locally to arrive by walking, cycling or by public transport during weekend sessions. However given the remote location of the site and the majority of users being children that are accompanied to site by a parent/ carer predominately car trips are anticipated. A worst case assessment of vehicle trips has been considered by excluding trips by walking, cycling or by public transport.

Off-peak visitors

- 5.22 Outside of summer peak months sessions will be held typically accommodating eight to visitor each day. These visitors are anticipated to arrive by car For our assessment it is assumed 10 users will be on-site each day during the off-peak season A car share ratio of 1.3 visitors per car has been applied to account for friends and family travelling together. A total of eight vehicle trips are anticipated by visitors daily. Sessions are expected to occur on an ad-hoc basis all week with trips occurring throughout the day.
- 5.23 Similarly to peak weekend visitor modes of travel. There is opportunity for users that live locally to arrive by walking, cycling or by public transport. However given the remote location of the site and the majority of users being children that are accompanied to site by a parent/ carer predominately car trips are anticipated. A worst case assessment of vehicle trips has been considered by excluding trips by walking, cycling or by public transport.

HOAC rowing club

- 5.24 The rowing club as part of HOAC will operate all year round on Wednesday mornings. Between 16 and 20 users are anticipated to attend each session. For the basis of our assessment 18 users are expected to travel to site by car modes. A car share ratio of 1.3 visitors per car has been applied to account for friends and family travelling together. A total of 14 vehicle trips are expected each Wednesday. Users will arrive and depart ahead of the network peak hours and HOAC peak

summer operations.

HOAC staff

Summer peak staff travel

- 5.25 HOAC staff are made up of eight permanent staff and 12 seasonal staff that will be employed between April and September. Permanent staff will travel to the site each and seasonal staff will live on-site during the summer peak months.
- 5.26 During the summer peak months, permanent staff are anticipated to work full time with up to eight members of staff on-site daily. Previous HOAC operational data suggests full time staff will travel to site by car producing eight vehicle trips.
- 5.27 There is opportunity for staff that live locally to arrive by walking, cycling or by public transport. However given the remote location of the site predominately car trips are anticipated. A worst case assessment of staff vehicle trips has been considered by excluding trips by walking, cycling or by public transport.
- 5.28 Staff are anticipated to arrive and depart during both network peak periods.
- 5.29 During weekends four of the eight permanent staff are anticipated to be on-site at any given each day. This is expected to produce up to six vehicle trips when accounting for any shift work.
- 5.30 Seasonal staff are anticipated to be young adults or students that do not own a car or do not bring it to the site and therefore are likely to produce minimal car trips. It is acknowledged some ad-hoc vehicle trips will be produced as detailed in Table 5.1. This is likely to be by taxi, car drop-off or collection. These trips are expected to occur outside of the network peak periods. Any other trips produced by seasonal staff are expected to be carried out by sustainable modes of travel such as walking, cycling or public transport.

Off-peak staff travel

- 5.31 During the off-peak months four of the eight permanent staff are anticipated to be on-site at any given time. This is expected to produce up to six vehicle trips when accounting for shift patterns during the off-peak season. Trips are expected to occur on an ad-hoc basis throughout the day. A small number of trips are expected during both network peak periods.

Delivery and servicing

- 5.32 A maximum of two delivery and servicing trips are anticipated between Monday to Friday during the peak summer season. Delivery and servicing trips will be scheduled outside of network peak hours where possible.

- 5.33 Delivery and servicing trips will continue during the off-peak season but will occur at a reduced rate compared the summer peak season. Three to four delivery and servicing trips are expected to occur each week during the off-peak season.
- 5.34 Additionally one vehicle trip per day is anticipated during the off-peak season for boat maintenance. These trips will occur outside of the network peak hours.

Trip generation summary

- 5.35 Table 5.1 illustrates a maximum of 39 daily arrival and departure trips will be produced between Monday and Friday during the summer peak season. Maximum daily trips will be produced on a Wednesday when the HOAC rowing club will be hold sessions. Of the anticipated maximum 39 daily vehicle trips, up to 31 vehicles trips will occur during the morning network peak and up to 17 vehicle trips during the afternoon network peak. During the weekend, up to 40 vehicle trips are anticipated. Trips will occur at ad-hoc times throughout the day depending on activity start and finish times during weekend sessions.
- 5.36 During the off-peak season up t 16 vehicle trips are expected daily. On Wednesday when the HOAC rowing club operate a total of 30 vehicle trips are anticipated.
- 5.37 It is concluded that the majority of users associated with HOAC are anticipated to travel to the site by vehicle modes. Despite this, a limited number of daily vehicle trips are expected to be produced given the nature of group travel by coach and minibus to HOAC. Furthermore, not all vehicle trips produced will occur during network peak hours. Trips produced by HOAC are considered to be existing trips on the local highway network as the site HOAC previously operated from is located 1.5km to the southeast of Broadwater Lake.
- 5.38 The trip assessment is also based on vehicle trips only. Some trips by users and staff that live locally may be undertaken by walking, cycling or public transport. This is expected to make up a small proportion of trips.
- 5.39 Overall, development proposals are expected to have a minimal impact on the operation of the local highway network with little to no impact during network peak times.

Mitigation

- 5.40 Careful consideration has been taken to mitigate development impacts through design. The design features aimed at mitigating transport impacts are outlined below.

New access and junction design

- 5.41 This will provide a new access road and junction design that provides new surfacing, street lighting and a dedicated pedestrian footway and access. Results from traffic surveys outlined in

Section 3.0 indicate frequent HGV movements on the site access road. To improve safety for vulnerable road users, a new dedicated footway has been provided to segregate pedestrian movements and vehicle movements at the access on Moorhall Road and along the site access road.

- 5.42 The access road been designed to a LBH adoptable standard and it is intended that for LBH to adopt the road. LBH have proposals to implement TMOs in due course subject to planning approval. This is to prevent any parking on the site access road blocking vehicle access to site.
- 5.43 A junction capacity assessment has been undertaken and indicates that the junction operates with sufficient capacity with development traffic added. The junction capacity assessment is attached at Appendix H.

Parking provision

- 5.44 To balance requirements for parking with the need to encourage sustainable travel and reduce impact of overspill parking on the local highway network a total of 82 parking spaces are provided. This is largely formalisation of existing parking on-site with the addition of operational parking requirements for HOAC This is largely formalisation of existing parking on-site with the addition of operational parking requirements for HOAC.
- 5.45 Parking demand on-site is expected to be the highest during BSC open and regatta events when a up to 150 members are expected to be on-site. This will be coordinated with HOAC and other users to ensure that parking demands are managed.
- 5.46 Given the nature of the use on-site, car trips are likely to generate parking demand as users are required to bring equipment and tow boats for sailing activities. Furthermore levels of parking provision are necessary due to the remote location of the site and overall low accessibility by public transport as outlined in Section 3.0.
- 5.47 If appropriate parking levels are not provided, parking overspill onto the local highway network would be expected.
- 5.48 Appropriate accessible, operational, EVCP and cycle parking have been provided on-site. It is acknowledged that due to the remote location of the site and nature of group travel that there are limited opportunities to reduce use of vehicle transport amongst users; these facilities are targeted at staff and visitors and demonstrate the development proposals are maximising opportunities to encourage sustainable travel where it is feasible.

Supporting mitigation measures

- 5.49 It is acknowledged that not all development impacts can be mitigated through the design.

Therefore, the following supporting documents have been produced alongside this TA and will be submitted to support the planning application.

- i. A TP has been produced. The TP is targeted at HOAC users but will benefit the existing users of the wider site. It is acknowledged that the majority of the HOAC user base are large educational groups such as schools that travel to the site by organised group transport. Therefore the TP is directed at HOAC staff and, visitors who travel by car as this presents the greatest opportunity to promote a shift towards sustainable transport choices. The TP will also focus on the management of activities events held by all users on-site to avoid any clashes. This will ensure facilities are available on-site for all users when they are required and sufficient parking is available for users, especially when events such as regattas are held.
- ii. A DSP has been produced and will be submitted to support the planning application. Similar to the TP, the DSP is targeted at HOAC users but will benefit the existing users of the wider site. The DSP will focus on HOAC coordinating deliveries with existing users of the site and where possible consolidating deliveries. At a minimum HOAC will coordinate deliveries with other users and ensure these are scheduled outside of network peak hours and to avoid clashes of deliveries. This is to minimise the risk of conflict between delivery and servicing vehicles and vulnerable users on-site (i.e. children).
- iii. A PDMP has been produced for the site and will be submitted alongside the TA to support the planning application. The PDMP details how users will access the site and how parking, drop-off and collection will be managed across the site. In particular, it will ensure coordination during events organised by BSC.

6.0 CONSTRUCTION

- 6.1 A detailed CLP was requested by LBH and has been prepared to support the planning application. Additionally, a Construction Environmental Management Plan (CEMP) has been prepared support the planning application. The detailed CLP and CEMP will be submitted alongside this TA to support the planning application.
- 6.2 The detailed CLP outlines details with respect to construction management, mitigation measures and construction traffic management during the construction phase. It is intended to establish the broader strategy for the construction of the development subject to further development beyond approval stage.
- 6.3 A principal contractor has not yet been appointed and therefore whilst the overall strategy is expected to be taken forward, some details of the CLP are expected to change between approval and construction.

7.0 CONCLUSION

7.1 The conclusions of this TA are as follows:

- i. Development proposals at Broadwater Lake, Harefield comprise buildings to provide an outdoor activity centre with a water based sailing and rowing area, associated car parking and landscaping, improvements to the site access junction and access road from Moorhall Road.
- ii. Development proposals follow the permanent closure of the former (HOAC) at Dews Lane, Harefield. New facilities will be provided for HOAC, BSC and GXUDAS. Collectively the development will be known as HWSFAC and will be managed by LBH.
- iii. The existing site is predominately occupied by BSC and Gerrards Cross and GXUDAS. A number of other users have interest in the site, but do not permanently occupy the site and only use the site on an ad-hoc basis.
- iv. The site has a Public Transport Accessibility Level (PTAL) of 1a indicating it has very poor access by public transport to the site. Despite this, there are bus stops providing three east and westbound services per hour, located 50m to the west of the site access junction on Moorhall Road. Walking routes within the vicinity of the site are adequate but there is a lack of cycle infrastructure in the area. Despite this, routes within the vicinity of the site are still considered to be suitable to encourage active travel modes to the site.
- v. The trip assessment concludes that development proposals will produce 39 daily arrival and departure trips will be produced between Monday and Friday during the summer peak season. Maximum daily trips will be produced on a Wednesday when the HOAC rowing club hold sessions. Of the anticipated maximum 39 daily vehicle trips, up to 31 vehicles trips will occur during the morning network peak and up to 17 vehicle trips during the afternoon network peak. During the weekend, up to 40 vehicle trips are anticipated. Trips will occur at ad-hoc times throughout the day depending on activity start and finish times during weekend sessions. During the off-peak season up to 16 vehicle trips are expected daily during a typical day. On Wednesday when the HOAC rowing club operate, a total of 30 vehicle trips are anticipated.
- vi. New vehicle trips produced by HOAC at the Broadwater Lake site are considered to be existing on the wider highway network as HOAC operations are only temporarily suspended following displacement by HS2 works.

- vii. Careful consideration has been taken to mitigate development impacts through design. Design features aimed at mitigating transport impacts include provision of a new access road with a dedicated footway and pedestrian access. Parking provision to balance requirements for parking with the need to encourage sustainable travel and reduce impact of overspill parking on the local highway network.
- viii. To further mitigate any residual development impacts this TA is supported by a STP, DSP and CLP demonstrating that transport impacts will continue to be monitored and addressed during construction and operation of the development.
- ix. With the mitigation strategy in place, it is considered that the transport impacts of the development have been addressed and the development should be considered acceptable in transport and highways terms.

Appendix A – Proposed masterplan

Scale (metres)

0 10 20 30 40 50 100

lake



Area of quicksand



HILLINGDON
LONDON

REVISION	DATE	DESCRIPTION	BY
A	31.10.22	Updated in accordance with client comments	IE
B	13.02.23	Issued for Client approval	IE
C	27.02.23	Updated in line with HDC comments	IE
D	25.05.23	Amended as a result of the arboricultural survey	IE
E	19.06.23	Amended in line with HDC comments	IE

CLIENT

LONDON MANCHESTER GLASGOW

SPACE + PLACE
ARCHITECTURE FOR HUMAN BEINGS

SPACE + PLACE
THE CORNERHOUSE
91-93 FARRINGDON ROAD
LONDON
EC1M 3LN

T +44 (0) 20 7831 8877
F +44 (0) 20 3116 6895
E architecture@space+place.com
W www.space+place.com

STATUS: PLANNING

PROJECT
Hillingdon Water Sports Facility
and Activity Centre

DRAWING
BROADWATER LAKE
MASTERPLAN

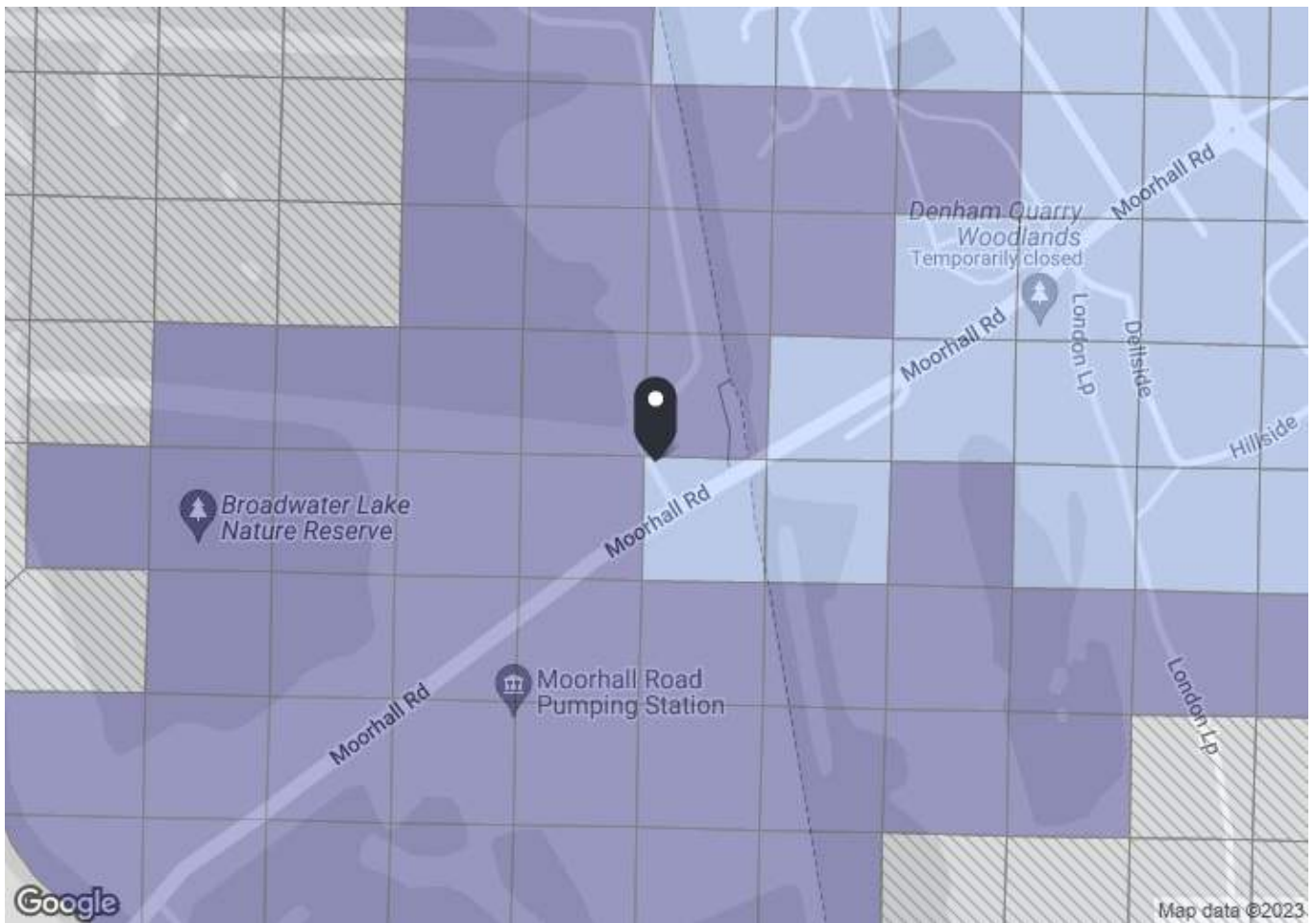
SCALE: 1:500 SHEET SIZE: A0 DRAWN BY: CHECKED BY: DATE: 21.10.22

PROJECT NO. 3859 DRAWING NO. (03)045 REVISION E

This drawing must not be reproduced in whole or part without written consent. Do not scale this drawing. All dimensions in millimetres. Where dimensions are given in feet, the metric equivalent is given in parentheses. ©2023 SPACE + PLACE. All Rights Reserved.

NOTES

Appendix B – PTAL report



PTAL output for Base Year 1b

Broadwater Lock Grand Union Canal, Harefield, Uxbridge UB9 6PD, UK
Easting: 504906, Northing: 188688

Grid Cell: 123909

Report generated: 12/04/2023

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	THE FURROWS	U9	587.87	2.5	7.35	14	21.35	1.41	0.5	0.7
Bus	MOORHALL R HORSE & BARGE	331	116	3	1.45	12	13.45	2.23	1	2.23
Total Grid Cell AI:										2.93

Appendix C – Traffic survey results

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-163
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:48:15
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB01
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB01 0 2021-08-10 1532.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - WEST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:21:15
Start Time	2021-08-02T10:21:15
Finish Time	2021-08-10T15:32:28
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(E) Sp(0,100) Headway[]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

03 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	35	2	31	0	2	0	0	0	0	0	0	36.7	46.3	8
0100	11	0	9	0	1	0	1	0	0	0	0	36.5	43.4	4.7
0200	4	0	4	0	0	0	0	0	0	0	0	42.4	-	6.8
0300	7	0	7	0	0	0	0	0	0	0	0	45.2	-	12.5
0400	15	0	12	1	2	0	0	0	0	0	0	38.9	46.2	6.9
0500	29	1	26	0	2	0	0	0	0	0	0	39.6	48.8	8.5
0600	132	2	106	0	19	0	3	0	0	1	1	35.3	41.4	7
0700	262	4	221	3	29	2	3	0	0	0	0	33.6	38.8	5.8
0800	262	1	212	1	39	3	5	0	1	0	0	30.3	34.7	4.7
0900	222	0	174	3	30	4	7	0	1	2	1	29.7	36.4	6.7
1000	221	4	183	1	23	0	9	0	0	0	1	28.3	34.7	6.7
1100	239	3	191	1	31	1	8	0	0	2	2	31	35.8	5.1
1200	258	4	220	0	26	2	6	0	0	0	0	30.1	35.6	5.8
1300	230	2	179	1	31	2	6	1	0	3	5	29.1	36.3	8.1
1400	263	2	221	4	28	1	5	0	0	1	1	28.6	34.8	6.4
1500	304	6	263	1	25	0	7	0	0	1	1	29.6	35.5	6.9
1600	361	2	324	1	29	0	3	0	0	1	1	29.4	36.1	6.9
1700	361	5	329	3	21	0	0	0	0	1	2	30	35.7	6.2
1800	322	7	293	1	19	0	1	0	1	0	0	33.3	38.8	6.4
1900	181	4	160	2	13	1	1	0	0	0	0	34.5	41.7	6.9
2000	122	7	109	0	6	0	0	0	0	0	0	34.2	40.8	6.9
2100	99	0	94	0	5	0	0	0	0	0	0	35.9	42.1	6.8
2200	80	1	76	1	2	0	0	0	0	0	0	34.9	42	6.9
2300	42	1	38	0	2	1	0	0	0	0	0	35	42.2	7.2
00-07	233	5	195	1	26	0	4	0	0	1	1	36.8	44.1	7.7
07-19	3305	40	2810	20	331	15	60	1	3	11	14	30.3	36.4	6.6
19-00	524	13	477	3	28	2	1	0	0	0	0	34.8	41.5	6.9
00-00	4062	58	3482	24	385	17	65	1	3	12	15	31.3	37.5	7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

04 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	30	0	25	1	4	0	0	0	0	0	0	38.8	46.9	10.5
0100	13	0	11	0	2	0	0	0	0	0	0	36.3	44.5	6.2
0200	8	0	7	0	1	0	0	0	0	0	0	31.9	-	11
0300	3	0	3	0	0	0	0	0	0	0	0	42.6	-	7.9
0400	12	0	11	0	1	0	0	0	0	0	0	40	44.4	5
0500	26	0	23	0	3	0	0	0	0	0	0	37.7	45	6.7
0600	131	5	102	0	20	1	2	1	0	0	0	34.9	41.7	6.8
0700	271	3	234	1	24	0	5	1	1	0	2	33.1	37.8	5.3
0800	251	2	205	3	31	3	7	0	0	0	0	31.6	36.8	5.8
0900	236	0	199	0	27	0	7	0	1	1	1	32	37.2	5.4
1000	225	5	179	2	27	2	7	0	0	2	1	30.8	36.5	6.5
1100	231	3	183	2	33	3	5	0	0	1	1	31.9	36.9	5.5
1200	232	2	200	1	19	0	6	1	0	1	2	30.4	36.1	5.9
1300	243	8	198	2	27	0	3	0	1	1	3	29.7	35.3	6.8
1400	245	1	207	0	28	0	4	0	0	4	1	29.5	34.9	5.9
1500	281	11	221	0	35	1	10	0	1	2	0	28.3	34.1	6.5
1600	402	5	355	2	34	1	4	0	0	0	1	29.1	34.8	5.6
1700	370	1	344	2	21	0	2	0	0	0	0	31.1	36.8	5.8
1800	300	7	268	0	24	0	0	0	0	1	0	34.4	39.5	6.7
1900	216	4	195	1	15	0	1	0	0	0	0	34.8	40.9	6.1
2000	133	4	123	0	6	0	0	0	0	0	0	33.6	41.4	7.3
2100	98	0	92	0	5	0	1	0	0	0	0	33.3	41.2	8.4
2200	66	2	59	0	5	0	0	0	0	0	0	35.9	42.7	7
2300	46	0	42	0	4	0	0	0	0	0	0	36.1	42.8	7.6
00-07	223	5	182	1	31	1	2	1	0	0	0	36.1	43.6	7.6
07-19	3287	48	2793	15	330	10	60	2	4	13	12	30.9	36.6	6.2
19-00	559	10	511	1	35	0	2	0	0	0	0	34.5	41.2	7.1
00-00	4069	63	3486	17	396	11	64	3	4	13	12	31.7	37.7	6.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

05 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	19	0	19	0	0	0	0	0	0	0	0	36.6	45.7	10.5
0100	15	0	13	0	2	0	0	0	0	0	0	31.7	40.8	10.5
0200	10	1	7	0	2	0	0	0	0	0	0	41.5	-	10.5
0300	7	0	7	0	0	0	0	0	0	0	0	34.5	-	12
0400	11	0	9	0	2	0	0	0	0	0	0	38	44.6	5
0500	22	0	19	0	3	0	0	0	0	0	0	37.6	46.5	8.2
0600	137	4	116	1	13	0	2	0	0	0	1	35.1	40.5	5.9
0700	264	4	220	1	28	1	6	1	0	0	3	32.3	37.8	5.8
0800	274	0	230	1	30	2	8	0	1	1	1	30.7	35.7	5.2
0900	215	3	180	4	19	1	5	0	1	1	1	31.3	36.3	5.1
1000	230	4	190	1	23	2	7	0	1	2	0	29.2	34.3	6
1100	231	7	179	2	32	0	10	0	0	1	0	31	35.9	6.4
1200	243	6	195	4	29	1	6	0	0	1	1	30.6	36.8	7.1
1300	288	1	241	0	35	1	7	0	1	1	1	28.9	35.1	6.9
1400	266	3	208	0	33	3	13	1	0	2	3	29.6	36.6	7.7
1500	275	2	237	0	27	0	6	0	1	1	1	31.7	36.9	5.8
1600	365	4	322	0	29	0	8	0	0	0	2	32.3	37.4	5.5
1700	442	3	398	1	38	0	0	0	1	1	0	31.6	36.6	5.7
1800	450	4	420	1	24	0	0	0	0	1	0	34.6	40.2	5.9
1900	211	1	190	0	20	0	0	0	0	0	0	36.7	41.9	5.7
2000	120	2	109	0	9	0	0	0	0	0	0	35.5	42	6.1
2100	75	0	71	0	3	0	0	1	0	0	0	34.7	41.1	6
2200	53	2	48	0	3	0	0	0	0	0	0	35.4	42.6	7.2
2300	44	0	40	0	3	0	1	0	0	0	0	38.2	44.5	6.8
00-07	221	5	190	1	22	0	2	0	0	0	1	35.7	41.9	7.6
07-19	3543	41	3020	15	347	11	76	2	6	12	13	31.4	37	6.3
19-00	503	5	458	0	38	0	1	1	0	0	0	36.1	41.9	6.1
00-00	4267	51	3668	16	407	11	79	3	6	12	14	32.2	38	6.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

06 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	27	0	25	0	2	0	0	0	0	0	0	37	45.4	6.4
0100	10	0	9	0	1	0	0	0	0	0	0	41.3	-	9.4
0200	9	0	9	0	0	0	0	0	0	0	0	34.9	-	8.7
0300	6	0	6	0	0	0	0	0	0	0	0	36.1	-	12.6
0400	8	0	8	0	0	0	0	0	0	0	0	40.4	-	5.1
0500	27	0	23	0	4	0	0	0	0	0	0	37.2	42.9	6.1
0600	113	1	90	0	15	1	4	0	0	1	1	34.6	41.2	6.1
0700	229	1	194	1	29	0	2	2	0	0	0	31.9	36.7	4.9
0800	218	1	185	0	26	0	3	1	0	0	2	32	36.7	4.6
0900	234	1	187	1	35	2	6	1	0	0	1	32.6	37.4	5
1000	232	2	200	0	23	0	6	1	0	0	0	30.8	35.8	6
1100	230	2	188	1	26	0	9	0	0	2	2	30.2	36.4	6.9
1200	216	1	180	0	31	0	2	0	0	1	1	33.9	39.7	5.7
1300	236	4	203	0	26	0	1	0	0	1	1	31.6	36.2	5.5
1400	313	3	265	4	33	2	4	0	0	0	2	31.8	36.5	5.2
1500	382	4	323	2	41	1	8	0	0	0	3	29.9	36.6	7.2
1600	360	3	320	1	30	2	2	0	0	2	0	30.9	36.1	6
1700	350	1	319	1	26	0	0	0	0	2	1	31	37	6.4
1800	282	1	259	2	18	0	1	0	1	0	0	34.2	39.8	5.9
1900	222	0	208	0	10	2	1	0	0	0	1	33.4	39.8	6.9
2000	131	1	125	1	4	0	0	0	0	0	0	31.3	35.8	6.3
2100	104	1	96	0	5	2	0	0	0	0	0	33.4	40.1	6.5
2200	64	1	57	0	5	1	0	0	0	0	0	33.2	37.6	6.1
2300	48	0	45	0	3	0	0	0	0	0	0	30.7	40.2	8.7
00-07	200	1	170	0	22	1	4	0	0	1	1	35.9	42.1	6.8
07-19	3282	24	2823	13	344	7	44	5	1	8	13	31.6	36.9	6
19-00	569	3	531	1	27	5	1	0	0	0	1	32.7	38.5	6.8
00-00	4051	28	3524	14	393	13	49	5	1	9	15	32	37.5	6.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

07 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	28	1	26	1	0	0	0	0	0	0	0	36.2	42.7	6.1
0100	17	0	16	0	1	0	0	0	0	0	0	32.3	41.6	6.5
0200	8	0	7	0	1	0	0	0	0	0	0	34.3	-	4.3
0300	7	0	6	0	1	0	0	0	0	0	0	32.1	-	4.2
0400	7	0	5	0	2	0	0	0	0	0	0	34.9	-	3.8
0500	17	0	15	0	2	0	0	0	0	0	0	36.6	44.6	5.7
0600	52	1	44	1	6	0	0	0	0	0	0	36.5	43.5	8.3
0700	107	2	95	1	7	0	2	0	0	0	0	35.6	42.3	7
0800	110	2	93	1	13	0	1	0	0	0	0	34.4	40.6	5.5
0900	171	0	156	1	13	1	0	0	0	0	0	34.4	38.7	5.5
1000	186	0	163	0	21	0	1	1	0	0	0	32.9	38	4.9
1100	224	1	198	1	22	0	2	0	0	0	0	34.4	38.9	4.8
1200	271	5	252	1	11	0	2	0	0	0	0	34.6	40.4	5.8
1300	266	4	240	1	21	0	0	0	0	0	0	34.3	39	5.2
1400	246	4	231	0	10	0	0	0	0	1	0	34.5	39.4	6
1500	278	4	256	1	15	1	0	0	0	1	0	33.8	39.2	5.8
1600	224	0	212	0	12	0	0	0	0	0	0	33.8	39.8	7
1700	223	2	205	3	13	0	0	0	0	0	0	34.9	41	6.8
1800	207	1	194	1	9	1	0	0	0	0	1	33.6	40.9	8
1900	176	0	167	1	8	0	0	0	0	0	0	35.3	42.1	6.6
2000	139	3	130	0	5	1	0	0	0	0	0	34	40.8	7
2100	93	1	87	0	5	0	0	0	0	0	0	35.9	40.8	6
2200	80	3	71	0	6	0	0	0	0	0	0	33.9	39.9	6.8
2300	47	2	43	0	2	0	0	0	0	0	0	32.9	39.5	7.2
00-07	136	2	119	2	13	0	0	0	0	0	0	35.5	41.7	6.9
07-19	2513	25	2295	11	167	3	8	1	0	2	1	34.2	39.6	6.1
19-00	535	9	498	1	26	1	0	0	0	0	0	34.6	41.3	6.7
00-00	3184	36	2912	14	206	4	8	1	0	2	1	34.3	39.8	6.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

08 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	38	0	38	0	0	0	0	0	0	0	0	37.9	47.5	8.6
0100	27	0	27	0	0	0	0	0	0	0	0	36	43.2	5.8
0200	16	0	16	0	0	0	0	0	0	0	0	37.8	41.5	4.1
0300	5	0	5	0	0	0	0	0	0	0	0	38.5	-	3.8
0400	10	0	10	0	0	0	0	0	0	0	0	41.8	-	9
0500	8	0	8	0	0	0	0	0	0	0	0	36.2	-	7.9
0600	30	0	27	0	3	0	0	0	0	0	0	35.6	42	5.9
0700	66	1	60	0	4	0	1	0	0	0	0	37.3	44.1	6.9
0800	82	1	72	0	9	0	0	0	0	0	0	34.2	42	8.5
0900	102	3	88	0	11	0	0	0	0	0	0	34.9	41.2	6.6
1000	190	1	170	1	17	0	1	0	0	0	0	34.5	40.6	6.2
1100	195	0	189	0	5	1	0	0	0	0	0	35	40.4	5.7
1200	258	8	237	2	10	1	0	0	0	0	0	33.1	38.9	7
1300	256	4	242	1	9	0	0	0	0	0	0	34.6	40.8	6.3
1400	245	3	229	2	10	1	0	0	0	0	0	35.2	41.2	6.5
1500	219	4	206	2	7	0	0	0	0	0	0	33.5	40.2	7.4
1600	248	3	232	3	9	0	0	0	0	0	1	33.2	38.7	6.2
1700	206	4	195	0	7	0	0	0	0	0	0	35.7	40.7	6.2
1800	188	4	175	2	7	0	0	0	0	0	0	35	41.5	6.3
1900	189	3	178	1	7	0	0	0	0	0	0	34.8	40.5	5.5
2000	124	4	110	0	9	0	1	0	0	0	0	35.4	41.3	6.4
2100	73	3	64	0	6	0	0	0	0	0	0	36.6	42.7	7.6
2200	48	1	47	0	0	0	0	0	0	0	0	35.9	42.7	6.4
2300	30	0	28	0	0	2	0	0	0	0	0	35.4	40.5	6.5
00-07	134	0	131	0	3	0	0	0	0	0	0	37.2	43.2	7
07-19	2255	36	2095	13	105	3	2	0	0	0	1	34.5	40.5	6.6
19-00	464	11	427	1	22	2	1	0	0	0	0	35.4	41.3	6.3
00-00	2853	47	2653	14	130	5	3	0	0	0	1	34.8	40.7	6.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

09 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	20	0	19	0	1	0	0	0	0	0	0	37.5	42.5	9.1
0100	9	0	8	0	1	0	0	0	0	0	0	34.2	-	4.7
0200	4	0	3	0	1	0	0	0	0	0	0	39.8	-	9.7
0300	7	0	6	0	1	0	0	0	0	0	0	40	-	7.2
0400	11	0	9	0	1	0	0	0	0	1	0	39.7	49.7	8.2
0500	27	0	22	0	5	0	0	0	0	0	0	36.1	40.8	5.1
0600	111	2	93	0	14	1	1	0	0	0	0	34.7	40.4	6.8
0700	257	2	228	4	19	1	3	0	0	0	0	32.4	36.4	4.9
0800	241	1	212	2	23	1	0	0	1	1	0	33.1	38	4.6
0900	182	2	158	1	18	1	2	0	0	0	0	32.3	37.6	6.4
1000	224	1	184	1	34	0	4	0	0	0	0	31	36.5	5.9
1100	225	1	194	4	21	0	3	0	0	1	1	31.6	36.2	5.3
1200	218	1	183	2	24	1	5	0	0	1	1	31.1	36	5.6
1300	239	2	198	3	26	0	7	0	0	2	1	30.7	36	6.5
1400	266	3	223	0	31	1	5	1	0	2	0	30.3	35.7	5.4
1500	260	3	218	3	21	0	9	0	0	6	0	31.2	36	6
1600	336	3	296	1	30	2	4	0	0	0	0	31.5	36.4	5.7
1700	338	4	311	3	18	0	2	0	0	0	0	32.1	37.4	5.4
1800	256	4	239	1	10	0	1	0	1	0	0	33.4	38.4	6.2
1900	154	1	147	1	5	0	0	0	0	0	0	32.5	39	5.9
2000	115	0	110	0	5	0	0	0	0	0	0	34.3	40.8	6.7
2100	80	2	73	0	4	1	0	0	0	0	0	33.4	38.1	5.4
2200	48	1	45	0	2	0	0	0	0	0	0	35.3	41.7	6.3
2300	28	0	25	0	3	0	0	0	0	0	0	36.1	40.6	5
00-07	189	2	160	0	24	1	1	0	0	1	0	35.7	41.2	7
07-19	3042	27	2644	25	275	7	45	1	2	13	3	31.7	36.9	5.7
19-00	425	4	400	1	19	1	0	0	0	0	0	33.7	39.6	6.1
00-00	3656	33	3204	26	318	9	46	1	2	14	3	32.2	37.5	6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	28	0	26	0	1	0	0	0	0	0	0	37.3	44.8	8.4
0100	15	0	13	0	1	0	0	0	0	0	0	35.2	43.3	7.4
0200	8	0	8	0	1	0	0	0	0	0	0	37.2	-	8.2
0300	6	0	6	0	0	0	0	0	0	0	0	38.1	-	9.9
0400	11	0	9	0	1	0	0	0	0	0	0	39.2	44.8	6.5
0500	22	0	19	0	3	0	0	0	0	0	0	37.5	44	6.9
0600	101	2	83	0	13	0	2	0	0	0	0	35.1	41.3	6.6
0700	208	2	179	2	20	1	3	1	0	0	1	33.1	38.2	5.7
0800	205	1	173	1	24	1	3	0	0	0	0	31.9	37.1	5.5
0900	195	1	163	1	22	1	4	0	0	1	1	32.2	37.5	6
1000	215	2	181	1	24	1	5	0	0	1	0	30.9	36.7	6.3
1100	225	2	189	2	24	1	5	0	0	1	1	32.1	37.4	5.9
1200	242	4	210	1	21	1	4	0	0	1	1	32	37.5	6.4
1300	251	4	214	1	25	0	3	0	0	1	2	31.3	37.4	6.9
1400	263	3	226	1	25	1	4	0	0	1	1	31.3	37.5	6.6
1500	286	5	246	1	24	0	6	0	0	2	1	31	37.2	6.8
1600	328	3	294	1	25	1	3	0	0	0	1	31.2	36.7	6.3
1700	327	3	300	2	21	0	1	0	0	1	0	32	37.6	6.3
1800	286	4	264	1	16	0	0	0	0	0	0	34.1	39.7	6.4
1900	193	2	178	1	11	0	0	0	0	0	0	34.6	40.8	6.4
2000	126	3	117	0	6	0	0	0	0	0	0	34	40.4	6.8
2100	89	1	82	0	5	0	0	0	0	0	0	34.7	41	6.9
2200	63	2	58	0	3	0	0	0	0	0	0	34.8	41.5	6.7
2300	41	0	37	0	2	0	0	0	0	0	0	34.8	41.4	7.6
00-07	191	3	164	1	20	0	2	0	0	0	0	36.1	42.7	7.3
07-19	3032	34	2640	16	271	8	42	2	2	8	8	31.9	37.6	6.4
19-00	511	8	472	1	28	2	1	0	0	0	0	34.5	40.9	6.7
00-00	3735	45	3276	18	319	10	45	2	2	9	9	32.5	38.4	6.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	3656	33	3204	26	318	9	46	1	2	14	3	32.2	37.5	6
Tue	4062	58	3482	24	385	17	65	1	3	12	15	31.3	37.5	7
Wed	4069	63	3486	17	396	11	64	3	4	13	12	31.7	37.7	6.6
Thu	4267	51	3668	16	407	11	79	3	6	12	14	32.2	38	6.6
Fri	4051	28	3524	14	393	13	49	5	1	9	15	32	37.5	6.3
Sat	3184	36	2912	14	206	4	8	1	0	2	1	34.3	39.8	6.2
Sun	2853	47	2653	14	130	5	3	0	0	0	1	34.8	40.7	6.6
--	26142	316	22929	125	2235	70	314	14	16	62	61	32.5	38.4	6.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - East

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	26142	316	22929	125	2235	70	314	14	16	62	61	32.5	38.4	6.6

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-164
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:51:12
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB01
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB01 0 2021-08-10 1532.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - WEST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:21:15
Start Time	2021-08-02T10:21:15
Finish Time	2021-08-10T15:32:28
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(E) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

03 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	35	0	0	1	0	0	5	9	12	3	3	2	0	0	0	0	0	36.7	46.3	8
0100	11	0	0	0	0	0	0	5	3	3	0	0	0	0	0	0	0	36.5	43.4	4.7
0200	4	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	42.4	-	6.8
0300	7	0	0	0	0	0	0	1	1	1	0	0	3	0	0	0	0	45.2	-	12.5
0400	15	0	0	0	0	0	0	1	3	4	5	1	1	0	0	0	0	38.9	46.2	6.9
0500	29	0	0	1	0	0	1	5	9	6	4	2	1	0	0	0	0	39.6	48.8	8.5
0600	132	0	1	1	0	5	17	36	44	17	7	3	1	0	0	0	0	35.3	41.4	7
0700	262	0	0	1	3	8	58	78	91	14	7	1	1	0	0	0	0	33.6	38.8	5.8
0800	262	0	0	0	4	25	100	101	25	4	2	0	1	0	0	0	0	30.3	34.7	4.7
0900	222	0	1	8	16	14	65	74	40	2	1	1	0	0	0	0	0	29.7	36.4	6.7
1000	221	0	1	8	23	19	79	62	24	5	0	0	0	0	0	0	0	28.3	34.7	6.7
1100	239	0	0	1	4	21	77	92	33	10	1	0	0	0	0	0	0	31	35.8	5.1
1200	258	0	1	6	8	19	83	96	36	9	0	0	0	0	0	0	0	30.1	35.6	5.8
1300	230	0	3	13	20	17	66	66	32	9	2	1	1	0	0	0	0	29.1	36.3	8.1
1400	263	1	3	12	9	31	98	72	35	2	0	0	0	0	0	0	0	28.6	34.8	6.4
1500	304	0	1	3	21	48	76	102	34	15	3	1	0	0	0	0	0	29.6	35.5	6.9
1600	361	0	3	15	15	41	110	108	58	6	4	1	0	0	0	0	0	29.4	36.1	6.9
1700	361	0	2	4	28	21	103	138	57	6	0	2	0	0	0	0	0	30	35.7	6.2
1800	322	0	0	4	12	13	51	100	110	26	4	1	1	0	0	0	0	33.3	38.8	6.4
1900	181	0	0	3	2	4	33	60	47	16	13	2	1	0	0	0	0	34.5	41.7	6.9
2000	122	0	0	2	1	2	28	31	39	11	7	0	1	0	0	0	0	34.2	40.8	6.9
2100	99	0	0	0	1	1	13	32	33	11	5	1	1	1	0	0	0	35.9	42.1	6.8
2200	80	0	0	1	0	5	10	28	20	9	6	1	0	0	0	0	0	34.9	42	6.9
2300	42	0	0	1	0	0	9	10	13	4	4	1	0	0	0	0	0	35	42.2	7.2
00-07	233	0	1	3	0	5	25	59	76	35	15	9	5	0	0	0	0	36.8	44.1	7.7
07-19	3305	1	15	75	163	277	966	1089	575	108	24	8	4	0	0	0	0	30.3	36.4	6.6
19-00	524	0	0	7	4	12	93	161	152	51	35	5	3	1	0	0	0	34.8	41.5	6.9
00-00	4062	1	16	85	167	294	1084	1309	803	194	74	22	12	1	0	0	0	31.3	37.5	7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

04 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	30	0	0	1	0	1	1	7	7	5	6	1	0	0	1	0	0	38.8	46.9	10.5
0100	13	0	0	0	0	0	2	6	1	3	1	0	0	0	0	0	0	36.3	44.5	6.2
0200	8	0	0	1	1	0	1	2	1	1	1	0	0	0	0	0	0	31.9	-	11
0300	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	42.6	-	7.9
0400	12	0	0	0	0	0	0	3	1	7	1	0	0	0	0	0	0	40	44.4	5
0500	26	0	0	0	0	1	2	5	8	6	3	1	0	0	0	0	0	37.7	45	6.7
0600	131	0	0	1	3	10	12	34	41	26	4	0	0	0	0	0	0	34.9	41.7	6.8
0700	271	0	0	0	6	15	57	86	89	15	2	1	0	0	0	0	0	33.1	37.8	5.3
0800	251	0	2	2	6	18	57	98	58	9	0	0	1	0	0	0	0	31.6	36.8	5.8
0900	236	0	0	1	6	16	51	98	50	12	2	0	0	0	0	0	0	32	37.2	5.4
1000	225	0	0	7	10	8	59	98	30	8	5	0	0	0	0	0	0	30.8	36.5	6.5
1100	231	0	0	1	5	15	55	100	38	14	3	0	0	0	0	0	0	31.9	36.9	5.5
1200	232	0	0	5	7	18	81	73	39	6	3	0	0	0	0	0	0	30.4	36.1	5.9
1300	243	1	2	7	11	15	82	87	26	8	4	0	0	0	0	0	0	29.7	35.3	6.8
1400	245	0	0	4	16	23	72	94	29	7	0	0	0	0	0	0	0	29.5	34.9	5.9
1500	281	0	2	11	15	40	100	81	24	6	0	2	0	0	0	0	0	28.3	34.1	6.5
1600	402	0	2	5	13	65	141	120	48	6	2	0	0	0	0	0	0	29.1	34.8	5.6
1700	370	0	1	4	9	26	105	132	77	13	3	0	0	0	0	0	0	31.1	36.8	5.8
1800	300	0	1	2	6	6	42	113	87	25	10	5	3	0	0	0	0	34.4	39.5	6.7
1900	216	0	0	4	5	0	19	79	75	24	9	1	0	0	0	0	0	34.8	40.9	6.1
2000	133	0	0	3	3	8	27	30	36	23	2	1	0	0	0	0	0	33.6	41.4	7.3
2100	98	0	0	3	5	6	17	27	20	12	7	0	0	1	0	0	0	33.3	41.2	8.4
2200	66	0	0	1	1	0	10	16	22	12	2	2	0	0	0	0	0	35.9	42.7	7
2300	46	0	0	1	0	0	6	17	15	1	2	3	1	0	0	0	0	36.1	42.8	7.6
00-07	223	0	0	3	4	12	18	58	59	49	17	2	0	0	1	0	0	36.1	43.6	7.6
07-19	3287	1	10	49	110	265	902	1180	595	129	34	8	4	0	0	0	0	30.9	36.6	6.2
19-00	559	0	0	12	14	14	79	169	168	72	22	7	1	1	0	0	0	34.5	41.2	7.1
00-00	4069	1	10	64	128	291	999	1407	822	250	73	17	5	1	1	0	0	31.7	37.7	6.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

05 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	19	0	0	1	0	0	3	4	6	2	2	0	0	1	0	0	0	36.6	45.7	10.5
0100	15	0	0	1	1	1	4	2	3	2	0	1	0	0	0	0	0	31.7	40.8	10.5
0200	10	0	0	0	0	0	2	2	2	1	0	1	2	0	0	0	0	41.5	-	10.5
0300	7	0	0	0	1	0	2	0	1	2	0	1	0	0	0	0	0	34.5	-	12
0400	11	0	0	0	0	0	0	3	4	3	1	0	0	0	0	0	0	38	44.6	5
0500	22	0	0	0	0	2	3	3	4	7	2	0	1	0	0	0	0	37.6	46.5	8.2
0600	137	0	0	1	0	3	24	37	51	12	8	1	0	0	0	0	0	35.1	40.5	5.9
0700	264	0	0	0	8	16	65	89	69	13	2	1	1	0	0	0	0	32.3	37.8	5.8
0800	274	0	0	0	3	37	99	83	40	9	2	1	0	0	0	0	0	30.7	35.7	5.2
0900	215	0	0	1	4	7	80	80	31	8	4	0	0	0	0	0	0	31.3	36.3	5.1
1000	230	0	2	1	13	22	90	74	23	3	0	1	1	0	0	0	0	29.2	34.3	6
1100	231	0	2	6	7	7	66	98	32	11	0	1	1	0	0	0	0	31	35.9	6.4
1200	243	0	0	10	12	18	58	78	54	8	4	1	0	0	0	0	0	30.6	36.8	7.1
1300	288	0	2	13	11	41	94	83	29	8	6	1	0	0	0	0	0	28.9	35.1	6.9
1400	266	0	0	6	19	48	65	73	36	16	1	1	0	0	1	0	0	29.6	36.6	7.7
1500	275	0	2	4	4	10	72	112	58	11	1	1	0	0	0	0	0	31.7	36.9	5.8
1600	365	0	0	3	5	21	91	137	86	19	1	2	0	0	0	0	0	32.3	37.4	5.5
1700	442	0	0	3	15	8	140	170	82	15	8	1	0	0	0	0	0	31.6	36.6	5.7
1800	450	0	0	1	2	4	92	155	126	48	14	7	0	1	0	0	0	34.6	40.2	5.9
1900	211	0	0	0	1	0	18	67	78	30	10	7	0	0	0	0	0	36.7	41.9	5.7
2000	120	0	0	0	1	5	13	38	35	23	3	1	1	0	0	0	0	35.5	42	6.1
2100	75	0	0	1	0	1	11	29	21	8	3	0	1	0	0	0	0	34.7	41.1	6
2200	53	0	0	1	1	1	6	16	16	7	4	1	0	0	0	0	0	35.4	42.6	7.2
2300	44	0	0	0	0	0	6	10	10	13	2	2	1	0	0	0	0	38.2	44.5	6.8
00-07	221	0	0	3	2	6	38	51	71	29	13	4	3	1	0	0	0	35.7	41.9	7.6
07-19	3543	0	8	48	103	239	1012	1232	666	169	43	18	3	1	1	0	0	31.4	37	6.3
19-00	503	0	0	2	3	7	54	160	160	81	22	11	3	0	0	0	0	36.1	41.9	6.1
00-00	4267	0	8	53	108	252	1104	1443	897	279	78	33	9	2	1	0	0	32.2	38	6.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

06 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	27	0	0	0	0	0	2	10	7	4	3	1	0	0	0	0	0	37	45.4	6.4
0100	10	0	0	0	0	0	2	1	1	1	4	0	1	0	0	0	0	41.3	-	9.4
0200	9	0	0	0	1	0	1	1	3	3	0	0	0	0	0	0	0	34.9	-	8.7
0300	6	0	0	1	0	0	1	0	0	2	2	0	0	0	0	0	0	36.1	-	12.6
0400	8	0	0	0	0	0	0	1	3	3	0	1	0	0	0	0	0	40.4	-	5.1
0500	27	0	0	0	0	1	3	6	9	7	0	1	0	0	0	0	0	37.2	42.9	6.1
0600	113	0	0	0	1	8	15	33	36	16	3	0	1	0	0	0	0	34.6	41.2	6.1
0700	229	0	0	0	5	16	48	101	52	6	1	0	0	0	0	0	0	31.9	36.7	4.9
0800	218	0	0	0	1	12	64	83	51	7	0	0	0	0	0	0	0	32	36.7	4.6
0900	234	0	0	2	0	6	61	92	56	16	0	1	0	0	0	0	0	32.6	37.4	5
1000	232	0	0	3	7	21	71	84	35	6	4	1	0	0	0	0	0	30.8	35.8	6
1100	231	0	0	4	24	19	55	73	43	11	2	0	0	0	0	0	0	30.2	36.6	6.9
1200	216	0	0	1	1	5	44	87	49	25	2	1	0	1	0	0	0	33.9	39.7	5.7
1300	236	0	0	2	9	5	63	97	53	4	2	0	1	0	0	0	0	31.6	36.2	5.5
1400	313	0	0	2	1	20	87	133	53	13	3	0	0	1	0	0	0	31.8	36.5	5.2
1500	382	0	6	8	26	27	107	123	71	9	3	1	1	0	0	0	0	29.9	36.6	7.2
1600	360	0	2	3	17	21	90	143	66	15	3	0	0	0	0	0	0	30.9	36.1	6
1700	350	0	3	8	13	16	89	137	67	15	1	1	0	0	0	0	0	31	37	6.4
1800	282	0	1	2	1	5	50	100	84	30	7	1	1	0	0	0	0	34.2	39.8	5.9
1900	222	0	1	3	4	10	41	72	62	19	8	1	0	1	0	0	0	33.4	39.8	6.9
2000	131	0	1	2	1	6	37	58	21	2	0	2	0	1	0	0	0	31.3	35.8	6.3
2100	104	0	0	2	0	5	24	36	22	10	5	0	0	0	0	0	0	33.4	40.1	6.5
2200	64	0	0	1	0	3	13	28	11	5	2	1	0	0	0	0	0	33.2	37.6	6.1
2300	48	0	1	4	0	2	13	17	4	5	2	0	0	0	0	0	0	30.7	40.2	8.7
00-07	200	0	0	1	2	9	24	52	59	36	12	3	2	0	0	0	0	35.9	42.1	6.8
07-19	3283	0	12	35	105	173	829	1253	680	157	28	6	3	2	0	0	0	31.6	36.9	6
19-00	569	0	3	12	5	26	128	211	120	41	17	4	0	2	0	0	0	32.7	38.5	6.8
00-00	4052	0	15	48	112	208	981	1516	859	234	57	13	5	4	0	0	0	32	37.5	6.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

07 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	28	0	0	0	0	2	2	7	9	7	1	0	0	0	0	0	0	36.2	42.7	6.1
0100	17	0	0	0	0	1	6	5	2	3	0	0	0	0	0	0	0	32.3	41.6	6.5
0200	8	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	34.3	-	4.3
0300	7	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	32.1	-	4.2
0400	7	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	34.9	-	3.8
0500	17	0	0	0	0	1	1	4	7	3	1	0	0	0	0	0	0	36.6	44.6	5.7
0600	52	0	0	2	0	0	7	12	15	10	3	2	1	0	0	0	0	36.5	43.5	8.3
0700	107	0	0	2	0	2	19	21	37	20	4	2	0	0	0	0	0	35.6	42.3	7
0800	110	0	0	0	0	8	14	33	38	14	3	0	0	0	0	0	0	34.4	40.6	5.5
0900	171	0	0	1	0	3	24	78	45	15	2	1	1	1	0	0	0	34.4	38.7	5.5
1000	186	0	0	1	0	6	45	69	53	11	1	0	0	0	0	0	0	32.9	38	4.9
1100	224	0	0	0	1	3	33	89	75	18	4	1	0	0	0	0	0	34.4	38.9	4.8
1200	271	0	1	0	3	4	38	100	82	34	6	1	2	0	0	0	0	34.6	40.4	5.8
1300	266	0	0	2	1	4	42	91	98	22	5	1	0	0	0	0	0	34.3	39	5.2
1400	246	1	2	3	0	3	32	76	104	20	4	1	0	0	0	0	0	34.5	39.4	6
1500	278	0	0	3	4	9	40	117	76	23	5	1	0	0	0	0	0	33.8	39.2	5.8
1600	224	0	0	7	6	6	29	68	76	24	4	3	1	0	0	0	0	33.8	39.8	7
1700	223	0	1	1	5	1	30	79	64	26	10	5	1	0	0	0	0	34.9	41	6.8
1800	207	0	1	6	6	7	40	53	58	22	10	3	1	0	0	0	0	33.6	40.9	8
1900	176	0	0	2	3	6	20	45	58	36	6	0	0	0	0	0	0	35.3	42.1	6.6
2000	139	0	0	4	4	2	20	43	44	18	4	0	0	0	0	0	0	34	40.8	7
2100	93	0	0	0	0	0	14	36	23	15	1	2	2	0	0	0	0	35.9	40.8	6
2200	80	0	0	1	1	2	13	36	15	8	3	0	0	1	0	0	0	33.9	39.9	6.8
2300	47	0	0	2	1	1	9	18	11	4	0	1	0	0	0	0	0	32.9	39.5	7.2
00-07	136	0	0	2	0	4	20	36	43	23	5	2	1	0	0	0	0	35.5	41.7	6.9
07-19	2513	1	5	26	26	56	386	874	806	249	58	19	6	1	0	0	0	34.2	39.6	6.1
19-00	535	0	0	9	9	11	76	178	151	81	14	3	2	1	0	0	0	34.6	41.3	6.7
00-00	3184	1	5	37	35	71	482	1088	1000	353	77	24	9	2	0	0	0	34.3	39.8	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

08 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	38	0	1	0	0	0	3	9	9	10	4	1	0	1	0	0	0	37.9	47.5	8.6
0100	27	0	0	0	0	0	3	11	6	4	3	0	0	0	0	0	0	36	43.2	5.8
0200	16	0	0	0	0	0	1	2	8	4	1	0	0	0	0	0	0	37.8	41.5	4.1
0300	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	38.5 -		3.8
0400	10	0	0	0	0	0	1	1	2	3	2	0	1	0	0	0	0	41.8 -		9
0500	8	0	0	0	0	2	0	0	3	3	0	0	0	0	0	0	0	36.2 -		7.9
0600	30	0	0	0	0	0	6	6	11	5	2	0	0	0	0	0	0	35.6	42	5.9
0700	66	0	0	0	1	1	7	12	22	15	6	1	1	0	0	0	0	37.3	44.1	6.9
0800	82	0	1	0	3	2	14	27	19	10	1	3	2	0	0	0	0	34.2	42	8.5
0900	102	0	1	0	0	4	19	31	29	11	4	3	0	0	0	0	0	34.9	41.2	6.6
1000	190	0	0	1	3	10	26	51	66	27	5	0	1	0	0	0	0	34.5	40.6	6.2
1100	195	0	0	0	0	4	32	66	59	24	7	1	2	0	0	0	0	35	40.4	5.7
1200	258	0	1	4	8	8	49	82	77	23	4	0	1	1	0	0	0	33.1	38.9	7
1300	256	0	1	3	1	2	45	78	82	33	9	2	0	0	0	0	0	34.6	40.8	6.3
1400	245	0	0	4	4	4	31	74	76	41	10	0	1	0	0	0	0	35.2	41.2	6.5
1500	219	0	2	7	4	6	27	76	62	27	6	2	0	0	0	0	0	33.5	40.2	7.4
1600	248	0	1	5	5	6	37	108	62	20	3	1	0	0	0	0	0	33.2	38.7	6.2
1700	206	0	0	0	1	3	30	61	74	27	5	1	3	1	0	0	0	35.7	40.7	6.2
1800	188	0	0	1	4	3	23	61	62	25	6	3	0	0	0	0	0	35	41.5	6.3
1900	189	0	0	1	2	4	22	69	60	25	5	1	0	0	0	0	0	34.8	40.5	5.5
2000	124	0	0	1	1	0	20	41	34	22	3	1	0	1	0	0	0	35.4	41.3	6.4
2100	73	0	0	0	0	0	12	25	16	12	2	3	2	1	0	0	0	36.6	42.7	7.6
2200	48	0	0	0	0	0	8	15	15	4	6	0	0	0	0	0	0	35.9	42.7	6.4
2300	30	0	0	0	0	0	6	9	11	1	1	2	0	0	0	0	0	35.4	40.5	6.5
00-07	134	0	1	0	0	2	14	30	41	31	12	1	1	1	0	0	0	37.2	43.2	7
07-19	2255	0	7	25	34	53	340	727	690	283	66	17	11	2	0	0	0	34.5	40.5	6.6
19-00	464	0	0	2	3	4	68	159	136	64	17	7	2	2	0	0	0	35.4	41.3	6.3
00-00	2853	0	8	27	37	59	422	916	867	378	95	25	14	5	0	0	0	34.8	40.7	6.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

09 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	20	0	0	0	0	0	4	4	5	5	1	0	0	1	0	0	0	37.5	42.5	9.1
0100	9	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	34.2	-	4.7
0200	4	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	39.8	-	9.7
0300	7	0	0	0	0	0	1	0	3	1	2	0	0	0	0	0	0	40	-	7.2
0400	11	0	0	0	0	0	1	2	3	3	1	0	1	0	0	0	0	39.7	49.7	8.2
0500	27	0	0	0	0	1	1	8	13	2	2	0	0	0	0	0	0	36.1	40.8	5.1
0600	111	0	0	2	1	4	16	32	35	16	4	0	1	0	0	0	0	34.7	40.4	6.8
0700	257	0	0	0	5	15	45	124	52	13	3	0	0	0	0	0	0	32.4	36.4	4.9
0800	241	0	0	0	0	4	71	83	62	20	1	0	0	0	0	0	0	33.1	38	4.6
0900	182	0	0	1	6	10	49	57	44	9	3	2	1	0	0	0	0	32.3	37.6	6.4
1000	224	0	1	5	5	14	61	87	43	8	0	0	0	0	0	0	0	31	36.5	5.9
1100	225	0	0	4	3	11	58	98	37	12	2	0	0	0	0	0	0	31.6	36.2	5.3
1200	218	0	1	2	6	8	75	73	44	6	3	0	0	0	0	0	0	31.1	36	5.6
1300	239	0	0	6	13	21	49	95	46	7	1	0	1	0	0	0	0	30.7	36	6.5
1400	266	0	0	3	12	19	82	102	40	8	0	0	0	0	0	0	0	30.3	35.7	5.4
1500	260	0	0	7	8	10	71	107	46	8	2	1	0	0	0	0	0	31.2	36	6
1600	336	0	3	6	5	10	89	146	66	8	2	1	0	0	0	0	0	31.5	36.4	5.7
1700	338	0	1	0	7	17	83	122	89	18	1	0	0	0	0	0	0	32.1	37.4	5.4
1800	256	0	1	2	4	8	52	81	83	20	1	2	1	1	0	0	0	33.4	38.4	6.2
1900	154	0	0	2	5	2	42	56	33	11	3	0	0	0	0	0	0	32.5	39	5.9
2000	115	0	0	1	1	1	28	37	28	11	7	0	1	0	0	0	0	34.3	40.8	6.7
2100	80	0	0	0	0	2	20	35	16	3	3	1	0	0	0	0	0	33.4	38.1	5.4
2200	48	0	0	0	0	0	9	17	13	5	3	1	0	0	0	0	0	35.3	41.7	6.3
2300	28	0	0	0	0	0	3	8	12	4	1	0	0	0	0	0	0	36.1	40.6	5
00-07	189	0	0	2	1	5	24	52	63	28	10	1	2	1	0	0	0	35.7	41.2	7
07-19	3042	0	7	36	74	147	785	1175	652	137	19	6	3	1	0	0	0	31.7	36.9	5.7
19-00	425	0	0	3	6	5	102	153	102	34	17	2	1	0	0	0	0	33.7	39.6	6.1
00-00	3656	0	7	41	81	157	911	1380	817	199	46	9	6	2	0	0	0	32.2	37.5	6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - East

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	28	0	0	0	0	0	3	7	8	5	3	1	0	0	0	0	0	37.3	44.8	8.4
0100	15	0	0	0	0	0	3	5	3	2	1	0	0	0	0	0	0	35.2	43.3	7.4
0200	8	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	37.2	-	8.2
0300	6	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	38.1	-	9.9
0400	11	0	0	0	0	0	1	2	3	3	1	0	0	0	0	0	0	39.2	44.8	6.5
0500	22	0	0	0	0	1	2	4	8	5	2	1	0	0	0	0	0	37.5	44	6.9
0600	101	0	0	1	1	4	14	27	33	15	4	1	1	0	0	0	0	35.1	41.3	6.6
0700	208	0	0	0	4	10	43	73	59	14	4	1	0	0	0	0	0	33.1	38.2	5.7
0800	205	0	0	0	2	15	60	73	42	10	1	1	1	0	0	0	0	31.9	37.1	5.5
0900	195	0	0	2	5	9	50	73	42	10	2	1	0	0	0	0	0	32.2	37.5	6
1000	215	0	1	4	9	14	62	75	39	10	2	0	0	0	0	0	0	30.9	36.7	6.3
1100	225	0	0	2	6	11	54	88	45	14	3	0	0	0	0	0	0	32.1	37.4	5.9
1200	242	0	1	4	6	11	61	84	54	16	3	0	0	0	0	0	0	32	37.5	6.4
1300	251	0	1	7	9	15	63	85	52	13	4	1	0	0	0	0	0	31.3	37.4	6.9
1400	263	0	1	5	9	21	67	89	53	15	3	0	0	0	0	0	0	31.3	37.5	6.6
1500	286	0	2	6	12	21	70	103	53	14	3	1	0	0	0	0	0	31	37.2	6.8
1600	328	0	2	6	9	24	84	119	66	14	3	1	0	0	0	0	0	31.2	36.7	6.3
1700	327	0	1	3	11	13	83	120	73	17	4	1	1	0	0	0	0	32	37.6	6.3
1800	286	0	1	3	5	7	50	95	87	28	7	3	1	0	0	0	0	34.1	39.7	6.4
1900	193	0	0	2	3	4	28	64	59	23	8	2	0	0	0	0	0	34.6	40.8	6.4
2000	126	0	0	2	2	3	25	40	34	16	4	1	0	0	0	0	0	34	40.4	6.8
2100	89	0	0	1	1	2	16	31	22	10	4	1	1	0	0	0	0	34.7	41	6.9
2200	63	0	0	1	0	2	10	22	16	7	4	1	0	0	0	0	0	34.8	41.5	6.7
2300	41	0	0	1	0	0	7	13	11	5	2	1	0	0	0	0	0	34.8	41.4	7.6
00-07	191	0	0	2	1	6	23	48	59	33	12	3	2	0	0	0	0	36.1	42.7	7.3
07-19	3033	0	9	42	88	173	746	1076	666	176	39	12	5	1	0	0	0	31.9	37.6	6.4
19-00	511	0	0	7	6	11	86	170	141	61	21	6	2	1	0	0	0	34.5	40.9	6.7
00-00	3735	0	10	51	95	190	855	1294	866	270	71	20	9	2	0	0	0	32.5	38.4	6.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - East

Virtual Week (1)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	3656	0	7	41	81	157	911	1380	817	199	46	9	6	2	0	0	0	32.2	37.5	6
Tue	4062	1	16	85	167	294	1084	1309	803	194	74	22	12	1	0	0	0	31.3	37.5	7
Wed	4069	1	10	64	128	291	999	1407	822	250	73	17	5	1	1	0	0	31.7	37.7	6.6
Thu	4267	0	8	53	108	252	1104	1443	897	279	78	33	9	2	1	0	0	32.2	38	6.6
Fri	4052	0	15	48	112	208	981	1516	859	234	57	13	5	4	0	0	0	32	37.5	6.3
JSat	3184	1	5	37	35	71	482	1088	1000	353	77	24	9	2	0	0	0	34.3	39.8	6.2
JSun	2853	0	8	27	37	59	422	916	867	378	95	25	14	5	0	0	0	34.8	40.7	6.6
--	26143	3	69	355	668	1332	5983	9059	6065	1887	500	143	60	17	2	0	0	32.5	38.4	6.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - East

Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	26143	3	69	355	668	1332	5983	9059	6065	1887	500	143	60	17	2	0	0	32.5	38.4	6.6

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-163
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:50:12
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB01
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB01 0 2021-08-10 1532.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - WEST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:21:15
Start Time	2021-08-02T10:21:15
Finish Time	2021-08-10T15:32:28
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(W) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

03 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	16	0	13	0	3	0	0	0	0	0	0	37	52	12.2
0100	8	0	8	0	0	0	0	0	0	0	0	30.4	-	7.5
0200	8	0	6	0	2	0	0	0	0	0	0	38.6	-	5.9
0300	6	0	5	0	1	0	0	0	0	0	0	38.3	-	7
0400	21	0	16	0	5	0	0	0	0	0	0	36.7	47.1	10.6
0500	72	1	62	1	5	0	0	0	0	3	0	39.5	46.4	11.5
0600	239	10	184	0	36	2	3	0	0	3	1	35.2	41.4	6.8
0700	366	7	297	1	55	2	2	0	1	1	0	32.1	37.5	5.8
0800	298	4	238	2	49	2	3	0	0	0	0	30.8	35.7	4.8
0900	237	2	191	0	34	1	7	0	1	0	1	32.3	37.2	5.2
1000	273	8	212	0	39	2	8	0	0	1	3	30.2	35.5	6
1100	237	4	191	1	32	1	7	0	0	0	1	32.4	36.7	5.7
1200	288	4	234	2	38	1	8	0	0	1	0	29	35.3	7.6
1300	268	7	212	0	40	2	4	0	0	2	1	31.1	36.8	6.2
1400	250	3	197	1	39	1	6	0	0	1	2	30.4	35.5	5.3
1500	288	2	230	6	35	3	10	1	0	0	1	29.9	35.4	6.8
1600	308	4	269	0	32	0	1	0	0	1	1	30.2	36.9	8.2
1700	356	7	312	3	32	0	2	0	0	0	0	30.4	35.6	5.9
1800	228	0	202	1	23	0	2	0	0	0	0	31.5	37.7	7.1
1900	171	6	145	1	16	0	2	0	0	0	1	30.7	37.1	7.8
2000	161	6	143	1	11	0	0	0	0	0	0	34.2	40.6	7.4
2100	104	0	98	1	5	0	0	0	0	0	0	32	38.9	7.9
2200	59	0	55	1	3	0	0	0	0	0	0	36	42.8	8.4
2300	40	1	36	0	3	0	0	0	0	0	0	33.9	41.2	7.3
00-07	370	11	294	1	52	2	3	0	0	6	1	36.2	43.4	8.6
07-19	3397	52	2785	17	448	15	60	1	2	7	10	30.8	36.4	6.4
19-00	535	13	477	4	38	0	2	0	0	0	1	32.8	39.4	7.9
00-00	4302	76	3556	22	538	17	65	1	2	13	12	31.5	37.4	7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

04 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	20	0	18	0	2	0	0	0	0	0	0	34.6	41.3	7.2
0100	7	0	5	0	2	0	0	0	0	0	0	41.7	-	7.8
0200	7	0	6	0	1	0	0	0	0	0	0	39.3	-	6.5
0300	6	0	6	0	0	0	0	0	0	0	0	40.2	-	3.7
0400	19	0	14	1	4	0	0	0	0	0	0	38.5	48.8	8.7
0500	75	2	58	0	12	0	0	0	0	3	0	39	45	6.8
0600	222	2	186	0	26	0	3	2	1	2	0	34.8	40.4	6.3
0700	322	9	255	0	48	0	4	1	1	2	2	33.2	38.4	6.5
0800	281	4	227	3	36	3	4	1	2	0	1	32.6	37.6	5.8
0900	293	2	231	0	44	4	8	0	1	1	2	31.5	37	5.7
1000	264	5	215	0	37	0	5	0	0	0	2	31.6	36.9	5.5
1100	232	2	194	0	29	0	6	0	0	0	1	31.5	35.8	5.3
1200	241	4	199	1	29	2	5	0	0	1	0	31.7	36.4	5.5
1300	251	4	201	0	35	0	6	0	1	2	2	29.4	34.6	6.6
1400	269	2	219	2	40	1	4	0	1	0	0	31.6	36.6	5.3
1500	294	5	233	0	43	0	9	1	0	1	2	30.1	34.8	5.4
1600	364	7	313	1	40	1	1	0	1	0	0	30.5	35.6	6.3
1700	393	10	351	1	30	0	0	0	1	0	0	30.8	36.8	6.5
1800	275	5	249	1	19	0	0	1	0	0	0	33	38.2	6.3
1900	202	7	179	0	16	0	0	0	0	0	0	33.3	40.7	7.9
2000	156	4	145	0	7	0	0	0	0	0	0	33.5	39	6.4
2100	93	0	85	1	7	0	0	0	0	0	0	32.4	37.8	7.1
2200	58	0	53	0	5	0	0	0	0	0	0	32.7	40.3	7.8
2300	30	0	27	0	3	0	0	0	0	0	0	34	40	8.3
00-07	356	4	293	1	47	0	3	2	1	5	0	36.2	42.4	6.8
07-19	3479	59	2887	9	430	11	52	4	8	7	12	31.4	36.7	6
19-00	539	11	489	1	38	0	0	0	0	0	0	33.1	39.8	7.4
00-00	4374	74	3669	11	515	11	55	6	9	12	12	32	37.6	6.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

05 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14	0	12	0	2	0	0	0	0	0	0	35	45.4	10.3
0100	9	0	9	0	0	0	0	0	0	0	0	32.4	-	8
0200	7	0	5	0	2	0	0	0	0	0	0	35.3	-	10
0300	8	0	7	0	1	0	0	0	0	0	0	35.4	-	10.3
0400	23	0	19	0	3	1	0	0	0	0	0	40.1	49.9	6.8
0500	55	2	44	0	6	0	0	0	0	3	0	38.5	46.7	8.2
0600	235	6	194	0	23	0	8	0	1	3	0	33.9	40.3	6.8
0700	302	5	243	0	42	1	6	1	1	0	3	32.1	38.2	6.8
0800	275	2	227	2	32	1	9	0	0	2	0	31.7	36.5	5.3
0900	259	5	207	1	35	1	4	2	2	0	2	31.4	37.2	5.8
1000	246	7	205	2	16	0	10	1	0	2	3	29.8	35.7	6.2
1100	253	5	197	3	39	0	8	0	0	0	1	30.9	36.3	6.1
1200	263	3	210	0	44	2	2	0	0	0	2	32.4	37.2	5.3
1300	248	2	199	3	34	0	8	0	0	1	1	29.9	36.5	8.3
1400	279	3	229	3	28	1	12	1	0	1	1	31.2	36.9	6.2
1500	314	3	262	2	36	1	7	1	0	1	1	27.7	36.6	9.8
1600	340	3	293	4	34	1	3	1	0	1	0	33	38.5	6
1700	352	5	309	0	36	0	0	0	0	0	2	31.9	37.6	6.7
1800	291	0	268	1	21	0	0	0	1	0	0	32.9	38.2	5.9
1900	194	2	182	0	10	0	0	0	0	0	0	34.5	39.1	6.3
2000	134	0	124	0	10	0	0	0	0	0	0	33.6	38.8	7.3
2100	101	3	91	0	7	0	0	0	0	0	0	31.9	38.7	7.8
2200	50	0	46	0	4	0	0	0	0	0	0	34.8	39.3	7.6
2300	36	0	31	0	4	1	0	0	0	0	0	34.1	40.5	6.9
00-07	351	8	290	0	37	1	8	0	1	6	0	35.1	42.1	7.6
07-19	3422	43	2849	21	397	8	69	7	4	8	16	31.3	37.2	6.8
19-00	515	5	474	0	35	1	0	0	0	0	0	33.7	38.9	7.1
00-00	4288	56	3613	21	469	10	77	7	5	14	16	31.9	37.9	7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

06 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	22	0	20	0	2	0	0	0	0	0	0	36.3	47.9	9.2
0100	12	0	11	0	1	0	0	0	0	0	0	35.5	39.9	4.6
0200	6	0	6	0	0	0	0	0	0	0	0	36.9	-	8
0300	6	0	5	0	1	0	0	0	0	0	0	34.8	-	10.9
0400	15	0	13	0	2	0	0	0	0	0	0	39	46.3	5.4
0500	62	1	47	0	11	0	0	0	0	3	0	38.8	44.9	6.3
0600	238	3	191	0	34	0	5	0	0	3	2	34.9	40.6	6.7
0700	298	8	238	0	44	0	6	0	0	0	2	32.4	38.5	6.5
0800	254	2	203	0	43	0	4	0	1	0	1	33.5	38.4	5.5
0900	247	2	183	2	47	0	8	1	0	2	2	32.2	37.2	5.3
1000	252	3	204	0	35	0	8	0	0	1	1	31.3	36.4	5.1
1100	265	1	223	1	32	1	5	0	0	1	1	31.2	36.5	6.2
1200	347	3	290	1	46	0	5	1	0	0	1	32.3	36.7	4.9
1300	413	0	349	1	55	0	7	0	0	0	1	31.5	36	5
1400	380	4	329	0	33	2	8	0	0	2	2	31.4	37.4	6.2
1500	352	3	292	2	45	0	7	0	1	0	2	31	35.7	6.1
1600	405	2	365	1	29	1	3	2	0	1	1	32.7	38.3	5.4
1700	319	3	284	2	29	0	0	0	0	0	1	32.6	38.3	6.1
1800	307	5	281	0	21	0	0	0	0	0	0	33.1	38.7	6.4
1900	225	1	209	1	14	0	0	0	0	0	0	34.2	40.4	6.6
2000	134	0	127	1	6	0	0	0	0	0	0	33.8	39.6	7
2100	97	1	91	1	4	0	0	0	0	0	0	32.7	38.3	7.2
2200	60	0	55	0	4	1	0	0	0	0	0	29.3	37.7	9
2300	44	0	40	0	4	0	0	0	0	0	0	28.8	37.8	8.9
00-07	361	4	293	0	51	0	5	0	0	6	2	35.9	42.1	7
07-19	3839	36	3241	10	459	4	61	4	2	7	15	32.1	37.4	5.8
19-00	560	2	522	3	32	1	0	0	0	0	0	32.9	39.1	7.5
00-00	4760	42	4056	13	542	5	66	4	2	13	17	32.5	38	6.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

07 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	28	0	26	0	2	0	0	0	0	0	0	33.1	39.8	6.3
0100	22	0	21	0	1	0	0	0	0	0	0	35.5	43.7	7.3
0200	12	0	11	0	1	0	0	0	0	0	0	35.2	50.2	9.5
0300	11	0	8	0	3	0	0	0	0	0	0	38.7	48.7	10.2
0400	18	0	15	0	3	0	0	0	0	0	0	35	40.7	5.9
0500	30	0	27	0	1	0	0	0	0	2	0	38	46.8	10.8
0600	107	1	92	0	12	0	1	0	1	0	0	37.9	45.1	6.4
0700	123	3	99	0	20	0	1	0	0	0	0	34.8	41.5	6.4
0800	171	5	144	1	18	0	2	0	1	0	0	35.1	40.6	5.1
0900	197	1	164	1	27	1	2	0	1	0	0	33.8	39.6	5.3
1000	228	3	197	1	22	1	3	1	0	0	0	33.6	38.6	5.3
1100	320	2	291	1	23	0	1	1	0	0	1	33.1	37.7	5
1200	353	6	318	0	28	0	0	0	0	0	1	34	39.2	5.3
1300	294	4	274	1	13	0	2	0	0	0	0	33.6	39	6
1400	254	3	233	2	15	0	1	0	0	0	0	33.4	38.4	5.7
1500	227	3	207	0	15	0	2	0	0	0	0	32.7	38	5.8
1600	178	1	165	2	8	2	0	0	0	0	0	35.1	40.6	5.4
1700	195	2	176	0	17	0	0	0	0	0	0	35	40.6	6.1
1800	196	0	184	0	11	0	1	0	0	0	0	32.4	37.9	6.3
1900	154	6	140	0	8	0	0	0	0	0	0	33.7	39.3	6.3
2000	141	3	131	0	6	1	0	0	0	0	0	32.9	40.8	8.1
2100	89	2	76	0	11	0	0	0	0	0	0	34.3	40.4	8.5
2200	71	1	68	0	2	0	0	0	0	0	0	32.3	39.3	8.7
2300	47	2	41	0	4	0	0	0	0	0	0	32.6	41.8	9.3
00-07	228	1	200	0	23	0	1	0	1	2	0	36.8	43.5	7.7
07-19	2736	33	2452	9	217	4	15	2	2	0	2	33.8	39.1	5.6
19-00	502	14	456	0	31	1	0	0	0	0	0	33.3	39.7	7.9
00-00	3466	48	3108	9	271	5	16	2	3	2	2	33.9	39.5	6.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

08 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	37	1	35	0	1	0	0	0	0	0	0	33.8	40	6.8
0100	19	0	19	0	0	0	0	0	0	0	0	36.5	48.5	7.7
0200	19	0	19	0	0	0	0	0	0	0	0	34.9	40.6	5.6
0300	10	0	9	0	1	0	0	0	0	0	0	33.3	-	7.1
0400	16	0	16	0	0	0	0	0	0	0	0	39.6	48.3	7.6
0500	15	0	15	0	0	0	0	0	0	0	0	35.2	42.9	7.3
0600	54	2	49	0	3	0	0	0	0	0	0	35.8	41.9	7
0700	62	2	51	0	8	1	0	0	0	0	0	36	44.6	6.8
0800	109	3	95	0	11	0	0	0	0	0	0	34.1	39.1	6.9
0900	146	5	127	1	13	0	0	0	0	0	0	34.7	39.6	5.8
1000	184	2	169	0	13	0	0	0	0	0	0	34.1	38.7	4.8
1100	247	3	228	1	14	0	1	0	0	0	0	33.1	37.2	5.1
1200	260	1	245	2	11	0	0	0	1	0	0	32.8	38.3	5.4
1300	268	4	246	2	15	0	0	0	1	0	0	32.6	37.8	5.9
1400	220	4	203	1	12	0	0	0	0	0	0	33.1	38	5.7
1500	209	5	190	1	12	0	1	0	0	0	0	32.1	38.3	7.3
1600	193	4	182	0	7	0	0	0	0	0	0	32.9	39.6	8
1700	186	2	173	0	11	0	0	0	0	0	0	34.7	39.8	6
1800	178	8	157	0	11	0	2	0	0	0	0	33.2	38.9	6.7
1900	133	2	120	1	9	0	1	0	0	0	0	34.3	40.3	6.2
2000	115	3	103	0	8	0	1	0	0	0	0	34.4	40.7	6.6
2100	65	1	61	0	3	0	0	0	0	0	0	33.7	41.9	7.6
2200	32	0	29	0	3	0	0	0	0	0	0	33.1	42.7	7.3
2300	33	0	31	0	2	0	0	0	0	0	0	36.1	43.9	10.3
00-07	170	3	162	0	5	0	0	0	0	0	0	35.5	42.1	7.1
07-19	2262	43	2066	8	138	1	4	0	2	0	0	33.4	38.5	6.2
19-00	378	6	344	1	25	0	2	0	0	0	0	34.3	40.8	7.1
00-00	2810	52	2572	9	168	1	6	0	2	0	0	33.6	39.1	6.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

09 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14	1	11	0	2	0	0	0	0	0	0	33.7	43.1	7.3
0100	9	0	9	0	0	0	0	0	0	0	0	35.1	-	6.7
0200	4	0	3	0	1	0	0	0	0	0	0	34.6	-	7.9
0300	8	0	7	0	1	0	0	0	0	0	0	35.5	-	7
0400	14	0	10	0	4	0	0	0	0	0	0	39.9	53.6	10.3
0500	62	2	49	0	5	0	0	0	0	6	0	37.7	43.3	7.1
0600	212	2	171	0	29	0	5	1	0	4	0	36.1	41.2	5.5
0700	308	5	248	0	50	0	3	0	1	0	1	32	36.5	5.5
0800	305	2	257	1	42	1	0	0	0	0	2	33.1	37.6	5.1
0900	228	0	194	1	27	0	3	0	0	3	0	32	37.2	5.2
1000	235	1	190	0	34	2	6	0	1	1	0	31.4	35.7	4.9
1100	282	3	228	1	41	0	8	0	0	1	0	31	37	5.8
1200	298	3	247	0	38	1	5	0	0	2	2	31.2	37.4	6.3
1300	343	3	289	1	38	0	4	1	3	1	3	31.3	36.2	5.3
1400	300	3	239	1	51	0	6	0	0	0	0	30.7	35.9	5.4
1500	279	0	226	1	40	1	9	1	0	0	1	31.2	36	4.8
1600	395	4	348	1	39	0	1	0	1	1	0	30.8	37.1	6.2
1700	352	3	327	0	20	1	0	1	0	0	0	31.4	36.1	5.3
1800	229	4	206	1	18	0	0	0	0	0	0	32.4	37	5.8
1900	135	0	127	0	8	0	0	0	0	0	0	34.4	40.1	5.4
2000	132	0	126	0	6	0	0	0	0	0	0	33.5	39.7	5.9
2100	67	1	62	0	4	0	0	0	0	0	0	33.5	38	4.3
2200	40	0	39	0	1	0	0	0	0	0	0	34.3	41.6	6.5
2300	16	0	14	0	2	0	0	0	0	0	0	35.4	46.1	7.6
00-07	323	5	260	0	42	0	5	1	0	10	0	36.4	42.6	6.3
07-19	3554	31	2999	8	438	6	45	3	6	9	9	31.5	36.6	5.6
19-00	390	1	368	0	21	0	0	0	0	0	0	34	39.7	5.6
00-00	4267	37	3627	8	501	6	50	4	6	19	9	32.1	37.5	5.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	22	0	19	0	2	0	0	0	0	0	0	34.6	41.2	8.2
0100	12	0	12	0	1	0	0	0	0	0	0	35.4	43	7.4
0200	9	0	8	0	1	0	0	0	0	0	0	36.1	-	7.3
0300	8	0	7	0	1	0	0	0	0	0	0	36.5	-	8.4
0400	18	0	15	0	3	0	0	0	0	0	0	38.4	47.5	8.1
0500	53	1	43	0	6	0	0	0	0	3	0	38.5	45.5	8.4
0600	187	4	152	0	23	0	4	0	0	2	0	35.2	41.3	6.6
0700	254	6	204	0	38	1	3	0	1	0	1	32.7	38.1	6.3
0800	242	3	199	1	33	1	3	0	1	0	1	32.7	37.7	5.5
0900	230	2	185	1	32	1	5	0	1	1	1	32.4	37.6	5.5
1000	240	4	199	0	28	1	6	0	0	1	1	31.6	36.8	5.7
1100	262	3	222	1	30	0	5	0	0	0	1	31.9	36.8	5.7
1200	293	3	249	1	33	1	4	0	0	1	1	32	37.1	6
1300	298	3	253	1	33	0	4	0	1	1	1	31.4	36.7	6.2
1400	279	3	236	1	31	1	5	0	0	1	1	31.6	37	5.8
1500	280	3	234	2	32	1	6	1	0	0	1	30.5	36.4	6.9
1600	312	4	276	1	27	1	1	0	0	1	0	31.9	37.8	6.7
1700	308	5	276	1	25	0	0	0	0	0	0	32	37.7	6.3
1800	243	3	221	1	18	0	1	0	0	0	0	32.7	38.1	6.3
1900	173	3	157	0	12	0	0	0	0	0	0	33.6	39.7	6.9
2000	139	2	128	0	8	0	0	0	0	0	0	33.7	39.7	7
2100	88	1	81	0	6	0	0	0	0	0	0	32.8	38.9	7.4
2200	53	0	49	0	3	0	0	0	0	0	0	33.1	40.1	8.3
2300	35	0	31	0	3	0	0	0	0	0	0	33.2	39.6	8.7
00-07	308	5	256	0	37	0	4	0	0	5	0	36	42.5	7.4
07-19	3241	42	2754	12	361	7	44	3	4	5	9	31.9	37.4	6.1
19-00	488	7	447	1	31	0	1	0	0	0	0	33.4	39.6	7.3
00-00	4038	55	3457	13	429	8	48	3	4	10	10	32.4	38	6.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - West

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	4267	37	3627	8	501	6	50	4	6	19	9	32.1	37.5	5.8
Tue	4302	76	3556	22	538	17	65	1	2	13	12	31.5	37.4	7
Wed	4374	74	3669	11	515	11	55	6	9	12	12	32	37.6	6.4
Thu	4288	56	3613	21	469	10	77	7	5	14	16	31.9	37.9	7
Fri	4760	42	4056	13	542	5	66	4	2	13	17	32.5	38	6.2
Sat	3466	48	3108	9	271	5	16	2	3	2	2	33.9	39.5	6.2
Sun	2810	52	2572	9	168	1	6	0	2	0	0	33.6	39.1	6.4
--	28267	385	24201	93	3004	55	335	24	29	73	68	32.4	38	6.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-163
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - West

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	28267	385	24201	93	3004	55	335	24	29	73	68	32.4	38	6.5

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-164
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:52:16
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB01
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB01 0 2021-08-10 1532.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - WEST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:21:15
Start Time	2021-08-02T10:21:15
Finish Time	2021-08-10T15:32:28
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(W) Sp(0,100) Headway(J0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

03 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	16	0	0	1	0	2	1	4	1	2	2	2	1	0	0	0	0	37	52	12.2
0100	8	0	0	1	0	1	0	4	2	0	0	0	0	0	0	0	0	30.4	-	7.5
0200	8	0	0	0	0	0	1	1	2	3	1	0	0	0	0	0	0	38.6	-	5.9
0300	6	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	38.3	-	7
0400	21	0	0	1	0	0	3	5	5	3	2	1	1	0	0	0	0	36.7	47.1	10.6
0500	72	0	0	1	1	2	5	10	26	14	6	3	1	1	0	2	0	39.5	46.4	11.5
0600	239	0	1	4	3	8	18	80	72	37	15	0	1	0	0	0	0	35.2	41.4	6.8
0700	366	0	0	3	9	29	68	146	91	16	3	1	0	0	0	0	0	32.1	37.5	5.8
0800	298	0	0	2	8	22	89	127	43	7	0	0	0	0	0	0	0	30.8	35.7	4.8
0900	237	0	0	1	7	6	51	105	56	9	1	1	0	0	0	0	0	32.3	37.2	5.2
1000	273	0	0	8	10	23	78	105	38	8	2	1	0	0	0	0	0	30.2	35.5	6
1100	237	0	0	2	3	7	59	107	42	13	3	0	0	0	1	0	0	32.4	36.7	5.7
1200	288	0	1	25	9	30	61	115	35	9	1	2	0	0	0	0	0	29	35.3	7.6
1300	268	0	0	3	8	26	71	104	40	13	2	0	0	1	0	0	0	31.1	36.8	6.2
1400	250	0	0	2	5	20	97	83	34	7	2	0	0	0	0	0	0	30.4	35.5	5.3
1500	288	0	0	3	20	44	63	108	39	6	3	0	1	1	0	0	0	29.9	35.4	6.8
1600	308	0	4	13	14	30	78	95	57	10	4	0	2	0	0	1	0	30.2	36.9	8.2
1700	356	0	0	4	17	36	96	137	53	8	3	2	0	0	0	0	0	30.4	35.6	5.9
1800	228	0	1	9	8	8	50	94	35	18	4	1	0	0	0	0	0	31.5	37.7	7.1
1900	171	0	2	6	12	6	37	66	31	6	2	3	0	0	0	0	0	30.7	37.1	7.8
2000	161	0	1	2	2	10	21	61	39	12	7	6	0	0	0	0	0	34.2	40.6	7.4
2100	104	0	1	1	2	4	36	35	12	6	4	2	0	1	0	0	0	32	38.9	7.9
2200	59	0	0	1	1	1	8	18	16	8	2	2	1	1	0	0	0	36	42.8	8.4
2300	40	0	0	1	0	1	8	12	11	6	0	0	1	0	0	0	0	33.9	41.2	7.3
00-07	370	0	1	8	4	13	29	104	110	62	26	6	4	1	0	2	0	36.2	43.4	8.6
07-19	3397	0	6	75	118	281	861	1326	563	124	28	8	3	2	1	1	0	30.8	36.4	6.4
19-00	535	0	4	11	17	22	110	192	109	38	15	13	2	2	0	0	0	32.8	39.4	7.9
00-00	4302	0	11	94	139	316	1000	1622	782	224	69	27	9	5	1	3	0	31.5	37.4	7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

04 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	20	0	0	0	1	2	1	7	5	2	2	0	0	0	0	0	0	34.6	41.3	7.2
0100	7	0	0	0	0	0	0	1	3	2	0	0	1	0	0	0	0	41.7	-	7.8
0200	7	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	39.3	-	6.5
0300	6	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	40.2	-	3.7
0400	19	0	0	0	0	1	0	7	5	3	1	1	1	0	0	0	0	38.5	48.8	8.7
0500	75	0	0	1	0	2	1	14	20	26	7	3	1	0	0	0	0	39	45	6.8
0600	222	0	1	1	1	10	31	64	74	30	8	2	0	0	0	0	0	34.8	40.4	6.3
0700	322	0	2	1	8	17	56	125	78	25	7	2	1	0	0	0	0	33.2	38.4	6.5
0800	281	0	0	2	3	15	63	111	61	21	4	0	0	1	0	0	0	32.6	37.6	5.8
0900	293	0	0	4	4	21	77	107	68	10	0	1	1	0	0	0	0	31.5	37	5.7
1000	264	0	1	2	6	15	71	102	59	7	0	1	0	0	0	0	0	31.6	36.9	5.5
1100	232	0	1	1	4	12	65	100	37	10	1	1	0	0	0	0	0	31.5	35.8	5.3
1200	241	0	1	2	2	16	56	109	44	9	2	0	0	0	0	0	0	31.7	36.4	5.5
1300	251	0	0	5	14	29	87	85	24	4	1	0	0	1	1	0	0	29.4	34.6	6.6
1400	269	0	1	0	2	15	88	103	45	10	4	1	0	0	0	0	0	31.6	36.6	5.3
1500	294	0	0	2	5	35	105	105	28	10	3	0	1	0	0	0	0	30.1	34.8	5.4
1600	364	0	4	4	9	33	103	148	52	8	0	0	2	1	0	0	0	30.5	35.6	6.3
1700	393	0	2	6	20	40	79	152	76	16	2	0	0	0	0	0	0	30.8	36.8	6.5
1800	275	0	2	5	2	9	52	112	67	18	4	4	0	0	0	0	0	33	38.2	6.3
1900	202	0	1	8	2	11	27	76	43	23	8	2	1	0	0	0	0	33.3	40.7	7.9
2000	156	0	0	2	3	6	29	51	45	16	3	1	0	0	0	0	0	33.5	39	6.4
2100	93	0	1	4	0	2	16	43	16	8	3	0	0	0	0	0	0	32.4	37.8	7.1
2200	58	0	1	2	2	1	10	20	13	6	3	0	0	0	0	0	0	32.7	40.3	7.8
2300	30	0	0	1	1	0	8	3	13	3	0	0	1	0	0	0	0	34	40	8.3
00-07	356	0	1	2	2	15	34	94	111	68	20	6	3	0	0	0	0	36.2	42.4	6.8
07-19	3479	0	14	34	79	257	902	1359	639	148	28	10	5	3	1	0	0	31.4	36.7	6
19-00	539	0	3	17	8	20	90	193	130	56	17	3	2	0	0	0	0	33.1	39.8	7.4
00-00	4374	0	18	53	89	292	1026	1646	880	272	65	19	10	3	1	0	0	32	37.6	6.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

05 August 2021

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	14	0	0	1	0	1	1	4	3	2	1	1	0	0	0	0	0	35	45.4	10.3
0100	9	0	0	0	0	1	2	4	1	0	0	1	0	0	0	0	0	32.4	-	8
0200	7	0	0	0	1	1	0	1	1	2	1	0	0	0	0	0	0	35.3	-	10
0300	8	0	0	1	0	0	0	1	3	3	0	0	0	0	0	0	0	35.4	-	10.3
0400	23	0	0	0	0	0	0	5	8	5	2	2	1	0	0	0	0	40.1	49.9	6.8
0500	55	0	1	0	1	0	4	9	18	8	11	3	0	0	0	0	0	38.5	46.7	8.2
0600	235	0	0	3	2	14	46	62	69	28	8	3	0	0	0	0	0	33.9	40.3	6.8
0700	302	0	1	2	13	28	63	95	70	24	2	4	0	0	0	0	0	32.1	38.2	6.8
0800	275	0	0	5	2	8	78	118	47	14	2	1	0	0	0	0	0	31.7	36.5	5.3
0900	259	0	0	1	11	14	70	103	49	8	3	0	0	0	0	0	0	31.4	37.2	5.8
1000	246	0	2	3	13	32	71	82	34	6	2	1	0	0	0	0	0	29.8	35.7	6.2
1100	253	1	0	0	8	32	65	92	40	11	3	1	0	0	0	0	0	30.9	36.3	6.1
1200	263	0	0	0	4	12	66	111	53	14	1	1	1	0	0	0	0	32.4	37.2	5.3
1300	248	0	11	11	8	19	49	96	37	12	4	0	1	0	0	0	0	29.9	36.5	8.3
1400	279	0	0	7	12	15	70	91	78	4	2	0	0	0	0	0	0	31.2	36.9	6.2
1500	314	4	28	11	16	28	71	91	49	15	1	0	0	0	0	0	0	27.7	36.6	9.8
1600	340	0	1	3	2	18	75	128	78	22	12	1	0	0	0	0	0	33	38.5	6
1700	352	0	1	9	13	9	90	126	79	20	4	0	0	0	1	0	0	31.9	37.6	6.7
1800	291	0	0	6	2	8	53	119	81	16	5	0	0	1	0	0	0	32.9	38.2	5.9
1900	194	0	0	4	1	3	31	67	64	14	6	4	0	0	0	0	0	34.5	39.1	6.3
2000	134	0	0	6	1	1	24	43	45	10	2	0	1	1	0	0	0	33.6	38.8	7.3
2100	101	0	2	3	4	3	25	33	18	10	1	1	1	0	0	0	0	31.9	38.7	7.8
2200	50	0	0	1	0	0	10	20	12	1	2	3	1	0	0	0	0	34.8	39.3	7.6
2300	36	0	0	1	0	0	6	11	12	5	0	1	0	0	0	0	0	34.1	40.5	6.9
00-07	351	0	1	5	4	17	53	86	103	48	23	10	1	0	0	0	0	35.1	42.1	7.6
07-19	3422	5	44	58	104	223	821	1252	695	166	41	9	2	1	1	0	0	31.3	37.2	6.8
19-00	515	0	2	15	6	7	96	174	151	40	11	9	3	1	0	0	0	33.7	38.9	7.1
00-00	4288	5	47	78	114	247	970	1512	949	254	75	28	6	2	1	0	0	31.9	37.9	7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

06 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	22	0	0	1	0	0	3	7	4	3	3	1	0	0	0	0	0	36.3	47.9	9.2
0100	12	0	0	0	0	0	2	4	5	0	1	0	0	0	0	0	0	35.5	39.9	4.6
0200	6	0	0	0	0	1	0	0	4	0	1	0	0	0	0	0	0	36.9	-	8
0300	6	0	0	1	0	0	0	2	1	1	1	0	0	0	0	0	0	34.8	-	10.9
0400	15	0	0	0	0	0	1	1	8	3	2	0	0	0	0	0	0	39	46.3	5.4
0500	62	0	0	0	0	0	5	15	17	16	7	1	1	0	0	0	0	38.8	44.9	6.3
0600	238	0	1	2	4	9	22	81	76	30	8	4	1	0	0	0	0	34.9	40.6	6.7
0700	298	0	0	8	11	9	57	107	75	27	4	0	0	0	0	0	0	32.4	38.5	6.5
0800	254	0	1	1	5	7	37	99	85	16	3	0	0	0	0	0	0	33.5	38.4	5.5
0900	247	0	0	2	0	14	68	92	56	12	2	1	0	0	0	0	0	32.2	37.2	5.3
1000	252	0	0	2	3	13	74	110	34	14	2	0	0	0	0	0	0	31.3	36.4	5.1
1100	265	0	1	5	4	22	64	107	45	14	1	1	1	0	0	0	0	31.2	36.5	6.2
1200	347	0	0	3	6	8	79	154	80	14	2	1	0	0	0	0	0	32.3	36.7	4.9
1300	413	0	2	0	6	21	114	182	73	11	3	1	0	0	0	0	0	31.5	36	5
1400	380	0	0	3	13	28	101	149	59	19	6	1	0	1	0	0	0	31.4	37.4	6.2
1500	352	0	1	4	10	17	106	146	55	11	1	0	0	0	0	1	0	31	35.7	6.1
1600	405	0	0	3	3	13	89	188	80	24	4	0	0	1	0	0	0	32.7	38.3	5.4
1700	319	0	0	5	5	10	69	129	70	25	4	2	0	0	0	0	0	32.6	38.3	6.1
1800	307	0	0	4	6	8	67	121	62	29	5	3	2	0	0	0	0	33.1	38.7	6.4
1900	225	0	1	4	1	5	35	80	61	27	9	0	1	1	0	0	0	34.2	40.4	6.6
2000	134	0	1	4	1	3	18	49	41	12	4	0	1	0	0	0	0	33.8	39.6	7
2100	97	0	3	2	0	3	15	38	26	9	0	1	0	0	0	0	0	32.7	38.3	7.2
2200	60	0	0	9	2	2	10	24	9	4	0	0	0	0	0	0	0	29.3	37.7	9
2300	44	0	1	6	1	2	10	14	9	1	0	0	0	0	0	0	0	28.8	37.8	8.9
00-07	361	0	1	4	4	10	33	110	115	53	23	6	2	0	0	0	0	35.9	42.1	7
07-19	3839	0	5	40	72	170	925	1584	774	216	37	10	3	2	0	1	0	32.1	37.4	5.8
19-00	560	0	6	25	5	15	88	205	146	53	13	1	2	1	0	0	0	32.9	39.1	7.5
00-00	4760	0	12	69	81	195	1046	1899	1035	322	73	17	7	3	0	1	0	32.5	38	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

07 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	28	0	1	0	0	1	2	14	6	4	0	0	0	0	0	0	0	33.1	39.8	6.3
0100	22	0	0	0	0	1	4	7	4	4	0	2	0	0	0	0	0	35.5	43.7	7.3
0200	12	0	0	0	0	1	4	3	1	1	1	1	0	0	0	0	0	35.2	50.2	9.5
0300	11	0	0	0	0	0	1	3	3	3	0	0	0	1	0	0	0	38.7	48.7	10.2
0400	18	0	0	0	0	0	5	5	5	2	1	0	0	0	0	0	0	35	40.7	5.9
0500	30	0	1	0	0	0	3	10	6	4	3	1	0	2	0	0	0	38	46.8	10.8
0600	107	0	0	0	0	4	9	19	40	19	12	4	0	0	0	0	0	37.9	45.1	6.4
0700	123	0	0	1	1	3	16	49	32	15	3	2	1	0	0	0	0	34.8	41.5	6.4
0800	171	0	0	0	2	0	22	61	57	25	3	1	0	0	0	0	0	35.1	40.6	5.1
0900	197	0	1	1	1	3	28	94	46	19	3	1	0	0	0	0	0	33.8	39.6	5.3
1000	228	0	0	1	0	6	48	99	48	20	5	1	0	0	0	0	0	33.6	38.6	5.3
1100	320	0	0	2	0	4	79	136	74	18	6	1	0	0	0	0	0	33.1	37.7	5
1200	353	0	0	3	1	9	48	155	101	30	5	0	1	0	0	0	0	34	39.2	5.3
1300	294	0	1	5	2	1	53	119	79	23	9	2	0	0	0	0	0	33.6	39	6
1400	254	0	2	2	2	7	41	102	72	23	2	1	0	0	0	0	0	33.4	38.4	5.7
1500	227	0	0	5	2	3	56	82	61	15	2	1	0	0	0	0	0	32.7	38	5.8
1600	178	0	1	0	0	0	34	46	66	24	7	0	0	0	0	0	0	35.1	40.6	5.4
1700	195	0	2	1	0	2	27	68	61	24	8	2	0	0	0	0	0	35	40.6	6.1
1800	196	0	1	7	0	4	45	80	41	17	1	0	0	0	0	0	0	32.4	37.9	6.3
1900	154	0	0	2	1	6	30	61	35	11	6	2	0	0	0	0	0	33.7	39.3	6.3
2000	141	0	3	5	2	6	21	53	29	16	4	2	0	0	0	0	0	32.9	40.8	8.1
2100	89	0	0	2	4	1	9	37	22	9	2	1	0	2	0	0	0	34.3	40.4	8.5
2200	71	0	3	2	1	2	14	23	17	6	2	1	0	0	0	0	0	32.3	39.3	8.7
2300	47	0	1	2	1	4	4	17	11	4	2	0	1	0	0	0	0	32.6	41.8	9.3
00-07	228	0	2	0	0	7	28	61	65	37	17	8	0	3	0	0	0	36.8	43.5	7.7
07-19	2736	0	8	28	11	42	497	1091	738	253	54	12	2	0	0	0	0	33.8	39.1	5.6
19-00	502	0	7	13	9	19	78	191	114	46	16	6	1	2	0	0	0	33.3	39.7	7.9
00-00	3466	0	17	41	20	68	603	1343	917	336	87	26	3	5	0	0	0	33.9	39.5	6.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

08 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	37	0	0	1	0	2	6	12	11	4	0	1	0	0	0	0	0	33.8	40	6.8
0100	19	0	0	0	0	0	3	9	2	1	2	2	0	0	0	0	0	36.5	48.5	7.7
0200	19	0	0	0	0	1	2	6	7	2	1	0	0	0	0	0	0	34.9	40.6	5.6
0300	10	0	0	0	1	0	1	4	3	1	0	0	0	0	0	0	0	33.3	-	7.1
0400	16	0	0	0	0	0	1	5	3	2	4	1	0	0	0	0	0	39.6	48.3	7.6
0500	15	0	0	0	0	1	3	4	3	3	1	0	0	0	0	0	0	35.2	42.9	7.3
0600	54	0	0	0	0	3	7	14	15	12	1	1	1	0	0	0	0	35.8	41.9	7
0700	62	0	0	0	2	1	9	14	19	11	6	0	0	0	0	0	0	36	44.6	6.8
0800	109	0	0	1	4	4	13	37	37	10	1	1	0	1	0	0	0	34.1	39.1	6.9
0900	146	0	0	0	0	1	20	70	39	8	5	2	0	1	0	0	0	34.7	39.6	5.8
1000	184	0	0	0	1	4	31	68	63	14	3	0	0	0	0	0	0	34.1	38.7	4.8
1100	247	0	0	0	6	1	51	116	60	10	1	0	2	0	0	0	0	33.1	37.2	5.1
1200	260	0	0	2	1	14	55	115	45	26	1	0	1	0	0	0	0	32.8	38.3	5.4
1300	268	0	1	2	3	12	57	116	53	17	5	1	1	0	0	0	0	32.6	37.8	5.9
1400	220	0	0	3	1	8	41	80	72	14	0	0	1	0	0	0	0	33.1	38	5.7
1500	209	0	2	10	2	1	52	73	50	14	4	1	0	0	0	0	0	32.1	38.3	7.3
1600	193	0	2	9	4	4	29	72	50	16	3	3	1	0	0	0	0	32.9	39.6	8
1700	186	0	1	1	0	2	30	74	52	17	5	3	1	0	0	0	0	34.7	39.8	6
1800	178	0	1	4	2	7	31	61	58	10	1	2	0	1	0	0	0	33.2	38.9	6.7
1900	133	0	1	1	0	3	24	47	35	19	2	0	0	1	0	0	0	34.3	40.3	6.2
2000	115	0	0	3	2	2	13	43	34	14	3	0	1	0	0	0	0	34.4	40.7	6.6
2100	65	0	0	1	2	4	12	23	12	6	4	0	1	0	0	0	0	33.7	41.9	7.6
2200	32	0	0	1	0	2	8	9	6	5	1	0	0	0	0	0	0	33.1	42.7	7.3
2300	33	0	0	0	0	0	6	16	5	2	2	0	0	1	1	0	0	36.1	43.9	10.3
00-07	170	0	0	1	1	7	23	54	44	25	9	5	1	0	0	0	0	35.5	42.1	7.1
07-19	2262	0	7	32	26	59	419	896	598	167	35	13	7	3	0	0	0	33.4	38.5	6.2
19-00	378	0	1	6	4	11	63	138	92	46	12	0	2	2	1	0	0	34.3	40.8	7.1
00-00	2810	0	8	39	31	77	505	1088	734	238	56	18	10	5	1	0	0	33.6	39.1	6.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

09 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	14	0	0	0	0	2	3	3	3	3	0	0	0	0	0	0	0	33.7	43.1	7.3
0100	9	0	0	0	0	0	3	0	3	3	0	0	0	0	0	0	0	35.1	-	6.7
0200	4	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	34.6	-	7.9
0300	8	0	0	0	0	1	1	1	2	3	0	0	0	0	0	0	0	35.5	-	7
0400	14	0	0	0	0	0	4	1	1	4	2	0	2	0	0	0	0	39.9	53.6	10.3
0500	62	0	0	1	0	1	4	11	24	14	5	0	2	0	0	0	0	37.7	43.3	7.1
0600	212	0	0	0	1	5	22	58	75	40	10	1	0	0	0	0	0	36.1	41.2	5.5
0700	308	0	0	1	5	26	58	140	62	12	2	1	1	0	0	0	0	32	36.5	5.5
0800	305	0	0	1	1	8	59	145	70	14	4	2	1	0	0	0	0	33.1	37.6	5.1
0900	228	0	0	0	2	11	73	87	41	7	6	1	0	0	0	0	0	32	37.2	5.2
1000	235	0	0	3	4	9	65	110	35	8	1	0	0	0	0	0	0	31.4	35.7	4.9
1100	282	0	1	1	5	25	91	101	42	12	3	0	1	0	0	0	0	31	37	5.8
1200	298	0	3	4	9	14	87	104	61	12	3	0	1	0	0	0	0	31.2	37.4	6.3
1300	343	1	0	3	9	14	93	152	60	9	2	0	0	0	0	0	0	31.3	36.2	5.3
1400	300	0	1	0	6	21	109	112	38	8	4	0	1	0	0	0	0	30.7	35.9	5.4
1500	279	0	0	1	7	19	76	119	49	8	0	0	0	0	0	0	0	31.2	36	4.8
1600	395	0	3	5	15	35	100	141	83	10	2	1	0	0	0	0	0	30.8	37.1	6.2
1700	352	0	0	2	4	23	116	128	60	13	5	1	0	0	0	0	0	31.4	36.1	5.3
1800	229	0	1	3	5	4	45	103	54	9	5	0	0	0	0	0	0	32.4	37	5.8
1900	135	0	0	0	1	2	27	48	35	16	6	0	0	0	0	0	0	34.4	40.1	5.4
2000	132	0	1	1	1	3	22	52	36	13	3	0	0	0	0	0	0	33.5	39.7	5.9
2100	67	0	0	0	0	1	16	23	22	5	0	0	0	0	0	0	0	33.5	38	4.3
2200	40	0	0	0	0	0	14	10	10	4	1	1	0	0	0	0	0	34.3	41.6	6.5
2300	16	0	0	0	0	0	3	7	2	2	1	1	0	0	0	0	0	35.4	46.1	7.6
00-07	323	0	0	1	1	10	37	75	109	68	17	1	4	0	0	0	0	36.4	42.6	6.3
07-19	3554	1	9	24	72	209	972	1442	655	122	37	6	5	0	0	0	0	31.5	36.6	5.6
19-00	390	0	1	1	2	6	82	140	105	40	11	2	0	0	0	0	0	34	39.7	5.6
00-00	4267	1	10	26	75	225	1091	1657	869	230	65	9	9	0	0	0	0	32.1	37.5	5.8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164

Site Name - ROBUXB01

Description - MOORHALL ROAD - WEST OF ACCESS ROAD

Direction - West

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	22	0	0	1	0	1	2	7	5	3	1	1	0	0	0	0	0	34.6	41.2	8.2
0100	12	0	0	0	0	0	2	4	3	1	0	1	0	0	0	0	0	35.4	43	7.4
0200	9	0	0	0	0	1	1	2	2	2	1	0	0	0	0	0	0	36.1	-	7.3
0300	8	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	36.5	-	8.4
0400	18	0	0	0	0	0	2	4	5	3	2	1	1	0	0	0	0	38.4	47.5	8.1
0500	53	0	0	0	0	1	4	10	16	12	6	2	1	0	0	0	0	38.5	45.5	8.4
0600	187	0	0	1	2	8	22	54	60	28	9	2	0	0	0	0	0	35.2	41.3	6.6
0700	254	0	0	2	7	16	47	97	61	19	4	1	0	0	0	0	0	32.7	38.1	6.3
0800	242	0	0	2	4	9	52	100	57	15	2	1	0	0	0	0	0	32.7	37.7	5.5
0900	230	0	0	1	4	10	55	94	51	10	3	1	0	0	0	0	0	32.4	37.6	5.5
1000	240	0	0	3	5	15	63	97	44	11	2	1	0	0	0	0	0	31.6	36.8	5.7
1100	262	0	0	2	4	15	68	108	49	13	3	1	1	0	0	0	0	31.9	36.8	5.7
1200	293	0	1	6	5	15	65	123	60	16	2	1	1	0	0	0	0	32	37.1	6
1300	298	0	2	4	7	17	75	122	52	13	4	1	0	0	0	0	0	31.4	36.7	6.2
1400	279	0	1	2	6	16	78	103	57	12	3	0	0	0	0	0	0	31.6	37	5.8
1500	280	1	4	5	9	21	76	103	47	11	2	0	0	0	0	0	0	30.5	36.4	6.9
1600	312	0	2	5	7	19	73	117	67	16	5	1	1	0	0	0	0	31.9	37.8	6.7
1700	308	0	1	4	8	17	72	116	64	18	4	1	0	0	0	0	0	32	37.7	6.3
1800	243	0	1	5	4	7	49	99	57	17	4	1	0	0	0	0	0	32.7	38.1	6.3
1900	173	0	1	4	3	5	30	64	43	17	6	2	0	0	0	0	0	33.6	39.7	6.9
2000	139	0	1	3	2	4	21	50	38	13	4	1	0	0	0	0	0	33.7	39.7	7
2100	88	0	1	2	2	3	18	33	18	8	2	1	0	0	0	0	0	32.8	38.9	7.4
2200	53	0	1	2	1	1	11	18	12	5	2	1	0	0	0	0	0	33.1	40.1	8.3
2300	35	0	0	2	0	1	6	11	9	3	1	0	0	0	0	0	0	33.2	39.6	8.7
00-07	308	0	1	3	2	11	34	83	94	52	19	6	2	1	0	0	0	36	42.5	7.4
07-19	3241	1	13	42	69	177	771	1279	666	171	37	10	4	2	0	0	0	31.9	37.4	6.1
19-00	488	0	3	13	7	14	87	176	121	46	14	5	2	1	0	0	0	33.4	39.6	7.3
00-00	4038	1	18	57	78	203	892	1538	881	268	70	21	8	3	1	1	0	32.4	38	6.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - West

Virtual Week (1)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	4267	1	10	26	75	225	1091	1657	869	230	65	9	9	0	0	0	0	32.1	37.5	5.8
Tue	4302	0	11	94	139	316	1000	1622	782	224	69	27	9	5	1	3	0	31.5	37.4	7
Wed	4374	0	18	53	89	292	1026	1646	880	272	65	19	10	3	1	0	0	32	37.6	6.4
Thu	4288	5	47	78	114	247	970	1512	949	254	75	28	6	2	1	0	0	31.9	37.9	7
Fri	4760	0	12	69	81	195	1046	1899	1035	322	73	17	7	3	0	1	0	32.5	38	6.2
JSat	3466	0	17	41	20	68	603	1343	917	336	87	26	3	5	0	0	0	33.9	39.5	6.2
JSun	2810	0	8	39	31	77	505	1088	734	238	56	18	10	5	1	0	0	33.6	39.1	6.4
--	28267	6	123	400	549	1420	6241	10767	6166	1876	490	144	54	23	4	4	0	32.4	38	6.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-164
Site Name - ROBUXB01
Description - MOORHALL ROAD - WEST OF ACCESS ROAD
Direction - West

Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	28267	6	123	400	549	1420	6241	10767	6166	1876	490	144	54	23	4	4	0	32.4	38	6.5

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-165
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:53:22
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB03
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB03 0 2021-08-10 1533.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ACCESS ROAD - NORTH OF MOORHALL ROAD
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T13:28:16
Start Time	2021-08-02T13:28:16
Finish Time	2021-08-10T15:33:16
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(N) Sp(0,100) Headway(I0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

03 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	8	1	7	0	0	0	0	0	0	0	0	9.8 -	-	2.9
0700	6	0	4	1	0	0	1	0	0	0	0	10.9 -	-	2.2
0800	12	1	9	0	2	0	0	0	0	0	0	9.7	10.7	1.5
0900	25	1	15	0	2	0	6	0	0	0	1	10.9	12.8	1.9
1000	35	0	31	0	0	0	4	0	0	0	0	11.7	14.9	2.4
1100	11	0	10	0	1	0	0	0	0	0	0	14.6	16.2	1.8
1200	17	1	10	0	1	0	4	0	0	0	1	9.8	13	2.6
1300	13	0	9	0	1	0	3	0	0	0	0	11.8	13.8	2.6
1400	12	0	9	0	1	1	1	0	0	0	0	8.5	9.9	1.3
1500	31	2	20	0	2	0	6	0	0	0	1	10.2	12	2
1600	11	0	11	0	0	0	0	0	0	0	0	10.3	13	2
1700	1	0	1	0	0	0	0	0	0	0	0	12 -	-	-
1800	3	0	2	0	0	1	0	0	0	0	0	11.7 -	-	2.4
1900	2	1	1	0	0	0	0	0	0	0	0	11 -	-	5.1
2000	1	0	1	0	0	0	0	0	0	0	0	4.9 -	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	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 -	-	-
00-07	8	1	7	0	0	0	0	0	0	0	0	9.8 -	-	2.9
07-19	177	5	131	1	10	2	25	0	0	0	3	10.9	13.9	2.5
19-00	3	1	2	0	0	0	0	0	0	0	0	9 -	-	5.1
00-00	188	7	140	1	10	2	25	0	0	0	3	10.8	13.9	2.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

04 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	8.5	-	-
0100	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	-	-
0300	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	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	1	9	0	0	1	0	0	0	0	0	8.9	11	1.8
0700	13	1	11	0	0	0	1	0	0	0	0	11.3	12.6	1.5
0800	21	0	18	1	0	0	2	0	0	0	0	10.5	11.6	1.2
0900	21	0	14	0	3	0	3	0	0	1	0	10.8	12.7	1.9
1000	23	1	18	0	2	0	2	0	0	0	0	9.9	11.1	1.8
1100	8	0	5	0	0	0	3	0	0	0	0	9.7	-	0.9
1200	14	0	14	0	0	0	0	0	0	0	0	13.1	14.6	2.1
1300	13	0	10	0	1	0	0	0	0	1	1	10.3	14.7	3
1400	32	0	29	0	1	0	2	0	0	0	0	11	12.3	1.8
1500	20	0	19	0	0	0	1	0	0	0	0	10.9	12.8	1.5
1600	17	0	17	0	0	0	0	0	0	0	0	11.8	12.5	1.3
1700	4	0	4	0	0	0	0	0	0	0	0	10.7	-	1.7
1800	5	0	4	0	1	0	0	0	0	0	0	13.2	-	2.6
1900	5	0	5	0	0	0	0	0	0	0	0	12.1	-	2.1
2000	5	1	4	0	0	0	0	0	0	0	0	9.8	-	1.5
2100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	15	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-07	12	1	10	0	0	1	0	0	0	0	0	8.9	10.9	1.7
07-19	191	2	163	1	8	0	14	0	0	2	1	11	12.8	1.9
19-00	11	1	10	0	0	0	0	0	0	0	0	11.3	14.4	2.3
00-00	214	4	183	1	8	1	14	0	0	2	1	10.9	12.7	2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

05 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	10.7	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	6.4	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	8	0	8	0	0	0	0	0	0	0	0	10.3	-	1.8
0700	18	1	15	0	0	1	1	0	0	0	0	10.1	10.8	1.3
0800	11	0	7	0	1	1	2	0	0	0	0	11	11.8	1
0900	12	1	10	0	0	0	1	0	0	0	0	10	10.9	1.1
1000	34	1	30	0	1	0	2	0	0	0	0	10.1	12.9	2.2
1100	18	0	17	0	1	0	0	0	0	0	0	10.4	11	1.3
1200	16	0	13	0	1	0	2	0	0	0	0	9.4	10.8	1.2
1300	19	2	15	0	1	0	1	0	0	0	0	10.7	13.2	1.8
1400	29	0	26	0	0	0	2	0	0	0	1	9.2	10.7	1.9
1500	21	0	18	0	2	0	0	0	0	0	1	10.6	12.7	1.8
1600	14	1	10	0	0	0	2	0	1	0	0	11.2	15.3	2.7
1700	2	0	1	0	1	0	0	0	0	0	0	10.6	-	2.5
1800	2	0	2	0	0	0	0	0	0	0	0	10.6	-	0
1900	3	0	3	0	0	0	0	0	0	0	0	11.8	-	1.9
2000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	2	0	2	0	0	0	0	0	0	0	0	14.1	-	2.5
2200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	10	0	10	0	0	0	0	0	0	0	0	10	-	2.1
07-19	196	6	164	0	8	2	13	0	1	0	2	10.2	12	1.8
19-00	5	0	5	0	0	0	0	0	0	0	0	12.7	-	2.3
00-00	211	6	179	0	8	2	13	0	1	0	2	10.2	12	1.9

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

06 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	10	1	9	0	0	0	0	0	0	0	0	10.7 -	-	3.3
0700	11	0	11	0	0	0	0	0	0	0	0	10.2	10.8	1.7
0800	8	0	5	0	1	0	2	0	0	0	0	11.7 -	-	0.5
0900	14	0	12	1	0	1	0	0	0	0	0	12.3	14	1.8
1000	29	0	28	0	0	0	0	0	0	0	1	11.7	13.4	1.7
1100	18	0	15	0	0	0	1	0	0	1	1	12.9	14.2	1.7
1200	8	0	6	0	1	1	0	0	0	0	0	12 -	-	1.5
1300	8	0	6	0	0	0	2	0	0	0	0	11.9 -	-	2.6
1400	9	0	6	0	2	0	0	0	0	0	1	11.8 -	-	0.7
1500	25	0	23	0	1	0	1	0	0	0	0	11.7	13.4	2.3
1600	5	0	2	0	0	1	1	0	1	0	0	10.1 -	-	3.6
1700	7	0	5	0	2	0	0	0	0	0	0	13.2 -	-	1.8
1800	1	0	1	0	0	0	0	0	0	0	0	14.6 -	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2000	2	0	2	0	0	0	0	0	0	0	0	9.5 -	-	4.8
2100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	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 -	-	-
00-07	10	1	9	0	0	0	0	0	0	0	0	10.7 -	-	3.3
07-19	143	0	120	1	7	3	7	0	1	1	3	11.9	13.8	2
19-00	2	0	2	0	0	0	0	0	0	0	0	9.5 -	-	4.8
00-00	155	1	131	1	7	3	7	0	1	1	3	11.8	13.8	2.1

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

07 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	9.3 -	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	7.2 -	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	8.2 -	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
1000	2	0	2	0	0	0	0	0	0	0	0	11.8 -	-	4.9
1100	1	0	1	0	0	0	0	0	0	0	0	14.1 -	-	-
1200	2	0	1	0	1	0	0	0	0	0	0	12 -	-	0.6
1300	4	0	4	0	0	0	0	0	0	0	0	14.4 -	-	3.3
1400	4	0	4	0	0	0	0	0	0	0	0	14.4 -	-	1.9
1500	6	0	6	0	0	0	0	0	0	0	0	10.8 -	-	2.1
1600	2	0	1	0	1	0	0	0	0	0	0	11.6 -	-	1.2
1700	2	0	1	0	1	0	0	0	0	0	0	11.5 -	-	0.8
1800	2	0	1	0	1	0	0	0	0	0	0	8.1 -	-	4.6
1900	2	0	2	0	0	0	0	0	0	0	0	8.1 -	-	0
2000	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	9.4 -	-	-
00-07	1	0	1	0	0	0	0	0	0	0	0	9.3 -	-	-
07-19	27	0	23	0	4	0	0	0	0	0	0	11.8	15.3	3
19-00	3	0	3	0	0	0	0	0	0	0	0	8.5 -	-	0.8
00-00	31	0	27	0	4	0	0	0	0	0	0	11.4	15.1	3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

08 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0800	4	0	4	0	0	0	0	0	0	0	0	10.4 -	-	1.2
0900	18	0	16	0	0	2	0	0	0	0	0	11 -	13.6	2.7
1000	9	0	9	0	0	0	0	0	0	0	0	9.2 -	-	2.2
1100	3	1	0	0	1	1	0	0	0	0	0	9.5 -	-	2.4
1200	2	0	1	1	0	0	0	0	0	0	0	11.7 -	-	2.5
1300	5	0	5	0	0	0	0	0	0	0	0	11.4 -	-	1.2
1400	2	0	1	0	0	0	0	1	0	0	0	12.3 -	-	1.4
1500	3	0	3	0	0	0	0	0	0	0	0	9.7 -	-	3
1600	1	0	1	0	0	0	0	0	0	0	0	14.4 -	-	-
1700	1	0	1	0	0	0	0	0	0	0	0	15.1 -	-	-
1800	2	0	1	0	1	0	0	0	0	0	0	14.6 -	-	0.6
1900	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	16 -	-	-
2100	2	0	1	0	1	0	0	0	0	0	0	6.3 -	-	4.1
2200	2	0	2	0	0	0	0	0	0	0	0	9.2 -	-	0.1
2300	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
07-19	50	1	42	1	2	3	0	1	0	0	0	10.9	13.4	2.5
19-00	5	0	4	0	1	0	0	0	0	0	0	9.4 -	-	4.5
00-00	55	1	46	1	3	3	0	1	0	0	0	10.7	13.4	2.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

09 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	10	1	7	0	0	2	0	0	0	0	0	8 -	-	1.9
0700	7	0	7	0	0	0	0	0	0	0	0	11.4 -	-	1.8
0800	5	0	5	0	0	0	0	0	0	0	0	10.3 -	-	4.4
0900	7	0	5	0	0	1	1	0	0	0	0	10.2 -	-	1.5
1000	12	0	9	0	2	0	1	0	0	0	0	10.6	12.2	1.8
1100	11	0	8	0	0	0	2	0	0	1	0	10.8	13.1	1.9
1200	9	1	6	0	0	1	0	0	0	1	0	6.5 -	-	3
1300	13	2	8	0	1	0	1	0	0	0	1	10	12.8	1.8
1400	9	0	9	0	0	0	0	0	0	0	0	12.2 -	-	1.3
1500	26	0	24	0	2	0	0	0	0	0	0	9.8	12.6	1.7
1600	7	0	6	0	0	0	0	0	0	0	1	9 -	-	0.2
1700	6	0	4	0	1	1	0	0	0	0	0	12.2 -	-	1.6
1800	3	0	2	0	1	0	0	0	0	0	0	11 -	-	2.3
1900	1	0	1	0	0	0	0	0	0	0	0	7.7 -	-	-
2000	2	0	1	0	1	0	0	0	0	0	0	10.3 -	-	1.1
2100	1	0	1	0	0	0	0	0	0	0	0	10.3 -	-	-
2200	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 -	-	-
00-07	10	1	7	0	0	2	0	0	0	0	0	8 -		1.9
07-19	115	3	93	0	7	3	5	0	0	2	2	10.2	12.5	2.3
19-00	4	0	3	0	1	0	0	0	0	0	0	9.6 -		1.4
00-00	129	4	103	0	8	5	5	0	0	2	2	10	12.5	2.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	9.6	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	6.4	-	-
0200	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	-	-
0400	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	-	-
0600	7	1	6	0	0	0	0	0	0	0	0	9.5	-	2.5
0700	8	0	7	0	0	0	0	0	0	0	0	10.6	-	1.7
0800	9	0	7	0	1	0	1	0	0	0	0	10.5	-	1.7
0900	14	0	10	0	1	1	2	0	0	0	0	10.9	13.2	2
1000	21	0	18	0	1	0	1	0	0	0	0	10.8	13.1	2.2
1100	10	0	8	0	0	0	1	0	0	0	0	11.7	-	2.3
1200	10	0	7	0	1	0	1	0	0	0	0	10.3	-	2.9
1300	11	1	8	0	1	0	1	0	0	0	0	11.1	13.6	2.5
1400	14	0	12	0	1	0	1	0	0	0	0	10.5	12.3	2.2
1500	19	0	16	0	1	0	1	0	0	0	0	10.6	13	2
1600	8	0	7	0	0	0	0	0	0	0	0	10.9	-	2.2
1700	3	0	2	0	1	0	0	0	0	0	0	12.1	-	1.9
1800	3	0	2	0	1	0	0	0	0	0	0	12	-	2.8
1900	2	0	2	0	0	0	0	0	0	0	0	10.9	-	2.7
2000	2	0	1	0	0	0	0	0	0	0	0	10	-	3.1
2100	1	0	1	0	0	0	0	0	0	0	0	10.2	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	11.1	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	9.4	-	-
00-07	7	1	6	0	0	0	0	0	0	0	0	9.4	-	2.5
07-19	128	2	105	1	7	2	9	0	0	1	2	10.8	13.2	2.2
19-00	5	0	4	0	0	0	0	0	0	0	0	10.5	-	3
00-00	140	3	116	1	7	2	9	0	0	1	2	10.8	13.1	2.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - North

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	129	4	103	0	8	5	5	0	0	2	2	10	12.5	2.3
Tue	188	7	140	1	10	2	25	0	0	0	3	10.8	13.9	2.5
Wed	214	4	183	1	8	1	14	0	0	2	1	10.9	12.7	2
Thu	211	6	179	0	8	2	13	0	1	0	2	10.2	12	1.9
Fri	155	1	131	1	7	3	7	0	1	1	3	11.8	13.8	2.1
Sat	31	0	27	0	4	0	0	0	0	0	0	11.4	15.1	3
Sun	55	1	46	1	3	3	0	1	0	0	0	10.7	13.4	2.7
--	983	23	809	4	48	16	64	1	2	5	11	10.8	13.1	2.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - North

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	983	23	809	4	48	16	64	1	2	5	11	10.8	13.1	2.3

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-166
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:55:48
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB03
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB03 0 2021-08-10 1533.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ACCESS ROAD - NORTH OF MOORHALL ROAD
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T13:28:16
Start Time	2021-08-02T13:28:16
Finish Time	2021-08-10T15:33:16
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(I0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Direction - North

03 August 2021

[illegible]

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

04 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	-	-
0100	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	-	-
0300	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	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	11	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	11	1.8
0700	13	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	12.6	1.5
0800	21	0	4	17	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.6	1.2
0900	21	0	4	17	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	12.7	1.9
1000	23	1	5	17	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	11.1	1.8
1100	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	0.9
1200	14	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	13.1	14.6	2.1
1300	13	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	14.7	3
1400	32	0	9	22	1	0	0	0	0	0	0	0	0	0	0	0	0	11	12.3	1.8
1500	20	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.8	1.5
1600	17	0	2	14	1	0	0	0	0	0	0	0	0	0	0	0	0	11.8	12.5	1.3
1700	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	1.7
1800	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	2.6
1900	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	2.1
2000	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	1.5
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-07	12	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	10.9	1.7
07-19	191	1	53	133	4	0	0	0	0	0	0	0	0	0	0	0	0	11	12.8	1.9
19-00	11	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	14.4	2.3
00-00	214	1	64	145	4	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.7	2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

05 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	-	-
0200	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	-	-
0400	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	-	-
0600	8	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	1.8
0700	18	0	5	13	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	10.8	1.3
0800	11	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11.8	1
0900	13	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10.8	1
1000	34	0	20	13	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.9	2.2
1100	18	0	5	13	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	11	1.3
1200	16	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	10.8	1.2
1300	19	0	5	13	1	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.2	1.8
1400	29	1	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	10.7	1.9
1500	21	0	6	15	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.7	1.8
1600	14	0	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	11.2	15.3	2.7
1700	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	2.5
1800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0
1900	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	1.9
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	2.5
2200	0	0	0	0	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	0	0	0	-	-
00-07	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-	2.1
07-19	197	1	81	111	4	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12	1.8
19-00	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	2.3
00-00	212	1	85	121	5	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12	1.9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

06 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	10	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	3.3
0700	11	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	10.8	1.7
0800	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0.5
0900	14	0	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	14	1.8
1000	29	0	4	22	3	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.4	1.7
1100	19	0	3	14	2	0	0	0	0	0	0	0	0	0	0	0	0	12.6	14	2
1200	8	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-	1.5
1300	8	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	2.6
1400	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0.7
1500	25	1	3	20	1	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.4	2.3
1600	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	3.6
1700	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	1.8
1800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	4.8
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	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	0	0	-	-	-
00-07	10	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	3.3
07-19	144	1	18	116	9	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.8	2
19-00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	4.8
00-00	156	1	23	121	11	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.8	2.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

07 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	4.9
1100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-	-
1200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	-	0.6
1300	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	3.3
1400	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	1.9
1500	6	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	2.1
1600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	1.2
1700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0.8
1800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-	4.6
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	-	-
00-07	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	-
07-19	27	1	5	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	15.3	3
19-00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	-	0.8
00-00	31	1	9	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	15.1	-

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

08 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-	1.2
0900	18	0	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13.6	2.7
1000	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-	2.2
1100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	2.4
1200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	2.5
1300	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	1.2
1400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	1.4
1500	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	3
1600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-	-
1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	-
1800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	0.6
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-	-
2100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.3	-	4.1
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-	0.1
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	50	0	22	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.4	2.5
19-00	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	-	4.5
00-00	55	1	25	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.4	2.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

09 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8 -		1.9
0700	7	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4 -		1.8
0800	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3 -		4.4
0900	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2 -		1.5
1000	12	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.2	1.8
1100	11	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	13.1	1.9
1200	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5 -		3
1300	13	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.8	1.8
1400	9	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2 -		1.3
1500	26	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	12.6	1.7
1600	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9 -		0.2
1700	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2 -		1.6
1800	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11 -		2.3
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7 -	-	
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3 -		1.1
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3 -	-	
00-07	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8 -		1.9
07-19	115	6	46	63	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12.5	2.3
19-00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6 -		1.4
00-00	129	6	57	66	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.5	2.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - North

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6 -	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5 -	-	2.5
0700	8	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6 -	-	1.7
0800	9	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5 -	-	1.7
0900	14	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.1	2
1000	21	0	7	12	1	0	0	0	0	0	0	0	0	0	0	0	0	10.8	13.1	2.2
1100	10	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	11.6	14.2	2.4
1200	10	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3 -	-	2.9
1300	11	0	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	11.1	13.6	2.5
1400	14	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.3	2.2
1500	19	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	13	2
1600	8	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10.9 -	-	2.2
1700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1 -	-	1.9
1800	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12 -	-	2.8
1900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9 -	-	2.7
2000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10 -	-	3.1
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2 -	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1 -	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4 -	-	-
00-07	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4 -	-	2.5
07-19	129	2	43	79	5	0	0	0	0	0	0	0	0	0	0	0	0	10.8	13.2	2.2
19-00	5	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5 -	-	3
00-00	141	2	49	84	6	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.1	2.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - North

Virtual Week (1)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	129	6	57	66	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.5	2.3
Tue	188	3	77	96	12	0	0	0	0	0	0	0	0	0	0	0	0	10.8	13.9	2.5
Wed	214	1	64	145	4	0	0	0	0	0	0	0	0	0	0	0	0	10.9	12.7	2
Thu	212	1	85	121	5	0	0	0	0	0	0	0	0	0	0	0	0	10.2	12	1.9
Fri	156	1	23	121	11	0	0	0	0	0	0	0	0	0	0	0	0	11.7	13.8	2.2
JSat	31	1	9	16	5	0	0	0	0	0	0	0	0	0	0	0	0	11.4	15.1	3
JSun	55	1	25	26	3	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.4	2.7
--	985	14	340	591	40	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.1	2.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - North

Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	985	14	340	591	40	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.1	2.3

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-165
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:54:15
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB03
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB03 0 2021-08-10 1533.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ACCESS ROAD - NORTH OF MOORHALL ROAD
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T13:28:16
Start Time	2021-08-02T13:28:16
Finish Time	2021-08-10T15:33:16
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(S) Sp(0,100) Headway[]0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

03 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	9 -	-	0
0700	7	0	4	1	0	0	1	0	0	0	1	9.3 -	-	2.1
0800	13	2	9	0	1	0	1	0	0	0	0	8.9	10.3	1.4
0900	24	3	13	0	4	0	4	0	0	0	0	9.2	11.8	2.6
1000	21	2	15	0	0	1	3	0	0	0	0	9	11.8	2.6
1100	10	0	6	0	0	0	4	0	0	0	0	11.7 -	-	2.7
1200	19	1	12	0	2	0	3	0	0	1	0	10.7	14.4	3.1
1300	15	0	12	0	1	0	2	0	0	0	0	8.7	9.2	1
1400	15	0	12	0	0	1	2	0	0	0	0	10.2	14.4	3.5
1500	38	2	26	1	2	0	7	0	0	0	0	9.8	12.3	2.1
1600	26	1	23	0	0	0	2	0	0	0	0	10	13.5	3.2
1700	10	1	8	0	1	0	0	0	0	0	0	8.7 -	-	2.6
1800	1	0	1	0	0	0	0	0	0	0	0	10 -	-	-
1900	4	1	3	0	0	0	0	0	0	0	0	11.8 -	-	4.3
2000	2	1	1	0	0	0	0	0	0	0	0	8.1 -	-	0.5
2100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	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 -	-	-
00-07	2	0	2	0	0	0	0	0	0	0	0	9 -	-	0
07-19	199	12	141	2	11	2	29	0	0	1	1	9.7	12.4	2.6
19-00	6	2	4	0	0	0	0	0	0	0	0	10.5 -	-	3.8
00-00	207	14	147	2	11	2	29	0	0	1	1	9.7	12.4	2.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

04 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	10.2	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	9.2	-	0.1
0700	13	1	10	0	1	0	1	0	0	0	0	10.1	12.4	1.4
0800	17	0	15	1	0	1	0	0	0	0	0	9.7	11	1.4
0900	21	0	14	0	2	0	3	0	0	0	2	9.2	12.6	2.5
1000	24	0	15	0	3	0	5	0	0	0	1	9.8	11.5	2
1100	10	0	5	0	0	0	4	0	0	0	1	9.8	-	2.4
1200	21	1	17	0	0	0	3	0	0	0	0	10.7	12.5	2.1
1300	10	1	5	0	1	0	2	0	0	0	1	8.3	-	2.3
1400	17	1	11	0	0	0	4	0	0	0	1	10	12.4	2.2
1500	18	1	12	0	0	1	4	0	0	0	0	11.5	13.7	1.8
1600	19	1	15	0	1	0	2	0	0	0	0	10	13.3	2.7
1700	7	0	7	0	0	0	0	0	0	0	0	11.7	-	2.9
1800	4	1	3	0	0	0	0	0	0	0	0	10	-	1.5
1900	11	0	11	0	0	0	0	0	0	0	0	10.1	12.8	2.8
2000	24	0	24	0	0	0	0	0	0	0	0	8.6	11.1	1.9
2100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	15	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	12.3	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	9.5	-	0.6
07-19	181	7	129	1	8	2	28	0	0	0	6	10	12.5	2.2
19-00	37	0	37	0	0	0	0	0	0	0	0	9.3	12.1	2.5
00-00	221	7	169	1	8	2	28	0	0	0	6	9.9	12.4	2.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

05 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	15.7	-	1
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	15	-	-
0700	19	0	16	0	0	0	3	0	0	0	0	9.8	11.3	2.3
0800	12	1	6	0	1	0	4	0	0	0	0	9.2	13.3	3.2
0900	16	1	13	0	0	0	2	0	0	0	0	9.4	12.6	2.8
1000	20	1	12	0	1	0	5	0	0	0	1	9.7	11.1	2
1100	18	1	10	0	0	0	6	0	0	0	1	9.4	11.3	1.7
1200	18	1	13	0	1	1	2	0	0	0	0	10.5	11.4	1.4
1300	19	1	13	0	0	2	3	0	0	0	0	8.9	11.5	2.6
1400	35	2	25	1	1	0	5	0	0	0	1	7.8	10.2	2.7
1500	31	0	27	0	1	0	3	0	0	0	0	10.4	12	1.6
1600	18	2	15	0	0	0	1	0	0	0	0	8.5	10.5	1.5
1700	9	0	7	0	2	0	0	0	0	0	0	9.4	-	3.6
1800	3	0	3	0	0	0	0	0	0	0	0	11.5	-	2.5
1900	2	0	2	0	0	0	0	0	0	0	0	7.3	-	2.1
2000	1	0	1	0	0	0	0	0	0	0	0	14	-	-
2100	3	0	3	0	0	0	0	0	0	0	0	13.1	-	1
2200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	9.7	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	15.5	-	0.8
07-19	218	10	160	1	7	3	34	0	0	0	3	9.3	11.4	2.4
19-00	7	0	7	0	0	0	0	0	0	0	0	11.1	-	3.1
00-00	228	10	170	1	7	3	34	0	0	0	3	9.5	11.6	2.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

06 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	11.1 -	-	0
0700	12	0	10	0	0	0	2	0	0	0	0	7.8	11.1	2.7
0800	7	0	6	0	0	0	1	0	0	0	0	11.4 -	-	1
0900	17	1	11	0	1	0	4	0	0	0	0	10.3	11.7	1.3
1000	13	1	10	0	0	0	2	0	0	0	0	10.9	13.9	2.1
1100	16	0	12	1	0	1	1	0	0	1	0	10.1	13.4	2.8
1200	9	0	6	0	1	0	2	0	0	0	0	11.6 -	-	2.4
1300	8	0	5	0	1	0	2	0	0	0	0	9.6 -	-	1.7
1400	13	1	8	0	1	1	2	0	0	0	0	8.5	10.6	1.8
1500	33	1	23	0	0	0	8	0	0	0	1	10.6	13.7	2.7
1600	10	0	10	0	0	0	0	0	0	0	0	9.7 -	-	1.1
1700	10	0	10	0	0	0	0	0	0	0	0	11 -	-	2.5
1800	3	0	3	0	0	0	0	0	0	0	0	8.6 -	-	5
1900	1	0	1	0	0	0	0	0	0	0	0	13.9 -	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	8.2 -	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	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 -	-	-
00-07	3	0	3	0	0	0	0	0	0	0	0	11.1 -	-	0
07-19	151	4	114	1	4	2	24	0	0	1	1	10.1	12.3	2.5
19-00	2	0	2	0	0	0	0	0	0	0	0	11 -	-	4
00-00	156	4	119	1	4	2	24	0	0	1	1	10.1	12.3	2.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

07 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0900	1	0	1	0	0	0	0	0	0	0	0	11.1 -	-	-
1000	2	0	2	0	0	0	0	0	0	0	0	13.2 -	-	1.7
1100	2	0	1	0	1	0	0	0	0	0	0	13.3 -	-	3.2
1200	4	0	3	0	1	0	0	0	0	0	0	9.7 -	-	2.6
1300	2	0	2	0	0	0	0	0	0	0	0	10.1 -	-	5.9
1400	3	0	3	0	0	0	0	0	0	0	0	9.5 -	-	1
1500	4	0	4	0	0	0	0	0	0	0	0	8.3 -	-	1.4
1600	2	0	1	0	1	0	0	0	0	0	0	9.4 -	-	1.5
1700	6	0	6	0	0	0	0	0	0	0	0	11.2 -	-	2
1800	2	0	2	0	0	0	0	0	0	0	0	5.5 -	-	3.2
1900	2	0	2	0	0	0	0	0	0	0	0	7.8 -	-	0.1
2000	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	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 -	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	28	0	25	0	3	0	0	0	0	0	0	10.1	14	2.8
19-00	2	0	2	0	0	0	0	0	0	0	0	7.8	-	0.1
00-00	30	0	27	0	3	0	0	0	0	0	0	9.9	13.8	2.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

08 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	11.4 -	-	-
0900	1	0	1	0	0	0	0	0	0	0	0	7.8 -	-	-
1000	6	0	5	0	1	0	0	0	0	0	0	8.6 -	-	1.8
1100	7	0	6	0	0	1	0	0	0	0	0	9 -	-	1.9
1200	3	0	3	0	0	0	0	0	0	0	0	10.6 -	-	2.1
1300	24	0	22	1	1	0	0	0	0	0	0	8.8	10.3	1.5
1400	9	1	7	0	1	0	0	0	0	0	0	9.1 -	-	1.7
1500	5	0	5	0	0	0	0	0	0	0	0	9.7 -	-	3
1600	2	0	1	0	0	0	1	0	0	0	0	11.3 -	-	5.9
1700	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
1900	2	0	1	0	1	0	0	0	0	0	0	10.4 -	-	4.3
2000	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2100	2	0	2	0	0	0	0	0	0	0	0	10.3 -	-	0.8
2200	4	1	3	0	0	0	0	0	0	0	0	8.2 -	-	2.5
2300	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	58	1	51	1	3	1	1	0	0	0	0	9.1	11.3	2
19-00	8	1	6	0	1	0	0	0	0	0	0	9.3 -	-	2.6
00-00	66	2	57	1	4	1	1	0	0	0	0	9.1	11.3	2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

09 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	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	-	-
0200	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	-	-
0400	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	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	10	2	5	0	0	0	1	0	0	0	2	8.1	-	2.3
0800	6	0	6	0	0	0	0	0	0	0	0	7.2	-	4.9
0900	7	0	6	0	0	0	1	0	0	0	0	9.6	-	1.8
1000	14	1	10	0	0	1	2	0	0	0	0	9.6	11.7	1.8
1100	13	1	10	0	0	0	2	0	0	0	0	11.9	13	1.9
1200	11	1	7	0	0	2	1	0	0	0	0	7.9	10.2	2.7
1300	15	1	8	0	2	0	3	0	0	0	1	9.6	12.4	2
1400	11	0	11	0	0	0	0	0	0	0	0	9.1	11	1.7
1500	24	0	22	0	0	1	1	0	0	0	0	8.6	9.1	0.5
1600	13	0	8	0	1	0	3	0	0	0	1	8.6	11.6	2.9
1700	10	1	8	0	1	0	0	0	0	0	0	9.8	-	1.9
1800	4	0	4	0	0	0	0	0	0	0	0	9.1	-	0.4
1900	1	0	1	0	0	0	0	0	0	0	0	7.2	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	7.8	-	-
2100	3	0	3	0	0	0	0	0	0	0	0	10.8	-	1.3
2200	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	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	138	7	105	0	4	4	14	0	0	0	4	9.2	11.8	2.3
19-00	5	0	5	0	0	0	0	0	0	0	0	9.5	-	2
00-00	143	7	110	0	4	4	14	0	0	0	4	9.2	11.8	2.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	10.2	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	15.7	-	-
0200	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	-	-
0400	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	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	10.6	-	2
0700	9	0	6	0	0	0	1	0	0	0	0	9.1	-	2.3
0800	8	0	6	0	0	0	1	0	0	0	0	9.4	-	2.6
0900	12	1	8	0	1	0	2	0	0	0	0	9.5	11.8	2.3
1000	14	1	10	0	1	0	2	0	0	0	0	9.7	11.7	2.2
1100	11	0	7	0	0	0	2	0	0	0	0	10.4	13.1	2.5
1200	12	1	9	0	1	0	2	0	0	0	0	10.3	12.7	2.5
1300	13	0	10	0	1	0	2	0	0	0	0	9	10.6	2
1400	15	1	11	0	0	0	2	0	0	0	0	8.9	11.3	2.6
1500	22	1	17	0	0	0	3	0	0	0	0	10.1	12.4	2.1
1600	13	1	10	0	0	0	1	0	0	0	0	9.5	12.2	2.7
1700	7	0	7	0	1	0	0	0	0	0	0	10.2	-	2.7
1800	2	0	2	0	0	0	0	0	0	0	0	9.3	-	2.8
1900	3	0	3	0	0	0	0	0	0	0	0	10	-	3.1
2000	4	0	4	0	0	0	0	0	0	0	0	8.7	-	2
2100	1	0	1	0	0	0	0	0	0	0	0	11.5	-	1.6
2200	1	0	1	0	0	0	0	0	0	0	0	9.5	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	11	-	-
00-07	2	0	2	0	0	0	0	0	0	0	0	11.5	-	2.7
07-19	139	6	104	1	6	2	19	0	0	0	2	9.6	12	2.4
19-00	10	0	9	0	0	0	0	0	0	0	0	9.6	-	2.6
00-00	150	6	114	1	6	2	19	0	0	0	2	9.7	12.1	2.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - South

Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	143	7	110	0	4	4	14	0	0	0	4	9.2	11.8	2.3
Tue	207	14	147	2	11	2	29	0	0	1	1	9.7	12.4	2.7
Wed	221	7	169	1	8	2	28	0	0	0	6	9.9	12.4	2.3
Thu	228	10	170	1	7	3	34	0	0	0	3	9.5	11.6	2.5
Fri	156	4	119	1	4	2	24	0	0	1	1	10.1	12.3	2.4
Sat	30	0	27	0	3	0	0	0	0	0	0	9.9	13.8	2.8
Sun	66	2	57	1	4	1	1	0	0	0	0	9.1	11.3	2
--	1051	44	799	6	41	14	130	0	0	2	15	9.7	12.1	2.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-165
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - South

Grand Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	1051	44	799	6	41	14	130	0	0	2	15	9.7	12.1	2.5

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-166
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:56:30
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB03
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB03 0 2021-08-10 1533.EC0
File Type	Plus
Algorithm	Factory default axle
Description	ACCESS ROAD - NORTH OF MOORHALL ROAD
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T13:28:16
Start Time	2021-08-02T13:28:16
Finish Time	2021-08-10T15:33:16
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-03T00:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

03 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-	0
0700	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	2.1
0800	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	10.3	1.4
0900	24	2	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.8	2.6
1000	21	1	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11.8	2.6
1100	10	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	2.7
1200	19	1	6	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	14.4	3.1
1300	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	9.2	1
1400	15	1	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	14.4	3.5
1500	38	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	12.3	2.1
1600	26	1	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13.5	3.2
1700	10	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-	2.6
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-	-
1900	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	4.3
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-	0.5
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	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	0	0	0	-	-	-
00-07	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-	0
07-19	199	7	114	72	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.4	2.6
19-00	6	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	3.8
00-00	207	7	119	74	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.4	2.7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

04 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	-
0100	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	-	-	-
0300	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	-	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-	0.1
0700	13	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.4	1.4
0800	17	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	11	1.4
0900	21	1	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	12.6	2.5
1000	24	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	11.5	2
1100	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	2.4
1200	21	0	7	13	1	0	0	0	0	0	0	0	0	0	0	0	0	10.7	12.5	2.1
1300	10	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3	-	2.3
1400	17	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12.4	2.2
1500	18	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.7	1.8
1600	19	1	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13.3	2.7
1700	7	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	2.9
1800	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-	1.5
1900	11	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.8	2.8
2000	24	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	11.1	1.9
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	-
00-07	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	0.6
07-19	181	4	86	89	2	0	0	0	0	0	0	0	0	0	0	0	0	10	12.5	2.2
19-00	37	0	23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	12.1	2.5
00-00	221	4	111	104	2	0	0	0	0	0	0	0	0	0	0	0	0	9.9	12.4	2.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

05 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	1
0200	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	-	-	-
0400	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	-	-	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	-	-
0700	19	0	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9.8	11.3	2.3
0800	12	2	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	13.3	3.2
0900	16	1	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	12.6	2.8
1000	20	1	7	12	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	11.1	2
1100	18	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	11.3	1.7
1200	18	0	6	12	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	11.4	1.4
1300	19	2	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	11.5	2.6
1400	35	6	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7.8	10.2	2.7
1500	31	0	13	18	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	12	1.6
1600	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	10.5	1.5
1700	9	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9.4	-	3.6
1800	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	2.5
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.3	-	2.1
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-	-
2100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	1
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	-
00-07	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0.8
07-19	218	13	118	83	4	0	0	0	0	0	0	0	0	0	0	0	0	9.3	11.4	2.4
19-00	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	3.1
00-00	228	13	121	88	6	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.6	2.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

06 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0
0700	12	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	11.1	2.7
0800	7	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	1
0900	17	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	11.7	1.3
1000	13	0	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	13.9	2.1
1100	16	0	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	13.4	2.8
1200	9	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	2.4
1300	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-	1.7
1400	13	1	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	10.6	1.8
1500	33	1	11	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	13.7	2.7
1600	10	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	1.1
1700	10	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-	2.5
1800	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	-	5
1900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200	0	0	0	0	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	0	0	0	-	-	-
00-07	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0
07-19	151	4	67	74	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.3	2.5
19-00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-	4
00-00	156	4	68	78	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.3	2.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

07 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	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 -	-	-
0200	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 -	-	-
0400	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 -	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
0900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1 -	-	-
1000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2 -	-	1.7
1100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.3 -	-	3.2
1200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7 -	-	2.6
1300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1 -	-	5.9
1400	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5 -	-	1
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3 -	-	1.4
1600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4 -	-	1.5
1700	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2 -	-	2
1800	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.5 -	-	3.2
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8 -	-	0.1
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
2200	0	0	0	0	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	0	0	0 -	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 -	-	-
07-19	28	1	13	13	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	14	2.8
19-00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	-	0.1
00-00	30	1	15	13	1	0	0	0	0	0	0	0	0	0	0	0	0	9.9	13.8	2.8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

08 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD	
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	-	-
1000	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	-	1.8
1100	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-	1.9
1200	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	2.1
1300	24	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	10.3	1.5
1400	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	1.7
1500	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	3
1600	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	5.9
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-	4.3
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0.8
2200	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-	2.5
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	58	0	39	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	11.3	2
19-00	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	2.6
00-00	66	0	43	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	11.3	

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

09 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	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	-	-	-
0200	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	-	-	-
0400	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	-	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700	10	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-	2.3
0800	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	-	4.9
0900	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-	1.8
1000	14	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	11.7	1.8
1100	13	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13	1.9
1200	11	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	10.2	2.7
1300	15	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	12.4	2
1400	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	11	1.7
1500	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	9.1	0.5
1600	13	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	11.6	2.9
1700	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	1.9
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0.4
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	-	-
2100	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	1.3
00-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	138	8	86	44	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.8	2.3
19-00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	2
00-00	143	8	88	47	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.8	2.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166

Site Name - ROBUXB03

Description - ACCESS ROAD - NORTH OF MOORHALL ROAD

Direction - South

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	-
0200	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	-	-
0400	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	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	2
0700	9	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	2.3
0800	8	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	-	2.6
0900	12	1	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.8	2.3
1000	14	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	11.7	2.2
1100	11	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	13.1	2.5
1200	12	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	12.7	2.5
1300	13	1	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10.6	2
1400	15	1	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8.9	11.3	2.6
1500	22	0	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.4	2.1
1600	13	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	12.2	2.7
1700	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	2.7
1800	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	2.8
1900	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-	3.1
2000	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-	2
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	1.6
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-	-
00-07	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	2.7
07-19	139	5	75	56	3	0	0	0	0	0	0	0	0	0	0	0	0	9.6	12	2.4
19-00	10	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-	2.6
00-00	150	5	81	61	3	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.1	2.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - South

Virtual Week (1)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	143	8	88	47	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	11.8	2.3
Tue	207	7	119	74	7	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.4	2.7
Wed	221	4	111	104	2	0	0	0	0	0	0	0	0	0	0	0	0	9.9	12.4	2.3
Thu	228	13	121	88	6	0	0	0	0	0	0	0	0	0	0	0	0	9.5	11.6	2.5
Fri	156	4	68	78	6	0	0	0	0	0	0	0	0	0	0	0	0	10.1	12.3	2.4
JSat	30	1	15	13	1	0	0	0	0	0	0	0	0	0	0	0	0	9.9	13.8	2.8
JSun	66	0	43	22	1	0	0	0	0	0	0	0	0	0	0	0	0	9.1	11.3	2
--	1051	37	565	426	23	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.1	2.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-166
Site Name - ROBUXB03
Description - ACCESS ROAD - NORTH OF MOORHALL ROAD
Direction - South

Grand Total

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	1051	37	565	426	23	0	0	0	0	0	0	0	0	0	0	0	0	9.7	12.1	2.5

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-161
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:38:03
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB02
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB02 0 2021-08-10 1531.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - EAST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:24:02
Start Time	2021-08-02T10:24:02
Finish Time	2021-08-10T15:31:02
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-02T13:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(E) Sp(0,100) Headway[0] Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

02 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
1300	238	6	203	1	22	0	3	1	0	1	1	26.3	31.2	5.5
1400	255	6	204	1	38	0	5	0	0	1	0	28	32.4	4.4
1500	297	8	243	5	32	0	6	1	1	1	0	27.3	31.3	5
1600	352	8	308	1	33	0	1	0	0	1	0	27.5	32.8	5.2
1700	364	2	324	5	26	1	1	0	2	2	1	28.3	32.7	4.2
1800	261	4	238	0	18	0	0	1	0	0	0	30.7	34.8	5
1900	203	4	188	2	9	0	0	0	0	0	0	31.2	36.8	5.5
2000	131	4	120	2	5	0	0	0	0	0	0	30.9	37.1	5.7
2100	74	2	67	0	5	0	0	0	0	0	0	28.3	32.9	4.8
2200	80	0	76	0	3	0	0	0	0	0	1	32.2	36.2	5.2
2300	64	1	57	0	6	0	0	0	0	0	0	34.2	40.7	8.1
00-07	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	1767	34	1520	13	169	1	16	3	3	6	2	28	32.9	5
19-00	552	11	508	4	28	0	0	0	0	0	1	31.3	36.9	6
00-00	2319	45	2028	17	197	1	16	3	3	6	3	28.8	33.9	5.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

03 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	34	2	29	1	2	0	0	0	0	0	0	34	40.4	5.5
0100	11	0	9	0	1	0	1	0	0	0	0	32.8	37.2	3
0200	3	0	2	0	1	0	0	0	0	0	0	35.5	-	8.8
0300	7	0	7	0	0	0	0	0	0	0	0	37.3	-	10
0400	15	0	12	1	2	0	0	0	0	0	0	34.1	38.7	5.8
0500	32	1	27	0	3	1	0	0	0	0	0	33.7	41.9	6.9
0600	128	1	101	0	21	0	3	0	0	1	1	32.3	37.1	4.8
0700	265	3	216	5	37	0	4	0	0	0	0	29.2	33.9	5.3
0800	260	1	214	2	38	0	4	0	1	0	0	26.7	30.6	4.3
0900	227	1	183	2	33	1	5	0	1	1	0	26.7	32.1	5.2
1000	209	2	172	2	25	0	7	0	0	1	0	26.6	30.9	5.2
1100	234	2	187	1	33	0	8	0	0	2	1	27.7	32.3	4.9
1200	251	3	207	2	32	1	5	0	1	0	0	27.9	31.9	4.3
1300	227	2	179	3	30	1	6	1	0	3	2	27.4	31.8	5.3
1400	272	4	230	5	26	1	5	0	0	1	0	27	31.1	4
1500	343	9	292	0	32	0	9	0	0	1	0	27.4	31.9	5
1600	376	4	327	3	35	0	6	0	1	0	0	27.2	32	5.1
1700	367	6	327	2	27	0	0	0	1	1	3	26.3	31.4	6
1800	325	7	295	1	21	0	1	0	0	0	0	30.1	34.2	5.1
1900	184	4	166	0	11	1	0	0	1	1	0	30.4	36.6	6.2
2000	123	7	108	0	8	0	0	0	0	0	0	30.8	36.1	5.7
2100	111	0	106	0	5	0	0	0	0	0	0	30.7	36	6.4
2200	82	1	78	0	3	0	0	0	0	0	0	31.6	37.6	5.4
2300	41	0	38	0	3	0	0	0	0	0	0	31.7	37.7	5.4
00-07	230	4	187	2	30	1	4	0	0	1	1	33.1	38.6	5.5
07-19	3356	44	2829	28	369	4	60	1	5	10	6	27.5	32.2	5.1
19-00	541	12	496	0	30	1	0	0	1	1	0	30.8	36.5	5.9
00-00	4127	60	3512	30	429	6	64	1	6	12	7	28.3	33.2	5.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

04 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	29	0	24	1	4	0	0	0	0	0	0	35.1	41.3	8
0100	13	0	11	0	2	0	0	0	0	0	0	32.9	41	5.4
0200	8	0	7	0	1	0	0	0	0	0	0	32.8	-	5.6
0300	3	0	3	0	0	0	0	0	0	0	0	39.8	-	8.4
0400	12	0	11	0	1	0	0	0	0	0	0	34.3	39.5	4.4
0500	29	1	24	0	4	0	0	0	0	0	0	32.6	38.4	6.2
0600	135	3	109	1	18	0	2	1	0	0	1	30.9	35.6	5.7
0700	278	3	245	3	24	0	2	1	0	0	0	29.4	33.4	4.5
0800	253	3	215	3	28	2	1	0	0	1	0	28.4	32.5	4.4
0900	233	1	203	0	27	0	1	0	0	1	0	29.3	33.4	4.4
1000	215	5	180	3	23	1	2	0	0	1	0	27.6	32.1	5.3
1100	225	3	180	0	34	3	2	0	0	1	2	28.4	32.9	4.7
1200	236	2	205	0	25	0	4	0	0	0	0	27.6	32.1	4.6
1300	247	8	199	1	33	0	2	0	1	3	0	27.4	31.3	5.2
1400	241	2	204	0	28	0	2	0	1	2	2	27.2	31.3	4.6
1500	149	4	124	1	19	0	1	0	0	0	0	23.8	30	6.8
1600	344	4	307	1	30	0	2	0	0	0	0	26.6	31.5	4.8
1700	377	4	352	1	18	0	2	0	0	0	0	27.8	33.4	5.7
1800	316	8	280	2	25	0	1	0	0	0	0	30.5	34.9	6.3
1900	223	4	201	2	16	0	0	0	0	0	0	30.5	35.3	4.7
2000	150	4	141	0	5	0	0	0	0	0	0	29.8	34.9	5.4
2100	105	1	101	0	3	0	0	0	0	0	0	30.5	37.4	6.2
2200	63	1	57	0	5	0	0	0	0	0	0	33.1	39.2	5.2
2300	47	0	42	0	5	0	0	0	0	0	0	32.1	37	5.9
00-07	229	4	189	2	30	0	2	1	0	0	1	32.1	36.9	6.3
07-19	3114	47	2694	15	314	6	22	1	2	9	4	28	32.8	5.3
19-00	588	10	542	2	34	0	0	0	0	0	0	30.7	35.9	5.4
00-00	3931	61	3425	19	378	6	24	2	2	9	5	28.6	33.7	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

05 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	17	0	17	0	0	0	0	0	0	0	0	35.1	42	8.4
0100	14	0	12	0	2	0	0	0	0	0	0	31.5	40.7	6.2
0200	10	1	7	0	2	0	0	0	0	0	0	36.2	-	9.8
0300	6	0	6	0	0	0	0	0	0	0	0	36.4	-	6.2
0400	13	0	11	0	2	0	0	0	0	0	0	31.6	39.1	7.3
0500	24	1	20	0	3	0	0	0	0	0	0	33.5	38.5	6.3
0600	150	3	133	0	13	0	1	0	0	0	0	32.5	36.7	4.6
0700	275	4	238	2	27	0	3	1	0	0	0	29	33.9	5.1
0800	272	0	229	3	32	2	4	0	1	1	0	27.7	32.1	4.3
0900	216	3	181	3	21	1	4	1	1	1	0	28.3	32.7	4.6
1000	215	6	175	1	27	2	2	0	1	1	0	27.1	31.7	5.4
1100	225	7	182	1	30	0	4	0	0	1	0	28	32	4.7
1200	233	7	190	7	27	0	1	0	0	0	1	28.5	33.3	5.2
1300	281	1	235	1	38	2	2	0	0	1	1	26.8	30.4	4.4
1400	263	5	211	1	36	0	7	0	0	2	1	28	33.3	6.5
1500	289	2	254	0	28	1	3	0	1	0	0	28.6	33.2	4.5
1600	369	3	318	5	33	0	8	0	1	1	0	28.7	32.6	4.4
1700	449	3	409	5	30	0	0	0	1	0	1	28.3	32.3	4.6
1800	463	5	428	1	28	0	0	0	0	0	1	30.1	35	5.2
1900	215	1	194	0	19	0	1	0	0	0	0	32	37.4	5.3
2000	127	1	115	0	11	0	0	0	0	0	0	31.3	36.9	5.7
2100	84	1	78	0	4	0	0	1	0	0	0	30.6	35.4	5.5
2200	52	1	49	0	2	0	0	0	0	0	0	32.3	38.9	4.9
2300	44	0	40	0	3	1	0	0	0	0	0	33.7	40.3	4.9
00-07	234	5	206	0	22	0	1	0	0	0	0	33	37.7	5.8
07-19	3550	46	3050	30	357	8	38	2	6	8	5	28.4	33	5
19-00	522	4	476	0	39	1	1	1	0	0	0	31.8	37	5.4
00-00	4306	55	3732	30	418	9	40	3	6	8	5	29.1	33.8	5.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

06 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	26	0	24	0	2	0	0	0	0	0	0	32.8	41.1	6.2
0100	10	0	9	0	1	0	0	0	0	0	0	36.6	-	7.7
0200	8	0	8	0	0	0	0	0	0	0	0	32.5	-	4.6
0300	6	0	5	0	1	0	0	0	0	0	0	32.8	-	6.6
0400	8	0	8	0	0	0	0	0	0	0	0	36.8	-	5.4
0500	32	1	28	0	3	0	0	0	0	0	0	32	35.9	6.3
0600	134	0	117	0	15	0	1	0	0	1	0	31.3	34.9	4.4
0700	231	1	189	1	35	1	2	1	0	1	0	28.9	32.8	3.9
0800	219	1	185	0	27	0	2	1	1	0	2	29.2	33.4	3.8
0900	229	2	181	1	38	2	2	1	0	0	2	29.6	34.2	4.4
1000	225	2	192	1	27	0	3	0	0	0	0	28.7	32.8	4.6
1100	224	4	177	1	33	0	7	0	0	1	1	28.8	33.1	4.8
1200	219	1	179	0	37	0	0	0	0	1	1	30.3	34.8	5
1300	243	3	211	1	25	0	1	0	1	0	1	28.8	32.7	4.1
1400	322	5	273	5	36	0	2	0	1	0	0	28.8	32.8	4.2
1500	389	4	329	3	46	1	6	0	0	0	0	27.1	31.9	5
1600	372	2	330	3	34	1	2	0	0	0	0	27.9	32.3	4.3
1700	352	1	322	1	27	0	1	0	0	0	0	28.2	32.7	4.2
1800	287	1	259	3	23	0	1	0	0	0	0	30.3	35.5	4.9
1900	221	0	205	1	13	1	0	0	0	1	0	31.7	36.3	5.4
2000	148	1	138	0	9	0	0	0	0	0	0	30.4	35.2	5
2100	111	1	101	0	8	1	0	0	0	0	0	30.9	35.5	5.6
2200	69	3	60	0	6	0	0	0	0	0	0	29.7	35.8	6
2300	62	0	57	0	5	0	0	0	0	0	0	29.9	36.3	5.6
00-07	224	1	199	0	22	0	1	0	0	1	0	32.1	37.3	5.3
07-19	3312	27	2827	20	388	5	29	3	3	3	7	28.8	33.1	4.6
19-00	611	5	561	1	41	2	0	0	0	1	0	30.8	35.8	5.5
00-00	4147	33	3587	21	451	7	30	3	3	5	7	29.2	33.8	4.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

07 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	28	1	27	0	0	0	0	0	0	0	0	32.8	38.4	4.6
0100	17	0	16	0	1	0	0	0	0	0	0	30.1	38.2	5.9
0200	8	0	7	0	1	0	0	0	0	0	0	31.8 -		3.5
0300	7	0	6	0	1	0	0	0	0	0	0	28.7 -		5.7
0400	8	0	6	0	2	0	0	0	0	0	0	32.3 -		4.6
0500	16	0	12	0	3	0	0	0	0	0	1	33	39.3	5.6
0600	51	1	44	1	5	0	0	0	0	0	0	33.5	41	7.2
0700	118	3	102	1	10	0	1	1	0	0	0	32.9	38.5	6
0800	125	4	106	1	14	0	0	0	0	0	0	31.9	38	6.4
0900	182	4	161	1	15	0	0	0	0	1	0	31.3	35.8	5.9
1000	198	1	172	0	21	0	2	1	0	0	1	30.3	35	5
1100	223	1	196	1	23	0	1	0	1	0	0	30.7	35.1	4.2
1200	278	4	253	2	16	0	2	0	1	0	0	30.9	35.1	4.6
1300	275	4	250	2	19	0	0	0	0	0	0	30.5	34.9	4.6
1400	246	4	229	0	10	0	0	1	1	1	0	29.9	33.9	4.5
1500	278	3	258	1	16	0	0	0	0	0	0	30.2	35.1	4.4
1600	232	1	212	1	18	0	0	0	0	0	0	30.8	35.7	5.1
1700	224	7	203	1	13	0	0	0	0	0	0	31	36.6	5.9
1800	217	2	203	0	11	1	0	0	0	0	0	30.9	36.3	5.9
1900	183	0	172	0	10	0	0	0	1	0	0	31.9	37.2	4.9
2000	144	3	132	1	8	0	0	0	0	0	0	30.8	36	5
2100	100	1	94	0	5	0	0	0	0	0	0	32.1	36.9	5.8
2200	83	3	73	0	7	0	0	0	0	0	0	30.8	36.1	5.7
2300	50	1	47	0	2	0	0	0	0	0	0	29.5	35.5	5.9
00-07	135	2	118	1	13	0	0	0	0	0	1	32.5	38.1	6
07-19	2596	38	2345	11	186	1	6	3	3	2	1	30.8	35.6	5.1
19-00	560	8	518	1	32	0	0	0	1	0	0	31.3	36.6	5.3
00-00	3291	48	2981	13	231	1	6	3	4	2	2	30.9	35.9	5.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

08 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	37	0	37	0	0	0	0	0	0	0	0	34.9	41.8	6.9
0100	27	0	27	0	0	0	0	0	0	0	0	33.1	37.8	5.7
0200	16	0	16	0	0	0	0	0	0	0	0	33.2	37.9	3.4
0300	5	0	5	0	0	0	0	0	0	0	0	35.2	-	3.1
0400	10	0	9	0	1	0	0	0	0	0	0	38.4	-	9
0500	8	0	7	0	1	0	0	0	0	0	0	32.6	-	6.8
0600	31	0	28	0	3	0	0	0	0	0	0	31.6	38.4	6
0700	66	1	59	0	5	0	1	0	0	0	0	33.9	40.4	6.2
0800	82	3	68	0	10	0	0	0	0	0	1	30.6	38.5	8
0900	94	3	79	0	11	0	1	0	0	0	0	31.8	37.3	5.7
1000	190	1	166	0	22	0	1	0	0	0	0	30.9	36	5.5
1100	205	1	195	0	9	0	0	0	0	0	0	31.1	36.5	5.5
1200	249	4	230	2	13	0	0	0	0	0	0	30.4	34.8	4.9
1300	264	5	244	1	13	1	0	0	0	0	0	30.9	36	4.8
1400	252	5	232	5	10	0	0	0	0	0	0	31	36.6	5.3
1500	219	4	205	1	9	0	0	0	0	0	0	30.7	36.1	5.4
1600	251	5	234	3	8	0	1	0	0	0	0	30.1	35	5.4
1700	213	4	201	0	8	0	0	0	0	0	0	31.5	36.7	5.4
1800	188	5	171	4	8	0	0	0	0	0	0	31.5	36.7	5.6
1900	196	4	181	0	11	0	0	0	0	0	0	31.2	35.8	5.5
2000	124	2	110	0	11	0	0	0	0	0	1	31.7	36.2	5.1
2100	81	3	69	0	9	0	0	0	0	0	0	32.1	38.7	6.5
2200	52	2	49	0	1	0	0	0	0	0	0	31.6	38.4	6.4
2300	30	0	28	0	2	0	0	0	0	0	0	31.2	36	5.2
00-07	134	0	129	0	5	0	0	0	0	0	0	33.7	39.5	6.3
07-19	2273	41	2084	16	126	1	4	0	0	0	1	31	36.4	5.5
19-00	483	11	437	0	34	0	0	0	0	0	1	31.5	36.5	5.6
00-00	2890	52	2650	16	165	1	4	0	0	0	2	31.2	36.5	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

DAMAGED TUBE

09 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	21	0	20	0	1	0	0	0	0	0	0	33.9	40.6	8.1
0100	9	0	8	0	1	0	0	0	0	0	0	30.6	-	5.4
0200	4	0	3	0	1	0	0	0	0	0	0	34.2	-	9.9
0300	7	0	6	0	1	0	0	0	0	0	0	35.7	-	6.6
0400	11	0	8	0	2	0	0	0	0	1	0	35.6	45.9	7.5
0500	31	0	24	0	6	1	0	0	0	0	0	31.9	35.5	3.9
0600	115	2	95	0	18	0	0	0	0	0	0	31.4	35.9	5.5
0700	224	2	190	4	27	0	0	0	0	0	1	29.9	35.1	5
0800	180	0	143	2	31	2	0	0	0	2	0	32.9	39.1	7.8
0900	122	0	64	0	57	1	0	0	0	0	0	35.5	41.9	7
1000	63	0	13	0	50	0	0	0	0	0	0	38.6	47.2	8.5
1100	19	0	7	0	12	0	0	0	0	0	0	44.6	47.3	12.3
1200	22	0	6	1	15	0	0	0	0	0	0	40.6	50.8	10.2
1300	35	0	8	1	25	0	0	1	0	0	0	44.3	68.8	17.2
1400	54	1	10	0	41	2	0	0	0	0	0	40.1	51.6	11.5
1500	49	1	15	2	31	0	0	0	0	0	0	48	66.4	16.2
1600	51	0	18	0	32	1	0	0	0	0	0	56.7	80.6	18.7
1700	45	0	23	0	22	0	0	0	0	0	0	66.3	83.7	13.5
1800	35	0	17	0	17	1	0	0	0	0	0	71.1	90.2	16.4
1900	24	0	8	0	16	0	0	0	0	0	0	59.7	81.7	17.6
2000	14	0	5	0	8	0	0	1	0	0	0	52.3	73	13.3
2100	5	0	1	0	4	0	0	0	0	0	0	55	-	17.1
2200	5	0	2	0	3	0	0	0	0	0	0	57.8	-	2.8
2300	2	0	2	0	0	0	0	0	0	0	0	79.6	-	0.1
00-07	198	2	164	0	30	1	0	0	0	1	0	32.1	36.7	5.9
07-19	899	4	514	10	360	7	0	1	0	2	1	39.6	53	15.4
19-00	50	0	18	0	31	0	0	1	0	0	0	57.7	78.5	15.8
00-00	1147	6	696	10	421	8	0	2	0	3	1	39.1	52.3	15.1

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

Virtual Day (Partial days = 7.45833)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	27	0	25	0	1	0	0	0	0	0	0	34.1	40	6.7
0100	14	0	13	0	1	0	0	0	0	0	0	32.5	38.7	5.9
0200	8	0	7	0	1	0	0	0	0	0	0	33.6	-	6.1
0300	6	0	5	0	0	0	0	0	0	0	0	34.7	-	7.2
0400	11	0	9	0	1	0	0	0	0	0	0	34.6	39.7	6.6
0500	25	1	20	0	3	0	0	0	0	0	0	32.7	37.8	5.9
0600	106	1	90	0	13	0	1	0	0	0	0	31.8	36.2	5.3
0700	208	2	177	2	24	0	2	1	0	0	0	29.8	34.7	5.2
0800	199	2	166	2	26	1	2	0	0	1	0	29.1	33.8	5.7
0900	186	2	150	1	29	1	2	0	0	1	0	29.8	35.1	5.7
1000	188	2	153	1	28	0	2	0	0	0	0	28.9	34.1	6
1100	194	3	161	1	25	0	3	0	0	1	1	29.3	34.1	5.4
1200	213	3	181	2	24	0	2	0	0	0	0	29.5	33.9	5.2
1300	226	4	191	1	26	1	2	0	0	1	1	28.7	33.3	6
1400	238	4	199	2	28	0	3	0	0	1	0	28.9	33.4	5.6
1500	252	4	215	2	27	0	3	0	0	0	0	28.5	33.4	6.6
1600	293	3	257	2	28	0	3	0	0	0	0	28.8	33.4	7.1
1700	299	3	270	2	21	0	1	0	1	0	1	29.2	33.8	7.6
1800	262	4	236	1	19	0	0	0	0	0	0	31.2	35.7	7.8
1900	181	2	164	1	13	0	0	0	0	0	0	31.7	36.8	6.8
2000	120	3	109	0	8	0	0	0	0	0	0	31.1	36.4	6.1
2100	84	1	77	0	5	0	0	0	0	0	0	31	36.1	6.4
2200	61	1	56	0	4	0	0	0	0	0	0	31.8	37.7	6.2
2300	43	0	39	0	3	0	0	0	0	0	0	32.1	38	7.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

Virtual Week (Partial weeks = 1.14286)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	1733	26	1362	14	309	5	8	3	2	5	2	32.2	38.2	10.9
Tue	4127	60	3512	30	429	6	64	1	6	12	7	28.3	33.2	5.5
Wed	3931	61	3425	19	378	6	24	2	2	9	5	28.6	33.7	5.6
Thu	4306	55	3732	30	418	9	40	3	6	8	5	29.1	33.8	5.3
Fri	4147	33	3587	21	451	7	30	3	3	5	7	29.2	33.8	4.8
Sat	3291	48	2981	13	231	1	6	3	4	2	2	30.9	35.9	5.2
Sun	2890	52	2650	16	165	1	4	0	0	0	2	31.2	36.5	5.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161
Site Name - ROBUXB02
Description - MOORHALL ROAD - EAST OF ACCESS ROAD
Direction - East

Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	26158	360	22611	156	2690	39	184	17	24	45	32	29.8	34.8	6.5

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-162
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:43:42
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB02
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB02 0 2021-08-10 1531.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - EAST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:24:02
Start Time	2021-08-02T10:24:02
Finish Time	2021-08-10T15:31:02
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-02T13:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(E) Sp(0,100) Headway(]0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	East
Encoded Direction	2

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

02 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
1300	238	0	4	3	18	65	98	40	7	3	0	0	0	0	0	0	0	26.3	31.2	5.5
1400	255	0	1	2	4	48	130	55	14	1	0	0	0	0	0	0	0	28	32.4	4.4
1500	297	0	2	4	12	58	152	53	12	3	0	1	0	0	0	0	0	27.3	31.3	5
1600	352	0	0	1	18	100	128	79	23	1	0	2	0	0	0	0	0	27.5	32.8	5.2
1700	364	0	0	1	9	58	179	99	17	1	0	0	0	0	0	0	0	28.3	32.7	4.2
1800	261	0	0	1	4	18	95	106	27	7	1	2	0	0	0	0	0	30.7	34.8	5
1900	203	0	0	1	2	23	54	79	33	10	1	0	0	0	0	0	0	31.2	36.8	5.5
2000	131	0	1	0	0	17	45	32	27	8	1	0	0	0	0	0	0	30.9	37.1	5.7
2100	74	0	0	0	4	15	30	18	7	0	0	0	0	0	0	0	0	28.3	32.9	4.8
2200	80	0	0	0	0	4	19	42	8	5	1	1	0	0	0	0	0	32.2	36.2	5.2
2300	64	0	0	0	1	15	25	9	8	2	1	1	1	1	0	0	0	34.2	40.7	8.1
00-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	1767	0	7	12	65	347	782	432	100	16	1	5	0	0	0	0	0	28	32.9	5
19-00	552	0	1	1	7	60	163	196	84	31	5	2	1	1	0	0	0	31.3	36.9	6
00-00	2319	0	8	13	72	407	945	628	184	47	6	7	1	1	0	0	0	28.8	33.9	5.4

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

03 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	34	0	0	0	0	0	8	17	4	3	2	0	0	0	0	0	0	34	40.4	5.5
0100	11	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	32.8	37.2	3
0200	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	35.5	-	8.8
0300	7	0	0	0	0	0	3	0	1	1	1	1	0	0	0	0	0	37.3	-	10
0400	15	0	0	0	0	2	1	4	7	1	0	0	0	0	0	0	0	34.1	38.7	5.8
0500	32	0	0	0	0	3	7	10	7	3	2	0	0	0	0	0	0	33.7	41.9	6.9
0600	128	0	0	0	1	6	28	63	22	7	1	0	0	0	0	0	0	32.3	37.1	4.8
0700	265	0	0	2	6	48	93	85	24	5	1	1	0	0	0	0	0	29.2	33.9	5.3
0800	260	0	0	1	8	76	129	39	5	1	1	0	0	0	0	0	0	26.7	30.6	4.3
0900	227	0	0	3	22	45	97	50	9	1	0	0	0	0	0	0	0	26.7	32.1	5.2
1000	209	0	2	6	12	36	108	33	12	0	0	0	0	0	0	0	0	26.6	30.9	5.2
1100	234	0	1	1	15	37	111	56	13	0	0	0	0	0	0	0	0	27.7	32.3	4.9
1200	251	0	0	2	5	56	114	64	9	1	0	0	0	0	0	0	0	27.9	31.9	4.3
1300	227	0	0	5	11	44	108	46	8	3	2	0	0	0	0	0	0	27.4	31.8	5.3
1400	272	0	0	1	6	81	128	45	11	0	0	0	0	0	0	0	0	27	31.1	4
1500	343	0	2	1	16	92	142	64	24	1	0	1	0	0	0	0	0	27.4	31.9	5
1600	376	0	1	0	24	97	166	59	24	2	2	1	0	0	0	0	0	27.2	32	5.1
1700	367	0	6	19	23	71	167	68	11	1	1	0	0	0	0	0	0	26.3	31.4	6
1800	325	0	1	2	3	43	99	139	31	3	2	2	0	0	0	0	0	30.1	34.2	5.1
1900	184	0	1	2	4	13	75	57	21	7	3	1	0	0	0	0	0	30.4	36.6	6.2
2000	123	0	0	0	2	16	40	43	15	5	1	0	1	0	0	0	0	30.8	36.1	5.7
2100	111	0	0	0	7	7	38	36	16	4	2	0	1	0	0	0	0	30.7	36	6.4
2200	82	0	0	0	1	3	29	32	12	4	1	0	0	0	0	0	0	31.6	37.6	5.4
2300	41	0	0	0	0	4	14	12	8	2	1	0	0	0	0	0	0	31.7	37.7	5.4
00-07	230	0	0	0	1	11	50	102	43	16	6	1	0	0	0	0	0	33.1	38.6	5.5
07-19	3356	0	13	43	151	726	1462	748	181	18	9	5	0	0	0	0	0	27.5	32.2	5.1
19-00	541	0	1	2	14	43	196	180	72	22	8	1	2	0	0	0	0	30.8	36.5	5.9
00-00	4127	0	14	45	166	780	1708	1030	296	56	23	7	2	0	0	0	0	28.3	33.2	5.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

04 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	29	0	0	0	0	1	6	9	8	4	0	0	0	1	0	0	0	35.1	41.3	8
0100	13	0	0	0	0	0	7	2	2	2	0	0	0	0	0	0	0	32.9	41	5.4
0200	8	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	32.8	-	5.6
0300	3	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	39.8	-	8.4
0400	12	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	34.3	39.5	4.4
0500	29	0	0	0	0	2	10	8	6	2	1	0	0	0	0	0	0	32.6	38.4	6.2
0600	135	0	1	3	2	15	27	53	32	2	0	0	0	0	0	0	0	30.9	35.6	5.7
0700	278	0	0	1	7	32	105	114	16	2	1	0	0	0	0	0	0	29.4	33.4	4.5
0800	253	0	1	1	5	42	114	77	11	1	0	1	0	0	0	0	0	28.4	32.5	4.4
0900	233	0	1	0	2	30	106	72	18	4	0	0	0	0	0	0	0	29.3	33.4	4.4
1000	215	0	1	3	6	52	98	35	17	3	0	0	0	0	0	0	0	27.6	32.1	5.3
1100	225	0	0	3	5	37	96	67	14	3	0	0	0	0	0	0	0	28.4	32.9	4.7
1200	236	0	0	1	13	51	106	50	13	2	0	0	0	0	0	0	0	27.6	32.1	4.6
1300	247	0	4	1	8	50	122	47	11	1	3	0	0	0	0	0	0	27.4	31.3	5.2
1400	241	0	1	2	14	42	124	47	11	0	0	0	0	0	0	0	0	27.2	31.3	4.6
1500	149	0	2	6	37	41	41	14	6	0	0	2	0	0	0	0	0	23.8	30	6.8
1600	345	0	2	2	15	117	133	62	12	2	0	0	0	0	0	0	0	26.6	31.4	4.8
1700	377	0	2	10	19	72	143	102	22	7	0	0	0	0	0	0	0	27.8	33.4	5.7
1800	316	0	2	4	1	23	129	110	30	10	3	2	1	0	1	0	0	30.5	34.9	6.3
1900	223	0	0	3	2	12	92	78	29	6	1	0	0	0	0	0	0	30.5	35.3	4.7
2000	150	0	1	1	3	22	47	55	17	3	1	0	0	0	0	0	0	29.8	34.9	5.4
2100	105	0	1	0	3	13	36	28	16	6	2	0	0	0	0	0	0	30.5	37.4	6.2
2200	63	0	0	0	0	1	20	22	14	4	2	0	0	0	0	0	0	33.1	39.2	5.2
2300	47	0	0	0	0	2	19	18	4	2	1	1	0	0	0	0	0	32.1	37	5.9
00-07	229	0	1	3	2	18	56	79	55	12	2	0	0	1	0	0	0	32.1	36.9	6.3
07-19	3115	0	16	34	132	589	1317	797	181	35	7	5	1	0	1	0	0	28	32.8	5.3
19-00	588	0	2	4	8	50	214	201	80	21	7	1	0	0	0	0	0	30.7	35.9	5.4
00-00	3932	0	19	41	142	657	1587	1077	316	68	16	6	1	1	1	0	0	28.6	33.7	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

05 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	17	0	0	0	0	0	4	6	4	2	0	0	0	1	0	0	0	35.1	42	8.4
0100	14	0	0	0	0	2	5	4	1	2	0	0	0	0	0	0	0	31.5	40.7	6.2
0200	10	0	0	0	0	1	2	2	2	1	0	2	0	0	0	0	0	36.2	-	9.8
0300	6	0	0	0	0	0	1	0	4	0	1	0	0	0	0	0	0	36.4	-	6.2
0400	13	0	0	0	1	1	2	4	4	1	0	0	0	0	0	0	0	31.6	39.1	7.3
0500	24	0	0	0	0	1	6	8	6	2	0	1	0	0	0	0	0	33.5	38.5	6.3
0600	150	0	0	0	0	8	33	76	21	11	1	0	0	0	0	0	0	32.5	36.7	4.6
0700	275	0	0	3	2	59	96	87	21	5	2	0	0	0	0	0	0	29	33.9	5.1
0800	272	0	0	0	7	61	125	62	15	2	0	0	0	0	0	0	0	27.7	32.1	4.3
0900	216	0	0	1	2	44	109	40	16	4	0	0	0	0	0	0	0	28.3	32.7	4.6
1000	216	0	2	5	10	41	110	41	4	1	1	1	0	0	0	0	0	27.1	31.7	5.4
1100	225	0	0	2	8	45	108	51	9	0	2	0	0	0	0	0	0	28	32	4.7
1200	233	0	1	2	8	45	86	73	14	3	1	0	0	0	0	0	0	28.5	33.3	5.2
1300	281	0	0	2	12	72	146	38	7	4	0	0	0	0	0	0	0	26.8	30.4	4.4
1400	263	0	0	1	13	70	96	60	20	1	0	0	1	0	0	1	0	28	33.3	6.5
1500	289	0	1	0	5	45	144	73	19	0	2	0	0	0	0	0	0	28.6	33.2	4.5
1600	369	0	1	1	2	66	165	108	23	3	0	0	0	0	0	0	0	28.7	32.6	4.4
1700	450	0	0	7	7	63	227	117	22	6	1	0	0	0	0	0	0	28.3	32.3	4.6
1800	463	0	0	1	2	54	199	138	49	14	3	2	1	0	0	0	0	30.1	35	5.2
1900	215	0	0	1	1	12	59	93	30	16	3	0	0	0	0	0	0	32	37.4	5.3
2000	127	0	0	0	5	9	34	49	24	4	1	1	0	0	0	0	0	31.3	36.9	5.7
2100	84	0	0	1	0	10	31	28	10	3	1	0	0	0	0	0	0	30.6	35.4	5.5
2200	52	0	0	0	0	1	16	23	9	2	1	0	0	0	0	0	0	32.3	38.9	4.9
2300	44	0	0	0	0	0	14	14	9	7	0	0	0	0	0	0	0	33.7	40.3	4.9
00-07	234	0	0	0	1	13	53	100	42	19	2	3	0	1	0	0	0	33	37.7	5.8
07-19	3552	0	5	25	78	665	1611	888	219	43	12	3	2	0	0	1	0	28.4	33	5
19-00	522	0	0	2	6	32	154	207	82	32	6	1	0	0	0	0	0	31.8	37	5.4
00-00	4308	0	5	27	85	710	1818	1195	343	94	20	7	2	1	0	1	0	29.1	33.8	5.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

06 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	26	0	0	0	0	2	5	11	4	4	0	0	0	0	0	0	0	32.8	41.1	6.2
0100	10	0	0	0	0	0	3	2	1	3	0	1	0	0	0	0	0	36.6	-	7.7
0200	8	0	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	32.5	-	4.6
0300	6	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	32.8	-	6.6
0400	8	0	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	36.8	-	5.4
0500	32	0	0	0	1	2	9	15	3	0	1	1	0	0	0	0	0	32	35.9	6.3
0600	134	0	0	0	1	9	39	65	15	4	1	0	0	0	0	0	0	31.3	34.9	4.4
0700	231	0	0	0	4	24	120	68	14	1	0	0	0	0	0	0	0	28.9	32.8	3.9
0800	219	0	0	1	2	12	114	76	14	0	0	0	0	0	0	0	0	29.2	33.4	3.8
0900	229	0	0	1	2	27	99	72	25	3	0	0	0	0	0	0	0	29.6	34.2	4.4
1000	225	0	0	0	9	28	111	55	18	3	1	0	0	0	0	0	0	28.7	32.8	4.6
1100	225	0	0	1	5	31	110	59	15	3	1	0	0	0	0	0	0	28.8	33	4.8
1200	219	0	0	0	1	28	83	75	26	3	2	0	0	1	0	0	0	30.3	34.8	5
1300	243	0	0	0	3	38	117	70	11	4	0	0	0	0	0	0	0	28.8	32.7	4.1
1400	322	0	0	1	3	48	159	89	17	4	1	0	0	0	0	0	0	28.8	32.8	4.2
1500	390	0	0	2	29	97	158	83	13	8	0	0	0	0	0	0	0	27.1	31.9	5
1600	372	0	0	2	12	75	176	88	14	5	0	0	0	0	0	0	0	27.9	32.3	4.3
1700	352	0	0	0	4	89	136	103	19	1	0	0	0	0	0	0	0	28.2	32.7	4.2
1800	287	0	0	0	3	29	120	88	35	10	1	1	0	0	0	0	0	30.3	35.5	4.9
1900	221	0	0	0	0	19	63	95	26	13	3	2	0	0	0	0	0	31.7	36.3	5.4
2000	148	0	0	0	2	16	58	50	15	6	0	1	0	0	0	0	0	30.4	35.2	5
2100	111	0	0	0	1	15	36	41	11	4	2	1	0	0	0	0	0	30.9	35.5	5.6
2200	69	0	1	1	0	9	25	20	9	4	0	0	0	0	0	0	0	29.7	35.8	6
2300	62	0	0	0	2	8	28	14	5	5	0	0	0	0	0	0	0	29.9	36.3	5.6
00-07	224	0	0	0	2	15	57	102	31	12	3	2	0	0	0	0	0	32.1	37.3	5.3
07-19	3314	0	0	8	77	526	1503	926	221	45	6	1	0	1	0	0	0	28.8	33.1	4.6
19-00	611	0	1	1	5	67	210	220	66	32	5	4	0	0	0	0	0	30.8	35.8	5.5
00-00	4149	0	1	9	84	608	1770	1248	318	89	14	7	0	1	0	0	0	29.2	33.8	4.8

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

07 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	28	0	0	0	0	2	4	15	7	0	0	0	0	0	0	0	0	32.8	38.4	4.6
0100	17	0	0	0	0	4	4	6	2	1	0	0	0	0	0	0	0	30.1	38.2	5.9
0200	8	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	31.8	-	3.5
0300	7	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	28.7	-	5.7
0400	8	0	0	0	0	1	0	5	2	0	0	0	0	0	0	0	0	32.3	-	4.6
0500	16	0	0	0	0	1	3	7	3	2	0	0	0	0	0	0	0	33	39.3	5.6
0600	51	0	1	0	0	1	13	17	11	4	3	1	0	0	0	0	0	33.5	41	7.2
0700	118	0	1	1	0	5	28	38	35	6	4	0	0	0	0	0	0	32.9	38.5	6
0800	125	0	0	1	3	16	21	44	30	8	1	1	0	0	0	0	0	31.9	38	6.4
0900	182	0	2	2	2	8	50	80	28	6	3	0	1	0	0	0	0	31.3	35.8	5.9
1000	198	0	0	2	7	14	65	81	26	3	0	0	0	0	0	0	0	30.3	35	5
1100	223	0	0	0	2	10	86	91	33	1	0	0	0	0	0	0	0	30.7	35.1	4.2
1200	278	0	0	1	1	15	109	109	31	10	2	0	0	0	0	0	0	30.9	35.1	4.6
1300	275	0	0	2	1	14	110	109	33	4	2	0	0	0	0	0	0	30.5	34.9	4.6
1400	246	0	1	2	3	19	92	105	20	4	0	0	0	0	0	0	0	29.9	33.9	4.5
1500	278	0	1	0	2	17	123	93	35	7	0	0	0	0	0	0	0	30.2	35.1	4.4
1600	232	0	1	1	4	15	82	87	31	10	0	1	0	0	0	0	0	30.8	35.7	5.1
1700	224	0	0	4	2	12	88	65	40	9	2	2	0	0	0	0	0	31	36.6	5.9
1800	217	0	0	0	4	21	80	70	29	6	5	2	0	0	0	0	0	30.9	36.3	5.9
1900	183	0	0	0	3	10	55	67	42	5	1	0	0	0	0	0	0	31.9	37.2	4.9
2000	144	0	0	0	2	15	53	45	24	4	1	0	0	0	0	0	0	30.8	36	5
2100	100	0	0	0	0	3	35	39	18	0	3	1	1	0	0	0	0	32.1	36.9	5.8
2200	83	0	0	0	3	5	35	26	8	5	1	0	0	0	0	0	0	30.8	36.1	5.7
2300	50	0	1	0	1	8	13	20	6	1	0	0	0	0	0	0	0	29.5	35.5	5.9
00-07	135	0	1	0	0	11	29	55	28	7	3	1	0	0	0	0	0	32.5	38.1	6
07-19	2596	0	6	16	31	166	934	972	371	74	19	6	1	0	0	0	0	30.8	35.6	5.1
19-00	560	0	1	0	9	41	191	197	98	15	6	1	1	0	0	0	0	31.3	36.6	5.3
00-00	3291	0	8	16	40	218	1154	1224	497	96	28	8	2	0	0	0	0	30.9	35.9	5.2

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

08 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	37	0	0	0	0	0	10	12	7	4	3	1	0	0	0	0	0	34.9	41.8	6.9
0100	27	0	0	0	0	1	9	7	7	2	1	0	0	0	0	0	0	33.1	37.8	5.7
0200	16	0	0	0	0	0	3	8	5	0	0	0	0	0	0	0	0	33.2	37.9	3.4
0300	5	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	35.2	-	3.1
0400	10	0	0	0	0	1	1	1	3	2	1	0	1	0	0	0	0	38.4	-	9
0500	8	0	0	0	0	2	0	2	3	1	0	0	0	0	0	0	0	32.6	-	6.8
0600	31	0	0	1	0	4	6	13	4	3	0	0	0	0	0	0	0	31.6	38.4	6
0700	66	0	0	0	1	4	10	23	18	7	3	0	0	0	0	0	0	33.9	40.4	6.2
0800	82	0	2	2	0	13	25	18	14	5	1	2	0	0	0	0	0	30.6	38.5	8
0900	94	0	0	1	0	4	33	34	13	7	2	0	0	0	0	0	0	31.8	37.3	5.7
1000	190	0	0	2	1	23	57	72	29	3	3	0	0	0	0	0	0	30.9	36	5.5
1100	205	0	0	1	2	16	73	64	38	8	2	1	0	0	0	0	0	31.1	36.5	5.5
1200	249	0	1	1	0	22	97	93	29	3	2	0	1	0	0	0	0	30.4	34.8	4.9
1300	264	0	0	0	2	17	101	93	41	9	1	0	0	0	0	0	0	30.9	36	4.8
1400	252	0	0	2	3	17	89	88	43	8	2	0	0	0	0	0	0	31	36.6	5.3
1500	219	0	1	1	3	14	87	66	39	7	1	0	0	0	0	0	0	30.7	36.1	5.4
1600	251	0	5	0	2	18	104	84	32	5	1	0	0	0	0	0	0	30.1	35	5.4
1700	213	0	0	1	3	12	75	71	40	8	2	1	0	0	0	0	0	31.5	36.7	5.4
1800	188	0	1	0	1	16	58	63	41	4	4	0	0	0	0	0	0	31.5	36.7	5.6
1900	196	0	0	4	3	9	58	88	25	7	1	1	0	0	0	0	0	31.2	35.8	5.5
2000	124	0	0	0	0	8	44	42	23	5	2	0	0	0	0	0	0	31.7	36.2	5.1
2100	81	0	0	0	0	8	26	28	11	4	2	1	1	0	0	0	0	32.1	38.7	6.5
2200	52	0	0	0	1	4	18	16	7	4	2	0	0	0	0	0	0	31.6	38.4	6.4
2300	30	0	0	0	0	1	16	7	3	2	1	0	0	0	0	0	0	31.2	36	5.2
00-07	134	0	0	1	0	8	29	45	32	12	5	1	1	0	0	0	0	33.7	39.5	6.3
07-19	2273	0	10	11	18	176	809	769	377	74	24	4	1	0	0	0	0	31	36.4	5.5
19-00	483	0	0	4	4	30	162	181	69	22	8	2	1	0	0	0	0	31.5	36.5	5.6
00-00	2890	0	10	16	22	214	1000	995	478	108	37	7	3	0	0	0	0	31.2	36.5	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

DAMAGED TUBE

09 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	21	0	0	0	0	1	6	6	5	2	0	0	0	1	0	0	0	33.9	40.6	8.1
0100	9	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0	30.6	-	5.4
0200	4	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	34.2	-	9.9
0300	7	0	0	0	0	0	1	4	0	1	1	0	0	0	0	0	0	35.7	-	6.6
0400	11	0	0	0	0	0	2	4	3	1	0	1	0	0	0	0	0	35.6	45.9	7.5
0500	31	0	0	0	0	1	6	19	4	1	0	0	0	0	0	0	0	31.9	35.5	3.9
0600	115	0	1	1	0	9	28	51	20	5	0	0	0	0	0	0	0	31.4	35.9	5.5
0700	224	0	0	0	6	21	95	68	27	5	2	0	0	0	0	0	0	29.9	35.1	5
0800	180	0	0	0	0	9	61	60	26	13	8	2	0	0	0	0	1	32.9	39.1	7.8
0900	122	0	0	0	1	3	27	30	34	16	8	1	0	2	0	0	0	35.5	41.9	7
1000	63	0	0	0	0	2	3	20	13	12	9	2	0	2	0	0	0	38.6	47.2	8.5
1100	19	0	0	0	0	1	0	1	4	4	7	0	0	0	2	0	0	44.6	47.3	12.3
1200	22	0	0	0	0	0	3	5	3	5	3	2	0	0	1	0	0	40.6	50.8	10.2
1300	35	2	0	0	0	1	1	2	7	8	2	6	0	3	3	0	0	44.3	68.8	17.2
1400	54	0	1	0	0	0	8	10	15	6	6	3	1	3	1	0	0	40.1	51.6	11.5
1500	49	0	1	0	0	1	4	0	11	9	4	5	3	7	2	1	1	48	66.4	16.2
1600	51	0	0	0	0	2	1	1	5	6	3	8	4	10	2	6	3	56.7	80.6	18.7
1700	45	0	0	0	0	0	0	1	0	1	2	4	6	14	8	8	1	66.3	83.7	13.5
1800	35	0	0	0	0	0	0	1	0	2	2	2	1	8	6	8	5	71.1	90.2	16.4
1900	24	0	0	0	0	0	0	1	1	3	0	5	6	3	2	1	2	59.7	81.7	17.6
2000	14	0	0	0	0	0	0	0	2	5	0	3	0	2	2	0	0	52.3	73	13.3
2100	5	0	0	0	0	0	0	0	1	1	0	1	0	0	2	0	0	55	-	17.1
2200	5	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	57.8	-	2.8
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	79.6	-	0.1
00-07	198	0	1	1	0	12	48	88	34	10	2	1	0	1	0	0	0	32.1	36.7	5.9
07-19	899	2	2	0	7	40	203	199	145	87	56	35	15	49	25	23	11	39.6	53	15.4
19-00	50	0	0	0	0	0	0	1	4	9	0	10	9	6	8	1	2	57.7	78.5	15.8
00-00	1147	2	3	1	7	52	251	288	183	106	58	46	24	56	33	24	13	39.1	52.3	15.1

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - East

Virtual Day (Partial days = 7.45833)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	27	0	0	0	0	1	6	11	6	3	1	0	0	0	0	0	0	34.1	40	6.7
0100	14	0	0	0	0	1	5	4	2	1	0	0	0	0	0	0	0	32.5	38.7	5.9
0200	8	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	33.6	-	6.1
0300	6	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	34.7	-	7.2
0400	11	0	0	0	0	1	1	4	4	1	0	0	0	0	0	0	0	34.6	39.7	6.6
0500	25	0	0	0	0	2	6	10	5	2	1	0	0	0	0	0	0	32.7	37.8	5.9
0600	106	0	0	1	1	7	25	48	18	5	1	0	0	0	0	0	0	31.8	36.2	5.3
0700	208	0	0	1	4	28	78	69	22	4	2	0	0	0	0	0	0	29.8	34.7	5.2
0800	199	0	0	1	4	33	84	54	16	4	2	1	0	0	0	0	0	29.1	33.8	5.7
0900	186	0	0	1	4	23	74	54	20	6	2	0	0	0	0	0	0	29.8	35.1	5.7
1000	188	0	1	3	6	28	79	48	17	4	2	0	0	0	0	0	0	28.9	34.1	6
1100	194	0	0	1	5	25	83	56	18	3	2	0	0	0	0	0	0	29.3	34.1	5.4
1200	213	0	0	1	4	31	85	67	18	4	1	0	0	0	0	0	0	29.5	33.9	5.2
1300	226	0	1	2	7	38	100	56	16	5	1	1	0	0	0	0	0	28.7	33.3	6
1400	238	0	1	1	6	41	103	62	19	3	1	0	0	0	0	0	0	28.9	33.4	5.6
1500	252	0	1	2	13	46	106	56	20	4	1	1	0	1	0	0	0	28.5	33.4	6.6
1600	294	0	1	1	10	61	119	71	21	4	1	2	1	1	0	1	0	28.8	33.4	7.1
1700	299	0	1	5	8	47	127	78	21	4	1	1	1	2	1	1	0	29.2	33.8	7.6
1800	262	0	1	1	2	26	98	89	30	7	3	2	0	1	1	1	1	31.2	35.7	7.8
1900	181	0	0	1	2	12	57	70	26	8	2	1	1	0	0	0	0	31.7	36.8	6.8
2000	120	0	0	0	2	13	40	40	18	5	1	1	0	0	0	0	0	31.1	36.4	6.1
2100	84	0	0	0	2	9	29	27	11	3	2	1	0	0	0	0	0	31	36.1	6.4
2200	61	0	0	0	1	3	20	23	8	4	1	0	0	0	0	0	0	31.8	37.7	6.2
2300	43	0	0	0	1	3	15	14	6	3	1	0	0	0	0	0	0	32.1	38	7.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162
Site Name - ROBUXB02
Description - MOORHALL ROAD - EAST OF ACCESS ROAD
Direction - East

Virtual Week (Partial weeks = 1.14286)

Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	1733	1	6	7	40	230	598	458	184	77	32	27	13	29	17	12	7	32.2	38.2	10.9
Tue	4127	0	14	45	166	780	1708	1030	296	56	23	7	2	0	0	0	0	28.3	33.2	5.5
Wed	3932	0	19	41	142	657	1587	1077	316	68	16	6	1	1	1	0	0	28.6	33.7	5.6
Thu	4308	0	5	27	85	710	1818	1195	343	94	20	7	2	1	0	1	0	29.1	33.8	5.3
Fri	4149	0	1	9	84	608	1770	1248	318	89	14	7	0	1	0	0	0	29.2	33.8	4.8
JSat	3291	0	8	16	40	218	1154	1224	497	96	28	8	2	0	0	0	0	30.9	35.9	5.2
JSun	2890	0	10	16	22	214	1000	995	478	108	37	7	3	0	0	0	0	31.2	36.5	5.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162
Site Name - ROBUXB02
Description - MOORHALL ROAD - EAST OF ACCESS ROAD
Direction - East

Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	26163	2	68	168	618	3646	10233	7685	2615	664	202	95	35	60	34	25	13	29.8	34.8	6.5

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-161
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:41:44
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB02
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB02 0 2021-08-10 1531.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - EAST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:24:02
Start Time	2021-08-02T10:24:02
Finish Time	2021-08-10T15:31:02
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-02T13:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(W) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

OnPoint Traffic Surveys Ltd Classification Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

02 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
1300	262	5	232	0	18	1	3	1	0	1	1	28.5
1400	255	3	210	0	38	0	3	1	0	0	0	29.4
1500	312	0	272	1	34	0	3	0	0	1	1	29.3
1600	321	4	290	1	20	0	2	1	0	1	2	29.6
1700	341	3	316	2	19	0	1	0	0	0	0	28.5
1800	223	2	206	0	15	0	0	0	0	0	0	29.4
1900	153	5	140	1	7	0	0	0	0	0	0	29.8
2000	137	0	132	0	4	0	0	0	0	1	0	30.5
2100	77	2	70	0	5	0	0	0	0	0	0	29.7
2200	46	0	42	0	4	0	0	0	0	0	0	30.4
2300	31	1	26	0	4	0	0	0	0	0	0	29.8
00-07	0	0	0	0	0	0	0	0	0	0	0	-
07-19	1714	17	1526	4	144	1	12	3	0	3	4	29.1
19-00	444	8	410	1	24	0	0	0	0	1	0	30.1
00-00	2158	25	1936	5	168	1	12	3	0	4	4	29.3



Vpp 85	SD
32.8	5.4
33	3.9
33.7	4.2
33.7	4.6
33.2	4.6
33.1	4.2
33.4	4.4
34.5	4.6
34.4	6.1
35.6	5.7
36.5	4.5
-	-
33.4	4.5
34.4	5
33.7	4.6

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

03 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	15	0	13	0	2	0	0	0	0	0	0	32.5
0100	7	0	7	0	0	0	0	0	0	0	0	28.4
0200	8	0	6	0	2	0	0	0	0	0	0	35.4
0300	6	0	5	0	1	0	0	0	0	0	0	33.6
0400	21	0	18	0	3	0	0	0	0	0	0	33.3
0500	72	2	62	1	4	1	0	0	0	2	0	35.3
0600	237	8	192	0	29	1	4	0	0	2	1	31.4
0700	353	5	304	1	38	1	3	0	0	1	0	29.9
0800	291	4	253	2	31	1	0	0	0	0	0	28.2
0900	239	4	201	0	28	1	5	0	0	0	0	29
1000	278	4	227	0	38	0	7	0	0	1	1	28.4
1100	238	5	199	1	27	1	5	0	0	0	0	29.4
1200	293	4	250	1	28	0	7	2	0	1	0	28
1300	262	4	221	0	30	1	5	0	0	0	1	28.9
1400	249	3	212	2	26	1	5	0	0	0	0	28.2
1500	298	3	256	3	25	0	9	1	0	0	1	27.9
1600	292	2	264	0	23	0	2	0	0	0	1	28.8
1700	357	7	323	2	23	0	2	0	0	0	0	28.2
1800	235	0	216	1	16	0	2	0	0	0	0	29.4
1900	167	6	147	1	11	0	0	0	0	0	2	28.7
2000	157	6	142	1	8	0	0	0	0	0	0	31.3
2100	98	0	93	1	4	0	0	0	0	0	0	28.7
2200	59	0	57	0	2	0	0	0	0	0	0	30.7
2300	37	0	34	0	3	0	0	0	0	0	0	30.6
00-07	366	10	303	1	41	2	4	0	0	4	1	32.4
07-19	3385	45	2926	13	333	6	52	3	0	3	4	28.7
19-00	518	12	473	3	28	0	0	0	0	0	2	29.8
00-00	4269	67	3702	17	402	8	56	3	0	7	7	29.1



Vpp 85	SD
44.4	7.6
-	4.7
-	3.9
-	5.2
38.9	6.5
41.2	9.6
36.7	5.2
33.8	4.3
31.9	4
32.8	4.4
32.8	4.6
33.3	5.1
32	5.1
33	4.4
31.9	4.1
32.6	5.4
33	4.7
32.4	5.2
34.6	4.6
33.1	5.3
35.7	5.9
33.8	5.1
34.4	5.9
35	4.2
37.8	6.6
32.8	4.7
34.4	5.6
33.6	5.1

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

04 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	20	0	19	0	1	0	0	0	0	0	0	32.1
0100	7	0	5	0	2	0	0	0	0	0	0	36.3
0200	8	0	8	0	0	0	0	0	0	0	0	33.4
0300	6	0	6	0	0	0	0	0	0	0	0	35.4
0400	19	0	15	1	3	0	0	0	0	0	0	33
0500	76	2	62	0	10	0	0	0	0	2	0	35
0600	225	2	203	0	15	0	4	1	0	0	0	31.2
0700	310	7	264	1	34	0	1	1	0	2	0	30.5
0800	275	5	242	3	23	1	0	1	0	0	0	30
0900	282	2	239	0	34	1	4	0	0	2	0	29.4
1000	250	4	212	0	32	0	1	0	0	1	0	29.1
1100	232	2	203	0	22	1	4	0	0	0	0	28.8
1200	237	2	211	0	21	1	2	0	0	0	0	29
1300	261	5	213	1	36	0	6	0	0	0	0	28.6
1400	275	1	231	1	39	1	1	0	1	0	0	28.8
1500	150	3	125	0	18	0	1	0	1	1	1	25.4
1600	308	4	274	1	26	0	2	0	0	0	1	28.6
1700	402	12	364	2	21	1	1	0	0	1	0	28.6
1800	288	2	266	3	17	0	0	0	0	0	0	29.6
1900	199	7	178	1	13	0	0	0	0	0	0	30
2000	146	1	139	1	5	0	0	0	0	0	0	30.5
2100	90	0	84	0	6	0	0	0	0	0	0	29.4
2200	56	0	53	0	3	0	0	0	0	0	0	29.9
2300	28	0	25	0	3	0	0	0	0	0	0	30.7
00-07	361	4	318	1	31	0	4	1	0	2	0	32.3
07-19	3270	49	2844	12	323	6	23	2	2	7	2	29
19-00	519	8	479	2	30	0	0	0	0	0	0	30.1
00-00	4150	61	3641	15	384	6	27	3	2	9	2	29.4



Vpp 85	SD
37.5	4.7
-	7.3
-	4.9
-	3.8
38.6	6.7
41	6.2
35.9	5
34.9	5.4
33.7	4
33.3	4
33	3.7
33.4	4.3
32.9	4
32.2	4.4
33.2	4.4
30.1	5.9
33.1	5.4
32.5	4.9
33.1	4
34.1	5.1
34.9	4.3
33	3.7
33.4	4.6
34.8	4.5
37.5	5.6
33.1	4.7
34.1	4.6
33.8	4.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

05 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	13	0	12	0	1	0	0	0	0	0	0	32
0100	9	0	9	0	0	0	0	0	0	0	0	29.8
0200	7	0	5	0	2	0	0	0	0	0	0	30.3
0300	7	0	6	0	1	0	0	0	0	0	0	34.1
0400	23	0	19	0	3	1	0	0	0	0	0	34.4
0500	54	2	44	0	5	0	0	0	0	3	0	33.8
0600	243	4	221	2	11	0	3	0	0	2	0	31.7
0700	300	4	271	0	22	0	0	1	2	0	0	30.6
0800	279	2	241	2	27	2	5	0	0	0	0	28.7
0900	261	6	210	3	33	1	4	0	1	1	2	28.7
1000	249	6	221	1	11	0	7	0	0	2	1	28.7
1100	246	5	206	1	32	0	2	0	0	0	0	28.5
1200	255	3	213	1	36	0	1	0	1	0	0	28.8
1300	250	1	214	2	29	0	2	1	0	1	0	28.7
1400	269	3	231	2	24	2	6	1	0	0	0	28.8
1500	310	1	257	5	38	3	5	0	0	1	0	26.3
1600	341	4	306	4	26	0	1	0	0	0	0	30
1700	351	4	321	0	25	0	0	0	0	0	1	29.2
1800	299	0	285	0	13	0	0	0	1	0	0	29.3
1900	195	1	188	0	6	0	0	0	0	0	0	30.6
2000	129	0	122	1	5	0	1	0	0	0	0	30.5
2100	99	2	94	0	3	0	0	0	0	0	0	28.6
2200	51	0	47	0	4	0	0	0	0	0	0	31.1
2300	34	0	30	0	3	1	0	0	0	0	0	29.5
00-07	356	6	316	2	23	1	3	0	0	5	0	32.1
07-19	3410	39	2976	21	316	8	33	3	5	5	4	28.9
19-00	508	3	481	1	21	1	1	0	0	0	0	30.2
00-00	4274	48	3773	24	360	10	37	3	5	10	4	29.3



Vpp 85	SD
38.8	5.9
-	5.8
-	9.2
-	2.7
41.1	6
39.5	6.1
35.3	4.3
35.2	4.7
33.2	4.6
33.6	4.8
32.4	4.1
33	4.7
33.1	4.8
33.3	5.4
32.7	4.3
32.5	6.4
34	4.3
32.6	4.1
32.5	3.5
33.8	4.1
34.3	4.2
32.7	4.5
38.2	6.2
34.8	5.3
36.4	5
33.1	4.8
34	4.6
33.6	4.9

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

06 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	21	0	19	0	2	0	0	0	0	0	0	32.6
0100	12	0	11	0	1	0	0	0	0	0	0	30.6
0200	6	0	6	0	0	0	0	0	0	0	0	29.5
0300	6	0	5	0	1	0	0	0	0	0	0	32.8
0400	15	0	13	0	2	0	0	0	0	0	0	33.2
0500	66	2	55	0	8	0	0	0	0	1	0	33.7
0600	247	3	218	0	23	0	2	0	0	1	0	30.7
0700	287	8	252	0	23	0	4	0	0	0	0	30.4
0800	248	2	216	0	27	0	2	0	1	0	0	30.8
0900	245	3	196	2	36	0	4	1	0	1	2	29.1
1000	260	3	226	0	26	0	5	0	0	0	0	28.8
1100	262	1	232	1	25	0	2	0	0	0	1	28.7
1200	348	3	302	0	39	0	3	1	0	0	0	29.2
1300	418	0	371	0	42	0	3	0	0	2	0	28.9
1400	378	4	336	1	32	0	3	0	0	1	1	29.5
1500	346	2	298	3	38	1	4	0	0	0	0	29
1600	397	2	371	0	22	0	0	2	0	0	0	29.3
1700	323	3	293	1	25	0	0	0	0	0	1	30.2
1800	314	3	297	1	13	0	0	0	0	0	0	30.2
1900	231	1	219	0	10	0	1	0	0	0	0	30.8
2000	140	0	134	0	6	0	0	0	0	0	0	30.8
2100	97	1	94	0	2	0	0	0	0	0	0	29.9
2200	58	0	55	0	3	0	0	0	0	0	0	29.4
2300	39	0	36	0	3	0	0	0	0	0	0	28.5
00-07	373	5	327	0	37	0	2	0	0	2	0	31.5
07-19	3826	34	3390	9	348	1	30	4	1	4	5	29.5
19-00	565	2	538	0	24	0	1	0	0	0	0	30.3
00-00	4764	41	4255	9	409	1	33	4	1	6	5	29.7



Vpp 85	SD
39.1	6.1
34.4	3.2
-	8
-	5
37.3	4
39.9	6
35.3	5
34	4.1
34.3	3.5
33	4.4
32.6	3.8
32.8	4.7
32.3	3.7
32.5	3.6
33.6	4.5
32.4	3.9
32.9	3.9
34.2	4.1
34.1	4.4
35.9	5
35	4.5
34.1	4.3
34.6	4.5
31.9	3.7
36.4	5.4
33.2	4.1
34.8	4.6
33.8	4.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

07 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	27	0	25	0	2	0	0	0	0	0	0	31.1
0100	22	0	21	0	1	0	0	0	0	0	0	31
0200	12	0	11	0	1	0	0	0	0	0	0	31.5
0300	11	0	8	0	3	0	0	0	0	0	0	35.5
0400	19	0	17	0	2	0	0	0	0	0	0	31.6
0500	27	0	24	0	1	0	0	0	0	2	0	34.6
0600	106	0	96	0	9	0	1	0	0	0	0	34
0700	126	3	108	0	14	0	1	0	0	0	0	31.3
0800	175	5	159	0	11	0	0	0	0	0	0	30.7
0900	192	0	168	3	18	0	2	0	1	0	0	29.8
1000	230	3	217	0	7	0	1	2	0	0	0	29.7
1100	321	2	297	2	19	0	1	0	0	0	0	28.8
1200	352	5	332	0	14	0	1	0	0	0	0	29.9
1300	301	2	285	1	12	0	1	0	0	0	0	29.9
1400	256	4	235	2	13	0	1	1	0	0	0	29.7
1500	231	2	217	1	11	0	0	0	0	0	0	29.3
1600	185	3	172	1	8	1	0	0	0	0	0	30.4
1700	197	2	179	1	14	0	1	0	0	0	0	31.2
1800	197	0	187	0	10	0	0	0	0	0	0	29.3
1900	157	5	147	0	4	0	1	0	0	0	0	30
2000	134	3	127	0	4	0	0	0	0	0	0	30.4
2100	90	2	78	0	10	0	0	0	0	0	0	31.2
2200	66	1	63	0	2	0	0	0	0	0	0	30.2
2300	48	1	45	0	2	0	0	0	0	0	0	31.5
00-07	224	0	202	0	19	0	1	0	0	2	0	33.2
07-19	2763	31	2556	11	151	1	9	3	1	0	0	29.9
19-00	495	12	460	0	22	0	1	0	0	0	0	30.5
00-00	3482	43	3218	11	192	1	11	3	1	2	0	30.2



Vpp 85	SD
35.7	4.3
36.4	4.8
44.8	8.2
44.1	9.2
36.2	4.3
43.8	6.8
38.6	4.9
36.5	4.6
34.7	4.7
33.4	3.7
33.7	3.9
32.2	4
34	4
33.8	4.2
34.1	4.3
33.5	4
35.9	5
35.6	4.1
33	3.8
33.4	5
35.3	4.4
35.2	5.7
33.5	4.1
37.2	5.2
38.3	5.7
34	4.2
34.6	4.9
34.3	4.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

08 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	36	1	34	0	1	0	0	0	0	0	0	30.9
0100	19	0	19	0	0	0	0	0	0	0	0	32.4
0200	19	0	19	0	0	0	0	0	0	0	0	31.4
0300	10	0	9	0	0	1	0	0	0	0	0	32.2
0400	17	0	17	0	0	0	0	0	0	0	0	33.5
0500	17	0	17	0	0	0	0	0	0	0	0	31.3
0600	50	1	47	0	2	0	0	0	0	0	0	32.6
0700	61	2	52	0	7	0	0	0	0	0	0	32.5
0800	111	3	101	0	7	0	0	0	0	0	0	30
0900	159	6	140	1	10	1	0	1	0	0	0	29.9
1000	186	0	172	1	12	0	1	0	0	0	0	30.5
1100	253	3	245	1	4	0	0	0	0	0	0	29.6
1200	263	1	252	1	8	0	0	1	0	0	0	29.7
1300	259	3	242	1	12	0	1	0	0	0	0	30
1400	221	4	206	3	8	0	0	0	0	0	0	29.8
1500	200	5	182	1	11	1	0	0	0	0	0	29.4
1600	187	1	179	0	7	0	0	0	0	0	0	30.3
1700	189	1	177	0	11	0	0	0	0	0	0	30.8
1800	179	8	163	0	6	0	0	0	1	0	1	30
1900	132	2	121	0	9	0	0	0	0	0	0	30.8
2000	117	3	109	0	5	0	0	0	0	0	0	30.8
2100	65	1	61	0	3	0	0	0	0	0	0	29.6
2200	34	0	32	0	2	0	0	0	0	0	0	31
2300	33	0	30	0	3	0	0	0	0	0	0	32
00-07	168	2	162	0	3	1	0	0	0	0	0	32
07-19	2268	37	2111	9	103	2	2	2	1	0	1	30
19-00	381	6	353	0	22	0	0	0	0	0	0	30.7
00-00	2817	45	2626	9	128	3	2	2	1	0	1	30.3



Vpp 85	SD
35.3	6.9
41.5	5.9
34.4	4.3
-	3.6
40.3	5.9
39.7	6.3
37.2	5.3
38.8	5
34.8	5.7
34.7	5.4
34	3.6
32.8	4.1
33	3.8
34.7	4.2
33.5	4.1
33.8	4.8
34.5	4.9
34.7	3.8
34.2	5
35.7	4.7
34.4	4.5
33.9	5.3
37.1	5.4
39.9	8.2
37.5	5.7
34	4.5
35.2	5.2
34.3	4.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

DAMAGED TUBE

09 August 2021

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	14	1	11	0	2	0	0	0	0	0	0	30.3
0100	10	0	10	0	0	0	0	0	0	0	0	28.9
0200	3	0	2	0	1	0	0	0	0	0	0	34.6
0300	8	0	7	0	1	0	0	0	0	0	0	32.5
0400	14	0	11	0	3	0	0	0	0	0	0	34.1
0500	63	1	53	0	5	0	0	0	0	4	0	32.9
0600	221	3	199	0	15	0	2	1	0	1	0	31.1
0700	150	4	139	0	5	0	1	0	1	0	0	25
0800	24	8	16	0	0	0	0	0	0	0	0	3.3
0900	13	1	12	0	0	0	0	0	0	0	0	6.1
1000	10	2	8	0	0	0	0	0	0	0	0	1.9
1100	10	0	10	0	0	0	0	0	0	0	0	10.8
1200	12	5	7	0	0	0	0	0	0	0	0	7.3
1300	16	3	13	0	0	0	0	0	0	0	0	2
1400	16	2	14	0	0	0	0	0	0	0	0	2.8
1500	24	6	18	0	0	0	0	0	0	0	0	5.1
1600	26	6	20	0	0	0	0	0	0	0	0	7.6
1700	37	7	30	0	0	0	0	0	0	0	0	1.4
1800	17	4	13	0	0	0	0	0	0	0	0	2
1900	7	3	4	0	0	0	0	0	0	0	0	10.1
2000	2	1	1	0	0	0	0	0	0	0	0	0.7
2100	1	0	1	0	0	0	0	0	0	0	0	0.9
2200	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	-
00-07	333	5	293	0	27	0	2	1	0	5	0	31.5
07-19	355	48	300	0	5	0	1	0	1	0	0	13
19-00	10	4	6	0	0	0	0	0	0	0	0	7.3
00-00	698	57	599	0	32	0	3	1	1	5	0	21.8



Vpp 85	SD
36.4	4.8
-	4.9
-	5.7
-	6.8
43.6	7.6
37.2	5.2
35.5	4.5
29.5	6.8
3.1	6.1
27.5	12.6
-	1.8
-	15.7
32.1	14.5
5.8	2.9
5.8	1.7
3.8	13.5
1.7	18.8
1.7	1.6
6.4	3.2
-	21.1
-	0.2
-	-
-	-
-	-
-	-
36.2	5
28.5	13.7
-	17.8
34	14.1

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

Virtual Day (Partial days = 7.45833)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
0000	21	0	19	0	2	0	0	0	0	0	0	31.6
0100	12	0	12	0	1	0	0	0	0	0	0	31.1
0200	9	0	8	0	1	0	0	0	0	0	0	32
0300	8	0	7	0	1	0	0	0	0	0	0	33.7
0400	18	0	16	0	2	0	0	0	0	0	0	33.3
0500	54	1	45	0	5	0	0	0	0	2	0	34.1
0600	190	3	168	0	15	0	2	0	0	1	0	31.5
0700	227	5	199	0	20	0	1	0	0	0	0	30
0800	200	4	175	1	18	1	1	0	0	0	0	29.1
0900	199	3	167	1	23	1	3	0	0	1	1	29.1
1000	209	3	183	0	18	0	3	0	0	1	0	28.9
1100	223	3	199	1	18	0	2	0	0	0	0	28.8
1200	251	3	224	0	21	0	2	1	0	0	0	29
1300	254	3	224	1	22	0	3	0	0	1	0	28.9
1400	240	3	209	1	23	1	2	0	0	0	0	29
1500	234	3	203	2	22	1	3	0	0	0	0	27.9
1600	257	3	235	1	17	0	1	0	0	0	1	29.2
1700	275	5	250	1	17	0	1	0	0	0	0	28.8
1800	219	2	204	1	11	0	0	0	0	0	0	29.4
1900	155	4	143	0	8	0	0	0	0	0	0	30
2000	120	2	113	0	5	0	0	0	0	0	0	30.6
2100	77	1	72	0	4	0	0	0	0	0	0	29.5
2200	46	0	44	0	3	0	0	0	0	0	0	30.3
2300	31	0	28	0	3	0	0	0	0	0	0	30.4



Vpp 85	SD
36.8	5.8
36.1	5.4
-	6.3
-	5.8
38.4	5.9
39.8	6.9
36	4.9
34.3	5.2
33.7	5.6
33.3	5.1
33	4.6
32.8	4.8
32.9	4.8
33.1	5.1
33.1	4.9
32.9	5.9
33.7	5.6
33.3	5.8
33.3	5
34.1	5.3
34.8	4.9
33.9	5.1
35	5.2
35	5.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

Virtual Week (Partial weeks = 1.14286)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
Mon	1428	41	1268	3	100	1	8	2	1	5	2	27.5
Tue	4269	67	3702	17	402	8	56	3	0	7	7	29.1
Wed	4150	61	3641	15	384	6	27	3	2	9	2	29.4
Thu	4274	48	3773	24	360	10	37	3	5	10	4	29.3
Fri	4764	41	4255	9	409	1	33	4	1	6	5	29.7
Sat	3482	43	3218	11	192	1	11	3	1	2	0	30.2
Sun	2817	45	2626	9	128	3	2	2	1	0	1	30.3



Vpp 85	SD
33.7	8.7
33.6	5.1
33.8	4.8
33.6	4.9
33.8	4.3
34.3	4.5
34.3	4.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-161
Site Name - ROBUXB02
Description - MOORHALL ROAD - EAST OF ACCESS ROAD
Direction - West

Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean
--	26612	387	23750	90	2075	30	181	22	11	43	23	29.4



Vpp 85	SD
33.8	5.4

OnPoint Traffic Surveys Ltd Speed Report

Globals

Report Id	CustomList-162
Descriptor	OnPoint Traffic Surveys Ltd Speed Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2021-08-10T14:44:51
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	ROBUXB02
Site Attribute	UXBRIDGE
File Name	C:\Users\dcumb\OneDrive\Desktop\ROBUXB02 0 2021-08-10 1531.EC0
File Type	Plus
Algorithm	Factory default axle
Description	MOORHALL ROAD - EAST OF ACCESS ROAD
Lane	0
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2021-08-02T10:24:02
Start Time	2021-08-02T10:24:02
Finish Time	2021-08-10T15:31:02
Operator	RC
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Speed Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2021-08-02T13:00:00
Filter End	2021-08-10T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(W) Sp(0,100) Headway(J0) Span(0 - 91.44) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	West
Encoded Direction	8

OnPoint Traffic Surveys Ltd Speed Report

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Vbin 0 5	Speed bin totals
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
SD	Standard Deviation

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

02 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
1300	262	2	1	2	3	35	125	69	20	4	1	0	0	0	0	0	0	28.5	32.8	5.4
1400	255	0	0	1	4	18	129	88	12	3	0	0	0	0	0	0	0	29.4	33	3.9
1500	312	0	0	2	2	36	147	104	19	2	0	0	0	0	0	0	0	29.3	33.7	4.2
1600	321	0	1	1	3	33	144	112	20	6	0	1	0	0	0	0	0	29.6	33.7	4.6
1700	341	0	0	2	11	41	168	92	22	5	0	0	0	0	0	0	0	28.5	33.2	4.6
1800	223	0	0	1	5	20	107	76	9	4	1	0	0	0	0	0	0	29.4	33.1	4.2
1900	153	0	1	0	1	12	70	57	8	4	0	0	0	0	0	0	0	29.8	33.4	4.4
2000	137	0	0	0	0	14	53	53	13	3	1	0	0	0	0	0	0	30.5	34.5	4.6
2100	77	0	1	0	2	6	32	26	7	2	0	1	0	0	0	0	0	29.7	34.4	6.1
2200	46	0	0	0	0	9	14	15	4	3	1	0	0	0	0	0	0	30.4	35.6	5.7
2300	31	0	0	0	0	4	15	6	6	0	0	0	0	0	0	0	0	29.8	36.5	4.5
00-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
07-19	1714	2	2	9	28	183	820	541	102	24	2	1	0	0	0	0	0	29.1	33.4	4.5
19-00	444	0	2	0	3	45	184	157	38	12	2	1	0	0	0	0	0	30.1	34.4	5
00-00	2158	2	4	9	31	228	1004	698	140	36	4	2	0	0	0	0	0	29.3	33.7	4.6

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

03 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	15	0	0	0	1	1	5	4	1	2	1	0	0	0	0	0	0	32.5	44.4	7.6
0100	7	0	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	28.4	-	4.7
0200	8	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	35.4	-	3.9
0300	6	0	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	33.6	-	5.2
0400	21	0	0	0	0	1	6	6	6	0	2	0	0	0	0	0	0	33.3	38.9	6.5
0500	72	0	0	1	1	3	13	23	19	7	2	0	1	0	2	0	0	35.3	41.2	9.6
0600	237	0	0	3	2	11	69	105	35	10	2	0	0	0	0	0	0	31.4	36.7	5.2
0700	353	0	0	1	6	25	145	142	27	7	0	0	0	0	0	0	0	29.9	33.8	4.3
0800	291	0	0	1	10	45	144	82	9	0	0	0	0	0	0	0	0	28.2	31.9	4
0900	239	0	0	3	6	21	120	72	13	4	0	0	0	0	0	0	0	29	32.8	4.4
1000	278	0	1	3	5	53	125	68	20	3	0	0	0	0	0	0	0	28.4	32.8	4.6
1100	238	0	2	0	6	20	107	87	12	2	1	0	0	1	0	0	0	29.4	33.3	5.1
1200	293	0	0	3	17	38	143	77	8	5	1	1	0	0	0	0	0	28	32	5.1
1300	262	0	0	0	13	21	128	81	17	2	0	0	0	0	0	0	0	28.9	33	4.4
1400	249	0	0	2	4	43	119	65	16	0	0	0	0	0	0	0	0	28.2	31.9	4.1
1500	298	0	0	14	13	38	126	93	12	1	0	1	0	0	0	0	0	27.9	32.6	5.4
1600	292	0	0	1	9	43	131	84	17	5	2	0	0	0	0	0	0	28.8	33	4.7
1700	357	1	0	2	24	43	153	114	14	3	3	0	0	0	0	0	0	28.2	32.4	5.2
1800	235	0	0	0	7	19	121	55	29	3	1	0	0	0	0	0	0	29.4	34.6	4.6
1900	168	0	1	1	11	14	82	46	9	3	1	0	0	0	0	0	0	28.6	33.1	5.4
2000	157	0	0	1	5	8	48	66	15	10	3	0	1	0	0	0	0	31.3	35.7	5.9
2100	98	0	0	0	2	22	38	24	8	4	0	0	0	0	0	0	0	28.7	33.8	5.1
2200	59	0	0	0	2	4	23	24	3	2	0	0	1	0	0	0	0	30.7	34.4	5.9
2300	37	0	0	0	0	2	15	15	4	1	0	0	0	0	0	0	0	30.6	35	4.2
00-07	366	0	0	4	4	19	95	144	70	20	7	0	1	0	2	0	0	32.4	37.8	6.6
07-19	3385	1	3	30	120	409	1562	1020	194	35	8	2	0	1	0	0	0	28.7	32.8	4.7
19-00	519	0	1	2	20	50	206	175	39	20	4	0	2	0	0	0	0	29.8	34.4	5.6
00-00	4270	1	4	36	144	478	1863	1339	303	75	19	2	3	1	2	0	0	29.1	33.6	5.1

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

04 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	20	0	0	0	0	2	2	11	4	1	0	0	0	0	0	0	0	32.1	37.5	4.7
0100	7	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	36.3	-	7.3
0200	8	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	33.4	-	4.9
0300	6	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	35.4	-	3.8
0400	19	0	0	0	0	1	5	7	4	0	2	0	0	0	0	0	0	33	38.6	6.7
0500	76	0	0	1	0	3	10	24	23	12	2	1	0	0	0	0	0	35	41	6.2
0600	225	0	1	1	3	12	65	96	39	8	0	0	0	0	0	0	0	31.2	35.9	5
0700	310	0	0	3	1	22	122	117	35	8	1	0	0	0	1	0	0	30.5	34.9	5.4
0800	275	0	0	0	1	27	115	107	20	5	0	0	0	0	0	0	0	30	33.7	4
0900	283	0	0	0	3	29	127	103	20	0	1	0	0	0	0	0	0	29.4	33.3	4.1
1000	250	0	0	1	2	25	135	74	13	0	0	0	0	0	0	0	0	29.1	33	3.7
1100	232	0	0	2	0	34	118	64	13	0	1	0	0	0	0	0	0	28.8	33.4	4.3
1200	237	0	0	0	2	29	115	77	13	0	1	0	0	0	0	0	0	29	32.9	4
1300	261	0	0	0	4	36	141	67	10	1	1	0	0	1	0	0	0	28.6	32.2	4.4
1400	275	0	0	0	2	48	133	67	20	4	1	0	0	0	0	0	0	28.8	33.2	4.4
1500	150	0	3	4	12	48	60	15	6	2	0	0	0	0	0	0	0	25.4	30.1	5.9
1600	308	0	0	7	13	31	140	91	21	2	1	1	1	0	0	0	0	28.6	33.1	5.4
1700	402	1	1	3	13	55	178	126	21	2	1	1	0	0	0	0	0	28.6	32.5	4.9
1800	288	0	1	0	0	29	130	101	23	4	0	0	0	0	0	0	0	29.6	33.1	4
1900	199	0	0	2	3	15	81	72	19	4	3	0	0	0	0	0	0	30	34.1	5.1
2000	146	0	0	0	0	11	68	47	15	5	0	0	0	0	0	0	0	30.5	34.9	4.3
2100	90	0	0	0	0	8	51	21	10	0	0	0	0	0	0	0	0	29.4	33	3.7
2200	56	0	0	1	2	2	25	21	4	1	0	0	0	0	0	0	0	29.9	33.4	4.6
2300	28	0	0	0	0	2	11	11	3	0	1	0	0	0	0	0	0	30.7	34.8	4.5
00-07	361	0	1	2	3	18	85	149	73	24	5	1	0	0	0	0	0	32.3	37.5	5.6
07-19	3271	1	5	20	53	413	1514	1009	215	28	8	2	1	1	1	0	0	29	33.1	4.7
19-00	519	0	0	3	5	38	236	172	51	10	4	0	0	0	0	0	0	30.1	34.1	4.6
00-00	4151	1	6	25	61	469	1835	1330	339	62	17	3	1	1	1	0	0	29.4	33.8	4.9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

05 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	13	0	0	0	0	1	4	5	2	1	0	0	0	0	0	0	0	32	38.8	5.9
0100	9	0	0	0	0	1	5	2	0	1	0	0	0	0	0	0	0	29.8	-	5.8
0200	7	0	0	1	0	1	0	3	2	0	0	0	0	0	0	0	0	30.3	-	9.2
0300	7	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	34.1	-	2.7
0400	23	0	0	0	0	0	5	8	6	2	2	0	0	0	0	0	0	34.4	41.1	6
0500	54	0	0	1	1	0	8	22	16	5	1	0	0	0	0	0	0	33.8	39.5	6.1
0600	243	0	0	1	0	11	69	122	31	7	2	0	0	0	0	0	0	31.7	35.3	4.3
0700	300	0	0	1	3	28	91	131	41	3	2	0	0	0	0	0	0	30.6	35.2	4.7
0800	279	0	2	1	2	35	142	71	24	2	0	0	0	0	0	0	0	28.7	33.2	4.6
0900	261	0	0	1	9	45	109	74	21	1	1	0	0	0	0	0	0	28.7	33.6	4.8
1000	249	0	0	1	7	25	121	83	10	1	1	0	0	0	0	0	0	28.7	32.4	4.1
1100	246	0	0	3	9	25	126	70	10	3	0	0	0	0	0	0	0	28.5	33	4.7
1200	255	0	0	1	11	33	116	78	12	2	0	2	0	0	0	0	0	28.8	33.1	4.8
1300	250	0	0	1	14	40	107	68	15	1	3	1	0	0	0	0	0	28.7	33.3	5.4
1400	269	0	1	3	4	30	128	87	14	2	0	0	0	0	0	0	0	28.8	32.7	4.3
1500	310	2	11	8	21	50	133	76	9	0	0	0	0	0	0	0	0	26.3	32.5	6.4
1600	341	0	1	0	6	19	146	130	36	2	1	0	0	0	0	0	0	30	34	4.3
1700	351	0	0	2	3	31	174	123	14	3	0	1	0	0	0	0	0	29.2	32.6	4.1
1800	299	0	0	0	0	31	142	115	8	1	2	0	0	0	0	0	0	29.3	32.5	3.5
1900	195	0	0	0	1	11	73	90	18	1	0	1	0	0	0	0	0	30.6	33.8	4.1
2000	129	0	0	0	0	5	60	48	12	3	0	1	0	0	0	0	0	30.5	34.3	4.2
2100	99	0	0	1	2	13	54	24	3	1	1	0	0	0	0	0	0	28.6	32.7	4.5
2200	51	0	0	0	0	6	23	11	5	3	3	0	0	0	0	0	0	31.1	38.2	6.2
2300	34	0	0	0	1	6	15	7	3	2	0	0	0	0	0	0	0	29.5	34.8	5.3
00-07	356	0	0	3	1	14	91	168	57	17	5	0	0	0	0	0	0	32.1	36.4	5
07-19	3410	2	15	22	89	392	1535	1106	214	21	10	4	0	0	0	0	0	28.9	33.1	4.8
19-00	508	0	0	1	4	41	225	180	41	10	4	2	0	0	0	0	0	30.2	34	4.6
00-00	4274	2	15	26	94	447	1851	1454	312	48	19	6	0	0	0	0	0	29.3	33.6	4.9

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

06 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	21	0	0	0	0	2	7	6	4	1	1	0	0	0	0	0	0	32.6	39.1	6.1
0100	12	0	0	0	0	0	0	6	5	1	0	0	0	0	0	0	0	30.6	34.4	3.2
0200	6	0	0	0	0	2	1	2	0	1	0	0	0	0	0	0	0	29.5	-	8
0300	6	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	32.8	-	5
0400	15	0	0	0	0	1	1	9	3	1	0	0	0	0	0	0	0	33.2	37.3	4
0500	66	0	0	1	0	1	15	21	19	7	2	0	0	0	0	0	0	33.7	39.9	6
0600	247	0	1	1	0	25	80	100	31	5	4	0	0	0	0	0	0	30.7	35.3	5
0700	287	0	1	2	2	14	100	143	22	2	1	0	0	0	0	0	0	30.4	34	4.1
0800	248	0	0	0	1	12	89	117	28	1	0	0	0	0	0	0	0	30.8	34.3	3.5
0900	245	0	1	0	2	26	120	79	11	5	1	0	0	0	0	0	0	29.1	33	4.4
1000	260	0	0	0	0	42	137	63	16	1	1	0	0	0	0	0	0	28.8	32.6	3.8
1100	262	0	1	3	2	39	128	66	19	4	0	0	0	0	0	0	0	28.7	32.8	4.7
1200	348	0	0	0	2	23	198	107	14	4	0	0	0	0	0	0	0	29.2	32.3	3.7
1300	418	0	0	1	3	43	217	126	28	0	0	0	0	0	0	0	0	28.9	32.5	3.6
1400	378	0	0	1	3	35	196	107	24	9	2	0	1	0	0	0	0	29.5	33.6	4.5
1500	346	0	0	0	0	37	181	100	25	2	0	1	0	0	0	0	0	29	32.4	3.9
1600	397	0	0	0	3	32	224	113	20	3	1	0	1	0	0	0	0	29.3	32.9	3.9
1700	323	0	0	0	0	28	138	121	31	4	1	0	0	0	0	0	0	30.2	34.2	4.1
1800	314	0	0	0	4	22	133	117	31	5	2	0	0	0	0	0	0	30.2	34.1	4.4
1900	231	0	0	0	2	17	89	82	32	8	0	0	0	1	0	0	0	30.8	35.9	5
2000	140	0	0	0	2	9	51	58	16	3	1	0	0	0	0	0	0	30.8	35	4.5
2100	97	0	0	0	1	11	39	38	5	3	0	0	0	0	0	0	0	29.9	34.1	4.3
2200	58	0	0	0	0	11	26	13	8	0	0	0	0	0	0	0	0	29.4	34.6	4.5
2300	39	0	0	0	1	4	21	11	2	0	0	0	0	0	0	0	0	28.5	31.9	3.7
00-07	373	0	1	2	0	31	112	145	59	16	7	0	0	0	0	0	0	31.5	36.4	5.4
07-19	3826	0	3	7	22	353	1861	1259	269	40	9	1	2	0	0	0	0	29.5	33.2	4.1
19-00	565	0	0	0	6	52	226	202	63	14	1	0	0	1	0	0	0	30.3	34.8	4.6
00-00	4764	0	4	9	28	436	2199	1606	391	70	17	1	2	1	0	0	0	29.7	33.8	4.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

07 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	27	0	0	0	0	1	9	13	3	1	0	0	0	0	0	0	0	31.1	35.7	4.3
0100	22	0	0	0	0	1	12	4	4	1	0	0	0	0	0	0	0	31	36.4	4.8
0200	12	0	0	0	0	2	5	2	1	1	1	0	0	0	0	0	0	31.5	44.8	8.2
0300	11	0	0	0	0	0	2	4	4	0	0	0	0	1	0	0	0	35.5	44.1	9.2
0400	19	0	0	0	0	2	3	11	3	0	0	0	0	0	0	0	0	31.6	36.2	4.3
0500	27	0	0	0	0	0	7	10	6	0	3	1	0	0	0	0	0	34.6	43.8	6.8
0600	106	0	0	0	0	2	19	40	33	10	2	0	0	0	0	0	0	34	38.6	4.9
0700	126	0	0	1	1	3	47	52	15	7	0	0	0	0	0	0	0	31.3	36.5	4.6
0800	175	0	0	2	1	13	67	68	19	4	1	0	0	0	0	0	0	30.7	34.7	4.7
0900	192	0	0	0	1	13	95	69	12	2	0	0	0	0	0	0	0	29.8	33.4	3.7
1000	230	0	0	1	1	23	100	86	17	2	0	0	0	0	0	0	0	29.7	33.7	3.9
1100	321	0	1	0	1	40	164	93	22	0	0	0	0	0	0	0	0	28.8	32.2	4
1200	352	0	0	1	2	27	159	130	29	2	2	0	0	0	0	0	0	29.9	34	4
1300	301	0	0	3	0	19	153	93	29	4	0	0	0	0	0	0	0	29.9	33.8	4.2
1400	256	0	1	1	0	22	118	90	22	2	0	0	0	0	0	0	0	29.7	34.1	4.3
1500	231	0	0	2	0	23	116	73	13	4	0	0	0	0	0	0	0	29.3	33.5	4
1600	185	0	0	2	0	20	71	59	27	6	0	0	0	0	0	0	0	30.4	35.9	5
1700	197	0	0	0	0	8	71	81	31	5	1	0	0	0	0	0	0	31.2	35.6	4.1
1800	197	0	0	0	1	19	102	62	11	2	0	0	0	0	0	0	0	29.3	33	3.8
1900	157	1	0	0	1	9	78	55	7	3	2	1	0	0	0	0	0	30	33.4	5
2000	134	0	0	1	1	11	50	49	21	1	0	0	0	0	0	0	0	30.4	35.3	4.4
2100	90	0	0	1	0	3	39	33	9	2	1	1	1	0	0	0	0	31.2	35.2	5.7
2200	66	0	0	0	0	7	26	25	7	1	0	0	0	0	0	0	0	30.2	33.5	4.1
2300	48	0	0	0	0	3	17	18	7	2	0	1	0	0	0	0	0	31.5	37.2	5.2
00-07	224	0	0	0	0	8	57	84	54	13	6	1	0	1	0	0	0	33.2	38.3	5.7
07-19	2763	0	2	13	8	230	1263	956	247	40	4	0	0	0	0	0	0	29.9	34	4.2
19-00	495	1	0	2	2	33	210	180	51	9	3	3	1	0	0	0	0	30.5	34.6	4.9
00-00	3482	1	2	15	10	271	1530	1220	352	62	13	4	1	1	0	0	0	30.2	34.3	4.5

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

08 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	36	0	0	0	0	6	13	12	3	1	0	0	0	1	0	0	0	30.9	35.3	6.9
0100	19	0	0	0	0	0	10	4	2	2	1	0	0	0	0	0	0	32.4	41.5	5.9
0200	19	0	0	0	0	1	4	12	1	1	0	0	0	0	0	0	0	31.4	34.4	4.3
0300	10	0	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0	32.2	-	3.6
0400	17	0	0	0	0	1	4	5	4	2	1	0	0	0	0	0	0	33.5	40.3	5.9
0500	17	0	0	0	0	2	7	3	3	2	0	0	0	0	0	0	0	31.3	39.7	6.3
0600	50	0	0	0	1	2	11	23	9	2	2	0	0	0	0	0	0	32.6	37.2	5.3
0700	61	0	0	1	0	3	13	28	11	5	0	0	0	0	0	0	0	32.5	38.8	5
0800	111	0	0	2	0	13	45	36	12	2	0	0	1	0	0	0	0	30	34.8	5.7
0900	159	0	0	2	3	19	64	49	14	7	1	0	0	0	0	0	0	29.9	34.7	5.4
1000	186	0	0	0	0	8	76	81	17	4	0	0	0	0	0	0	0	30.5	34	3.6
1100	253	0	0	2	1	16	136	83	13	0	1	1	0	0	0	0	0	29.6	32.8	4.1
1200	263	0	0	0	0	25	121	98	17	1	1	0	0	0	0	0	0	29.7	33	3.8
1300	259	0	0	0	0	22	126	79	28	3	1	0	0	0	0	0	0	30	34.7	4.2
1400	221	0	0	1	2	20	91	87	16	4	0	0	0	0	0	0	0	29.8	33.5	4.1
1500	200	0	1	2	1	21	91	62	19	3	0	0	0	0	0	0	0	29.4	33.8	4.8
1600	187	0	1	1	1	11	78	72	15	7	1	0	0	0	0	0	0	30.3	34.5	4.9
1700	189	0	0	0	0	7	76	82	18	6	0	0	0	0	0	0	0	30.8	34.7	3.8
1800	179	0	1	2	1	14	64	77	16	3	0	1	0	0	0	0	0	30	34.2	5
1900	132	0	0	2	0	4	52	52	17	4	1	0	0	0	0	0	0	30.8	35.7	4.7
2000	117	0	0	1	1	3	50	48	10	2	2	0	0	0	0	0	0	30.8	34.4	4.5
2100	65	0	0	0	0	12	31	15	4	1	1	1	0	0	0	0	0	29.6	33.9	5.3
2200	34	0	0	0	0	5	10	10	8	1	0	0	0	0	0	0	0	31	37.1	5.4
2300	33	0	0	0	0	4	13	10	1	3	0	1	0	1	0	0	0	32	39.9	8.2
00-07	168	0	0	0	1	12	53	62	25	10	4	0	0	1	0	0	0	32	37.5	5.7
07-19	2268	0	3	13	9	179	981	834	196	45	5	2	1	0	0	0	0	30	34	4.5
19-00	381	0	0	3	1	28	156	135	40	11	4	2	0	1	0	0	0	30.7	35.2	5.2
00-00	2817	0	3	16	11	219	1190	1031	261	66	13	4	1	2	0	0	0	30.3	34.3	4.7

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

DAMAGED TUBE

09 August 2021

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	14	0	0	0	0	1	7	2	4	0	0	0	0	0	0	0	0	30.3	36.4	4.8
0100	10	0	0	0	0	3	2	4	1	0	0	0	0	0	0	0	0	28.9	-	4.9
0200	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	34.6	-	5.7
0300	8	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	32.5	-	6.8
0400	14	0	0	0	0	2	2	4	4	0	2	0	0	0	0	0	0	34.1	43.6	7.6
0500	63	0	0	0	1	1	13	31	10	6	1	0	0	0	0	0	0	32.9	37.2	5.2
0600	221	0	0	0	5	8	72	97	34	3	2	0	0	0	0	0	0	31.1	35.5	4.5
0700	150	3	6	6	1	34	87	9	3	1	0	0	0	0	0	0	0	25	29.5	6.8
0800	24	23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3.3	3.1	6.1
0900	13	11	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6.1	27.5	12.6
1000	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	-	1.8
1100	10	8	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10.8	-	15.7
1200	12	10	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	7.3	32.1	14.5
1300	16	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5.8	2.9
1400	16	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.8	5.8	1.7
1500	24	21	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	5.1	3.8	13.5
1600	26	23	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	7.6	1.7	18.8
1700	37	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	1.7	1.6
1800	17	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6.4	3.2
1900	7	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	10.1	-	21.1
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	-	0.2
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	-	-
00-07	333	0	0	0	6	17	97	140	58	10	5	0	0	0	0	0	0	31.5	36.2	5
07-19	355	183	17	8	1	34	88	12	5	4	0	0	1	1	1	0	0	13	28.5	13.7
19-00	10	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7.3	-	17.8
00-00	698	192	17	8	7	51	185	152	63	14	5	0	2	1	1	0	0	21.8	34	14.1

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162

Site Name - ROBUXB02

Description - MOORHALL ROAD - EAST OF ACCESS ROAD

Direction - West

Virtual Day (Partial days = 7.45833)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	21	0	0	0	0	2	7	8	3	1	0	0	0	0	0	0	0	31.6	36.8	5.8
0100	12	0	0	0	0	1	5	4	1	1	0	0	0	0	0	0	0	31.1	36.1	5.4
0200	9	0	0	0	0	1	2	4	1	1	0	0	0	0	0	0	0	32	-	6.3
0300	8	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	33.7	-	5.8
0400	18	0	0	0	0	1	4	7	4	1	1	0	0	0	0	0	0	33.3	38.4	5.9
0500	54	0	0	1	0	1	10	19	14	6	2	0	0	0	0	0	0	34.1	39.8	6.9
0600	190	0	0	1	2	10	55	83	30	6	2	0	0	0	0	0	0	31.5	36	4.9
0700	227	0	1	2	2	18	86	89	22	5	1	0	0	0	0	0	0	30	34.3	5.2
0800	200	3	0	1	2	21	86	69	16	2	0	0	0	0	0	0	0	29.1	33.7	5.6
0900	199	2	0	1	3	22	91	64	13	3	1	0	0	0	0	0	0	29	33.3	5.1
1000	209	1	0	1	2	25	99	65	13	2	0	0	0	0	0	0	0	28.9	33	4.6
1100	223	1	1	1	3	25	111	66	13	1	0	0	0	0	0	0	0	28.8	32.8	4.8
1200	251	1	0	1	5	25	122	81	13	2	1	0	0	0	0	0	0	29	32.9	4.8
1300	254	2	0	1	5	27	125	73	18	2	1	0	0	0	0	0	0	28.9	33.1	5.1
1400	240	2	1	1	2	27	114	74	16	3	0	0	0	0	0	0	0	29	33.1	4.9
1500	234	3	2	4	6	32	107	65	13	2	0	0	0	0	0	0	0	27.9	32.9	5.9
1600	257	3	0	2	4	24	117	83	20	4	1	0	0	0	0	0	0	29.2	33.7	5.6
1700	275	5	0	1	6	27	120	92	19	4	1	0	0	0	0	0	0	28.8	33.3	5.8
1800	219	2	1	1	2	19	100	75	16	3	1	0	0	0	0	0	0	29.4	33.3	5
1900	155	1	0	1	2	10	66	57	14	3	1	0	0	0	0	0	0	30	34.1	5.3
2000	120	0	0	0	1	8	48	46	13	3	1	0	0	0	0	0	0	30.6	34.8	4.9
2100	77	0	0	0	1	9	36	23	6	2	0	0	0	0	0	0	0	29.5	33.9	5.1
2200	46	0	0	0	1	6	18	15	5	1	1	0	0	0	0	0	0	30.3	35	5.2
2300	31	0	0	0	0	3	13	10	3	1	0	0	0	0	0	0	0	30.4	35	5.3

OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162
Site Name - ROBUXB02
Description - MOORHALL ROAD - EAST OF ACCESS ROAD
Direction - West

Virtual Week (Partial weeks = 1.14286)

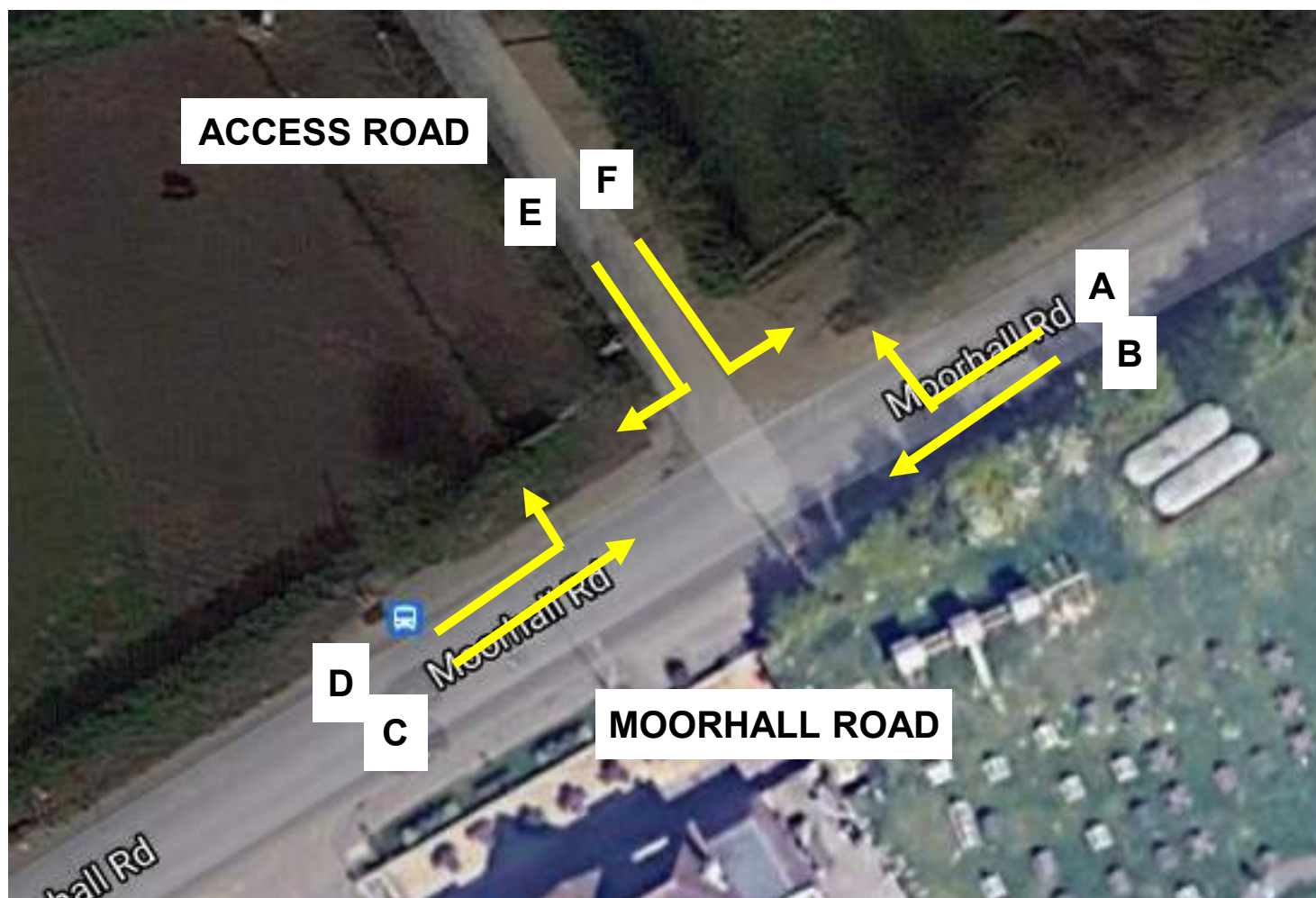
Time [--	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	1428	97	11	9	19	140	595	425	102	25	5	1	1	1	1	0	0	27.5	33.7	8.7
Tue	4270	1	4	36	144	478	1863	1339	303	75	19	2	3	1	2	0	0	29.1	33.6	5.1
Wed	4151	1	6	25	61	469	1835	1330	339	62	17	3	1	1	1	0	0	29.4	33.8	4.9
Thu	4274	2	15	26	94	447	1851	1454	312	48	19	6	0	0	0	0	0	29.3	33.6	4.9
Fri	4764	0	4	9	28	436	2199	1606	391	70	17	1	2	1	0	0	0	29.7	33.8	4.3
JSat	3482	1	2	15	10	271	1530	1220	352	62	13	4	1	1	0	0	0	30.2	34.3	4.5
JSun	2817	0	3	16	11	219	1190	1031	261	66	13	4	1	2	0	0	0	30.3	34.3	4.7


OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-162
Site Name - ROBUXB02
Description - MOORHALL ROAD - EAST OF ACCESS ROAD
Direction - West


Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	26614	199	55	144	386	2599	11657	8830	2161	433	107	22	10	7	4	0	0	29.4	33.8	5.4




	CLIENT: ROBERT WEST		REF NUMBER: OPS08158	
	PROJECT DESCRIPTION: UXBRIDGE - CLASSIFIED TURNING COUNT DATA			
	WEATHER: DRY/SUNNY		DATE: TUE 03RD AUG 21	

		MOVEMENT A							MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	0	0	0	0	0	0	48	15	1	2	0	0	1
07:15	: 07:30	0	0	0	0	0	0	0	45	24	0	2	1	1	2
07:30	: 07:45	0	0	0	0	0	0	0	80	29	0	0	1	0	0
07:45	: 08:00	0	0	0	0	0	0	0	83	23	0	1	1	0	2
TOTAL		0	0	0	0	0	0	0	256	91	1	5	3	1	5
08:00	: 08:15	0	0	0	0	0	0	0	68	19	2	0	1	1	0
08:15	: 08:30	0	0	0	0	0	0	0	50	16	1	0	1	0	0
08:30	: 08:45	1	0	0	0	0	0	0	46	18	3	0	1	0	1
08:45	: 09:00	0	0	0	0	0	0	0	48	13	1	0	0	0	1
TOTAL		1	0	0	0	0	0	0	212	66	7	0	3	1	2
09:00	: 09:15	0	1	1	0	0	0	0	46	13	1	2	1	0	0
09:15	: 09:30	0	1	0	1	0	0	0	50	11	0	0	1	0	0
09:30	: 09:45	1	0	0	1	0	0	1	35	11	3	0	1	1	1
09:45	: 10:00	2	0	0	1	0	0	0	39	7	1	1	0	0	3
TOTAL		3	2	1	3	0	0	1	170	42	5	3	3	1	4
PERIOD TOTAL		4	2	1	3	0	0	1	638	199	13	8	9	3	11
16:00	: 16:15	0	0	0	0	0	0	0	57	13	2	0	1	1	0
16:15	: 16:30	0	0	0	0	0	0	0	59	13	0	3	1	0	0
16:30	: 16:45	0	0	0	0	0	0	0	68	9	1	0	0	0	1
16:45	: 17:00	1	0	0	0	0	0	0	61	9	0	0	1	2	1
TOTAL		1	0	0	0	0	0	0	245	44	3	3	3	3	2
17:00	: 17:15	0	0	0	0	0	0	0	73	14	0	1	1	1	2
17:15	: 17:30	0	0	0	0	0	0	0	69	16	0	2	1	0	1
17:30	: 17:45	0	0	0	0	0	0	0	70	8	2	0	0	0	0
17:45	: 18:00	0	0	0	0	0	0	0	76	17	1	1	1	1	3
TOTAL		0	0	0	0	0	0	0	288	55	3	4	3	2	6
18:00	: 18:15	0	0	0	0	0	0	0	57	8	0	0	1	0	0
18:15	: 18:30	0	0	0	0	0	0	0	55	12	1	0	1	0	2
18:30	: 18:45	0	0	0	0	0	0	0	55	5	0	1	1	0	0
18:45	: 19:00	0	1	0	0	0	0	0	43	1	0	1	0	0	0
TOTAL		0	1	0	0	0	0	0	210	26	1	2	3	0	2
PERIOD TOTAL		1	1	0	0	0	0	0	743	125	7	9	9	5	10
DAILY TOTAL		5	3	1	3	0	0	1	1381	324	20	17	18	8	21
GRAND TOTAL		13							1789						

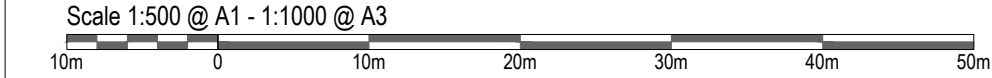
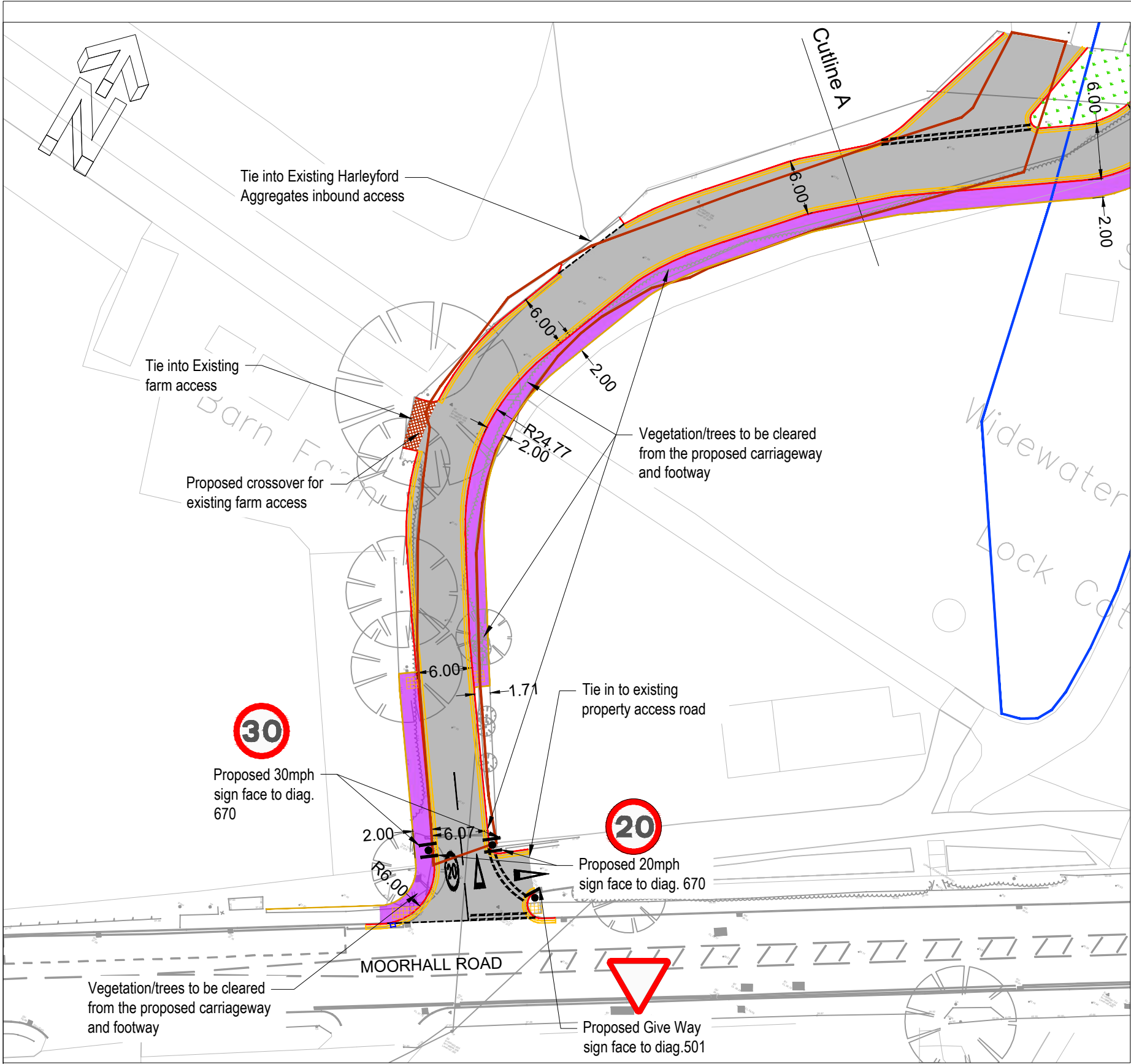
	CLIENT: ROBERT WEST										REF NUMBER: OPS08158									
	PROJECT DESCRIPTION: UXBRIDGE - CLASSIFIED TURNING COUNT DATA																			
	WEATHER: DRY/SUNNY										DATE: TUE 03RD AUG 21									

		MOVEMENT C							MOVEMENT D						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	47	16	2	0	1	0	0	2	0	0	0	0	0	0
07:15	: 07:30	45	15	4	0	0	2	1	0	0	0	0	0	0	0
07:30	: 07:45	44	9	3	1	1	0	1	0	0	0	0	0	0	0
07:45	: 08:00	53	6	1	1	1	0	1	1	0	0	0	0	0	0
TOTAL		189	46	10	2	3	2	3	3	0	0	0	0	0	0
08:00	: 08:15	38	8	4	3	1	0	2	0	0	0	1	0	0	0
08:15	: 08:30	57	20	2	0	1	0	0	0	0	1	1	0	0	0
08:30	: 08:45	56	12	2	0	1	0	0	0	1	0	2	0	0	0
08:45	: 09:00	37	14	0	0	0	0	0	0	1	0	0	0	0	0
TOTAL		188	54	8	3	3	0	2	0	2	1	4	0	0	0
09:00	: 09:15	39	11	2	0	1	0	4	0	0	0	3	0	0	0
09:15	: 09:30	45	13	1	4	1	0	0	0	0	0	1	0	0	0
09:30	: 09:45	32	7	1	3	0	0	0	0	0	0	3	0	0	0
09:45	: 10:00	42	10	0	1	1	0	0	0	0	1	1	0	0	0
TOTAL		158	41	4	8	3	0	4	0	0	1	8	0	0	0
PERIOD TOTAL		535	141	22	13	9	2	9	3	2	2	12	0	0	0
16:00	: 16:15	67	6	0	2	0	2	0	0	0	0	1	0	0	0
16:15	: 16:30	63	22	3	2	1	0	0	0	0	0	0	0	0	0
16:30	: 16:45	70	13	0	0	1	1	1	2	0	0	0	0	0	0
16:45	: 17:00	73	18	0	2	1	1	0	0	0	0	3	0	0	0
TOTAL		273	59	3	6	3	4	1	2	0	0	4	0	0	0
17:00	: 17:15	73	17	1	1	0	0	2	0	0	0	0	0	0	0
17:15	: 17:30	97	12	0	3	1	0	1	0	0	0	0	0	0	1
17:30	: 17:45	72	7	0	1	1	0	0	0	0	0	0	0	0	0
17:45	: 18:00	66	12	0	0	1	2	1	0	0	0	0	0	0	0
TOTAL		308	48	1	5	3	2	4	0	0	0	0	0	0	1
18:00	: 18:15	75	9	1	0	0	1	0	1	0	0	0	0	0	0
18:15	: 18:30	70	9	0	0	1	0	0	0	0	0	0	0	0	0
18:30	: 18:45	67	11	0	1	1	1	2	0	0	0	0	0	0	0
18:45	: 19:00	66	9	1	0	1	0	3	0	1	0	0	0	0	0
TOTAL		278	38	2	1	3	2	5	1	1	0	0	0	0	0
PERIOD TOTAL		859	145	6	12	9	8	10	3	1	0	4	0	0	1
DAILY TOTAL		1394	286	28	25	18	10	19	6	3	2	16	0	0	1
GRAND TOTAL		1780							28						

	CLIENT: ROBERT WEST										REF NUMBER: OPS08158									
	PROJECT DESCRIPTION: UXBRIDGE - CLASSIFIED TURNING COUNT DATA																			
	WEATHER: DRY/SUNNY										DATE: TUE 03RD AUG 21									

		MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	: 07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	: 07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:30	: 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	: 08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	1	2	0	0	0	1	0	0	0	0	0	0
08:00	: 08:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15	: 08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30	: 08:45	1	0	1	1	0	0	0	0	1	0	0	0	0	0
08:45	: 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		1	0	2	3	0	0	0	0	1	0	0	0	0	0
09:00	: 09:15	0	0	0	1	0	0	0	0	1	0	0	0	0	0
09:15	: 09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0
09:30	: 09:45	0	0	0	1	0	0	0	0	0	0	2	0	0	1
09:45	: 10:00	0	1	0	1	0	0	0	0	1	0	0	0	0	0
TOTAL		0	1	0	3	0	0	0	0	3	1	2	0	0	1
PERIOD TOTAL		1	1	3	8	0	0	0	1	4	1	2	0	0	1
16:00	: 16:15	2	0	0	0	0	0	0	4	0	0	3	0	0	0
16:15	: 16:30	1	0	0	0	0	0	0	4	0	0	1	0	0	0
16:30	: 16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0
16:45	: 17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		6	0	0	0	0	0	0	10	0	0	4	0	0	0
17:00	: 17:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	: 17:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0
17:30	: 17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	: 18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		5	0	0	0	0	0	0	3	0	0	0	0	0	1
18:00	: 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	: 18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0
18:30	: 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	: 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	1	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL		11	1	0	0	0	0	0	13	0	0	4	0	0	1
DAILY TOTAL		12	2	3	8	0	0	0	14	4	1	6	0	0	2
GRAND TOTAL		25							27						

Appendix D – Access design general arrangement and swept path analysis



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
GENERAL ARRANGEMENT
Sheet 01 of 03

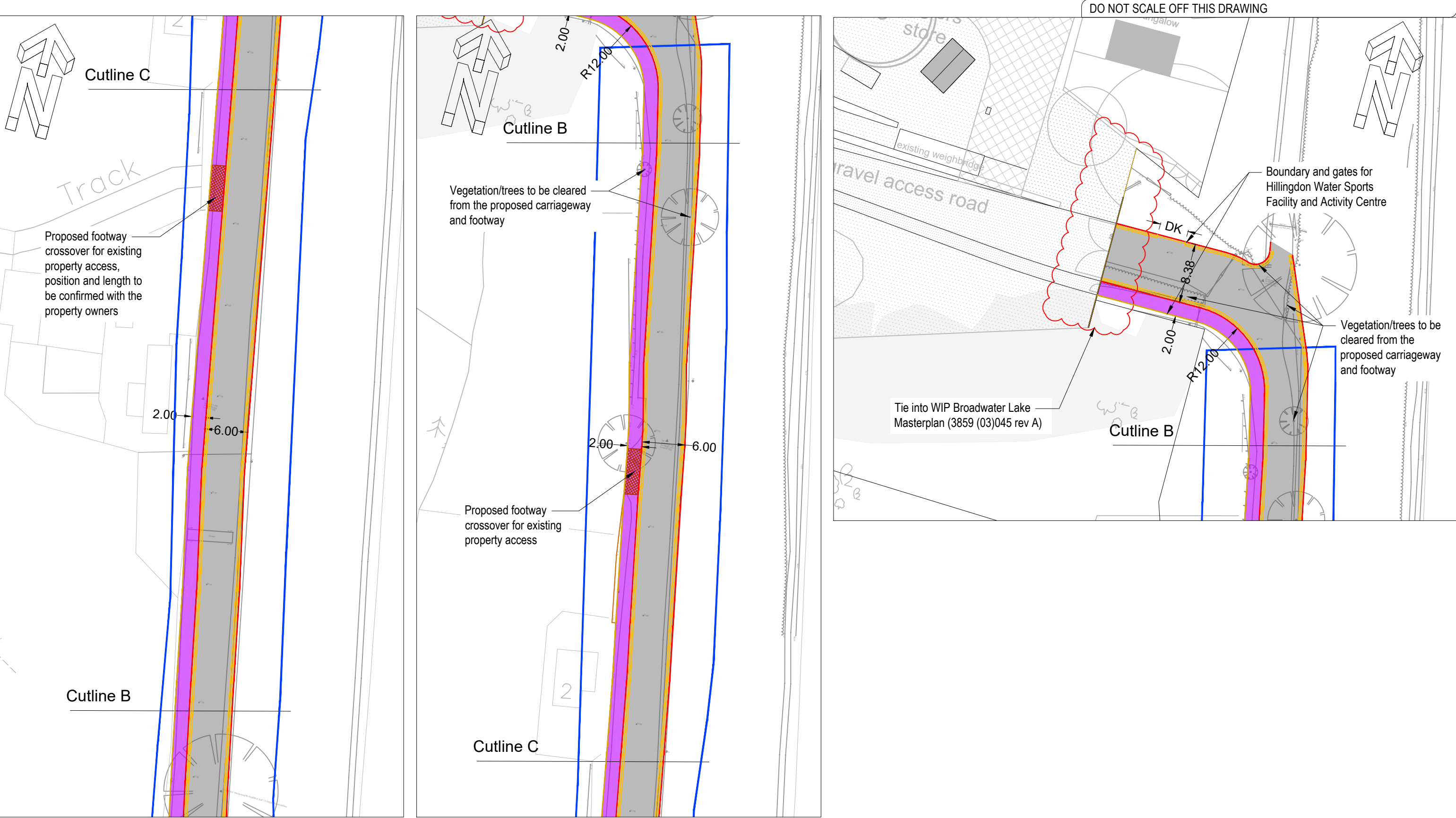
RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-101-P02

- Key :
- Proposed kerbing
 - Proposed edging
 - Proposed tactile paving
 - Proposed carriageway
 - Proposed footway
 - Proposed double yellow line
 - Proposed traffic sign
 - TARMAC property boundary
 - Unregistered Land boundary
 - Proposed topsoil and grass

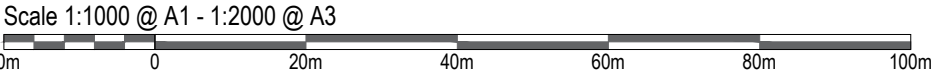
Notes:

1. All dimensions in meters unless stated otherwise.

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	30/01/2023
Current Revision					
P02	AMENDMENTS FOLLOWING UPDATED MASTERPLAN	CP	WH	SB	10/07/2023



DO NOT SCALE OFF THIS DRAWING



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title

GENERAL ARRANGEMENT
Sheet 02 of 03

RWCL Internal Register reference: 2915-068 Scales @ A3

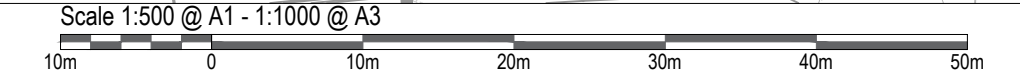
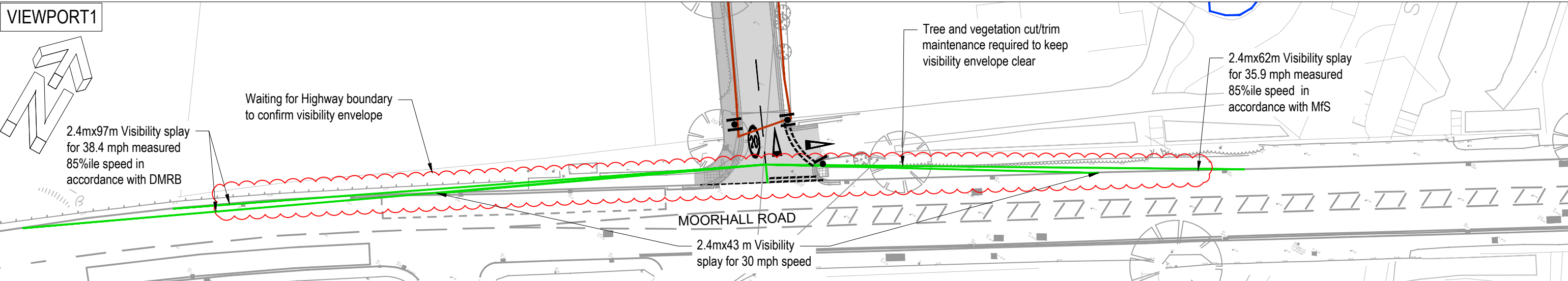
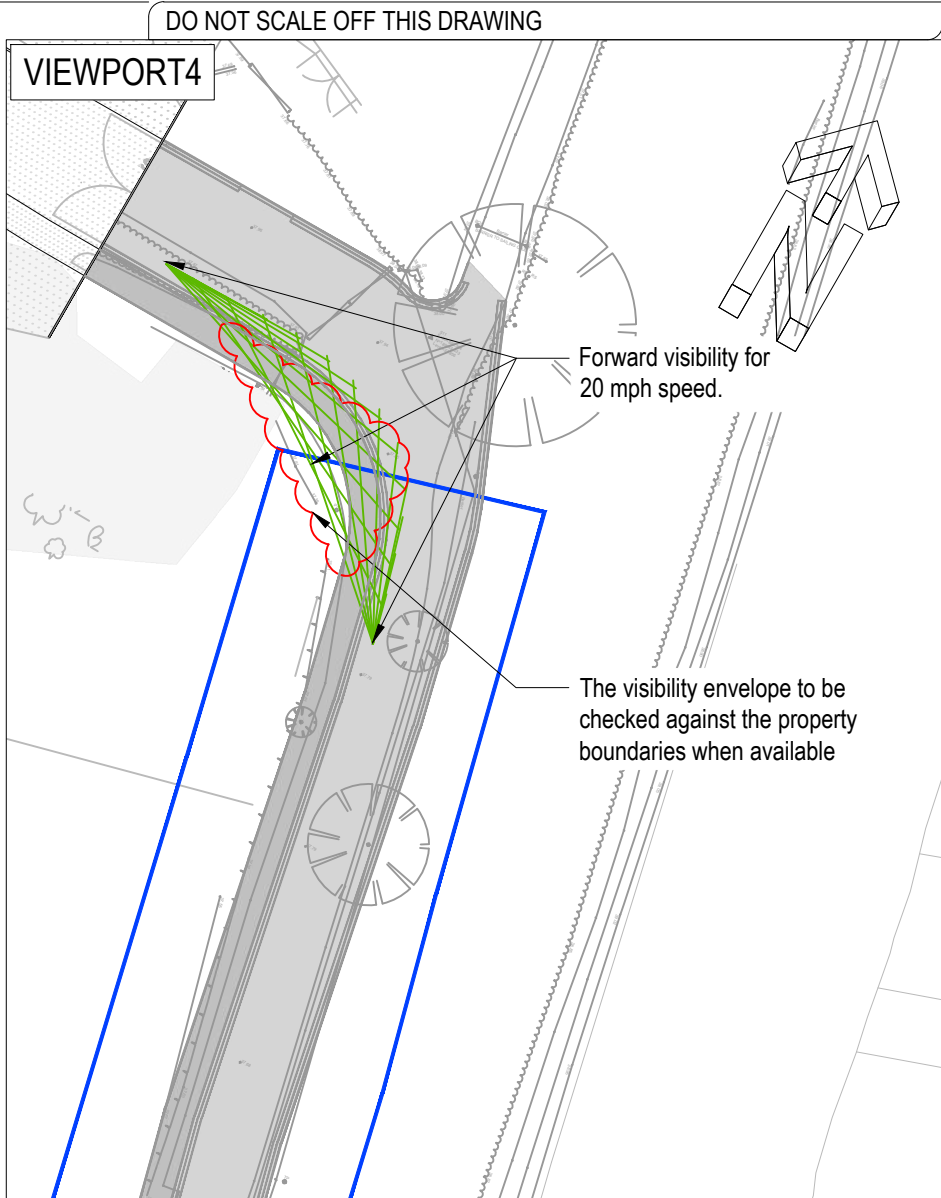
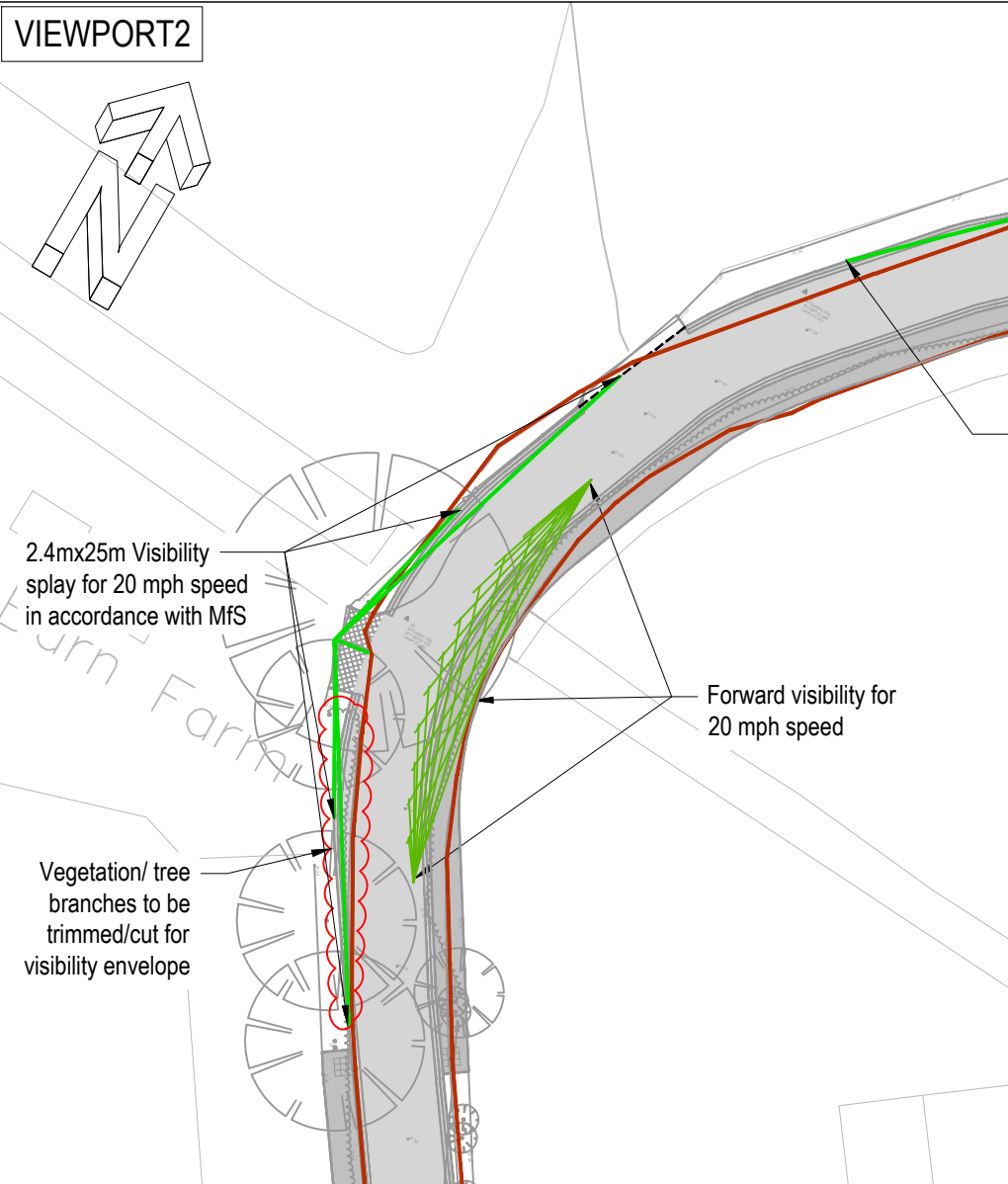
2915-068-102-P02

- Key :
- Proposed kerbing
 - Proposed edging
 - Proposed tactile paving
 - Proposed carriageway
 - Proposed footway
 - Proposed double yellow line
 - Proposed traffic sign
 - Proposed footway crossover
 - TARMAC boundary

Notes:

- All dimensions in meters unless stated otherwise.

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	30/01/2023
Current Revision					
P02	AMENDMENTS FOLLOWING UPDATED MASTERPLAN	CP	WH	SB	10/07/2023



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
VISIBILITY SPLAY PLAN
Sheet 03 of 03

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-103-P02

- Key :
- TARMAC property boundary
 - Unregistered Land boundary
 - Visibility splay

Notes:

1. All dimensions in meters unless stated otherwise.

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CB	SB	AMI	30/01/2023
Current Revision					
P02	AMENDMENTS FOLLOWING UPDATED MASTERPLAN	CP	WH	SB	10/07/2023



Scale 1:1000 @ A3

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
15.0m BUS VEHICLE TRACKING
INBOUND

RWCL Internal Register reference: 2915-068 Scales @ A3

2915-068-106 -P02

© Robert West Consulting 2019. All rights reserved

Plaxton Panther Bus

Overall Length 15.000m

Overall Width 2.500m

Overall Body Height 4.157m

Min Body Ground Clearance 0.397m

Track Width 2.500m

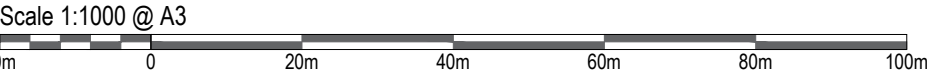
Lock to lock time 5.00s

Wall to Wall Turning Radius 12.500m

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023	
Current Revision						
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023	



Outbound



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

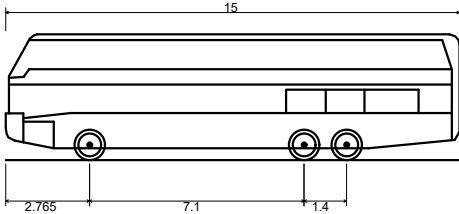
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title

15.0m BUS VEHICLE TRACKING
OUTBOUND

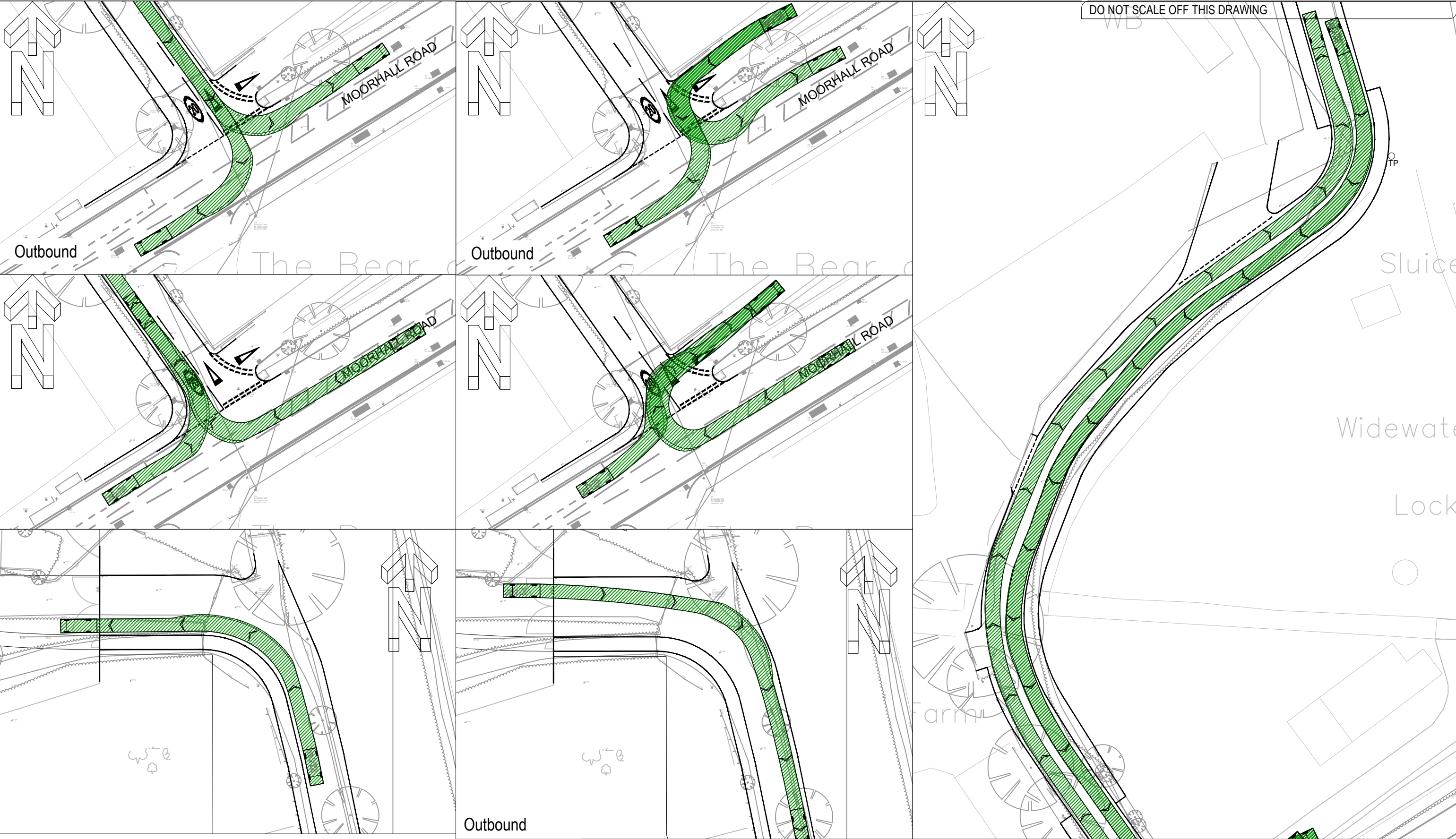
RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-107 -P02

© Robert West Consulting 2019. All rights reserved



Plaxton Panther Bus
Overall Length 15.000m
Overall Width 2.500m
Overall Body Height 4.157m
Min Body Ground Clearance 0.397m
Track Width 2.500m
Lock to lock time 5.00s
Wall to Wall Turning Radius 12.500m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
Current Revision					
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023



Scale 1:500 @ A1 - 1:1000 @ A3

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project

Hillingdon Water Sports Facility and Activity Centre

Drawing Title

LARGE CAR VEHICLE TRACKING
INBOUND/OUTBOUND


RWCL Internal Register reference: 2915-068 Scales @ A3

2915-068-108 -P02

5.079

0.816

3.035



Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.525m

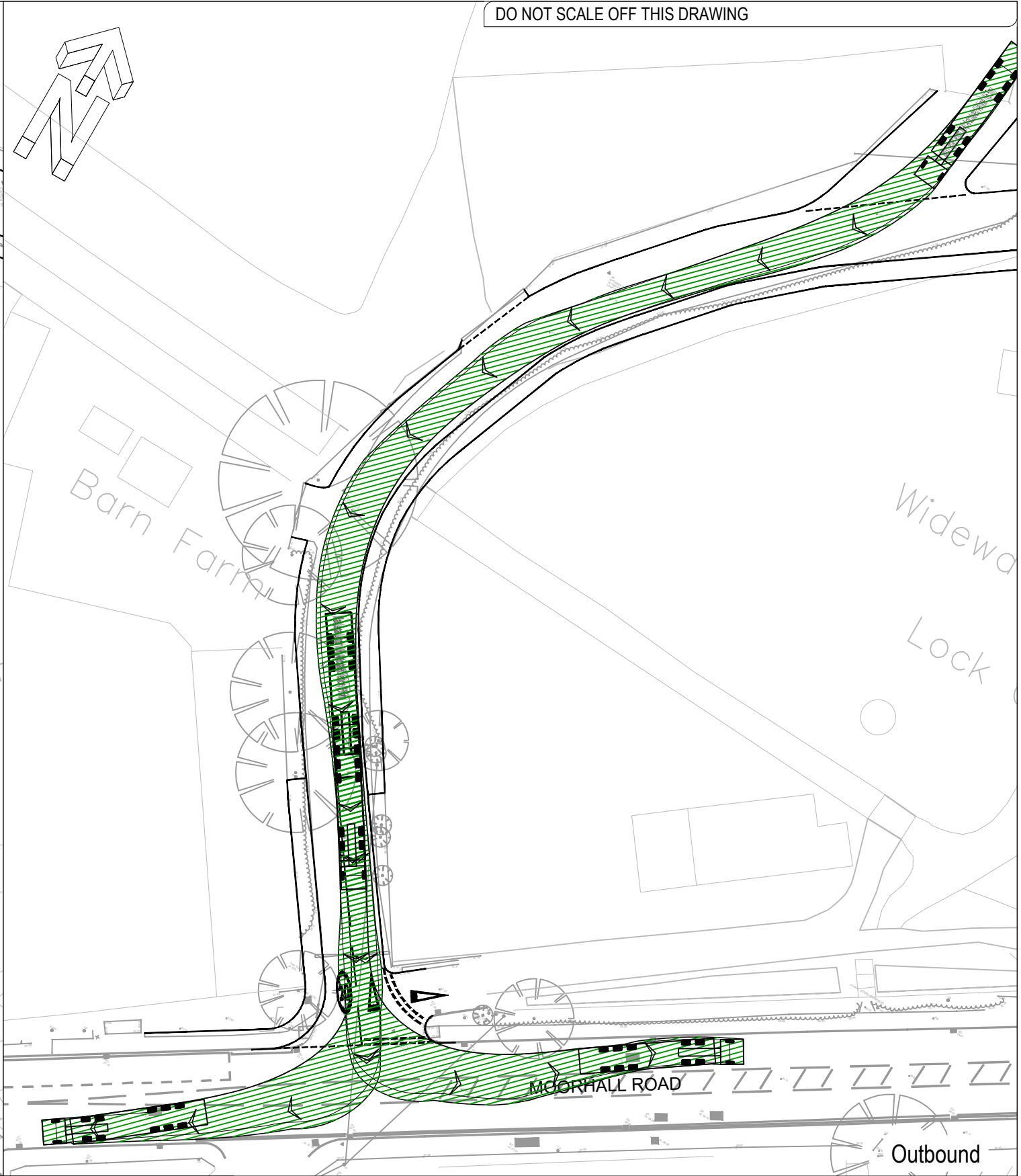
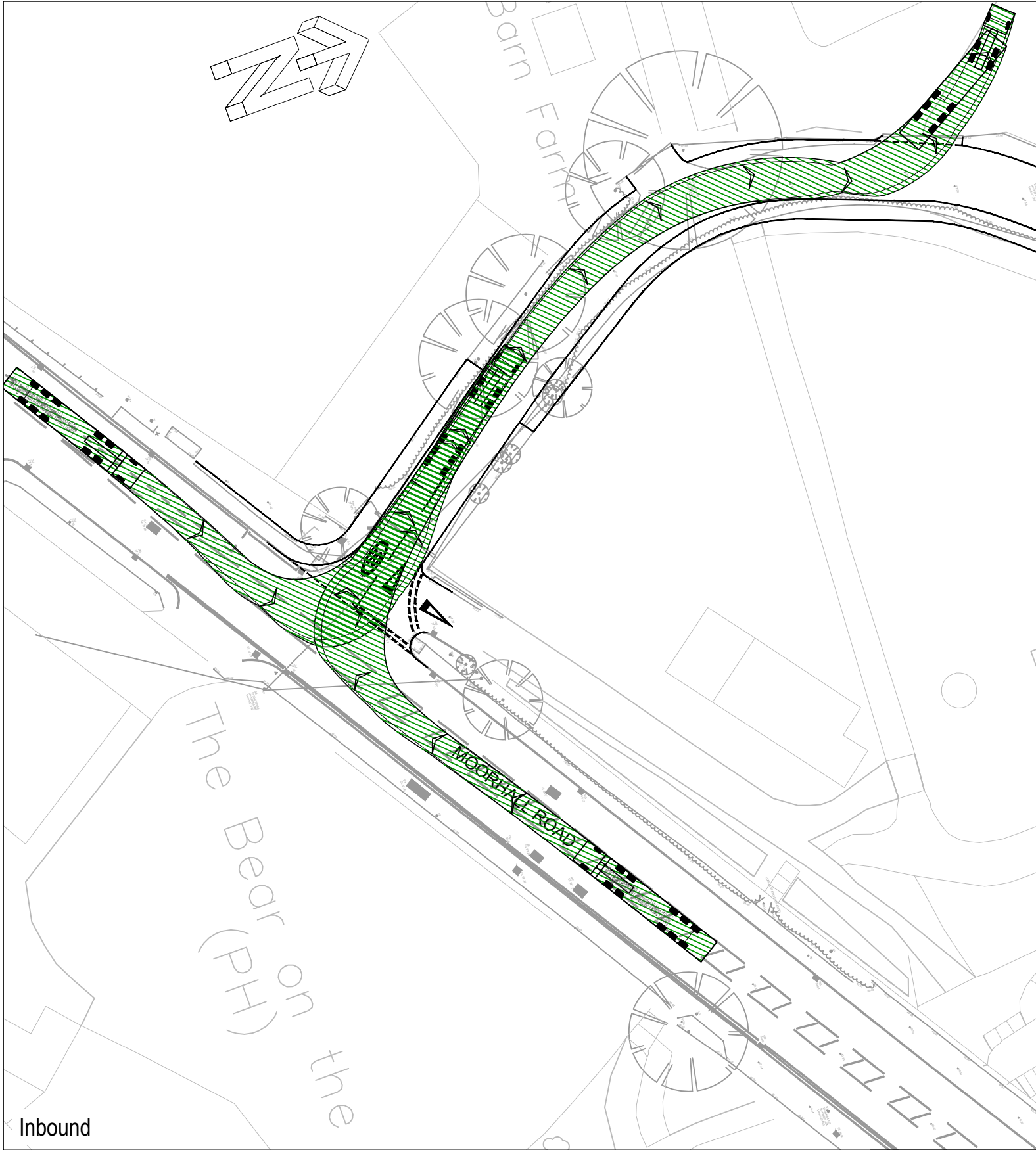
0.310m

1.831m

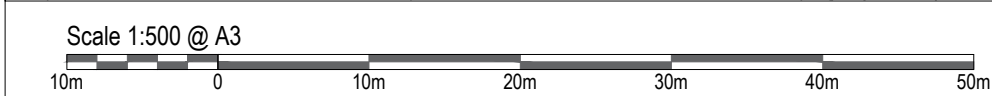
4.00s

5.900m

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023	
Current Revision						
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023	



DO NOT SCALE OFF THIS DRAWING



FOR APPROVAL

LB HILLINGDON

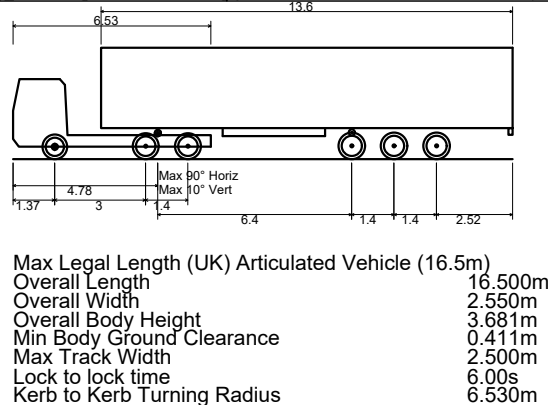
Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

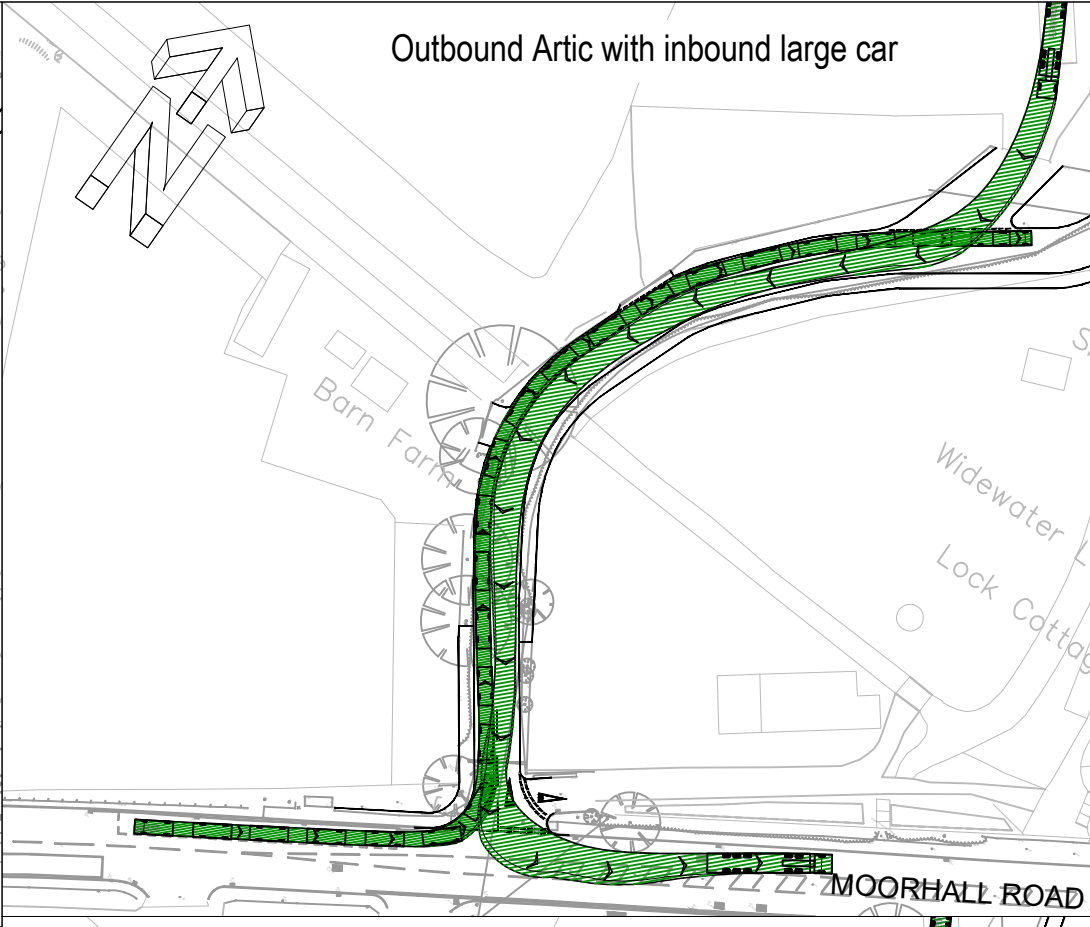
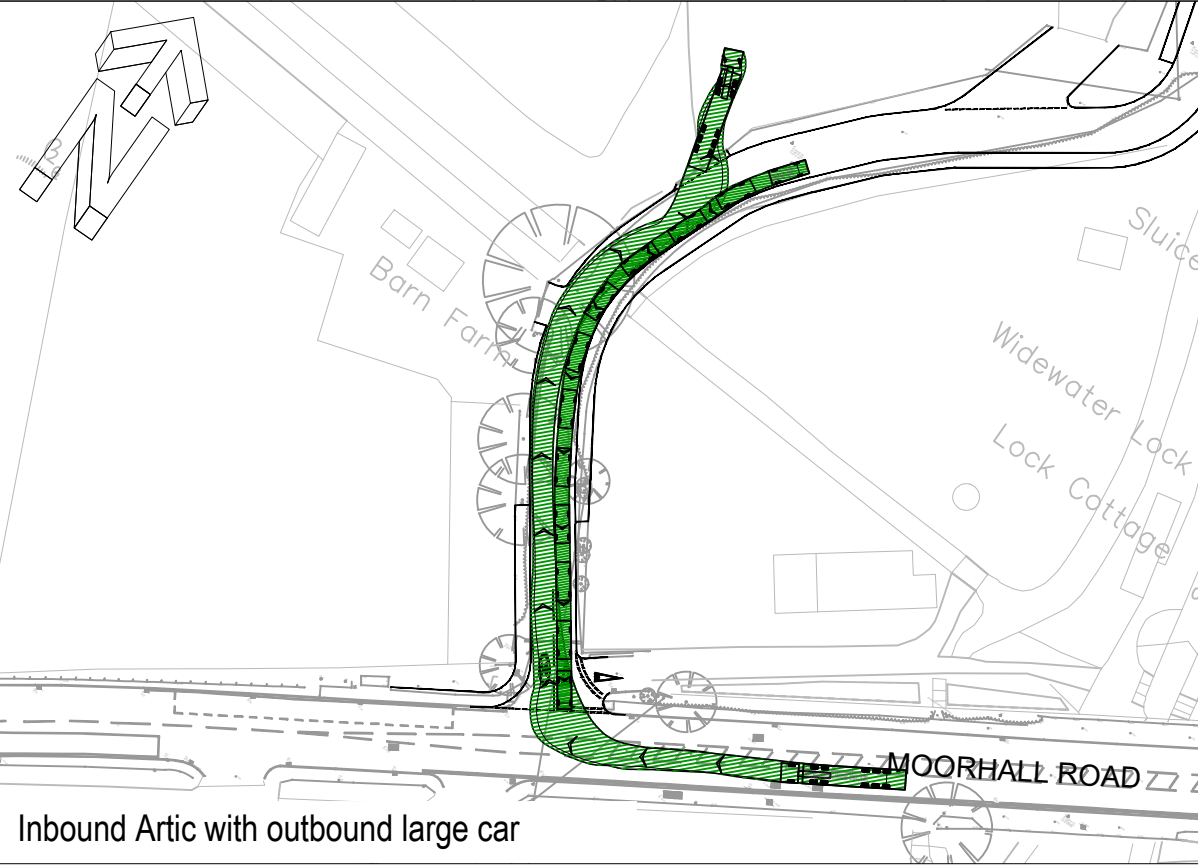
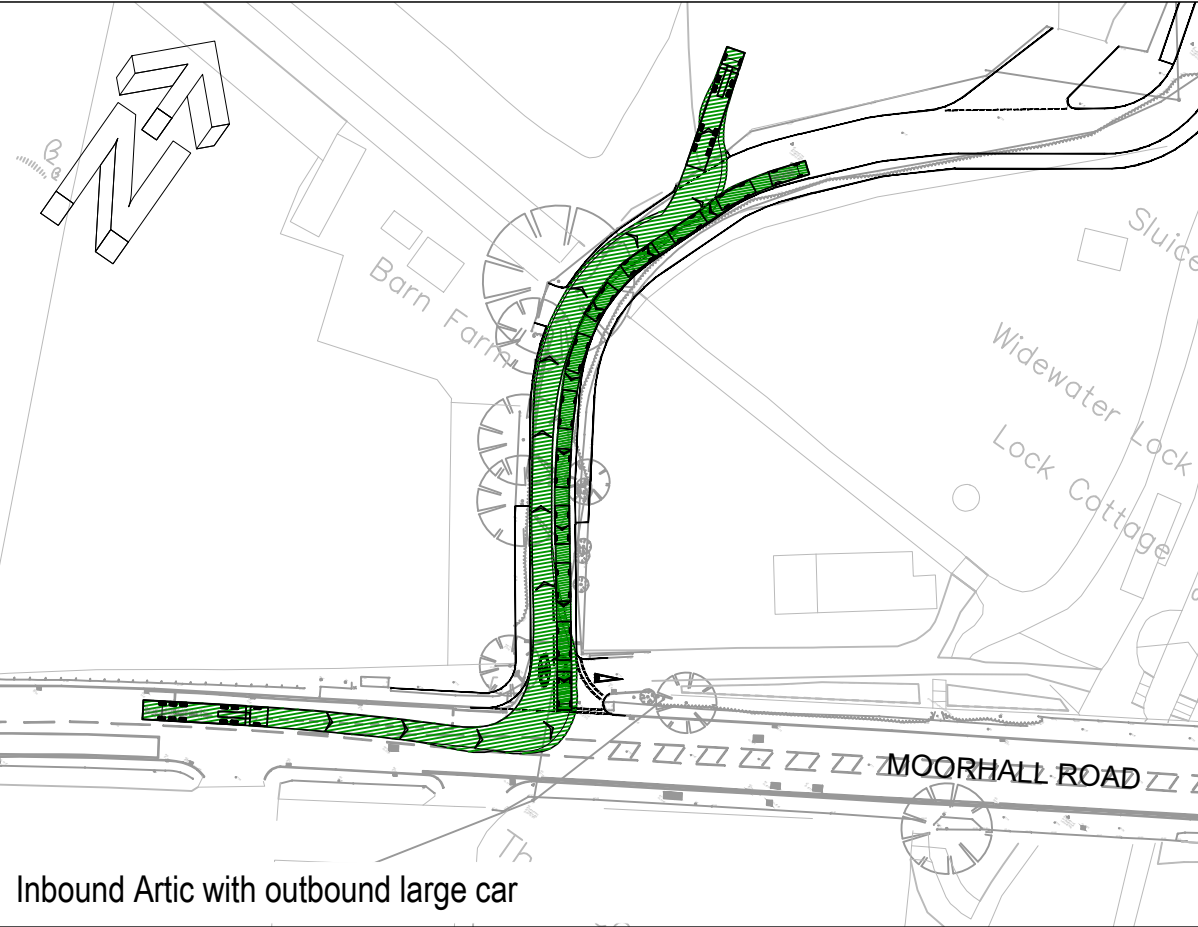
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
16.5m ARTIC. VEHICLE TRACKING
INBOUND/OUTBOUND

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-109-P02



Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
Current Revision					
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023



DO NOT SCALE OFF THIS DRAWING

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Scale 1:1000 @ A3

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

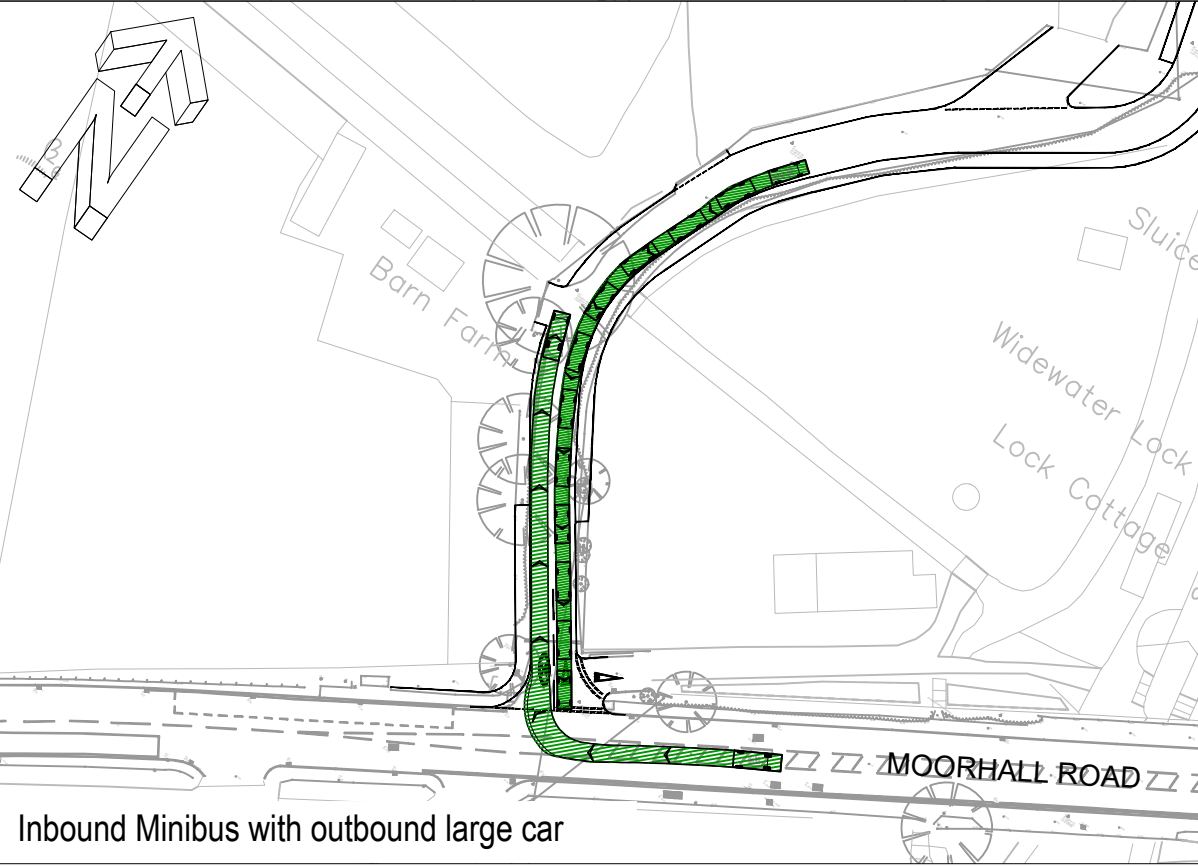
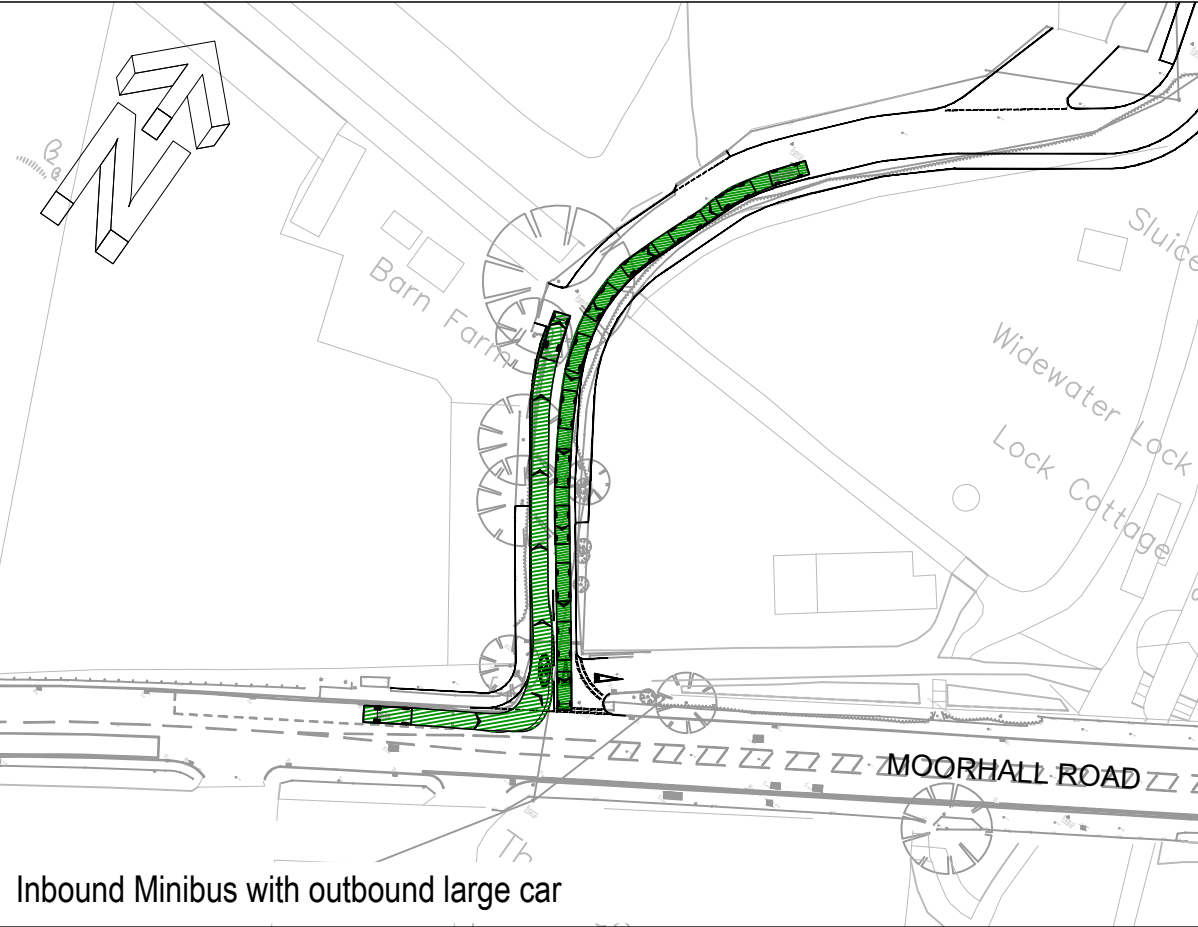
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
ARTIC. VEHICLE AND LARGE CAR TRACKING
OUTBOUND/INBOUND PASSING

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-110-P02

© Robert West Consulting 2019. All rights reserved

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
Current Revision					
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023



Scale 1:1000 @ A3

20m020m40m60m80m100m

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project

Hillingdon Water Sports Facility and Activity Centre

Drawing Title

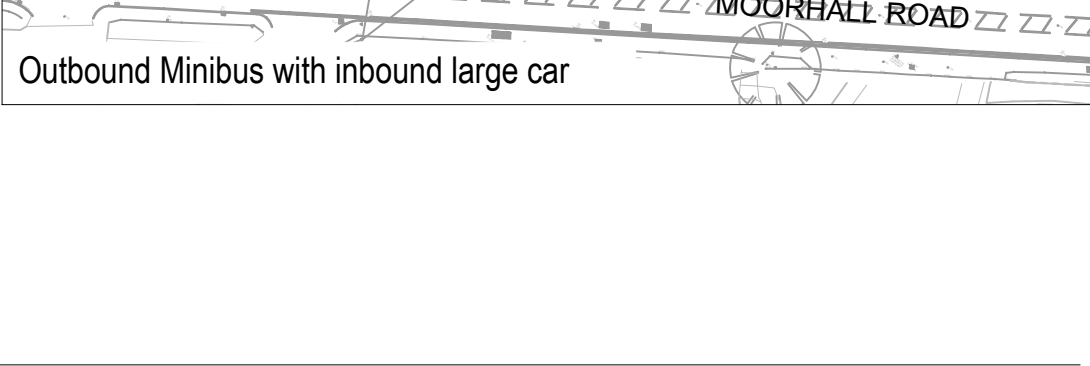
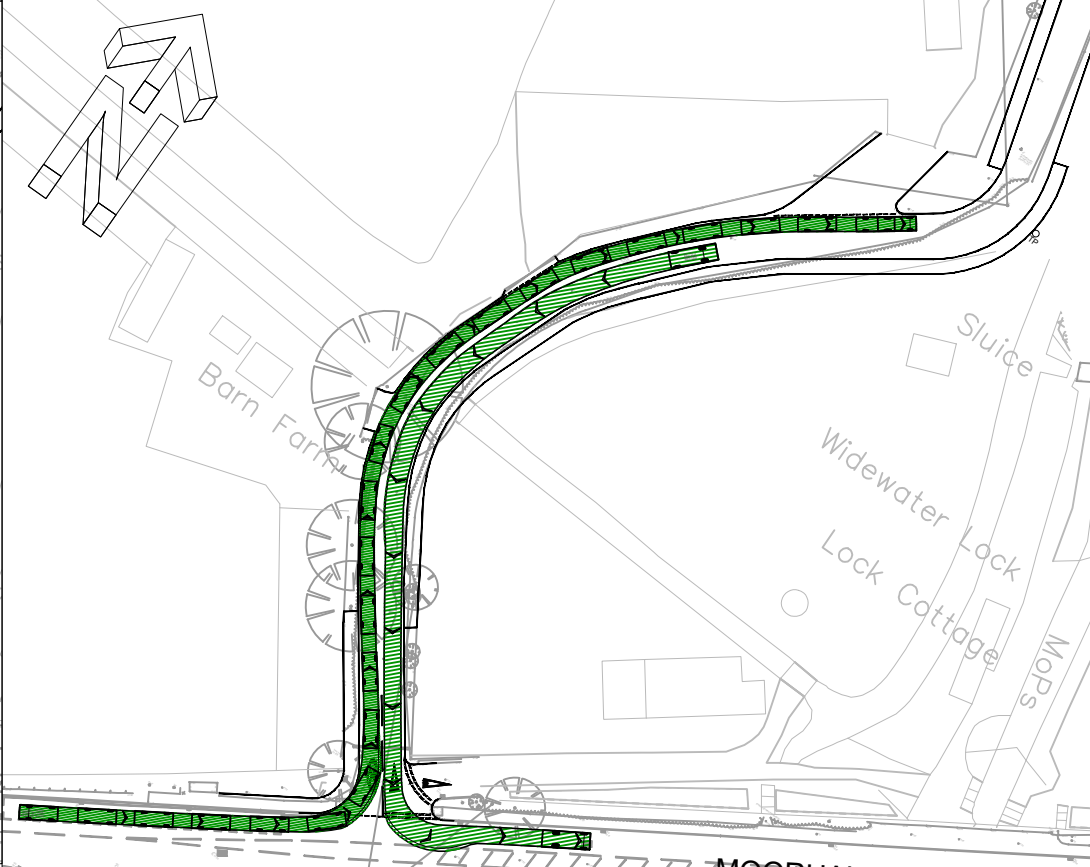
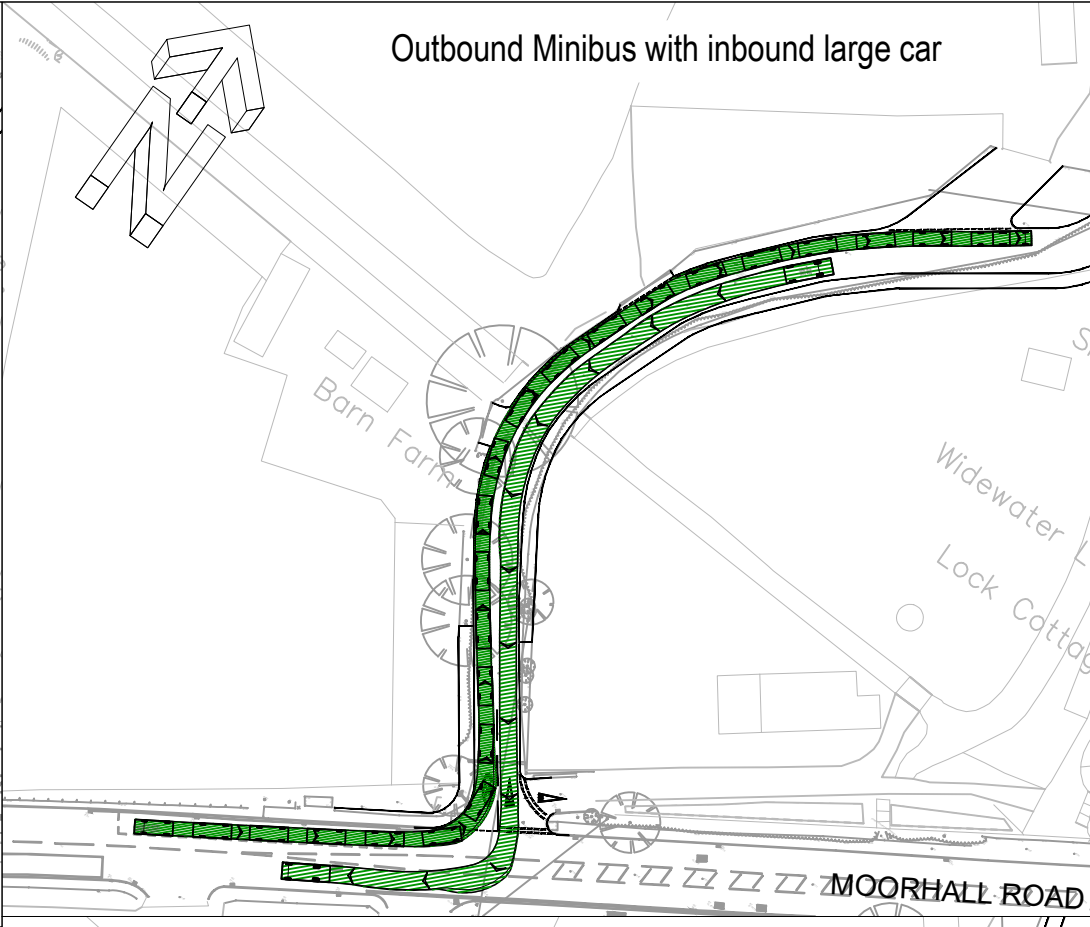
MINBUS AND LARGE CAR VEHICLE TRACKING
OUTBOUND/INBOUND PASSING

RWCL Internal Register reference: 2915-068

Scales @ A3

2915-068-111 -P02

© Robert West Consulting 2019. All rights reserved



DO NOT SCALE OFF THIS DRAWING

6.33

0.82

3.7

Mini Bus

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

6.330m

2.192m

2.601m

0.374m

2.192m

4.00s

6.450m

5.079

0.816

3.035

Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.525m

0.310m

1.831m

4.00s

5.900m

Inbound Minibus with
outbound large car

Outbound Minibus with
inbound large car



Scale 1:1000 @ A3

20m 0 20m 40m 60m 80m 100m

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
REFUSE VEHICLE TRACKING
INBOUND

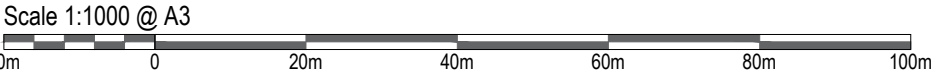
RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-112-P03

© Robert West Consulting 2019. All rights reserved

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
P02	REFUSE VEHICLE UPDATE	CP	SB	AMI	28/06/2023
Current Revision					
P03	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

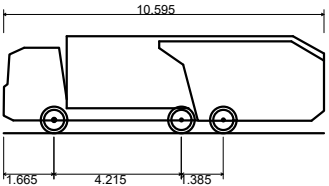
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title

REFUSE VEHICLE TRACKING
OUTBOUND

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-113-P03

© Robert West Consulting 2019. All rights reserved



Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
P02	REFUSE VEHICLE UPDATE	CP	SB	AMI	28/06/2023
Current Revision					
P03	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023



Scale 1:1000 @ A3

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
**RIGID TRUCK VEHICLE TRACKING
INBOUND**

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-114-P02

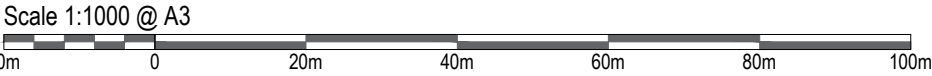
© Robert West Consulting 2019. All rights reserved

Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
Current Revision					
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023



Outbound



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND

t:0203 773 7880

www.robertwest.co.uk

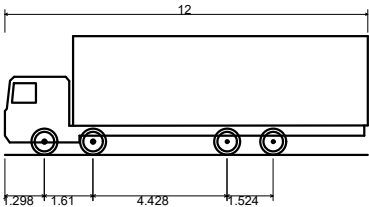
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title

RIGID TRUCK VEHICLE TRACKING
OUTBOUND

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-115-P02

© Robert West Consulting 2019. All rights reserved



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
P01	FIRST ISSUE	CP	SB	AMI	17/05/2023
Current Revision					
P02	UPDATED MASTERPLAN	CP	SB	SB	10/07/2023

Appendix E – Stage 1 RSA + designers' response

**HILLINGDON WATER SPORTS
FACILITY, MOORHALL ROAD,
HILLINGDON**

PROPOSED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

REQUESTED BY:
ROBERT WEST

APRIL 2023



RKS
Associates

Project: Hillingdon Water Sports Facility, Moorhall Road, Hillingdon
Proposed Highway Works

Client: Robert West

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1554 - RSA 1

Issue date: 11th April 2023

Status: Final

Authorised by: VP/SG

© Copyright RKS Associates 2023



RKS
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ



CONTENTS

1	Introduction	1
2	Issues Raised at Stage 1 Road Safety Audit	4
3	Audit Team Statement	6

Appendices

Appendix A:	Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B:	Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the highway access works associated with the proposals to relocate Hillingdon Outdoor Activity Centre (HOAC) from its existing location at Dews Lane, Harefield to the proposed site at Broadwater Lake located off Moorhall Road in the London Borough of Hillingdon. The development proposals comprise the construction of buildings to provide an outdoor activity centre with water based sailing and rowing area, associated car parking and landscaping.

1.2 The proposed highway works involve junction improvements by the way of introduction of double yellow line, signs and carriageway markings at Moorhall Road/unnamed access road junction that provides access to the proposed development. Additional improvements involving formalising the existing Unnamed Road by widening the carriageway, resurfacing and the provision of a footway from the proposed development to Moorhall Road. The proposals also include the introduction of a 20mph speed limit along the proposed unnamed access road.

1.3 Moorhall Road is a two-way single carriageway generally aligned in an east to west direction. It is lit and is subject to a 30mph speed limit, which changes to a 40mph approximately 170m west of the proposed development access. A continuous pedestrian footpath is provided along either side of Moorhall Road; the footpath on the northern side terminates a short distance west of the development access at the eastbound bus stop. The unnamed access road provides access to Broadwater Sailing Club (BSC), commercial construction material wholesalers including a sand and gravel supplier and residential properties. The unnamed access road is unmade in parts with grass/hedgerows along its length.

1.4 Robert West has supplied the following information upon which this Stage 1 RSA is based:

- Robert West Drawing Number: 2915-068-101 & 102 Revision P01 – General Arrangement (Sheets 1 & 2);
- Robert West Drawing Number: 2915-068-103 Revision P01 – Visibility Splay Plan;
- Robert West Drawing Number: 2915-068-103 Revision P01 – Visibility Splay Plan; and
- Automated Traffic Counts (ATC) and Classified Turning Count surveys undertaken in August 2021.

1.5 The Audit Team is independent of the project design team and have had no other involvement with the project. The main parties to the Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Steve Giles BEng (Hons), IEng, MCIHT, FIHE, MICE, MCILT, MSoRSA, HE Cert Comp
Local Highway Authority	London Borough of Hillingdon



Design Organisation	Robert West
---------------------	-------------

- 1.6** The Audit was undertaken following examination of the submitted documents, including site visit undertaken on Monday 27th March 2022 between the hours of 2pm and 3pm. The weather was overcast and the road surface was wet following earlier rainfall. Moderate traffic flows and low pedestrian, cycle and traffic flows were observed along Moorhall Road, low traffic and no pedestrian/cyclists were observed along the access road serving the proposed development. In addition poor drainage along the access road resulted in severe ponding which restricted access to the northern extent of the development access road.

Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB). The extent of the Audit is shown on the Robert West drawing contained in **Appendix A**.
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users.
- 1.9** The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report. The design engineers have informed the Audit Team that there are no Departures from Standard.
- 1.10** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.11** The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.

Collision Data

- 1.12** Publicly available Personal Injury Collision (PIC) information has been obtained from the Crashmap UK website (www.crashmap.co.uk) for the five-year period up to December 2021. The collision data indicates that three collisions have occurred along Moorhall Road in the vicinity of the development access. All collisions involved vehicles and resulted in slight injuries.



Traffic data

- 1.13** The design engineers have provided additional information relating to the proposed development. It is understood that there will be seasonal variance of the number of daily trips generated by the development proposals. The assessment undertaken indicates that the proposed development would generate a maximum two-way daily trips of 85 vehicles, this is based during the peak summer period. And represents a worst case scenario. The traffic surveys conducted in August 2021 indicate that the 7-day average 85th percentile speeds to the west of the access road were 38mph westbound and 38.4mph eastbound along Moorhall Road.



2 ISSUES RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. Observations during the site inspection noted that existing drainage along the access road was poor with localised ponding. The absence of drainage may increase the risk of loss of control collisions particularly during adverse weather conditions.

Recommendation:

Ensure that appropriate surface water drainage is provided to mitigate the risk of localised ponding/flooding.

2.2 Problem:

Summary: Potential risk of vehicle turning collisions

Location: *Development Accesses*

No details of vehicle swept path plots for vehicles anticipated to use the development have been provided, it is therefore not clear whether or not these vehicles will be able to negotiate the respective accesses along the access road and the Moorhall Road/Access Road junction safely. Inadequate geometry could result in potential collisions associated with these vehicles colliding with other road users, street furniture or kerbs.

Recommendation:

Ensure that vehicle swept path plots are undertaken to ensure that vehicles can safely negotiate the respective accesses along the access road and the Moorhall Road/Access Road junction.

2.3 Problem:

Summary: Potential risk of vehicle collisions associated with obstruction caused by overhanging tree branches

Location: *Access Road throughout*

Forward visibility splays along the Access Road have been provided, however, observations during the site inspection noted existing tree branches along either side of the Access Road encroached over the proposed carriageway. This may cause a hazard for high-sided vehicles and may increase the risk of side swipe collisions with other road users along the Access Road.

Recommendation:

Ensure that existing tree branches encroaching over the Access Road are cut back and regularly maintained, alternatively replace the trees should with low-level variety.



- 2.4 Problem:**
Summary: Potential risk of turning collision due to obstruction in visibility
Location: *Commercial accesses along Access Road*
- No details of visibility splays at the respective commercial accesses along the Access Road have been provided. Poor visibility to and from the respective accesses may increase the risk of collisions associated with failing to give way.
- Recommendation:**
Ensure that visibility splays to and from the respective commercial accesses along the Access Road are provided, any vegetation obstructing visibility should be cut back and regularly maintained or replaced with a low level variety.
- 2.5 Problem:**
Summary: Potential risk of injury to pedestrians due to poor visibility
Location: *Proposed uncontrolled pedestrian crossing on Access Road (south of bend)*
- The proposed highway works include the provision of a footway extending from the proposed development to Moorhall Road, the footway commences from the development access and continues along the western side of the Access Road where crosses onto the eastern side at an uncontrolled crossing facility south of the bend on the Access Road. There is concern that the location of the uncontrolled pedestrian crossing facility may restrict visibility for pedestrians crossing from an east to west direction. Poor visibility to and from the uncontrolled crossing facility may increase the risk of pedestrians struck by passing traffic as they step out onto the carriageway to observe on-coming traffic.
- Recommendation:**
Review the location of the uncontrolled pedestrian crossing facility, it should be relocated further northeast on the bend where good visibility to and from the crossing facility can be achieved.
- 2.6 Problem:**
Summary: Potential risk of vehicle turning collisions
Location: *Access Road tie into existing property access*
- There is concern that no formal layout has been provided where the existing property access connects with the Access Road. It is acknowledged that this is an existing layout, however the absence of junction priority carriageway markings and appropriate visibility splays may increase the risk of failing to give way collisions between vehicles exiting the private property and traffic travelling along the Access Road.
- Recommendation:**
Ensure that appropriate junction priority markings are provided and that visibility to and from the private access is not compromised by vegetation.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed:

Date: 11th April 2023

Audit Team Member

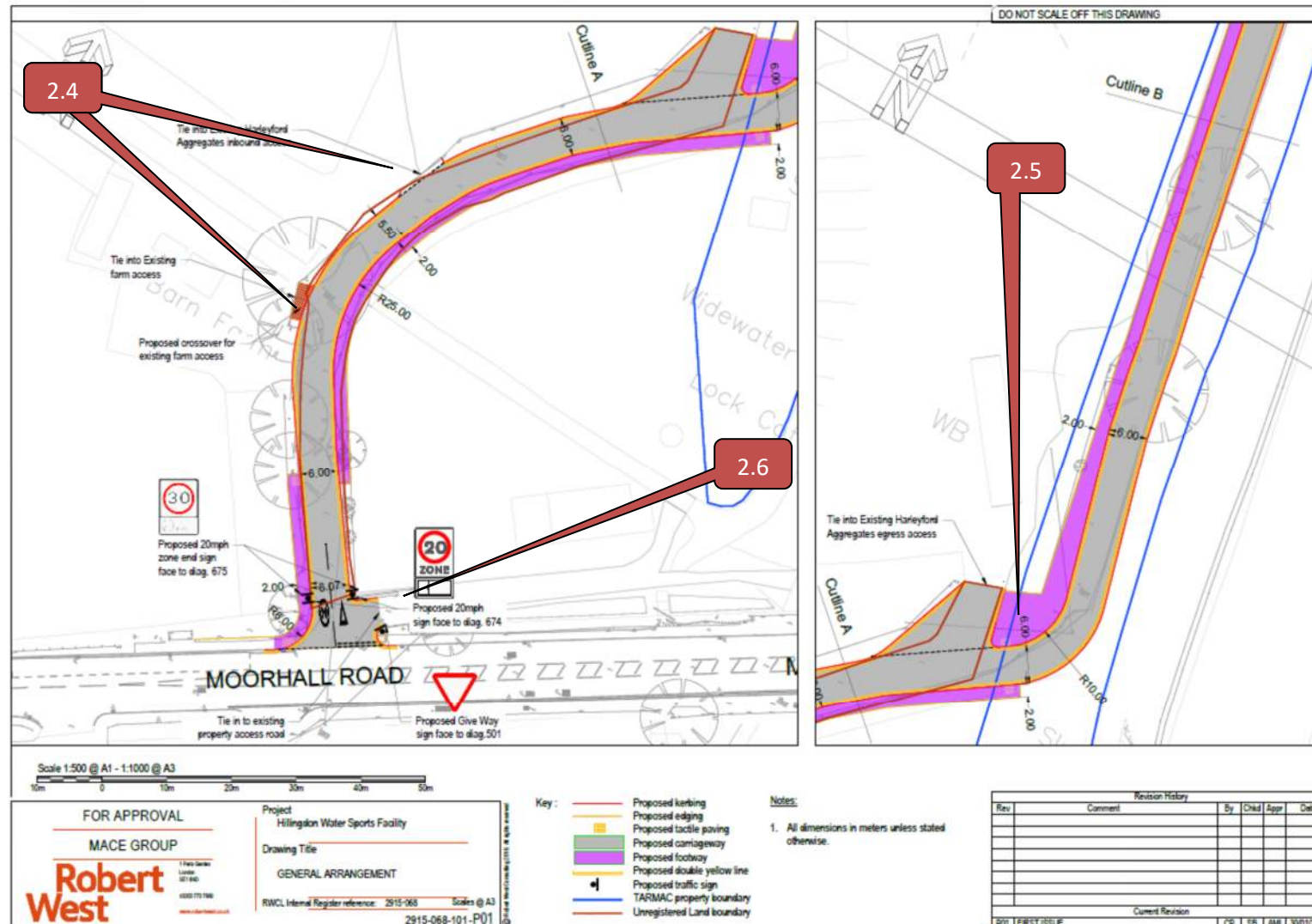
Steve Giles
BEng(Hons), IEng, MCIHT, FIHE, MICE, CMILT, MSoRSA, HE Cert Comp

Signed:

Date: 11th April 202



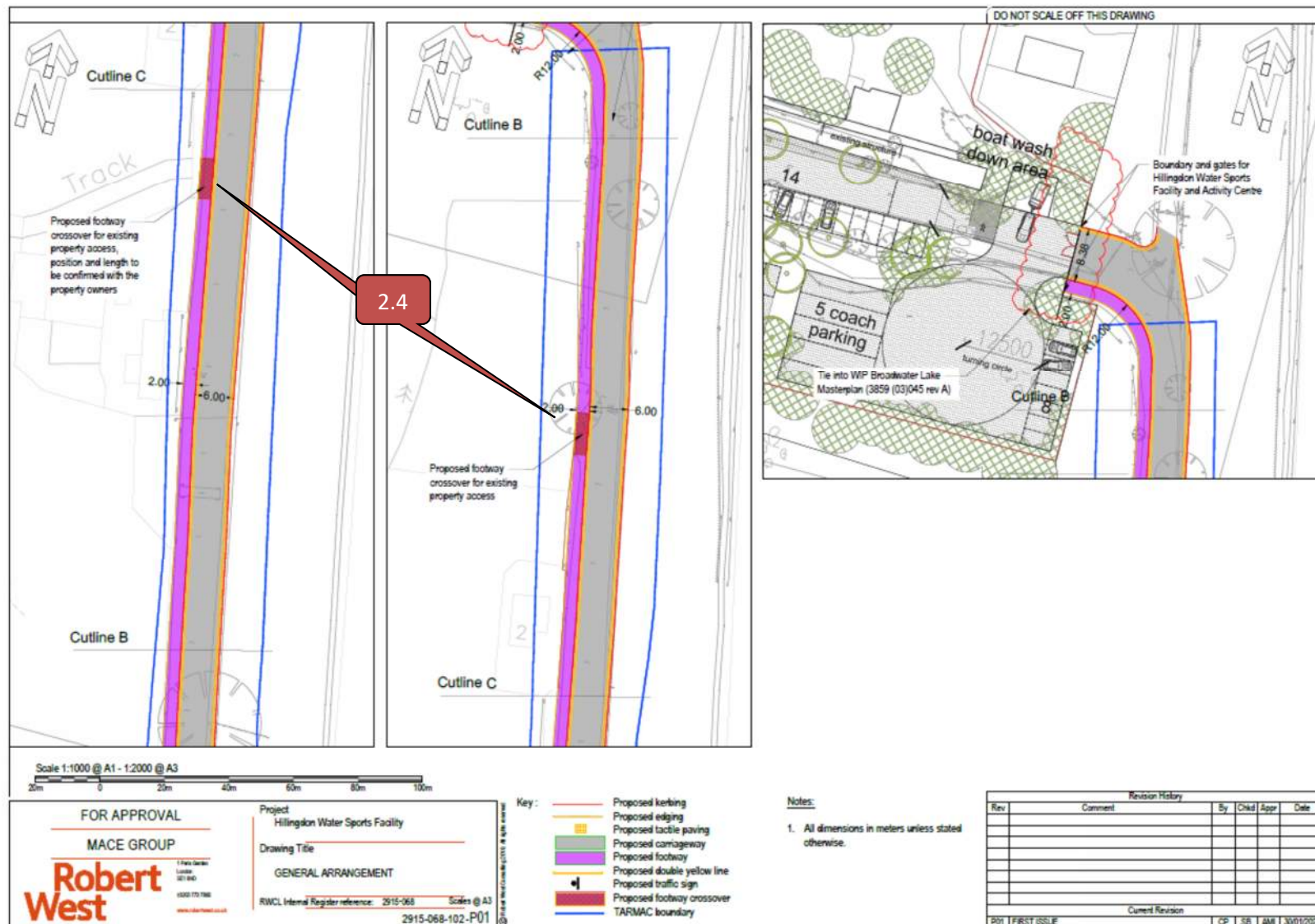
Appendix A



2.1 2.2

2.3

General Issues



2.1 2.2
2.3
General Issues



Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that appropriate surface water drainage is provided to mitigate the risk of localised ponding/flooding.	Recommendation accepted. A surface water drainage design will be submitted at Stage 2.
2.2	Ensure that vehicle swept path plots are undertaken to ensure that vehicles can safely negotiate the respective accesses along the access road and the Moorhall Road/Access Road junction.	<p>The proposals are an upgrade of existing facilities and this is proposed in association with a new development at the end of the access road, which will be a sports facility used by young people primarily during the months of April to September. The majority if not all of these activities will generate group trips by pre-arranged transport such as coaches during the week. At weekends the facilities will also be used and users would travel by car. Some delivery and servicing movements will also take place.</p> <p>The existing users of the sites adjacent the access road are:</p> <ul style="list-style-type: none"> • Broadwater sailing club – car traffic, occasionally with boat trailers attached, ad hoc deliveries • Residential properties – car traffic, LGVs traffic at maximum • Farm property – car traffic, farm vehicles • Aggregates business – HGVs/ OGVs – the largest vehicles currently using the access junction on Moorhall Road <p>The following are anticipated associated with the proposed development</p> <ul style="list-style-type: none"> • Coaches bringing groups of young people to use sports facilities. • Minibuses bringing groups of young people with SEND to use sports facilities. • Staff of sports facilities (of which some will be resident on-site during the months of use). Unlikely to have cars but may generate some ad hoc vehicle trips at evenings and weekends. • A limited number of young people or staff dropped off by private car by a parent/ carer. • Refuse and delivery vehicles.



Item No.	Audit Team Recommendation(s)	Designer's Response
		<p>Swept path drawings are appended for various vehicles sizes showing how these would use the route and access points.</p> <p>It is acknowledged that road geometry is constrained in a couple of locations and that passing of large vehicle and cars/ LGVs/ Minibuses will not be possible. The number of movements is small in number and it is expected that smaller vehicles would give way to larger vehicles. The tracking shows that there are places where vehicles could stop to give way.</p> <p>Refuse and delivery vehicles are not shown to pass other vehicles as these would not be expected to occur at peak times and would likely be one inbound or one outbound at any one time.</p>
2.3	Ensure that existing tree branches encroaching over the Access Road is cut back and regularly maintained, alternatively replace the trees should with low-level variety.	The access road is in private ownership but will be adopted as public highway in association with the development project. It is expected that vegetation adjacent the access road would be maintained by the highway authority thereafter.
2.4	Ensure that visibility splays to and from the respective commercial accesses along the Access Road are provided, any vegetation obstructing visibility should be cut back and regularly maintained or replaced with a low level variety.	Visibility splay drawings are appended. As the access road will be adopted as public highway in association with the development it is expected that vegetation would be maintained by the highway authority thereafter.
2.5	Review the location of the uncontrolled pedestrian crossing facility, it should be relocated further northeast on the bend where good visibility to and from the crossing facility can be achieved.	An amended location has been considered in relation to pedestrian intervisibility. This is shown on a revised design, appended.
2.6	Ensure that appropriate junction priority markings are provided and that visibility to and from the private access is not compromised by vegetation.	Markings and signage have been provided, as shown on a revised design, appended. It is understood that the private access is public highway, as it was historically the old route of Moorhall Lane before its current alignment was constructed. It is expected that vegetation adjacent the access road would be maintained by the highway authority thereafter.



Designer’s Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....
Designer

Date: 19th May 2023

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer’s Response (please delete as appropriate)

.....

Date:



RKS
Associates

RKS Associates Limited
11 Falconer Road
Bushey Village
Bushey
Herts
WD23 3AQ

Our Ref: VRP1554-01-L1

E-mail: vpatel@rks.org.uk

19th May 2023

Ann-Marie Illes

Robert West
1 Paris Garden,
London,
SE1 8ND

Dear Charles,

Stage 1 RSA Hillingdon Water Sports Facility Moorhall Road Access– Designers Response

Thank you for sending us a copy of your Designer's Response to our recently completed Stage 1 Road Safety Audit report for the proposed access road serving Hillingdon Water Sports Facility, Moorhall Road in Hillingdon.

The Audit Team can confirm the acceptance of the Designers Response to the Stage 1 Road Safety Audit and attached drawings.

In any event we recommend that the Designers Response should be forwarded to the Local Highway Authority for their approval and sign off in accordance with highway standards.

Please contact me if you require any further assistance.

Yours sincerely

Vimal Patel,
BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)

Enc.

Stage 1 Designers Response to Hillingdon Water Sports Facility, Moorhall Road, Hillingdon

Robert West Drawing Number:

2915-068-101 & 102 P01 – General Arrangement (sheets 1 & 2)

2915-068-103 P01 – Visibility Splays

2915-068-106 & 107 P01 – 15m Bus Vehicle Tracking Inbound & Outbound

2915-068-108 P01 – Large Car Vehicle Tracking Inbound & Outbound

2915-068-109 P01 – 16.5m Artic Vehicle Tracking Inbound & Outbound

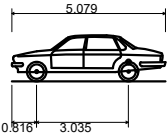
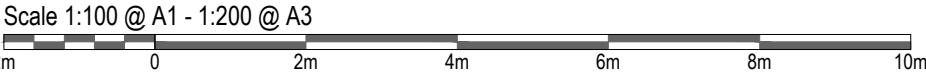
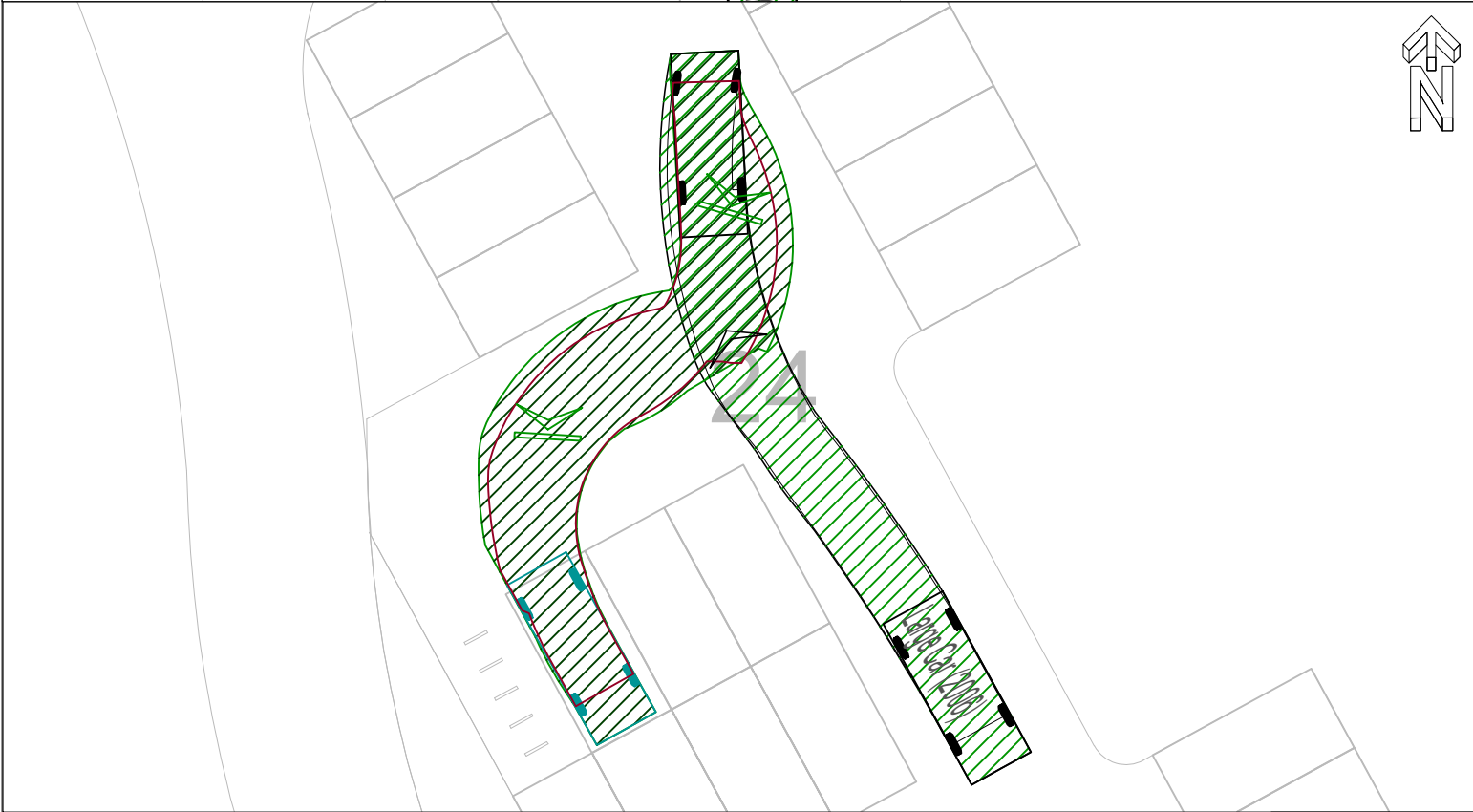
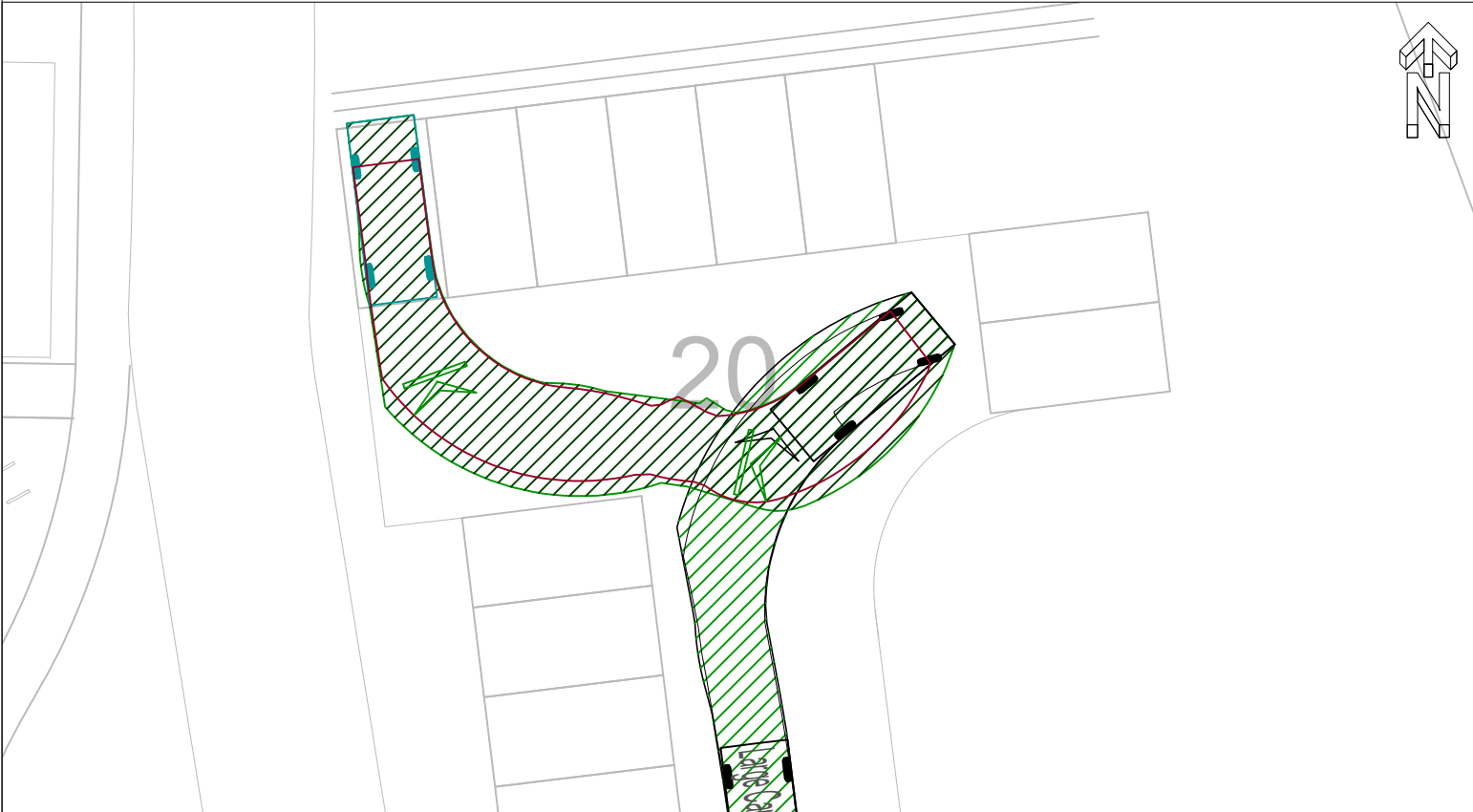
2915-068-110 P01 – Artic Vehicle/Large Car Tracking Inbound & Outbound Passing

2915-068-111 P01 – Minibus/Large Car Tracking Inbound & Outbound Passing

2915-068-112 & 113 P01 – Refuse Vehicle Tracking Inbound & Outbound

2915-068-114 & 115 P01 – Rigid Vehicle Tracking Inbound & Outbound

Appendix F – Operational swept path analysis



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

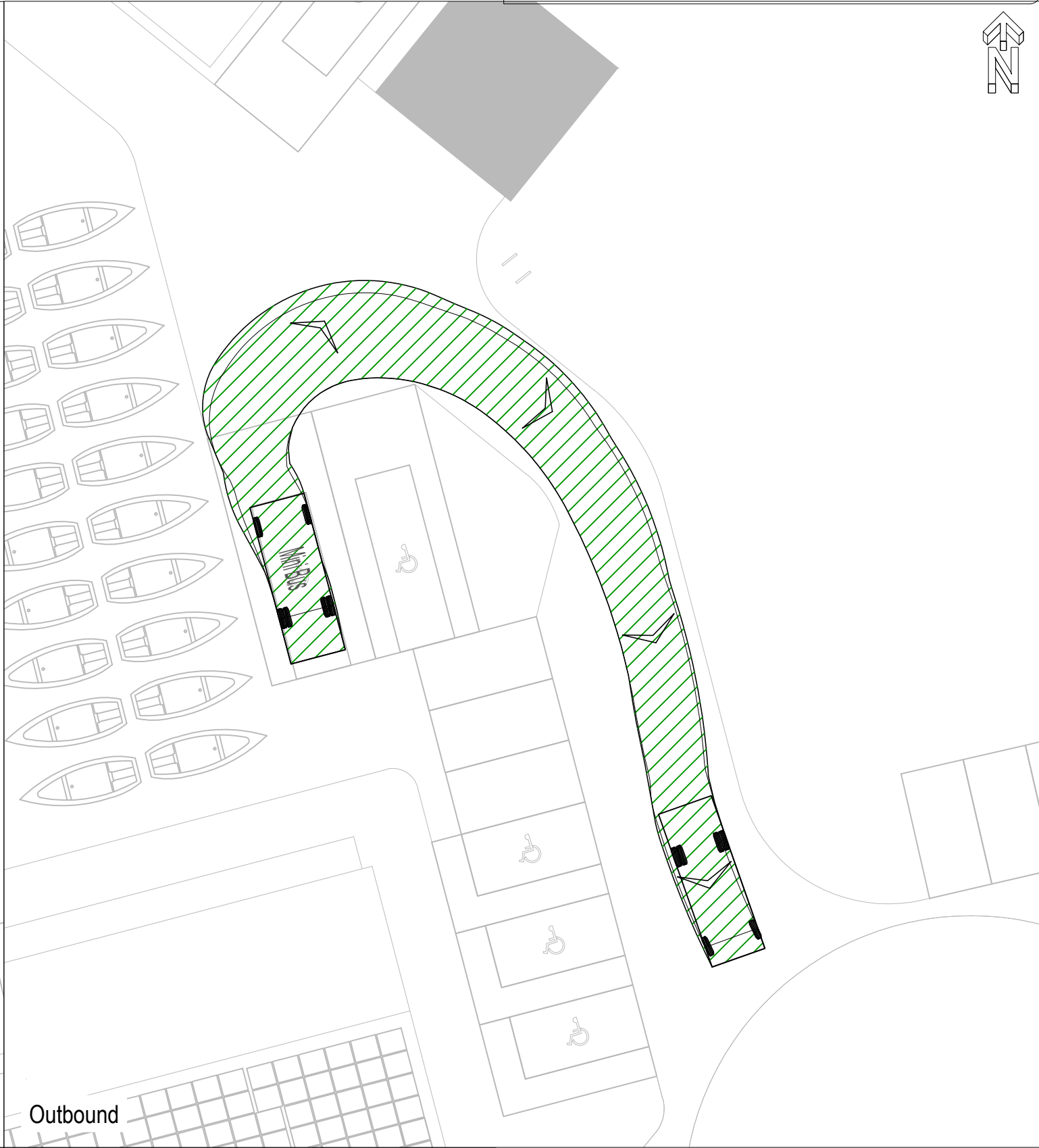
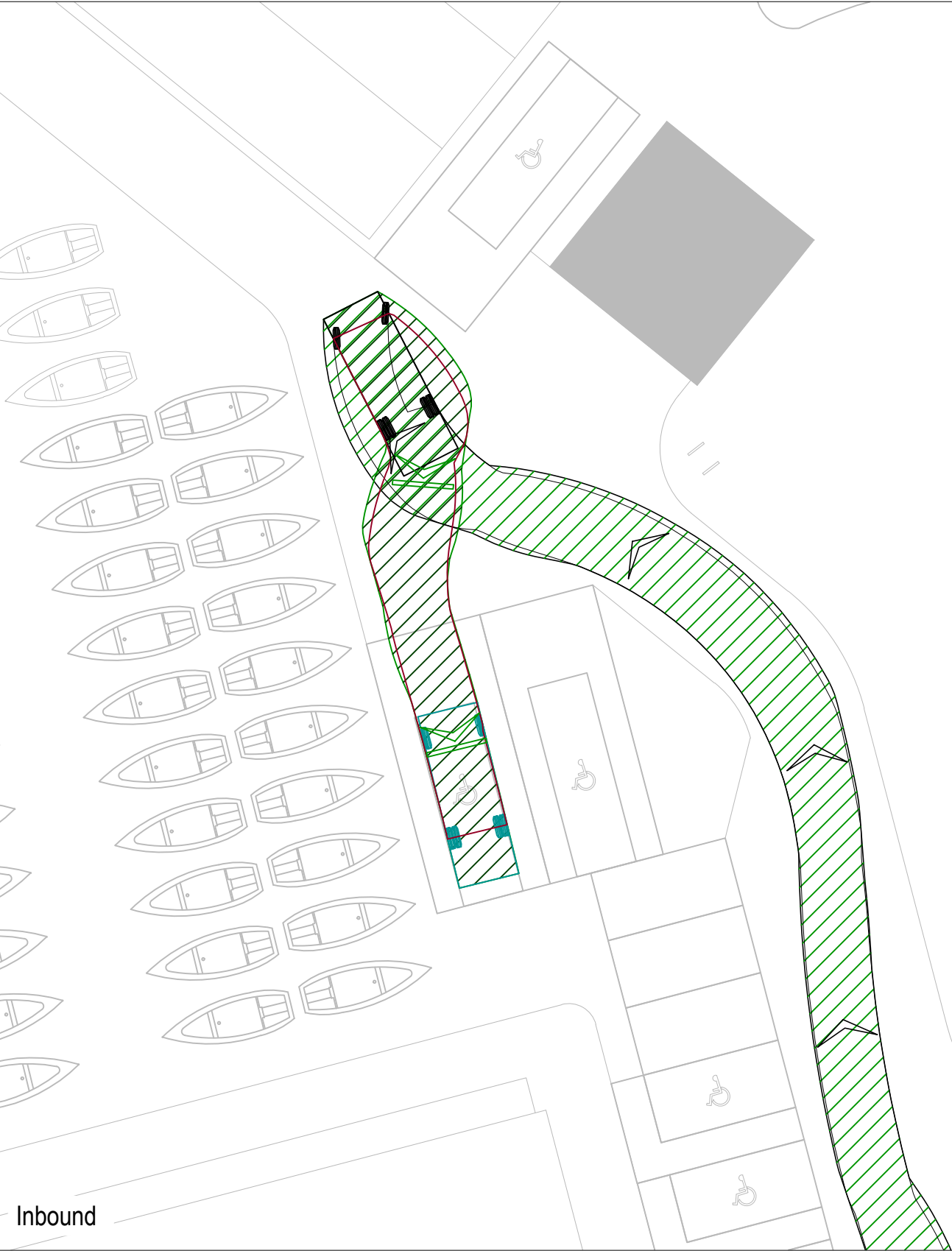
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
SOUTHEAST PARKING AREA
LARGE CAR
SWEEP PATH ANALYSIS

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-201-P01

© Robert West Consulting 2019. All rights reserved

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FIRST ISSUE	NB	WH	SB	10/07/2023	



Scale 1:100 @ A1 - 1:200 @ A3

FOR APPROVAL

LB HILLINGDON

Robert West

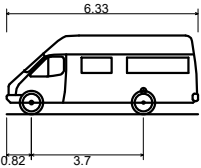
1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
NORTH PARKING AREA
MINIBUS
SWEEP PATH ANALYSIS

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-202-P01

© Robert West Consulting 2019. All rights reserved



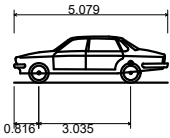
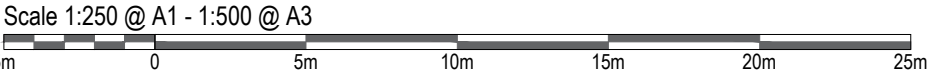
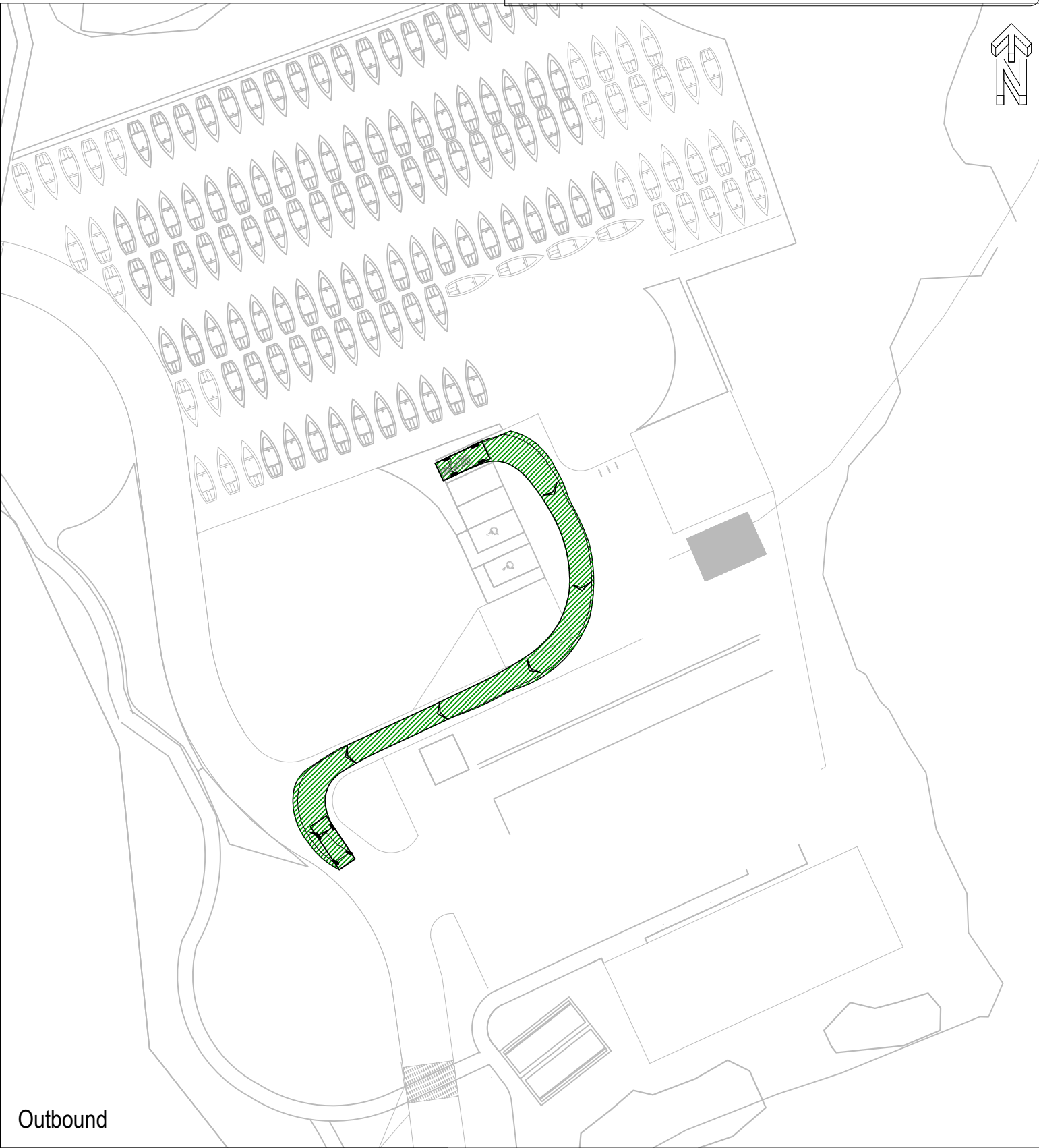
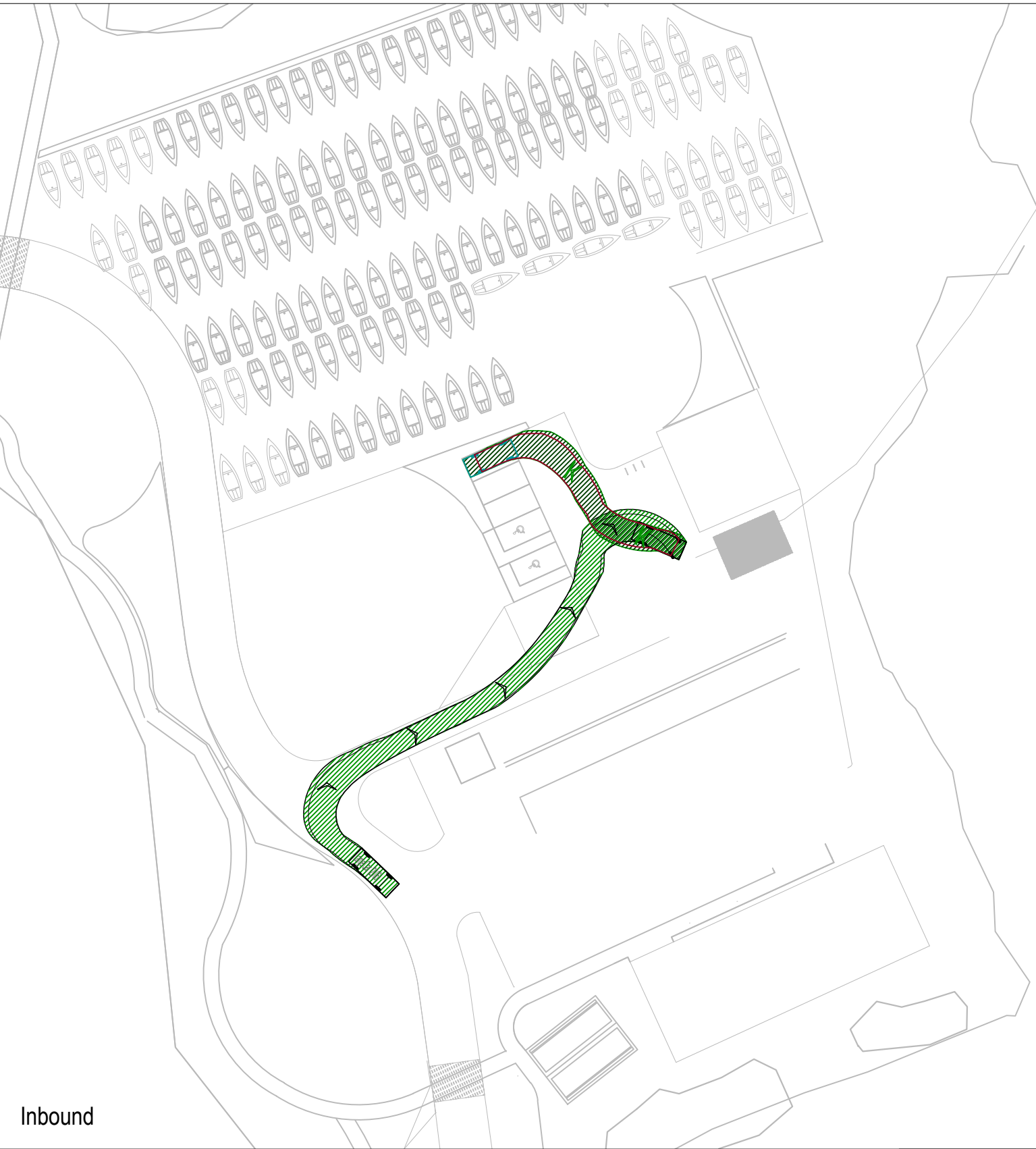
Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FIRST ISSUE	NB	WH	SB	10/07/23	



Revision History					
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FIRST ISSUE	NB	WH	SB	10/07/23





Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

FOR APPROVAL

LB HILLINGDON

**Robert
West**

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

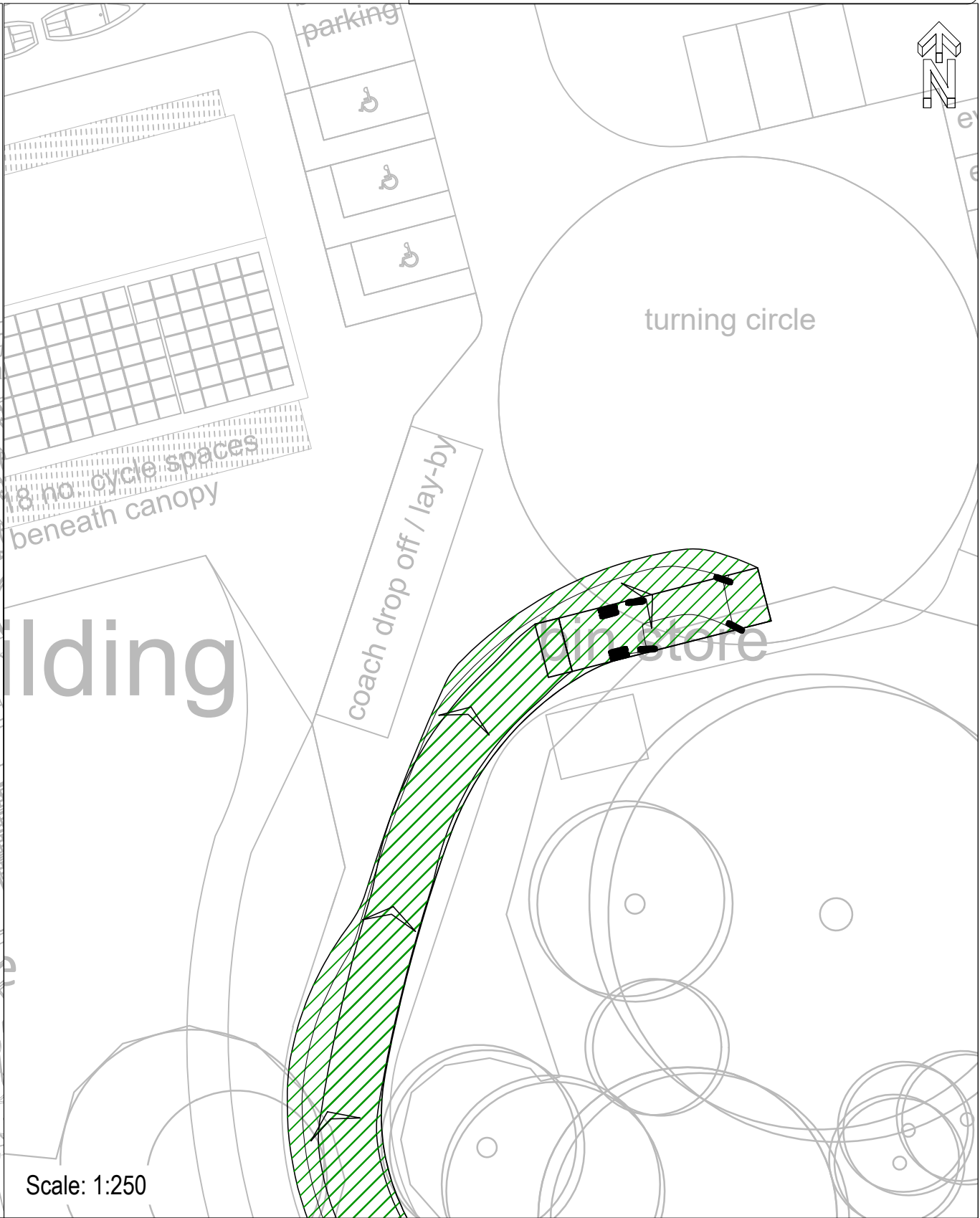
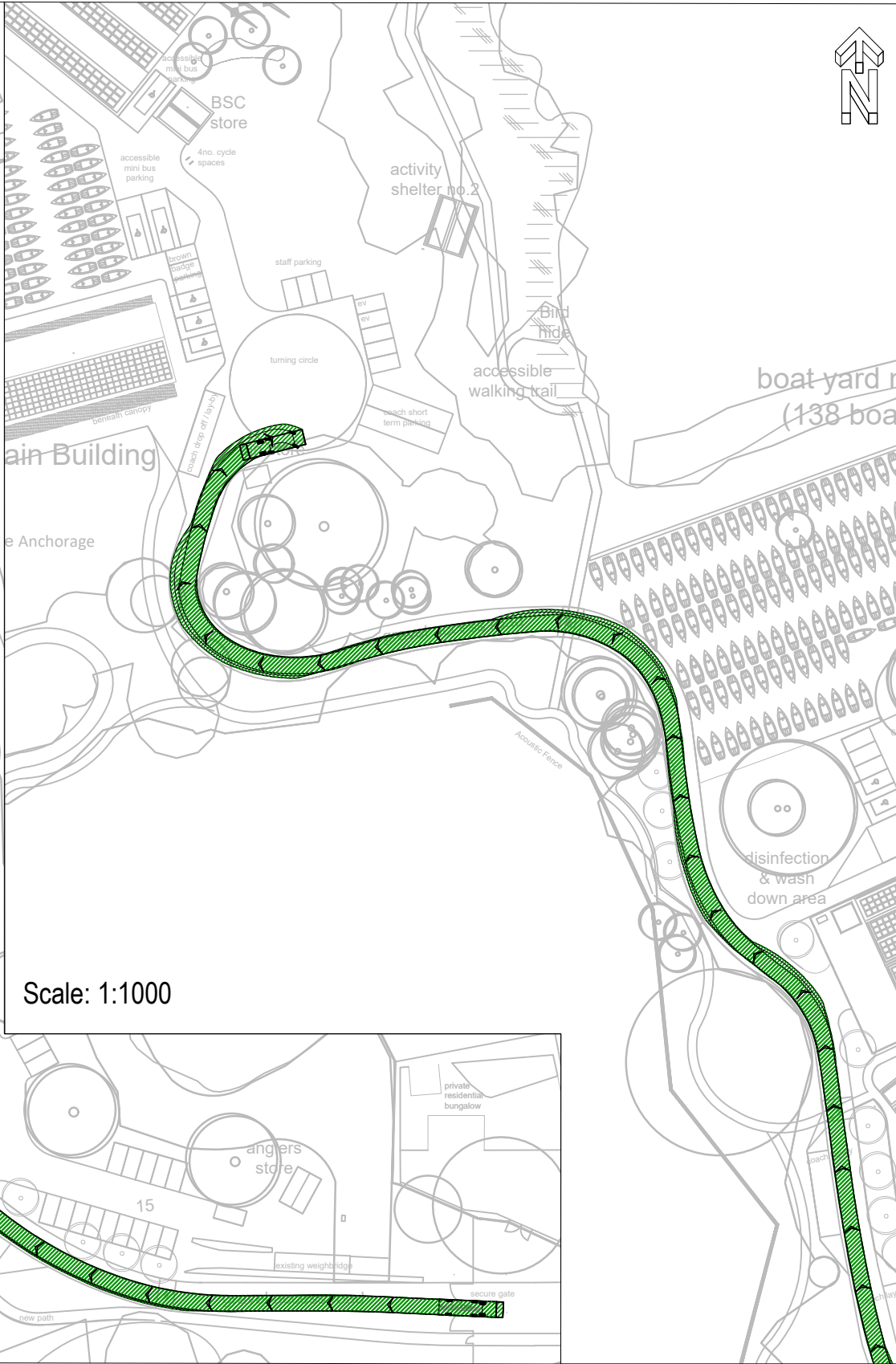
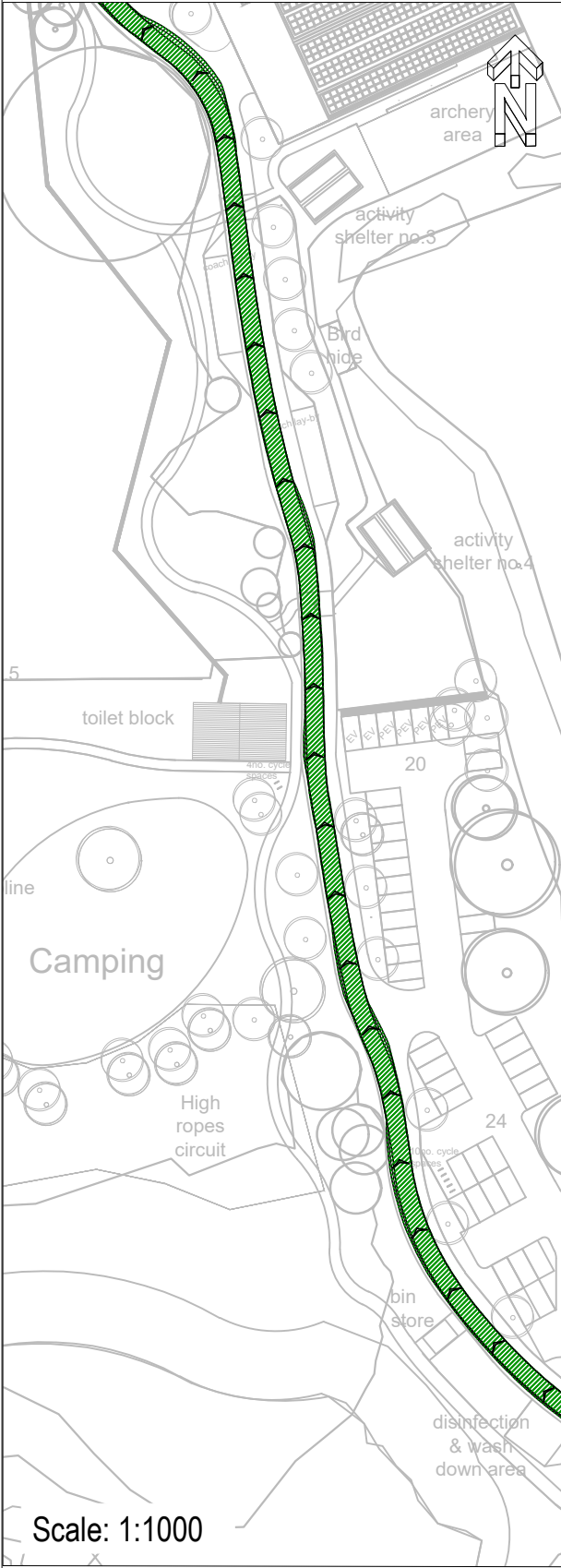
Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
EAST PARKING AREA
LARGE CAR
SWEEP PATH ANALYSIS

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-209-P01

© Robert West Consulting 2019. All rights reserved

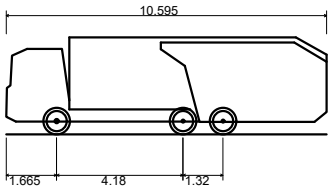
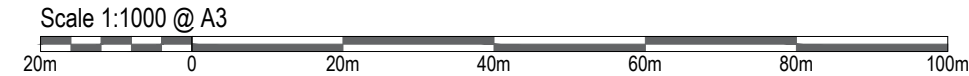
Revision History					
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FIRST ISSUE	NB	WH	SB	XX/07/23



Scale 1:1000

Scale 1:250

Scale 1:1000



Phoenix 2-23W (with Elite 2 6x2MS chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
ACCESS
REFUSE VEHICLE
SWEPT PATH ANALYSIS

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-206-P01

© Robert West Consulting 2019. All rights reserved

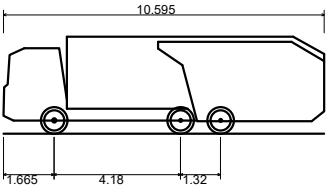
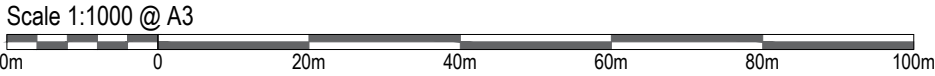
Revision History					
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FIRST ISSUE	NB	WH	SB	10/07/23



Scale: 1:1000

Scale: 1:1000

Scale: 1:250



Phoenix 2-23W (with Elite 2 6x2MS chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.150m

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FIRST ISSUE	NB	WH	SB	10/07/23	

FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project

Hillingdon Water Sports Facility and Activity Centre

Drawing Title

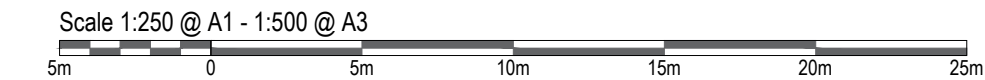
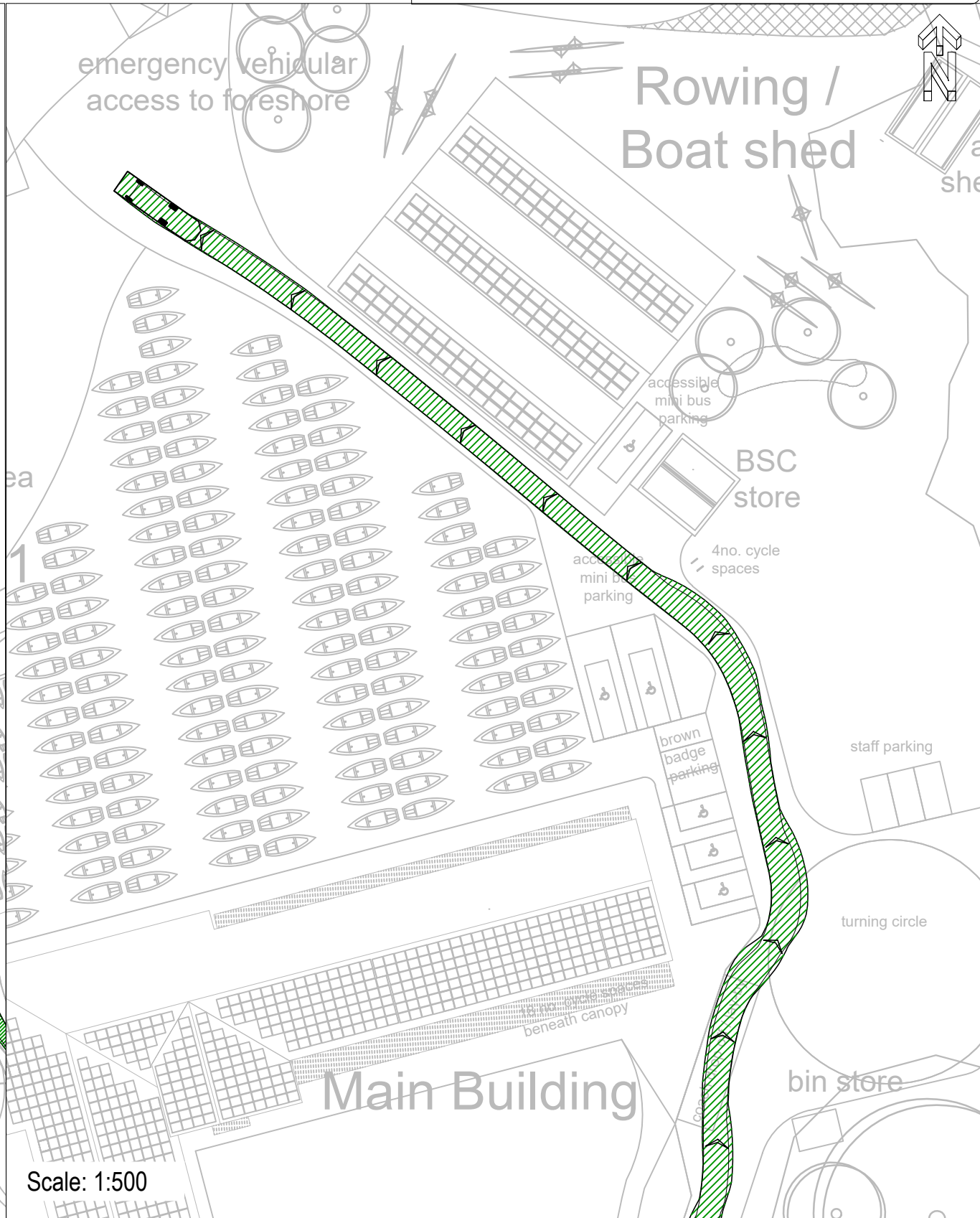
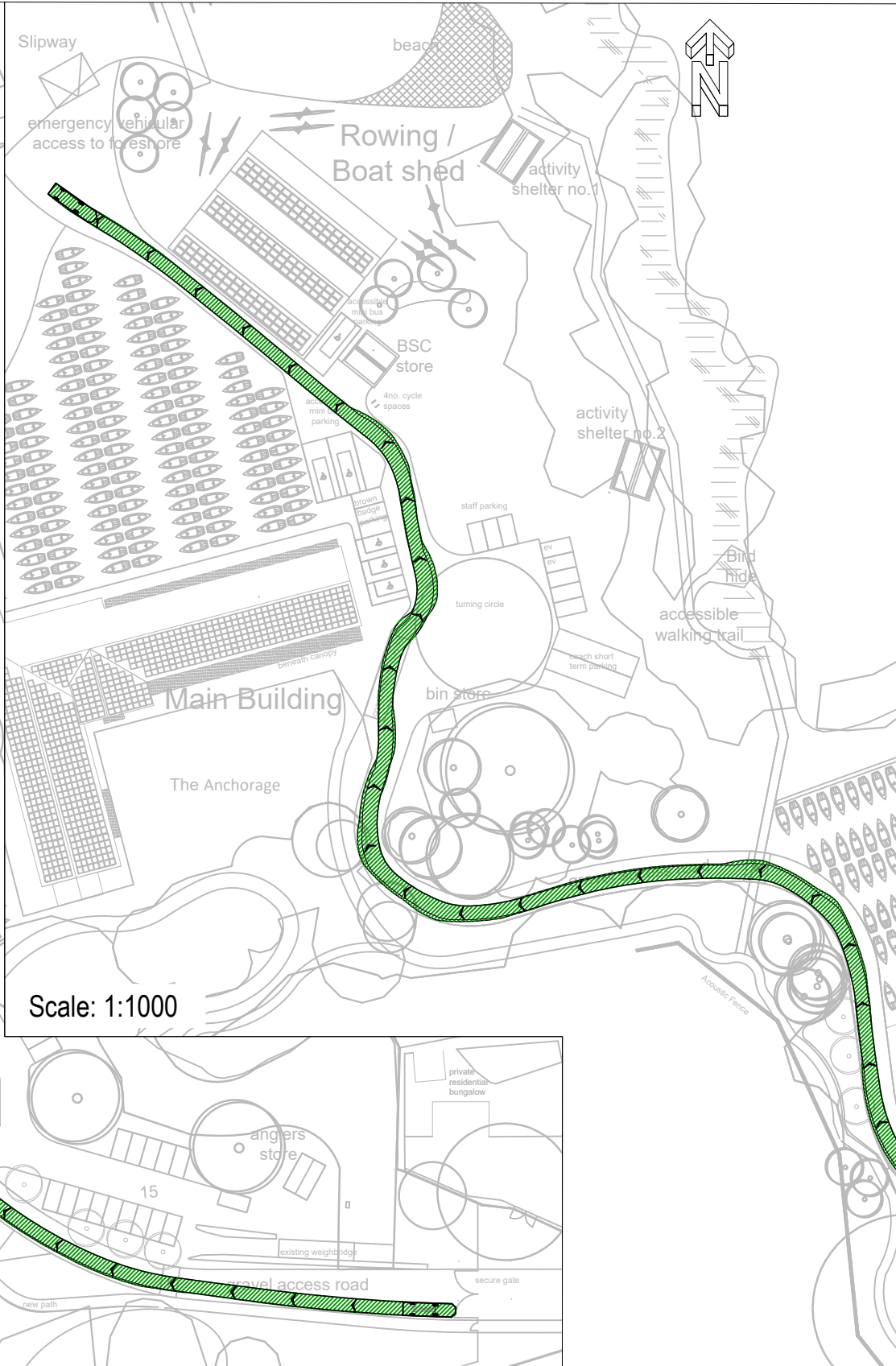
EGRESS
REFUSE VEHICLE
SWEPT PATH ANALYSIS

RWCL Internal Register reference: 2915-068

Scales @ A3

2915-068-206-P01

© Robert West Consulting 2019. All rights reserved



FOR APPROVAL

LB HILLINGDON

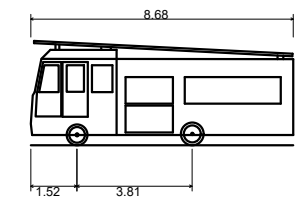
Robert West

1 Paris Garden
London
SE1 8ND
t:0203 773 7880
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

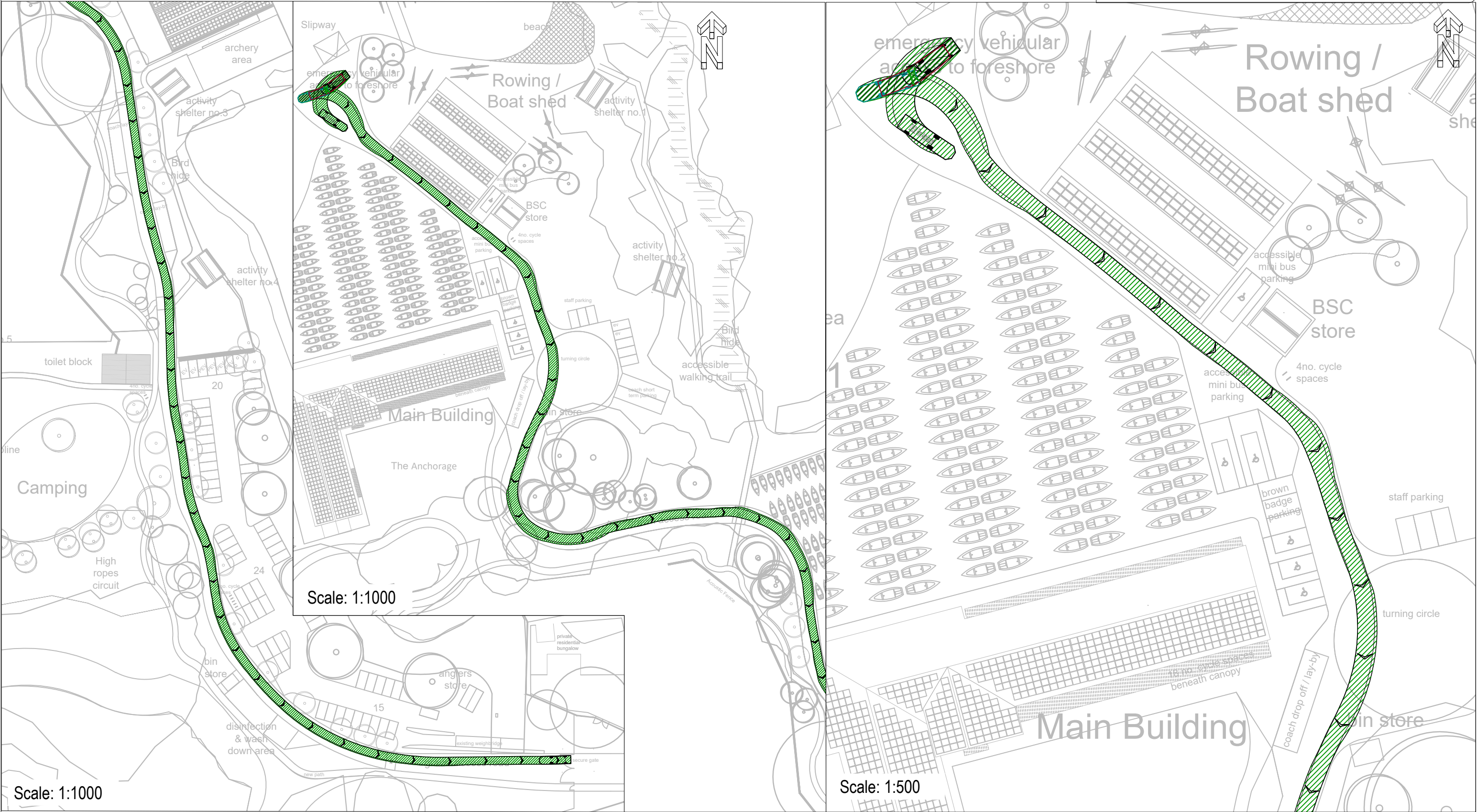
Drawing Title
ACCESS
FIRE APPLIANCE
SWEEP PATH ANALYSIS

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-203-P01



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Revision History					
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FIRST ISSUE	NB	WH	SB	10/07/23



Scale: 1:1000

Scale: 1:500

Scale: 1:1000

Scale 1:250 @ A1 - 1:500 @ A3



FOR APPROVAL

LB HILLINGDON

Robert West

1 Paris Garden
London
SE1 8ND

t:0203 773 7880

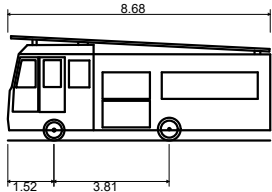
www.robertwest.co.uk

Project
Hillingdon Water Sports Facility and Activity Centre

Drawing Title
EGRESS
FIRE APPLIANCE
SWEEP PATH ANALYSIS

RWCL Internal Register reference: 2915-068 Scales @ A3
2915-068-204 -P01

© Robert West Consulting 2019. All rights reserved

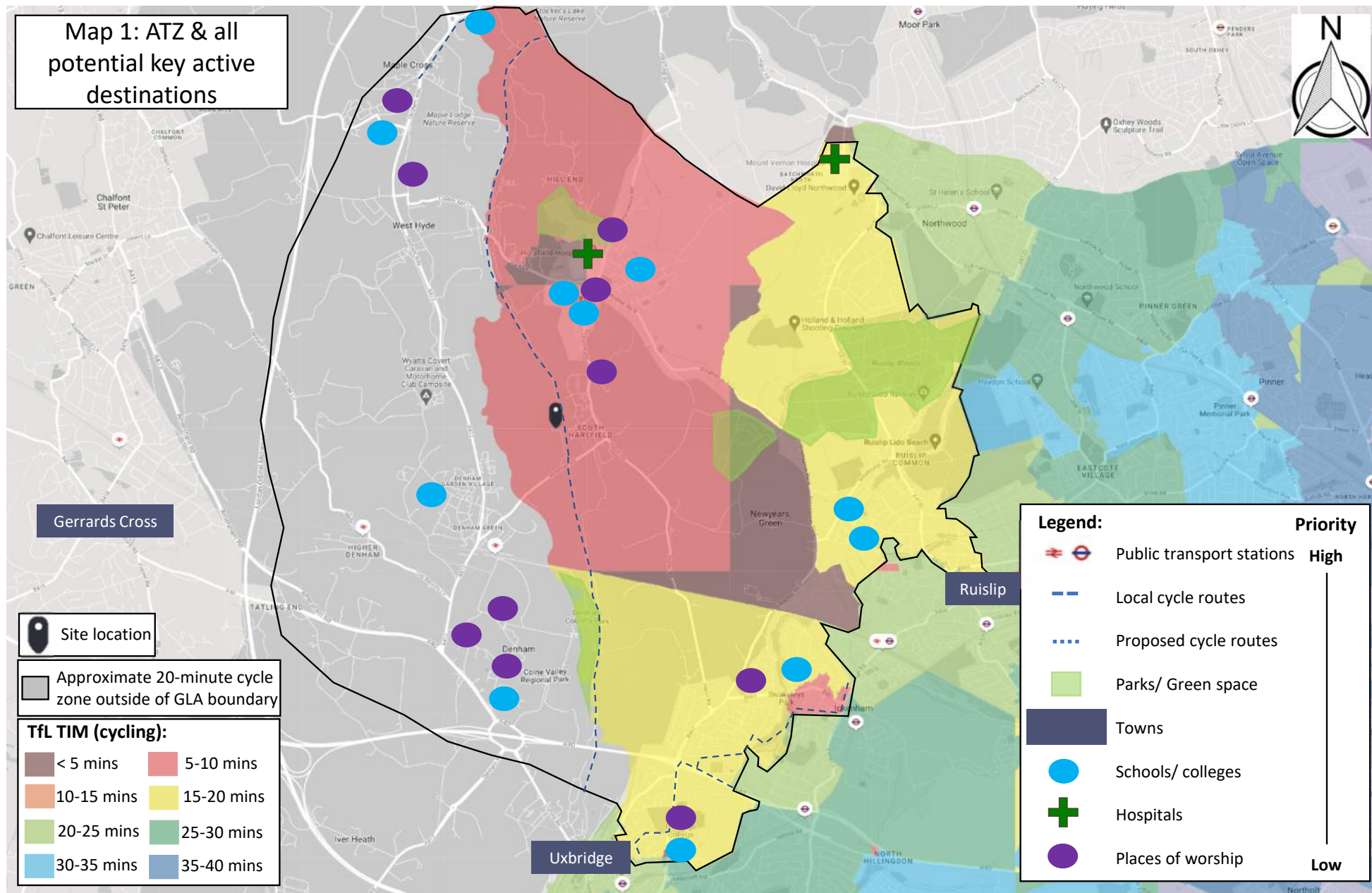


DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

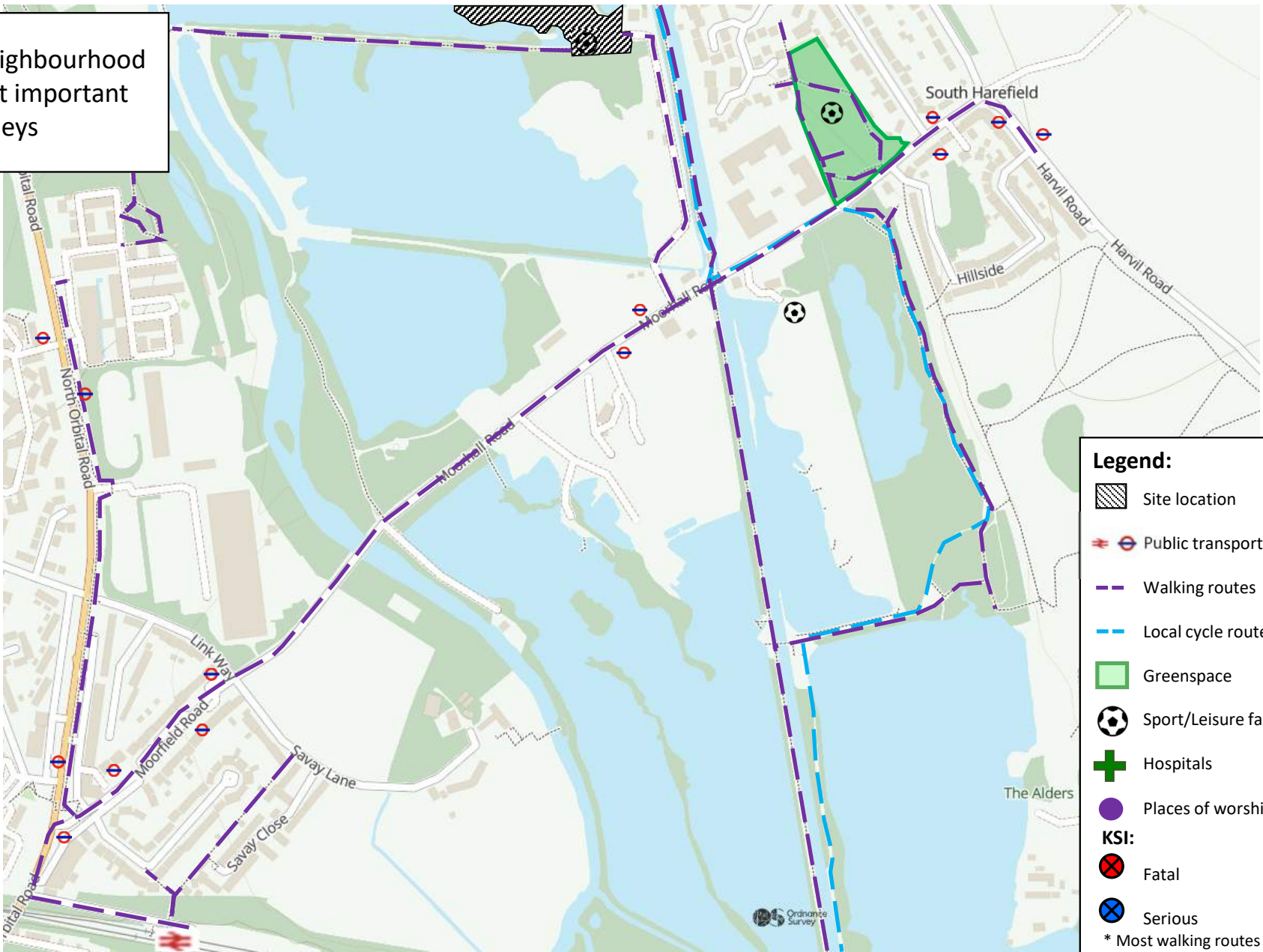
8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FIRST ISSUE	NB	WH	SB	10/07/23	

Appendix G – Healthy Streets Assessments maps



Map 2: ATZ Neighbourhood
safety & most important
journeys

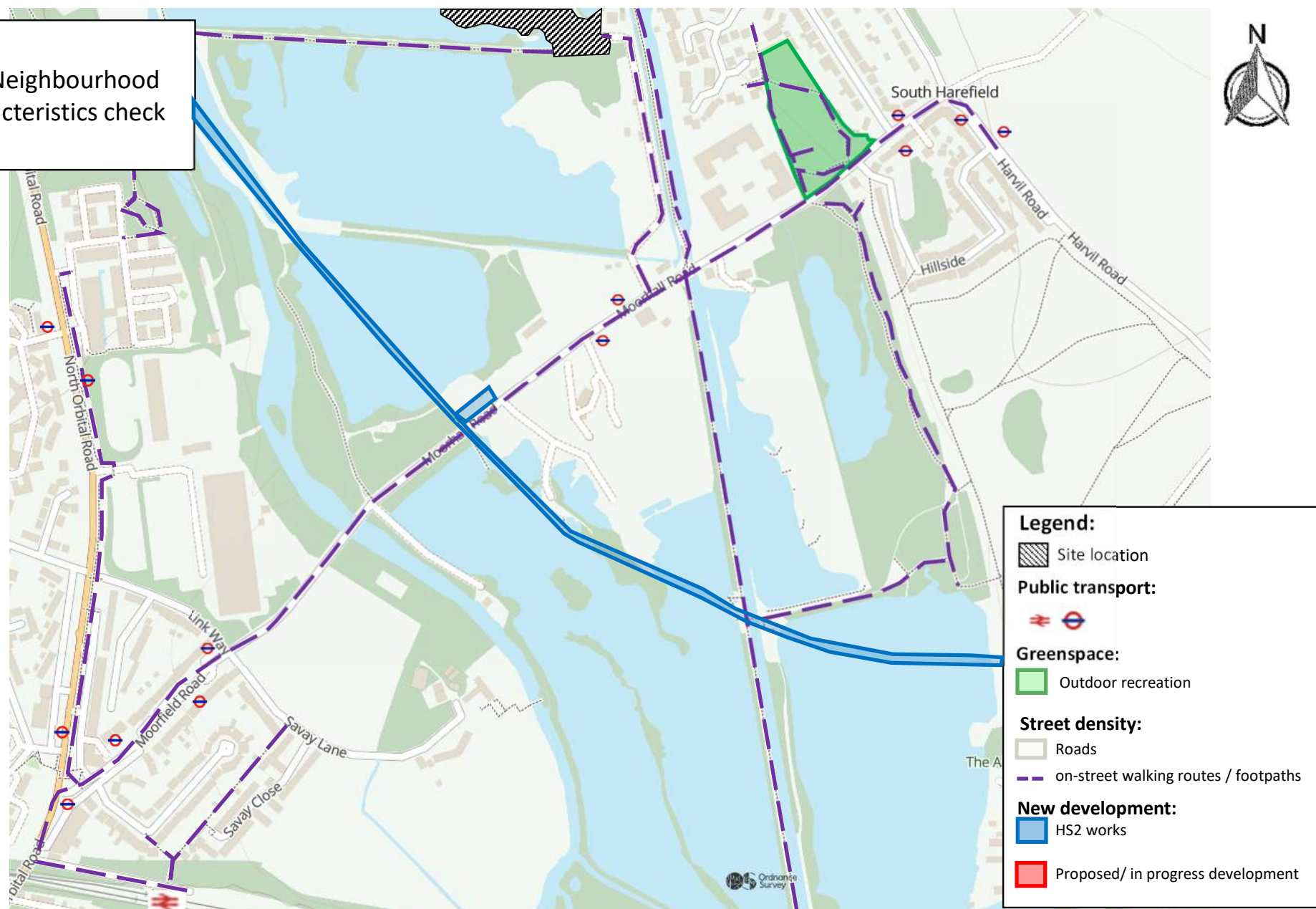


Legend:

- Site location
- Public transport stops and stations
- Walking routes
- Local cycle routes
- Greenspace
- Sport/Leisure facilities
- Hospitals
- Places of worship
- KSI:**
- Fatal
- Serious

* Most walking routes are provided on street.

Map 3: ATZ Neighbourhood
healthy characteristics check



Appendix H – Junction capacity assessment

Junction capacity assessment	Date: April 2023
	Ref: 2915/068

Traffic analysis

- 1.0 Manual Classified Count (MCC) traffic surveys were undertaken at the priority junction with the site access road and Moorhall Road on Tuesday 3rd August 2021. MCC data has been analysed to obtain busiest peak hour for the junction. AM and PM peak hours have been identified as 07:30-08:30 and 16:30-17:30 respectively. Figure 1 and 2 in Appendix A illustrates the surveyed traffic flows for morning (07:30-08:30) and evening (16:30-17:30) peaks.
- 2.0 Opening year is anticipated be 2025 and has been adopted as the assessment year. Traffic growth factor for 2021 to 2025 have been obtained using TEMPro for Hillingdon area. Table 1 below shows the TEMPro growth factors used and included in Appendix A.

Peak	Production	Attraction	Average
AM Peak	1.018	1.029	1.023
PM Peak	1.028	1.031	1.029

Table 1: TEMPro growth factors – 2021 to 2025 – Hillingdon

- 3.0 Figures 3 and 4 in Appendix A outline the 2025 baseline traffic for morning (07:30-08:30) and evening (16:30-17:30) peaks once the growth factors above have been applied.
- 4.0 Table 2 outlines the maximum of vehicle movements produced by the development during the peak summer months. The number of anticipated trips has derived from trip assessment above undertaken in the Transport Assessment (TA).

Time period	Classification	Movements in	Movements out	Total
07:30-08:30	Totals	24	26	50
	HGVs	5	3	8
16:30-17:30	Totals	11	24	35
	HGVs	3	5	8

Table 2: Access junction peak hour trip generation

- 5.0 Development traffic has been distribution on to the local highway network in accordance with the existing

traffic flows at the junction. Figures 5 and 6 in Appendix A outline the distribution of development traffic distribution by percentage for the morning (07:30-08:30) and evening (16:30-17:30) peaks.

- 6.0 Figure 7 and 8 in Appendix A illustrate the distribution of traffic outlined in Table 2 above. Traffic has been distributed in accordance with existing traffic distribution for the morning (07:30-08:30) and evening (16:30-17:30) peaks.
- 7.0 Figures 9 and 10 in Appendix A outlines the 2025 base flows plus development traffic for the morning (07:30-08:30) and evening (16:30-17:30) peaks. Traffic flows from Figures 7 to 10 have been used as input for junction capacity assessment.

Junction modelling

- 8.0 An assessment of the capacity within the existing highway network has been undertaken to understand if additional trips generated by development proposals can be accommodated.
- 9.0 Junction modelling has been undertaken using industry standard software Junctions 9.0 to assess the operation and capacity of the existing of the site access junction. The modelling assessment includes the 2025 baseline plus development traffic for the morning (07:30-08:30) and evening (16:30-17:30) peaks. Traffic flows from Figures 9 and 10 in Appendix A have been inputted into the model. Table 3 shows the summary of the Junction 9.0 results. Appendix B includes full outputs from the Junction 9.0 model.

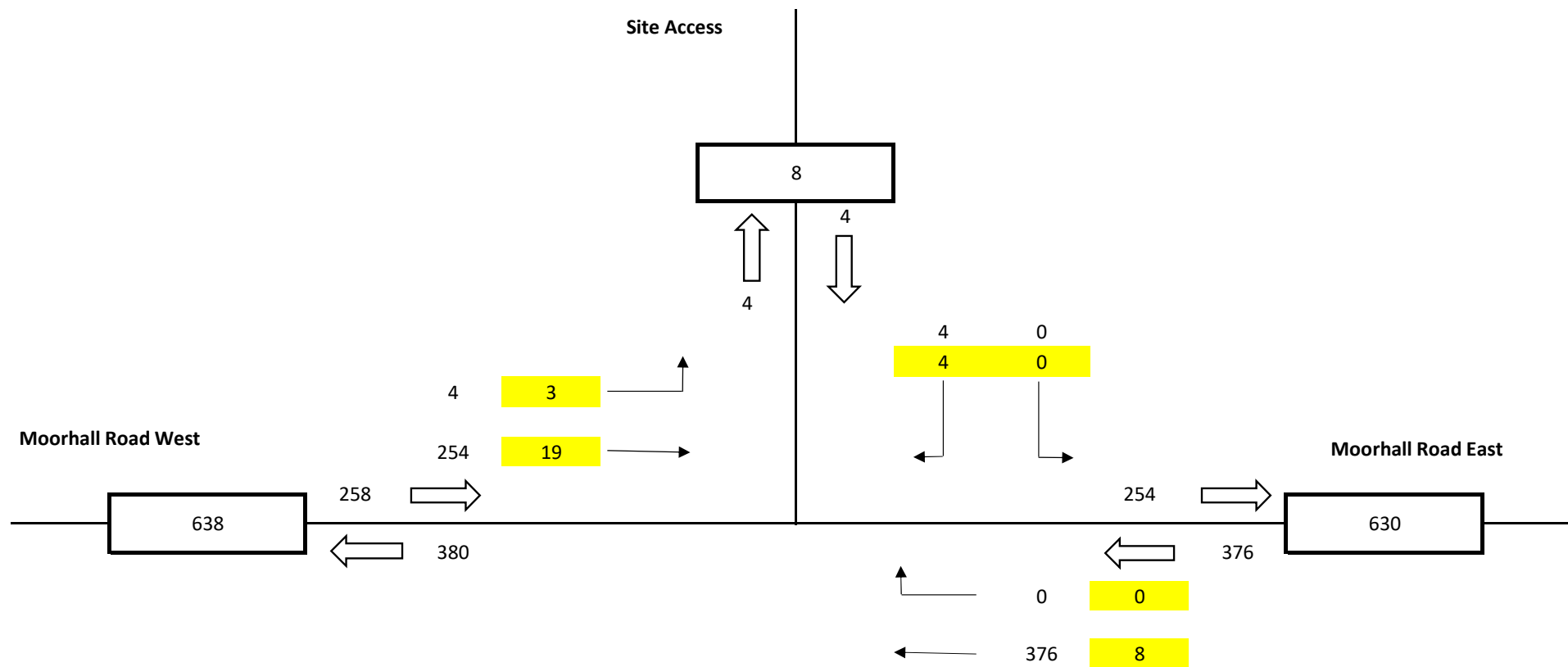
Link	Morning peak hour			Evening peak hour		
	RFC	Delay (sec)	Queue (PCUs)	RFC	Delay (sec)	Queue (PCUs)
Access Road - Left Turn	0.04	10	0	0.04	7	0
Access Road - Right Turn	0.03	15	0	0.06	12	0
Moorhall Road - Right Turn	0.04	10	0	0.04	10	0

Table 3: Site access junction capacity results

- 10.0 Results show that the junction will operate with significant space capacity in both morning (07:30-08:30) and evening (16:30-17:30) peaks. The maximum Ratio of Flow to Capacity (RFC) of 0.06 is expected to occur on the Access Road arm of the junction during the evening peak hour for vehicles turning right onto Moorhall Road. There is an associated delay of 12 seconds with no vehicle queue. This is significantly below the maximum acceptable RFC of 0.85 for any arm of a junction. All other arms of the junction operate satisfactorily.
- 11.0 On that basis, it is concluded that the junction operates acceptably with significant spare capacity in 2025 base plus development traffic scenario.

Appendix A – Traffic flows

Two thin, light grey curved lines originate from the left edge of the page and sweep downwards and to the right, framing the lower half of the page.



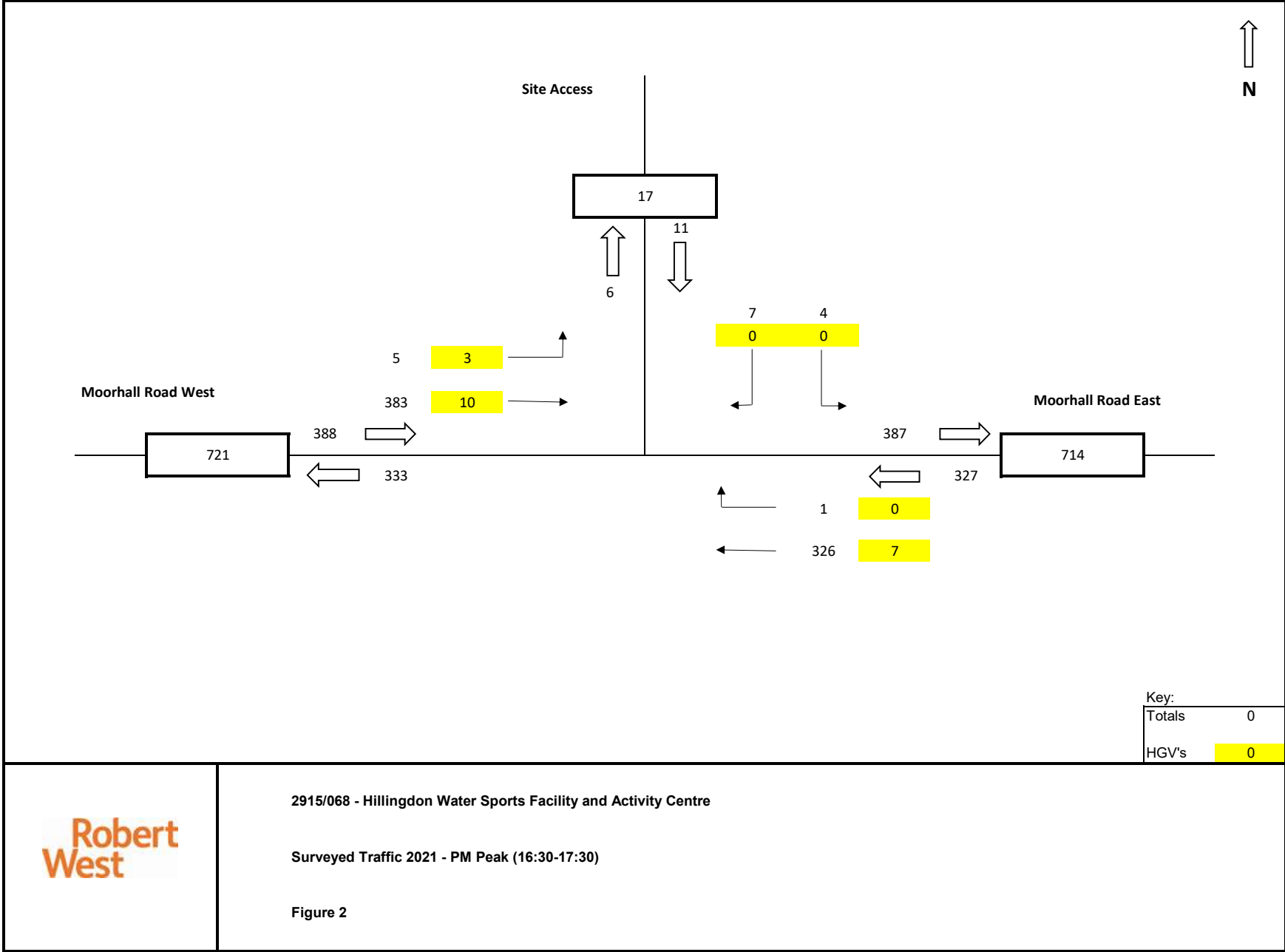
Key:	
Totals	0
HGV's	0

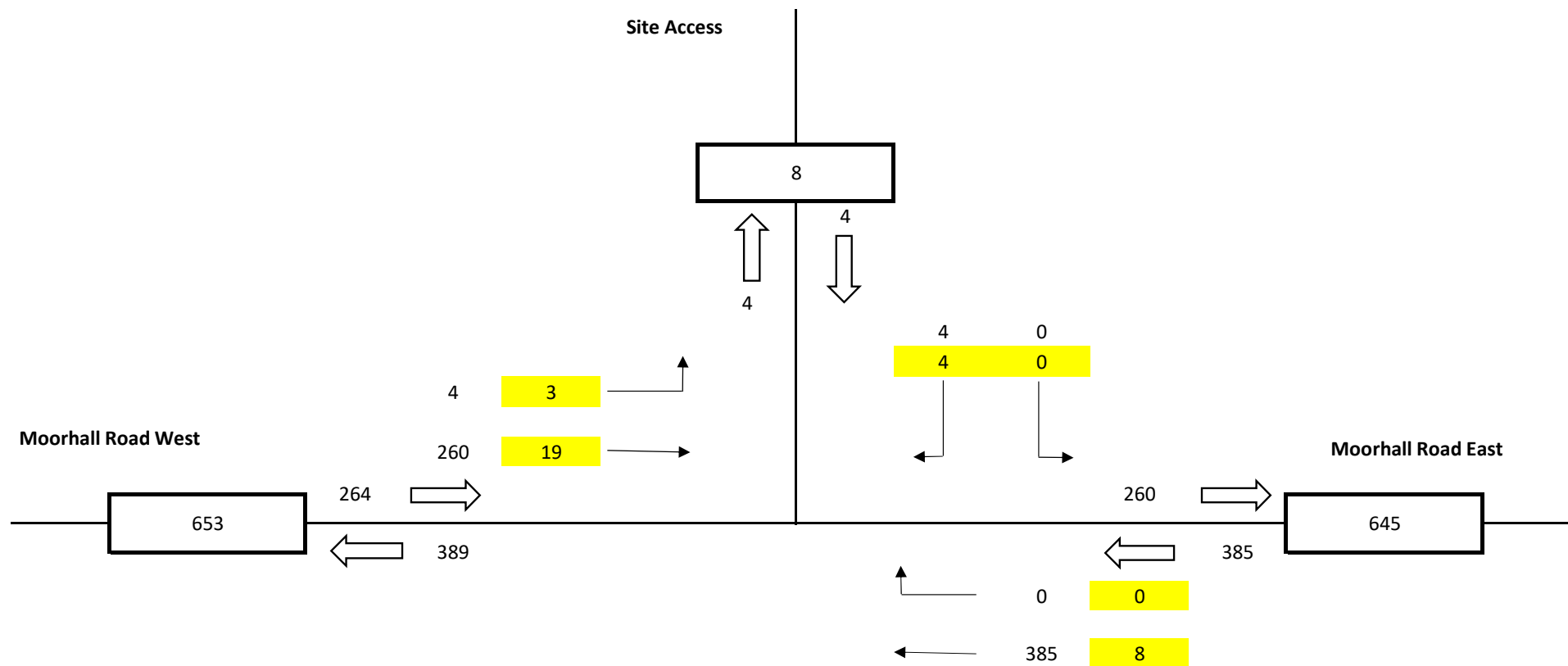
Robert
West

2915/068 - Hillingdon Water Sports Facility and Activity Centre

Surveyed Traffic 2021 - AM Peak (07:30-08:30)

Figure 1





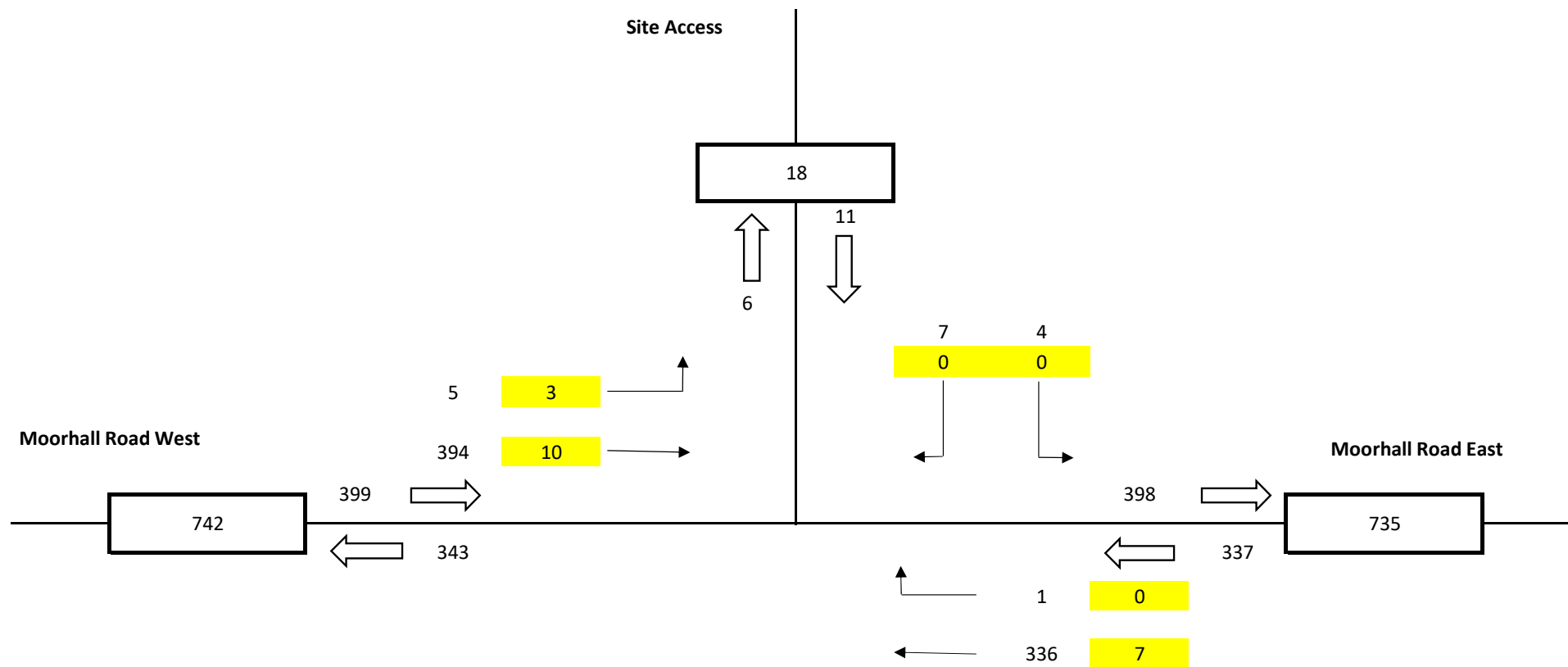
Key:	
Totals	0
HGV's	0

Robert
West

2915/068 - Hillingdon Water Sports Facility and Activity Centre

2025 Base Traffic - AM Peak (07:30-08:30)

Figure 3



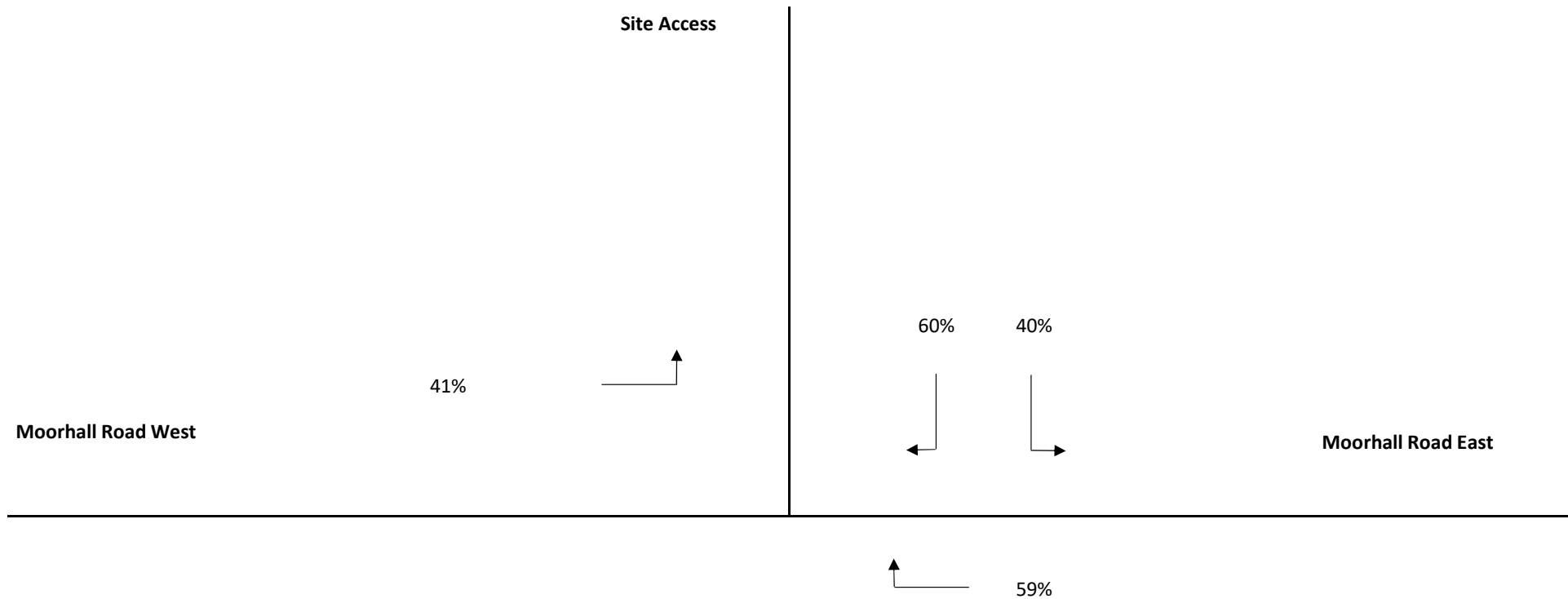
Key:	
Totals	0
HGV's	0

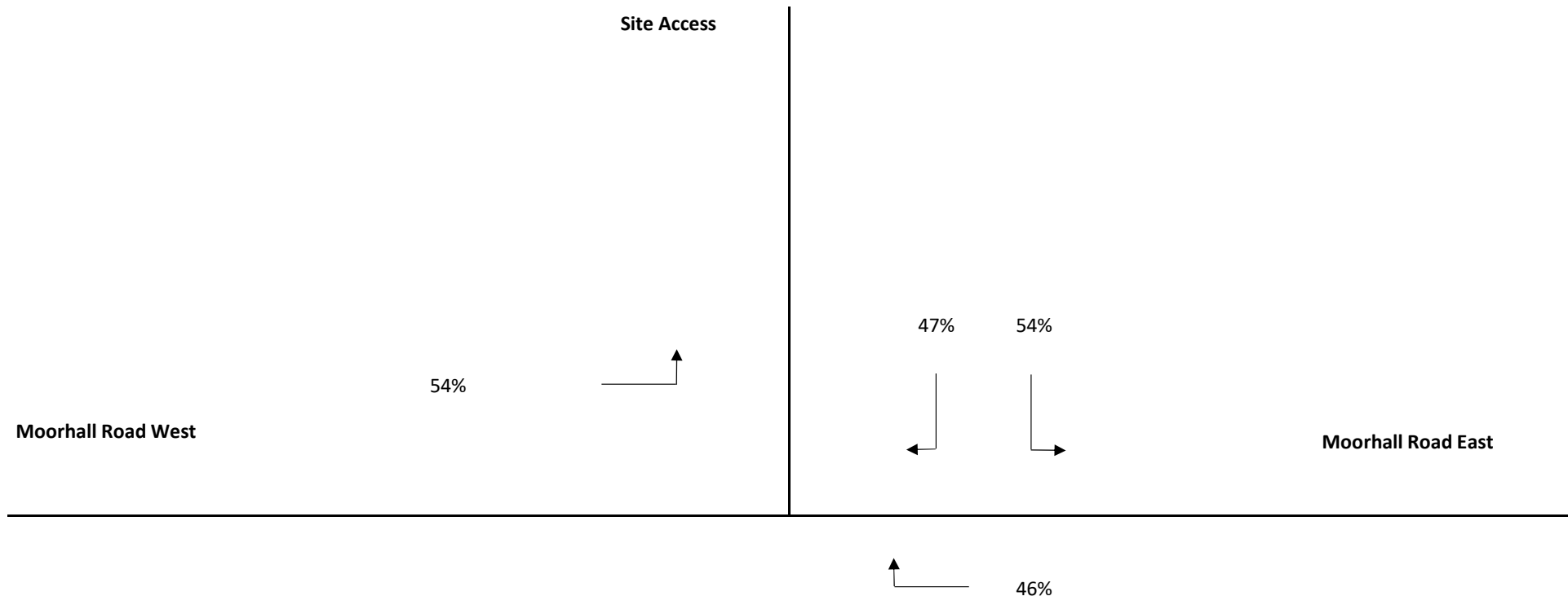
Robert
West

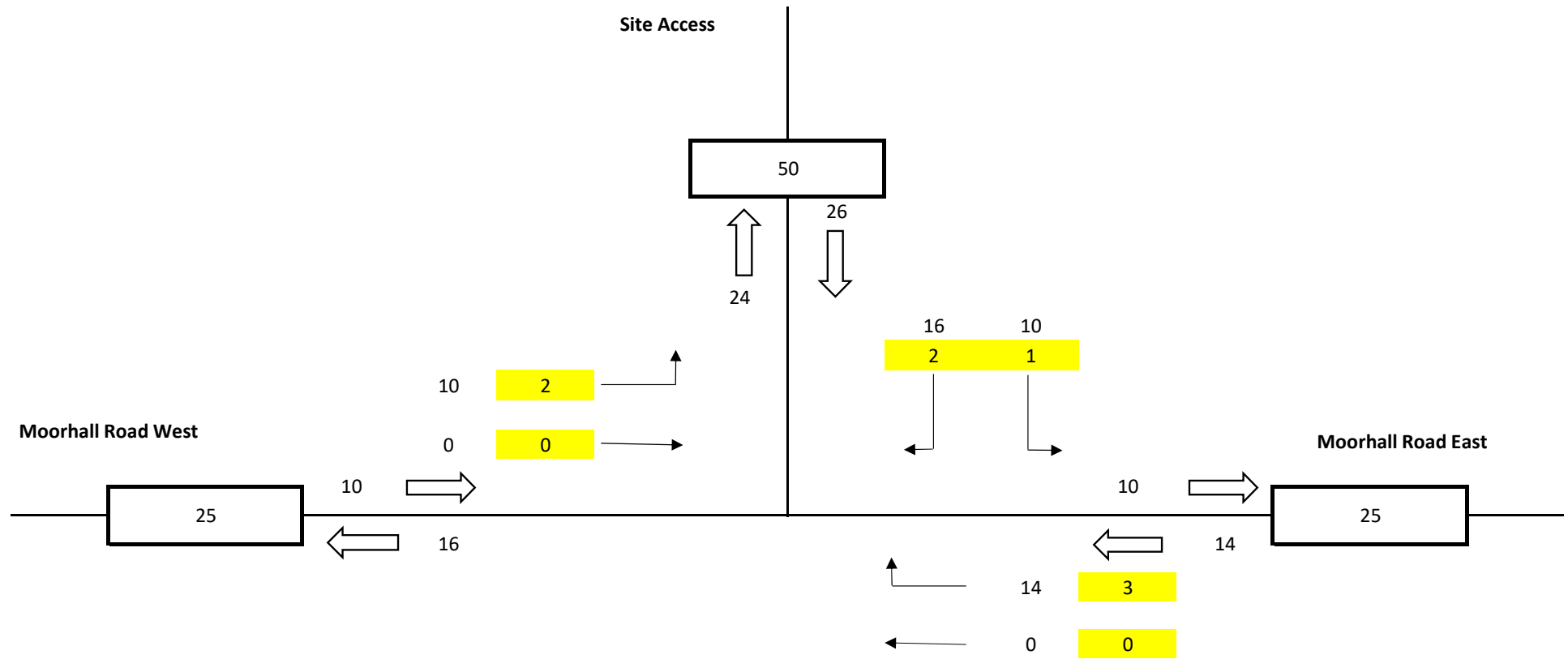
2915/068 - Hillingdon Water Sports Facility and Activity Centre

2025 Base Traffic - PM Peak (16:30-17:30)

Figure 4







Key:

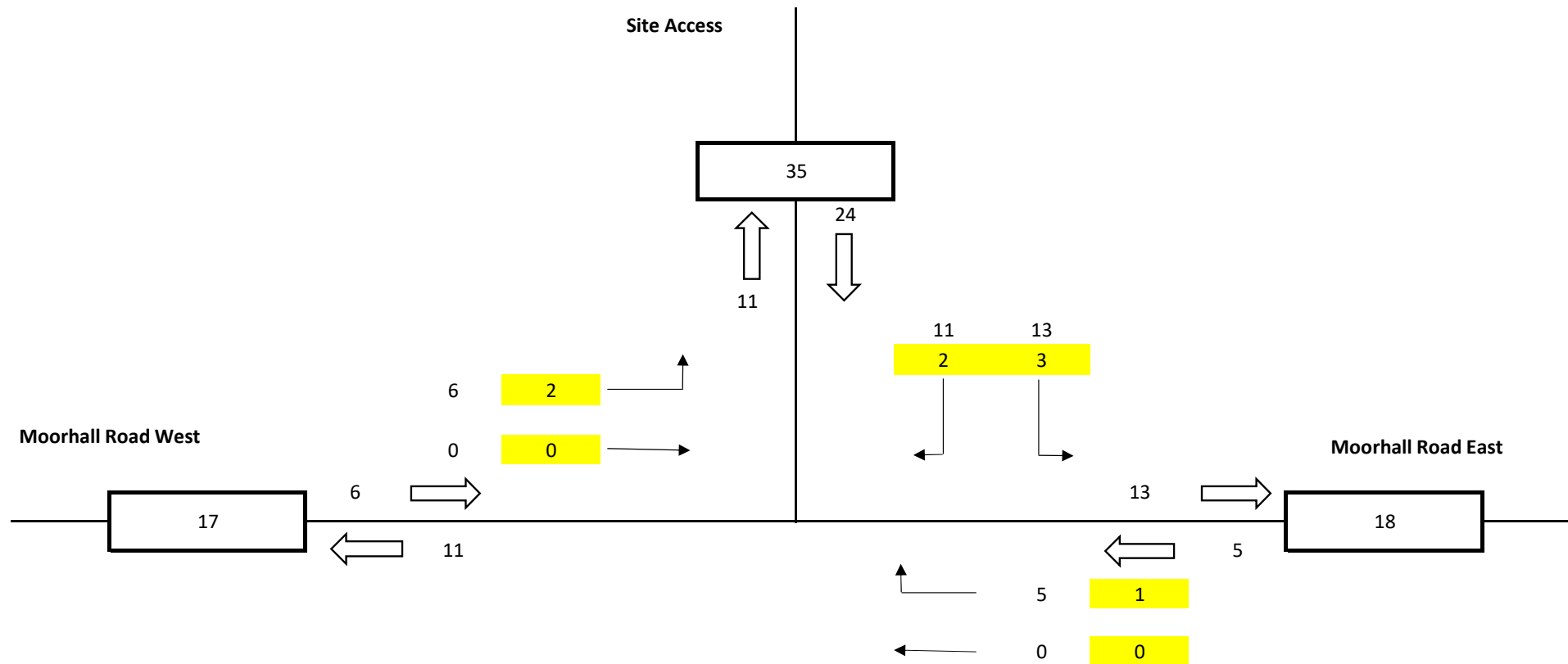
Totals	0
HGV's	0

Robert
West

2915/068 - Hillingdon Water Sports Facility and Activity Centre

Development Traffic - AM Peak (07:30-08:30)

Figure 7



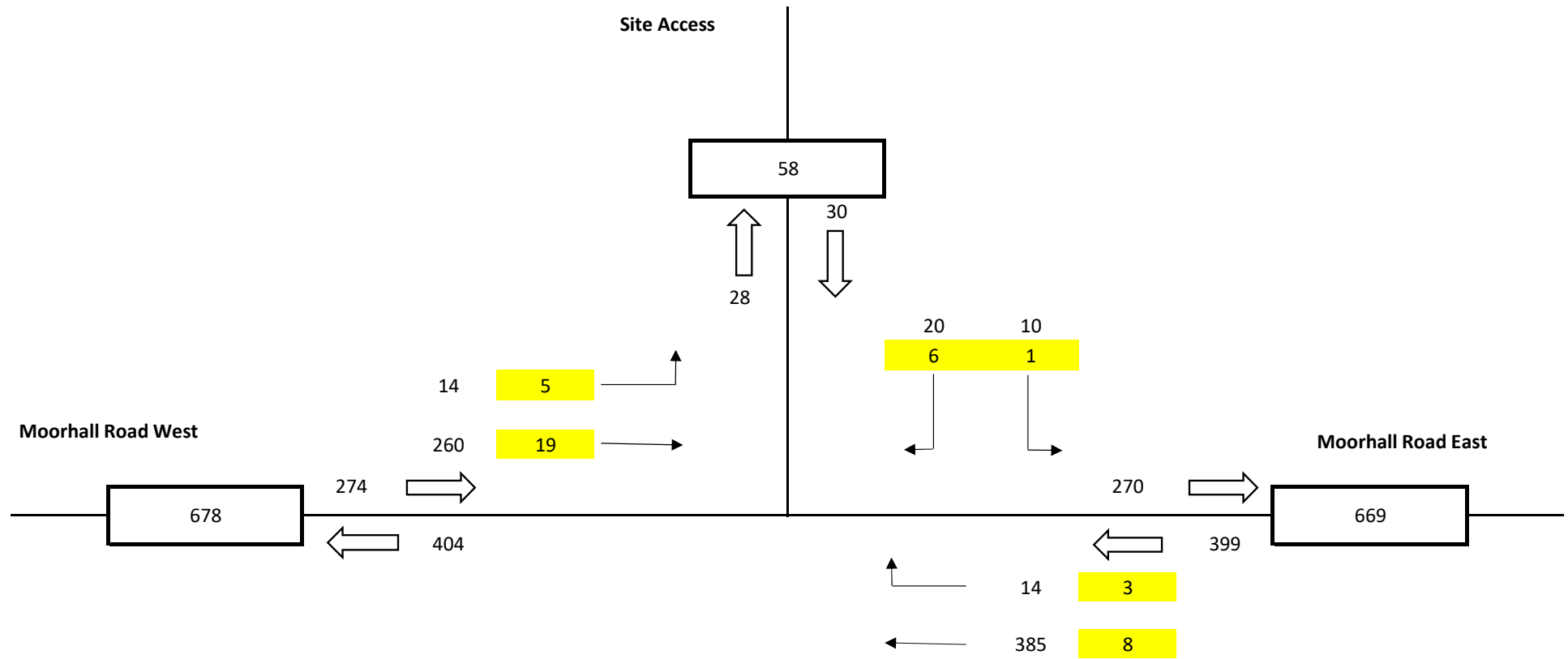
Key:	
Totals	0
HGV's	0

Robert
West

2915/068 - Hillingdon Water Sports Facility and Activity Centre

Development Traffic - PM Peak (16:30-17:30)

Figure 8



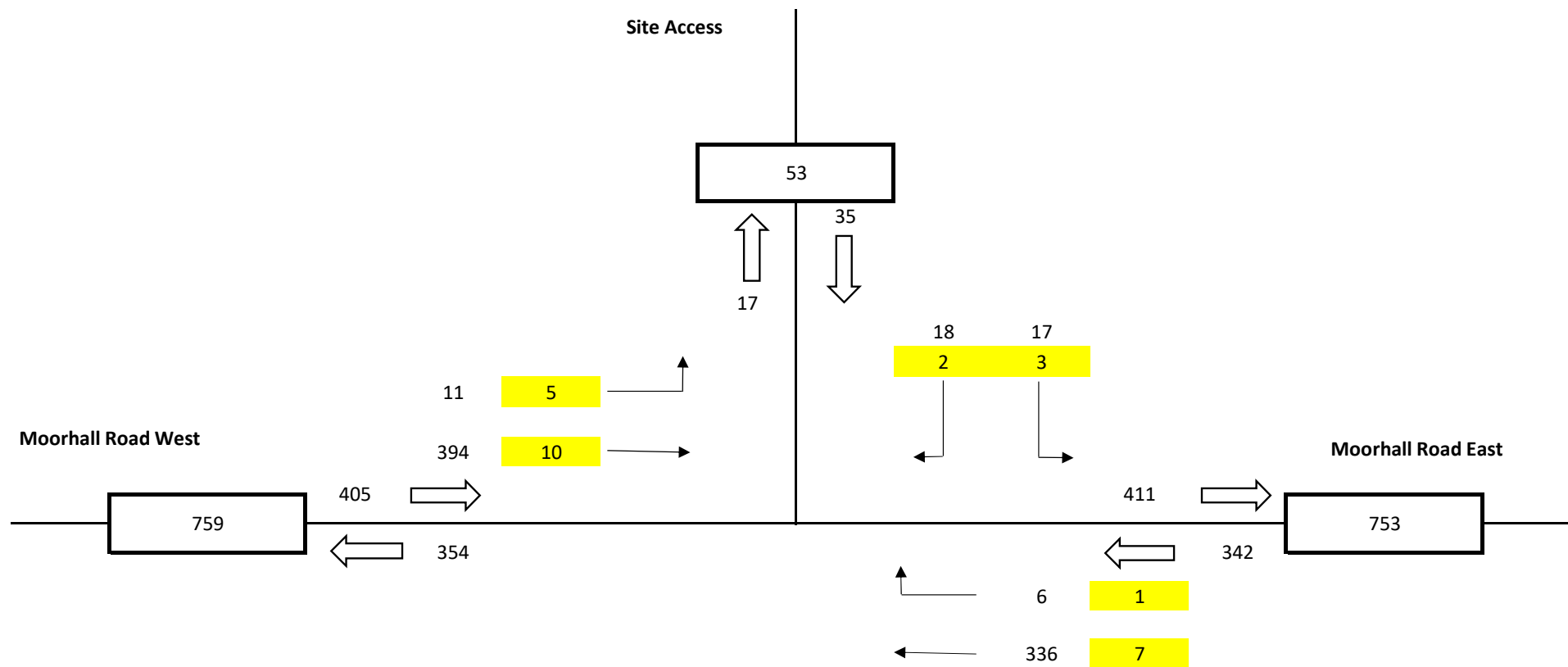
Key:	
Totals	0
HGV's	0

Robert
West

2915/068 - Hillingdon Water Sports Facility and Activity Centre

2025 Base plus Development Traffic - AM Peak (07:30-08:30)

Figure 9



Key:	
Totals	0
HGV's	0

Robert
West

2915/068 - Hillingdon Water Sports Facility and Activity Centre

2025 Base plus Development Traffic - PM Peak (16:30-17:30)

Figure 10

Appendix B – Junctions 9.0 output

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2023			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Site Access Junction ver 2.0.j9

Path: C:\Users\Junction9\OneDrive - Robertwest.co.uk\Desktop\HWSF

Report generation date: 18/05/2023 13:46:51

- »Proposed Layout - 2023 Base , AM
- »Proposed Layout - 2023 Base, PM
- »Proposed Layout - 2025 Base , AM
- »Proposed Layout - 2025 Base, PM
- »Proposed Layout - 2025 Base+Dev, AM
- »Proposed Layout - 2025 Base+Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Layout - 2023 Base								
Stream B-C	0.0	12.95	0.02	B	0.0	6.37	0.01	A
Stream B-A	0.0	0.00	0.00	A	0.0	10.96	0.01	B
Stream C-B	0.0	12.27	0.01	B	0.0	10.97	0.02	B
Proposed Layout - 2025 Base								
Stream B-C	0.0	12.99	0.02	B	0.0	6.39	0.01	A
Stream B-A	0.0	0.00	0.00	A	0.0	11.02	0.01	B
Stream C-B	0.0	12.30	0.01	B	0.0	11.00	0.02	B
Proposed Layout - 2025 Base+Dev								
Stream B-C	0.1	10.04	0.05	B	0.0	7.40	0.04	A
Stream B-A	0.0	14.85	0.04	B	0.1	12.18	0.06	B
Stream C-B	0.1	9.80	0.04	A	0.0	9.73	0.03	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/03/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	rwcad01\Junction9
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:15	08:45	15
D2	2023 Base	PM	ONE HOUR	16:15	17:45	15
D3	2025 Base	AM	ONE HOUR	07:15	08:45	15
D4	2025 Base	PM	ONE HOUR	16:15	17:45	15
D5	2025 Base+Dev	AM	ONE HOUR	07:15	08:45	15
D6	2025 Base+Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Proposed Layout	100.000

Proposed Layout - 2023 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.60		✓	2.30	70.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	7.30	4.20	3.00	3.00	3.00		1.00	17	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	456	0.081	0.204	0.129	0.292
1	B-C	673	0.100	0.254	-	-
1	C-B	621	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Base	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	388	100.000
B		✓	8	100.000
C		✓	283	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	388
	B	0	0	8
	C	276	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	100
	C	7	75	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	12.95	0.0	B
B-A	0.00	0.00	0.0	A
C-A				
C-B	0.01	12.27	0.0	B
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	599	0.010	6	0.0	12.141	B
B-A	0	368	0.000	0	0.0	0.000	A
C-A	208			208			
C-B	5	553	0.010	5	0.0	11.505	B
A-B	0			0			
A-C	292			292			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	585	0.012	7	0.0	12.470	B
B-A	0	351	0.000	0	0.0	0.000	A
C-A	248			248			
C-B	6	539	0.012	6	0.0	11.816	B
A-B	0			0			
A-C	349			349			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	565	0.016	9	0.0	12.953	B
B-A	0	327	0.000	0	0.0	0.000	A
C-A	304			304			
C-B	8	521	0.015	8	0.0	12.271	B
A-B	0			0			
A-C	427			427			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	565	0.016	9	0.0	12.953	B
B-A	0	327	0.000	0	0.0	0.000	A
C-A	304			304			
C-B	8	521	0.015	8	0.0	12.271	B
A-B	0			0			
A-C	427			427			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	585	0.012	7	0.0	12.472	B
B-A	0	351	0.000	0	0.0	0.000	A
C-A	248			248			
C-B	6	539	0.012	6	0.0	11.817	B
A-B	0			0			
A-C	349			349			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	599	0.010	6	0.0	12.144	B
B-A	0	368	0.000	0	0.0	0.000	A
C-A	208			208			
C-B	5	553	0.010	5	0.0	11.510	B
A-B	0			0			
A-C	292			292			

Proposed Layout - 2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 Base	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	339	100.000
B		✓	11	100.000
C		✓	407	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	338
	B	4	0	7
	C	399	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	60	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.37	0.0	A
B-A	0.01	10.96	0.0	B
C-A				
C-B	0.02	10.97	0.0	B
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	603	0.009	5	0.0	6.020	A
B-A	3	377	0.008	3	0.0	9.623	A
C-A	300			300			
C-B	6	561	0.011	6	0.0	10.369	B
A-B	0.75			0.75			
A-C	254			254			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	590	0.011	6	0.0	6.163	A
B-A	4	359	0.010	4	0.0	10.139	B
C-A	359			359			
C-B	7	550	0.013	7	0.0	10.615	B
A-B	0.90			0.90			
A-C	304			304			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	573	0.013	8	0.0	6.371	A
B-A	4	333	0.013	4	0.0	10.958	B
C-A	439			439			
C-B	9	534	0.017	9	0.0	10.973	B
A-B	1			1			
A-C	372			372			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	573	0.013	8	0.0	6.372	A
B-A	4	333	0.013	4	0.0	10.956	B
C-A	439			439			
C-B	9	534	0.017	9	0.0	10.973	B
A-B	1			1			
A-C	372			372			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	590	0.011	6	0.0	6.164	A
B-A	4	359	0.010	4	0.0	10.137	B
C-A	359			359			
C-B	7	550	0.013	7	0.0	10.616	B
A-B	0.90			0.90			
A-C	304			304			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	603	0.009	5	0.0	6.022	A
B-A	3	377	0.008	3	0.0	9.615	A
C-A	300			300			
C-B	6	561	0.011	6	0.0	10.374	B
A-B	0.75			0.75			
A-C	254			254			

Proposed Layout - 2025 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Base	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	393	100.000
B		✓	8	100.000
C		✓	286	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	393
	B	0	0	8
	C	279	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	100
	C	7	75	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	12.99	0.0	B
B-A	0.00	0.00	0.0	A
C-A				
C-B	0.01	12.30	0.0	B
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	598	0.010	6	0.0	12.160	B
B-A	0	367	0.000	0	0.0	0.000	A
C-A	210			210			
C-B	5	552	0.010	5	0.0	11.523	B
A-B	0			0			
A-C	296			296			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	583	0.012	7	0.0	12.495	B
B-A	0	349	0.000	0	0.0	0.000	A
C-A	251			251			
C-B	6	538	0.012	6	0.0	11.839	B
A-B	0			0			
A-C	353			353			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	563	0.016	9	0.0	12.986	B
B-A	0	325	0.000	0	0.0	0.000	A
C-A	307			307			
C-B	8	520	0.015	8	0.0	12.302	B
A-B	0			0			
A-C	433			433			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	563	0.016	9	0.0	12.986	B
B-A	0	325	0.000	0	0.0	0.000	A
C-A	307			307			
C-B	8	520	0.015	8	0.0	12.302	B
A-B	0			0			
A-C	433			433			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	7	583	0.012	7	0.0	12.499	B
B-A	0	349	0.000	0	0.0	0.000	A
C-A	251			251			
C-B	6	538	0.012	6	0.0	11.842	B
A-B	0			0			
A-C	353			353			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	598	0.010	6	0.0	12.163	B
B-A	0	367	0.000	0	0.0	0.000	A
C-A	210			210			
C-B	5	552	0.010	5	0.0	11.528	B
A-B	0			0			
A-C	296			296			

Proposed Layout - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Base	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	344	100.000
B		✓	11	100.000
C		✓	412	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	343
	B	4	0	7
	C	404	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	3	60	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.39	0.0	A
B-A	0.01	11.02	0.0	B
C-A				
C-B	0.02	11.00	0.0	B
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	602	0.009	5	0.0	6.030	A
B-A	3	376	0.008	3	0.0	9.657	A
C-A	304			304			
C-B	6	560	0.011	6	0.0	10.385	B
A-B	0.75			0.75			
A-C	258			258			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	589	0.011	6	0.0	6.175	A
B-A	4	357	0.010	4	0.0	10.183	B
C-A	363			363			
C-B	7	549	0.013	7	0.0	10.636	B
A-B	0.90			0.90			
A-C	308			308			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	571	0.013	8	0.0	6.387	A
B-A	4	331	0.013	4	0.0	11.022	B
C-A	445			445			
C-B	9	532	0.017	9	0.0	11.000	B
A-B	1			1			
A-C	378			378			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	8	571	0.013	8	0.0	6.388	A
B-A	4	331	0.013	4	0.0	11.020	B
C-A	445			445			
C-B	9	532	0.017	9	0.0	11.000	B
A-B	1			1			
A-C	378			378			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	6	589	0.011	6	0.0	6.179	A
B-A	4	357	0.010	4	0.0	10.181	B
C-A	363			363			
C-B	7	549	0.013	7	0.0	10.637	B
A-B	0.90			0.90			
A-C	308			308			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	5	602	0.009	5	0.0	6.034	A
B-A	3	376	0.008	3	0.0	9.649	A
C-A	304			304			
C-B	6	560	0.011	6	0.0	10.390	B
A-B	0.75			0.75			
A-C	258			258			

Proposed Layout - 2025 Base+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Base+Dev	AM	ONE HOUR	07:15	08:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	410	100.000
B		✓	37	100.000
C		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	17	393
	B	11	0	26
	C	279	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	19	2
	B	27	0	47
	C	7	35	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	10.04	0.1	B
B-A	0.04	14.85	0.0	B
C-A				
C-B	0.04	9.80	0.1	A
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	593	0.033	19	0.0	9.219	A
B-A	8	363	0.023	8	0.0	12.883	B
C-A	210			210			
C-B	14	549	0.026	14	0.0	9.061	A
A-B	13			13			
A-C	296			296			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	578	0.040	23	0.1	9.549	A
B-A	10	345	0.029	10	0.0	13.647	B
C-A	251			251			
C-B	17	535	0.032	17	0.0	9.359	A
A-B	15			15			
A-C	353			353			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	556	0.052	29	0.1	10.035	B
B-A	12	320	0.038	12	0.0	14.848	B
C-A	307			307			
C-B	21	515	0.041	21	0.1	9.797	A
A-B	19			19			
A-C	433			433			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	556	0.052	29	0.1	10.038	B
B-A	12	320	0.038	12	0.0	14.851	B
C-A	307			307			
C-B	21	515	0.041	21	0.1	9.799	A
A-B	19			19			
A-C	433			433			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	578	0.040	23	0.1	9.552	A
B-A	10	345	0.029	10	0.0	13.652	B
C-A	251			251			
C-B	17	535	0.032	17	0.0	9.362	A
A-B	15			15			
A-C	353			353			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	593	0.033	20	0.1	9.229	A
B-A	8	363	0.023	8	0.0	12.895	B
C-A	210			210			
C-B	14	549	0.026	14	0.0	9.067	A
A-B	13			13			
A-C	296			296			

Proposed Layout - 2025 Base+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Base+Dev	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	350	100.000
B		✓	40	100.000
C		✓	420	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	343
	B	20	0	20
	C	404	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	25	2
	B	15	0	12
	C	3	39	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	7.40	0.0	A
B-A	0.06	12.18	0.1	B
C-A				
C-B	0.03	9.73	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	602	0.025	15	0.0	6.875	A
B-A	15	412	0.037	15	0.0	10.408	B
C-A	304			304			
C-B	12	559	0.022	12	0.0	9.118	A
A-B	5			5			
A-C	258			258			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	587	0.031	18	0.0	7.086	A
B-A	18	391	0.046	18	0.1	11.086	B
C-A	363			363			
C-B	14	547	0.026	14	0.0	9.366	A
A-B	6			6			
A-C	308			308			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	568	0.039	22	0.0	7.396	A
B-A	22	362	0.061	22	0.1	12.178	B
C-A	445			445			
C-B	18	531	0.033	18	0.0	9.728	A
A-B	8			8			
A-C	378			378			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	22	567	0.039	22	0.0	7.399	A
B-A	22	362	0.061	22	0.1	12.179	B
C-A	445			445			
C-B	18	531	0.033	18	0.0	9.728	A
A-B	8			8			
A-C	378			378			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	18	587	0.031	18	0.0	7.094	A
B-A	18	391	0.046	18	0.1	11.087	B
C-A	363			363			
C-B	14	547	0.026	14	0.0	9.368	A
A-B	6			6			
A-C	308			308			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	15	601	0.025	15	0.0	6.883	A
B-A	15	412	0.037	15	0.0	10.410	B
C-A	304			304			
C-B	12	559	0.022	12	0.0	9.124	A
A-B	5			5			
A-C	258			258			