

Land at Worthing Basingstoke



Heritage Assessment

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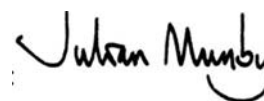
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Summary

Oxford Archaeology (OA) has been commissioned by Pro Vision planning and Design on behalf of Worting Business Park Ltd to prepare a Heritage Assessment for land at Worting, which lies on the east side of Manydown. It is envisaged that a mixed use neighbourhood will be developed at Manydown, which will form part of the urban expansion of the west side of Basingstoke, surrounding Worting. Additional development within Worting may form part of the neighbourhood.

The rural village of Worting lies close to the edge of the current urban extent of Basingstoke on the north side of the railway from Basingstoke to Southampton. The historic core of settlement and Worting Park lie within Worting Conservation Area. To the north, south and west Worting is surrounded by open countryside.

This assessment is intended to inform the Masterplan for the proposed development. It describes the nature, character, condition, survival, significance and extent of known heritage assets within or close to the site, taking into account any past impacts which may have affected the survival of any archaeology present. It also identifies any potential archaeological constraints on the future development and provides an outline assessment of any likely development impacts within the site, including its landscape context. The character and setting of Worting are considered in some detail.

The area around Worting, on the edge of the chalk downland, has been settled since the prehistoric period and extensive cropmarks and results of previous archaeological investigations have demonstrated that the area has a high archaeological potential for the prehistoric and Roman periods. Roman Road follows the line of the route from Winchester to Silchester. A programme of archaeological investigation would need to agree with the Hampshire County Council archaeological service before any development took place at Worting.

A settlement has existed at Worting since the early medieval period, but it has never been extensive. Construction of the present Worting House began in the 18th century with the wings later additions. Most of the buildings within Worting Conservation area are of late 18th or early 19th century date as a major fire destroyed most of the earlier structures.

Worting House lies towards the east of Worting Park. Although now used as business premises, it still has the appearance of a private house. It and the Coach House, the former stable block, are surrounded by gardens. To the south there is a Ha Ha beyond which an area of grazing extends to Worting Road. This is the key view from the house. The north and west of Worting Park contain fields, now used for pasture and arable, partly seen from the house. A shelter belt has been created around the entire perimeter, enclosing the parkland.

The topography of the park, the level of tree planting and the positions of windows mean that it would be possible to carry out development on the west side of the park without any significant impact on the immediate setting of Worting House (either in views to or from), or on the core part of the Conservation Area.

The proposed development in Worting Park will have an obvious and direct impact on the open nature of the Conservation Area to the west of Worting House. The 'core area' of the park to the north and south of Worting House (and including the church) will be less affected, as previously described. The nature and role of the Conservation

Area will in any case be changed by the Manydown development, as discussed in the next section below.

Turning to the consented development south of Worting Road, the impact on Scrapp's Hill Farm and Worting Park would be low if the existing hedge along the south side of Worting Road were retained. However, there would be substantial impacts on the part on the southern part of the Conservation Area.

A major distinguishing feature of Worting is its survival as an isolated rural hamlet despite its proximity to the edge of Basingstoke. This has been achieved in part by preservation of a band of open land on the west side of Roman Way and by the sympathetic layout of the new housing to the east. The railway line to the south runs into a cutting south of Worting which reduces its impact and the housing to its south is not easily visible. Open fields with dispersed woodland surround most of Worting.

The proposals for large-scale residential development at Manydown, to the west of Worting would mean that Worting would now effectively be surrounded by an expanded Basingstoke, which would be apparent on all sides of the park, if largely hidden by the existing shelter belt planting.

Although a small, quiet enclave consisting of Worting Conservation Area and some adjacent land might be preserved, it would no longer be feasible to consider Worting as a remote, rural hamlet. Its role would be changed from an enforced open space on the west side of Basingstoke to being a green space within greater Basingstoke, and the space required in this role might well be different from the other.

With the permission for 70 houses at Worting Farm and the allocation of Manydown to the north and east, Worting will no longer have the remote, rural character of the hamlet and will be an area within the conurbation of Basingstoke, with the separation between town and hamlet diminished. Development within the west part of Worting Park would still leave a substantial area of green space visible in the Conservation area and would have a limited impact on the character of the remaining parts of the Conservation Area.

DEVELOPMENT OF LAND AT WORTING, MANYDOWN.

HERITAGE ASSESSMENT FOR WORTING BUSINESS PARK LTD

1 INTRODUCTION

- 1.1.1 Oxford Archaeology (OA) has been commissioned by Pro Vision planning and Design on behalf of Worting Business Park Ltd to prepare a Heritage Assessment for land at Worting, which lies on the east side of Manydown. It is envisaged that a mixed use neighbourhood will be developed at Manydown, which will form part of the urban expansion of the west side of Basingstoke, surrounding Worting, and additional development within Worting would form part of the neighbourhood.
- 1.1.2 The rural village of Worting lies on the edge of the current urban extent of Basingstoke on the north side of the railway from Basingstoke to Southampton. The historic core of settlement and Worting Park lie within Worting Conservation Area. To the north, south and west Worting is currently surrounded by open countryside; in future, with the approval of 70 homes at Worting Farm to the south, and the allocation of Manydown to the north and east, this will no longer be the case.
- 1.1.3 This assessment was first undertaken to inform the Masterplan for the proposed development. To meet this aim it:
- describes the nature, character, condition, survival, significance and extent of known heritage assets within or close to the site, taking into account any past impacts which may have affected the survival of any archaeology present;
 - identifies any potential archaeological constraints to the future development;
 - provides an outline assessment of any likely development impacts within the site;
 - assesses the nature and significance of the landscape character of the site and its surrounding area and potential impacts from the proposals on this and on key features within it;
 - presents outline proposals for the most likely strategy for any further evaluation and/or mitigation of any such impacts defined.
- 1.1.4 For the purposes of this report archaeological records and documentary and cartographic sources have been consulted for a 1km radius Study Area around Worting Conservation Area. The Conservation Area is centred on SU 598 519 and occupies an area of c.32 ha. Its location is shown on Figure 1. This Study Area is intended to place Worting in its wider context. For the landscape character assessment the area considered extends over several kilometres, but detailed records have not been consulted.

2 LOCATION, GEOLOGY AND TOPOGRAPHY

- 2.1.1 Worting lies c.3km west of the centre of Basingstoke and is mainly on the north side of Worting Road, the B3400 road to Andover via Overton. A small residential development has been constructed on the east side of the village, separated from it by

its access road, Roman Way. There is also a small residential development on the opposite side of the railway line to the south of Worting.

- 2.1.2 Worting Park lies in the parish of Worting, the boundary of which follows the northern edge of the Conservation Area for most of its length. The land to the north lies within the parish of Monk Sherborne. Within Worting, most residential properties lie on the south side of Worting Road and the east side of Church Lane which runs north from the B3400. On the west side of Church Lane are the church and Worting Park. Scrapp's Hill Farm lies on the western edge of the park.
- 2.1.3 Worting Park occupies a roughly rectangular block of land around the north-west corner of the junction of Church Lane and Worting Road, excluding St Thomas à Becket Church and its churchyard on the corner itself. A belt of tree planting runs around the perimeter of the park and in the 19th century the east and west parts of the park were divided by another. There are two access drives, one half way along the Church Lane side and the other from Worting Road, which provides access to the house, stable block and a former pig farm, now vehicle repair centre, which is located on its west side. At the Worting Road end the drive has been diverted to provide separate access to Kings Lodge. This modern house replaced the earlier lodge and is in separate ownership.
- 2.1.4 The west and north parts of Worting Park are covered by pasture and arable fields, mainly used for horses. South of the former pig farm is the old walled garden. South of the house a formal drive and lawn extend to a Ha Ha, from which there are good views across an area of pasture, with sporadic trees, extending to Worting Road. The pasture is used for sheep. To the east is a car park and tennis courts.
- 2.1.5 The land on the north side of the house is terraced and separated from the fields by the remnants of a hedge line. Close to the hedge are the remains of a swimming pool, with a walled garden area to its west. A single storey extension has been added between the wings at the rear of the house and a small house, The Bungalow, to its north-west corner. From the Coach House, the former stable block, west of the house, steps lead up to another car park.
- 2.1.6 Worting Road appears fairly level, but the land slopes gently upwards to the west from c.103m OD to c.122m OD. There is also a slope towards the north, reaching c.130m OD.
- 2.1.7 The geology of the area is chalk, with an area of clay with flints overlying it in Worting Park. Worting lies on the edge of the downland, which extends northwards.

3 SOURCES CONSULTED

- 3.1.1 The Hampshire Historic Environment Record (HER), the National Monuments Record (NMR) and aerial photograph library maintained by Historic England, and additional sources from Oxford University libraries were consulted. Visits were also paid to the Hampshire Record Office. A full list of sources consulted is listed in Appendix Two.
- 3.1.2 Appendix One is a gazetteer of known heritage assets within the Study Area. Each entry has been allocated an OA number, referred to in the text, and marked on Figure 2.
- 3.1.3 Two site visits were made to Worting Conservation Area. On the first occasion on which it rained, 5th February 2014, the parts of the Conservation Area lying along Church Lane and the B3400 were visited and the position of the Conservation Area in its wider context assessed. A second visit on 12th March 2014, when fog was replaced by sunshine, Worting Park was accessed also. The opportunity to enter the house allowed the views from the upper floors to be studied.

4 PREVIOUS ARCHAEOLOGICAL AND GEOTECHNICAL INVESTIGATIONS

- 4.1.1 To the east of Church Lane within Worting, a number of cropmarks of linear and curvilinear features have been identified. Geophysical survey and excavation in 1997 and 2001 (**OA6**) here identified ditches, which appeared to date from the Iron Age
- 4.1.2 Most of the archaeological investigations in the Worting area have been associated with new housing developments. Iron Age pottery and flint tools (**OA38**) were found on the east side of Roman Way, c.50m east of Worting. South of the railway line excavations in 2006-7 west of Old Kempshott Lane (**OA17**) identified an Iron Age farmstead and Roman enclosure, c.280m south of Worting. East of this road a Bronze Age bowl barrow and Iron Age artefacts (**OA18**), another bowl barrow (**OA36**) and Roman burials (**OA35**) were found, c.500m, 540m and 800m south-east of Worting respectively. Archaeological work on the line of the Oakley replacement pipeline, c.1km west of Worting, in 2007-8 found a number of trackways and ditches (**OA26**), but thought to be of post-medieval date.

5 ARCHAEOLOGICAL BACKGROUND

5.1 Prehistoric Period (500,000 BP – 43 AD)

- 5.1.1 Within Worting a series of linear cropmarks has been recorded on the east side of Church Lane (**OA6**). In 1997 and 2001 limited excavations and geophysical survey demonstrated that these form part of a complex of ditches, from which some Iron Age pottery was recovered. A Lower Palaeolithic handaxe and flake (**OA3**) were found to the north-east of the church.
- 5.1.2 Within the Study Area there is evidence for intensive occupation during the prehistoric period, mainly seen as a series of cropmarks. To the north and north-east of Worting there are two sets of mainly linear cropmarks identified as possible settlement or enclosures (**OA11, 34**), c.520m and 320m from Worting respectively. More linear and curvilinear cropmarks (**OA28**) lie c.500m west of Worting. On the southern side of Worting Road, north of the railway line, a possible Iron Age banjo enclosure, driveways, field system and possible bowl barrows (**OA13, 14, 29, 32**) have been found c.600m south-west of Worting. Another complex, again including a possible banjo enclosure and ring ditches from barrows (**OA15**) is located between the railway line and Old Kempshott Lane, c.380m south of Worting. Excavations for new housing in 2006-7 (**OA17**) in that area identified an Iron Age farmstead and flint artefacts.
- 5.1.3 More cropmarks have been plotted to the east of Old Kempshott Lane (**OA16, 33**), c.600m east of Worting. Excavations to the south of these for house and road building have found bowl barrows, Iron Age pottery and flint tools (**OA18, 35, 36**), c.550m south-east of Worting. In addition flint tools from the Palaeolithic to Iron Age have been identified at various locations across the Study Area (**OA9, 12,21, 37**).

5.2 Roman Period (43 AD – 410 AD)

- 5.2.1 Within Worting possible antiquarian finds of Roman coins (**OA5**) have been identified and some Roman pottery was found in the excavation of ditches on Church Lane (**OA6**). The areas of Iron Age settlement identified within the Study Area appear in many instances, including at Church Lane, to have continued in use into the Roman period. Roman enclosures were found south of the railway line (**OA17**), c.380m south of Worting, and c.520m to its north (**OA11**).
- 5.2.2 Worting lies c.150m west of the line of the Roman Road from Silchester to Winchester (**OA7**), and roadside settlement was common during that period. Road

building found some roman burials and building material c.800m south-east of Worting and again burial often took place close to roads. There is no indication of a significant settlement in or close to Worting during the Roman period.

5.3 Medieval Period (AD 410 – 1550)

- 5.3.1 Worting (OA19) was in existence before the end of the Anglo-Saxon period, first documented in AD960 as ‘Wyrthingas’. In 1016 the manor was granted by Edmund Ironside to the Abbot and convent of Hyde in Winchester, who retained it until the Dissolution in the 16th century (*VCH Hants IV* (1911), 243).
- 5.3.2 No archaeological sites or finds dating from the early medieval period have been identified within Worting. Within the Study Area there is only a reference to early medieval burials found during road building (OA37), c.900m north-east of Worting, but this is an imprecise location.
- 5.3.3 By the time the Domesday Book was compiled in 1086 there was a church at Worting, but the present building dates from the 19th century.

5.4 Post-Medieval Period (AD1550-1850)

- 5.4.1 At the Dissolution the manor of Worting was granted to William Paulet Lord St John, but it changed hands several times in the succeeding decades. Although most of the manor lands had passed to the Wither family the early 17th century, Worting House (OA2) itself was owned by other individuals until 1797 when it was sold to Lovelace Bigg-Wither of Manydown (*VCH Hants IV*, 243).
- 5.4.2 In 1655 the village of Worting was devastated by a fire, which destroyed the church, a farm-house, the inn, several houses and other structures. The rebuilding of the village was aided by a public collection (*VCH Hants IV*, 243). The rebuilt village is smaller than the original and has been subject to subsequent redevelopment. Only the west wing of Worting Farm (OA45) is of mid-17th century date (Basingstoke & Deane BC 2004, 3).
- 5.4.3 The earliest available map of the area is Taylor’s 1759 map of Hampshire (Figure 3). This shows Church Lane and the church, with a drive leading into the east side of Worting Park, although no park boundary appears. Worting House has a double avenue of trees leading south from it to the Worting Road. This house was built in the reign of George I, replacing an earlier building, although not necessarily in the same location. The two wings were added in the late-18th or early-19th century, but the maps from that period do not show details of the buildings. Milne’s map from 1791 (Figure 4) does not show a park. This map shows the village still clustered around Church Lane and its junction with Worting Road. Most of the historic houses in the village date from around this period.
- 5.4.4 The Ordnance Surveyors’ Drawing from 1808 is the first to show both Worting House and its stable block to the west. A new drive has been constructed west of the house aligned on the stable block and there are nurseries or orchards next to the stable block. The layout of the surrounding fields is not the same as the existing one. By 1817, when the 1st Edition 1-inch Ordnance Survey map, based on the 1808 survey, was produced, the walled garden had been added on their south side. Greenwood’s map from 1826 shows a park.
- 5.4.5 Although Worting House was owned by the Bigg-Withers of Manydown, it was leased to a family called Clarke, who entertained among other guests Jane Austen who was a friend of the Bigg family. The property was sold in 1813 to Lord Spencer Chichester, but it was seized for debt and came into the possession of a widow, Lady Jones and then by marriage to the Pelham Warrens (Simpson undated).

- 5.4.6 The Tithe Map of 1838 (Figure 5) shows the park laid out within its modern boundaries. The avenue of trees to the south is shown, but it is aligned on the stable block rather than the house, which may indicate the location of an earlier house. At that date there seems to have been no access from Church Lane or any perimeter planting. The fields to the west and north of Worting House, including plot #48, were under arable cultivation at that date with pasture to the south. The houses on Church Lane and the majority of those along Worting Road were in existence by that date.
- 5.4.7 The house with its immediate pleasure grounds (south as far as the Ha Ha and north as far as the present garden boundary) is shown distinct from the area of parkland to the south (lined by specimen trees and with an avenue) and the parkland to the north (shown with a perimeter belt and containing clumps of trees). A much larger area of parkland to the north-west of the house has its own perimeter planting, and contains 'parkland' clumps of trees; to the south of this are two tree-lined fields, that on the east side containing a long narrow enclosure corresponding with the present walled garden.
- 5.4.8 It would appear that the house and parkland had been planted with a typical late Georgian shelter belts containing both evergreen and deciduous trees. These sometimes contained a drive for walks and carriage driving, but these are not certainly shown on the Tithe Map.

5.5 Modern Period (AD1851-1939)

- 5.5.1 By 1876 when the 1st Edition Ordnance Survey Six-inch (1:10,560) Map (Figure 6) was produced, little had changed in Worting. The church had been replaced by the present building in 1848, on the same site. Some small pasture fields along the Church Lane edge of the park had been incorporated into the gardens and a new drive constructed from the lane. Most of the tree avenue south of the house had disappeared by then. To the south of the village the railway line linking London to Southampton (OA8) had opened in 1840.
- 5.5.2 Details of Worting Park are shown on Figure 7, the 1st Edition OS 25-inch Map from 1872. The map now shows more clearly what was hinted by the Tithe Map, with the house having pleasure grounds on north and south sides, with an extensive shrubbery towards the west end of the south lawn, and some planting of trees or shrubs on the north lawn (but doubtless leaving some open views from the house across parkland). The northern park is distinctly shown with perimeter planting, around which there seems to be a continuous drive; the western tree belt is shown as quite thick and would have restricted views from the house toward the north-west. A few tree clumps remain, though less than shown in 1838. The western area of park now lacks the tree clumps but has a continuous perimeter tree belt, with a driveway allowing a drive round the northern part and also probably the southern with a return along the edge of the road. It is interesting to note that the OS depiction of 'parkland' includes both the southern park and the field to its west (as far north as the walled garden), but on the north side of the house only the garden and not the area of parkland outside to the north.
- 5.5.3 By 1932 (Figure 8) a few additional houses had been added on the south side of Worting Road, including a terrace of cottages, East View accessed along a footpath. This map also shows a footpath connecting Worting House to Scraps Farm, outside the south-west corner of the park. Worting Park was sold to the Thorntons, but it was very soon sold to a commercial enterprise, which converted the house for corporate use. The Coach house was converted to a residence and a modern pig farm constructed to the west of the drive. Farming ceased in the 1970s since when land has been primarily let for grazing (Simpson undated); since 2014 the northern two fields have been cultivated as arable land.

- 5.5.4 By 1968 the pig farm on the west side of the drive had been constructed. By 1976 the field boundaries within the fields north and north-west of Worting House had been removed. There were no visible changes on the 1994 edition of the map.

5.6 Summary of Archaeological Potential

- 5.6.1 The density of cropmark evidence within the Study Area, including some within Worting itself, demonstrates that there is a high potential for further below-ground archaeological features dating from the prehistoric and Roman periods to survive within Worting. Within the park there has been little previous disturbance and level of survival of these features should be good.

6 HISTORIC BUILDINGS AND LANDSCAPE

6.1 Historic Buildings

- 6.1.1 There are ten Listed Buildings within the Worting Conservation Area:
- Worting House, Grade II* (**OA2**). 18th -early 19th century house
 - Worting House Stables, Grade II (**OA44**). Late 18th century
 - St Thomas a Becket Church, Grade II (**OA4**). Gothic building from 1848
 - The Old Rectory, Grade II (**OA41**). Early 19th century
 - Hatchetts, Grade II (**OA42**). Late 18th or early 19th century
 - Hillside and the Stables (**OA43**), Grade II. Late 18th or early 19th century
 - Worting Farm (**OA45**), Grade II
 - 405 Worting Road, Grade II (**OA46**). Early 19th century house
 - 411, 413, 415, 417 Worting Road (**OA47**). Date from *c.*1840
 - Scraps Farm Barn, Grade II (**OA48**). 5-bay structure from 1797.
- 6.1.2 Within the Study Area there is one Listed Building, Primmers, Grade II (**OA49**). The 17th-century timber framed house lies *c.*1km north-west of the Conservation Area. It has no intervisibility with Worting Conservation Area.
- 6.1.3 The Conservation Area Appraisal identifies a number of other important historic buildings, identified as part of the curtilage of the Listed Buildings or as making a notable contribution in their own right. A stone milestone (**OA20**) and the Old Chapel (**OA40**) are both Locally Listed buildings.
- 6.1.4 The ancillary buildings at Worting House generally form a coherent group, and the mixture of residential and business occupancy appears successful. The modern farm buildings west of the drive are of no architectural value and their current state and use is unattractive within the park setting. Both walled gardens, immediate north of the house and in the more open south-west of the park would both benefit from restoration.
- 6.1.5 The unlisted older buildings along the south side of Worting Road form a coherent whole. Some of the buildings to the rear, next to the open land north of the railway would also benefit from some renovation.

6.2 Setting

- 6.2.1 Worting House has an immediate setting comprising the Listed house and stable block, curtilage buildings, some of them locally listed, and the gardens to north and

south. The limits of Worting Park provide a wider setting, which is itself separated from the surrounding area by a hedged boundary. The immediate setting of the house is shown in Figure 9.

- 6.2.2 From the front of the house there are clear views across the grassed area in front of the house which extends to a Ha Ha, to the south of which lies an area of open grazing extending to the B3400. It is possible to see the roofs of the buildings on the opposite side of the road and glimpses of the railway line. In the distance is rolling wooded downland and, to the south-west, some closer agricultural land. To the north of the park is downland, with large arable fields and some areas of woodland.
- 6.2.3 From the stairs and some rooms there are views northwards across the garden, partly closed off by the shrubbery planting along the edge, though there are also views towards the north-west, primarily across the north park (and not very far into the north-west part of the park. Views to the north are closed off by the perimeter planting, which in any case lies just short of the crest of the hill, behind which the land falls slightly.
- 6.2.4 Views of the house are principally from the south park (the main road, and driveway approaches), closed off on either side (E and W) by tree planting. The principal views of the house from the north are from within the north park, especially from the higher north-west corner of the former north park (now lying open with the loss of the N/S tree belt), and less so from further west where the land falls off and has only an obscured view. From the west (the present car park and further out), views of the house are much reduced and hardly significant, though closer to the house it is seen over the stables and walled garden.
- 6.2.5 Worting Conservation Area has managed to retain its isolated rural setting despite its proximity to the town of Basingstoke and the London to Southampton railway line. The impact of the latter is reduced because trains enter a cutting soon after the line crosses Roman Road to the east of Worting. Although modern housing has encroached on land west of Roman Road, the width of Roman Way along which the houses are well set back and the retention of a band of undeveloped land along the backs of the Church Lane properties creates a significant separation. In all other directions Worting is surrounded by open farmland with dispersed patches of woodland.

6.3 Historic Landscape Character

- 6.3.1 The landscape of the area is one of rolling chalk downland, where large arable fields combine with surviving patches of woodland. This landscape extends to the north, south and west of Worting. In the east the historic landscape character has been eroded by the gradual expansion of the urban area of Basingstoke.
- 6.3.2 There are a number of substantial hedges in and around Worting Conservation Area, but most will not be regarded as historic in terms of the *Hedgerow Regulations 1997*. Those lining Worting Road and on the west and east sides of the western open part of the Conservation Area follow boundaries in place before the Tithe Map was produced in 1838 (Figure 5). Similarly the western boundary hedge of the field next to Scrapp's Hill Farm is on an old alignment, which follows the boundary between Worting and Oakley parishes. This map also shows planting around the north-west corner of Worting Park. Any removal of these hedges would need careful consideration.
- 6.3.3 The shelter planting around Worting Park is present in 1838 and shown as complete by 1876 (Figure 6). While not necessarily covered by the *Hedgerow Regulations 1997*, this planting is of historic interest and demonstrates the distinct character of the land north and south of the house from the land (including within the park to the west.

7 ASSESSMENT OF POTENTIAL DEVELOPMENT IMPACTS

7.1 Issues

- 7.1.1 The impact of proposed development within and around Worting Park is be considered on the assumption that the Manydown Development takes place. At present Worting is a distinct village lying outside the town of Basingstoke, although the separation, marked by Roman Way on the east side of Worting, is narrow. With the Manydown Development in place the role of Worting is changed, from a special area on the edge of an urban area to a special area within an urban setting.
- 7.1.2 The potential impacts are here discussed in relation to the Worting Park Site Layout Plan 1324/SK03 (Feb 15 Revision B) issued 17 April 2015.

7.2 Below-ground archaeology

- 7.2.1 Excavations for building foundations, service trenches and road networks would all have a damaging impact on any below-ground archaeology present and could result in its destruction. Given the level of archaeological potential identified, it is likely that a programme of further archaeological investigation, including trenched evaluation, would be required. The extent of this work should be discussed with and agreed with the Hampshire County Council archaeological service.

7.3 Impacts within Worting Park

Physical impacts on historic features

- 7.3.1 None of the outline proposals seen during this project would be likely to have a direct physical impact on any of the Listed Buildings within the park, or on other historic features close to the house. The complex of former farm buildings to the west of Worting House would be removed, but these are of no architectural significance, and the former walled garden, dating from the 19th century will be incorporated in the new development as the basis of a row of mews cottages.
- 7.3.2 Breaches might be created through the historic shelter planting around the perimeter of the park, to give permeability to areas outside the park. These should be kept to a minimum and the appropriate consent obtained for those sections protected under the Hedgerow Regulations, for example in the north-west.

Setting and landscape

- 7.3.3 *South side:* Development has now been allowed on the fields to the south side of the B3400, which will now be developed for housing. Only a small part of this would be visible from the house, that is the area lying west of the existing roadside development. The impact on the setting would be low, particularly if the part of that field near the road were to be reserved for public open space. No development is envisaged for the southern part of Worting Park itself.
- 7.3.4 *East side:* There will be no change to the setting of the listed buildings around the church of St Thomas of Canterbury and others in Church Lane. With the car park remaining where it is, any development on the site of the tennis courts will be low impact and screened from the house.
- 7.3.5 *North side:* From the back of the house there are views northwards across the rear garden and westwards to the walled garden. The sparse hedge along the north side of this area allows longer views into the park and as far as the northern boundary of the park to be seen. The extent of this view is limited to the north-east by trees, but to the north-west part of the open field beyond can be seen. The house is seen in its wider

setting from the north part of the park that lies north of the house; and less so from the north-west corner of the park.

- 7.3.6 The proposed development in this northern part of the park has less impact in the north-west sector, which has little intervisibility with the house, and historically was a separate hedged area. The former historic hedges are reflected in the wooded paths running westward and northward as gaps in the proposed development.
- 7.3.7 The proposed development north of Worting House has been carefully designed so as to minimise impact on views from and the setting of Worting House. Although the remaining space in this northern sector is reduced, it still leaves a broad tree-lined central area and wide spaces on either side, affording open views both from and of Worting House. The housing on the west has a further line of trees in front of it providing some additional screening. The impact of all this is that the setting of Worting House has been altered, but not been diminished to a significant degree.
- 7.3.8 Just outside the northern boundary of the park is the crest of the ridge. Any development outside Worting Park would lie on the opposite side of the ridge and would have no impact on the setting of Worting House and its surrounding buildings.
- 7.3.9 *West side:* The land down the west side of the park is not visible from Worting House or the buildings around it, as a result of the topography, tree planting and the position of windows.
- 7.3.10 Any further development outside of Worting Park on the west would not impact on the core area of historic significance around Worting House.

7.4 Direct impacts on the Conservation Area

- 7.4.1 The proposed development in Worting Park will have an obvious and direct impact on the open nature of the Conservation Area to the west of Worting House. The ‘core area’ of the park to the north and south of Worting House (and including the church) will be less affected, as previously described. The nature and role of the Conservation Area will in any case be changed by the Manydown development, as discussed in the next section below.
- 7.4.2 The impact of any development, either within or around Worting Park would have limited impact on the Listed properties along Church Lane. If the stretch of undeveloped land along the west side of Roman Way were to be developed (not part either of Worting Park or the current proposal), these properties would still be shielded by their high walls and trees planting.
- 7.4.3 Similarly, development outside Worting Park on the west side, would be some distance from the edge of the Conservation Area south of Worting Road, particularly the existing houses. The south-west corner of the park is well-screened by planting and hedges line the south side of Worting Road.
- 7.4.4 Development within Worting Park would be screened from Scropp’s Hill Farm, where only the 16th-century barn is Listed. Development outside the park on the west side would have a significant, adverse impact on the landscape context of the farm, replacing the current open fields surrounding it.
- 7.4.5 Turning to the consented development south of Worting Road, the impact on Scropp’s Hill Farm and Worting Park would be low if the existing hedge along the south side of Worting Road were retained. However, there would be substantial impacts on the part on the southern part of the Conservation Area. Apart from the railway in the east views to the south and west from this area contain mainly open waste land with pasture fields beyond. Retention of the undeveloped western partition

of the Conservation Area would help to reduce the impact on the properties at that end.

- 7.4.6 There are a number of historic hedges within the Conservation Area, which should be retained wherever possible.

7.5 Impacts on Wider Landscape Setting

- 7.5.1 The major issue relating to any development at Worting is the present character of Worting as a distinct rural hamlet, separated from the town of Basingstoke. There has been limited new building since the 19th century, which has not expanded the size of the settlement and fits in well with earlier building styles. Church Lane in particular has a secluded, quiet character. The Worting Conservation Area was clearly designated to preserve the character of the village and park from urban expansion.
- 7.5.2 The proposals for large-scale residential development at Manydown, to the west of Worting would mean that Worting would now effectively be surrounded by an expanded Basingstoke, which would be apparent on all sides of the park, if largely hidden by the existing shelter belt planting.
- 7.5.3 Although a small, quiet enclave consisting of Worting Conservation Area and some adjacent land might be preserved, it would no longer be feasible to consider Worting as a remote, rural hamlet. Its role would be changed from an enforced open space on the west side of Basingstoke to being a green space *within* greater Basingstoke, and the space required in this role might well be different from the other.
- 7.5.4 Development within the west part of Worting Park would still leave a substantial area of separation and would have a limited impact on the character of the remaining parts of the Conservation Area.

8 CONCLUSIONS

- 8.1.1 The area around Worting has been settled since the prehistoric period and extensive cropmarks and results of previous archaeological investigations have demonstrated that the area has a high archaeological potential for the prehistoric and Roman periods. Roman Road follows the line of the route from Winchester to Silchester. A programme of archaeological investigation would need to be agreed with the Hampshire County Council archaeological service before any development took place at Worting.
- 8.1.2 A settlement has existed at Worting since the early medieval period, but it has never been extensive. Construction of the present Worting House began in the 18th century with the wings later additions. Most of the buildings within Worting Conservation area are of late 18th or early 19th century date as a major fire destroyed most of the earlier structures.
- 8.1.3 Worting House lies towards the east of Worting Park. Although now used as business premises, it still has the appearance of a private house. It and the Coach House, the former stable block, are surrounded by gardens. To the south there is a Ha Ha beyond which an area of grazing extends to Worting Road. This is the key view from the house. The north and west of Worting Park contain fields, now used for pasture and arable. A shelter belt was created around the entire perimeter as a landscape feature.
- 8.1.4 The topography of the park, the level of tree planting and the positions of windows mean that it would be possible to carry out development on the west side of the park without any significant impact on the immediate setting of Worting House, whereas development to its immediate north or south would impact on the setting.

- 8.1.5 Development in the western part of the park would change the character of the park and that part of the Conservation Area, but would not be significant impacts on the remaining Conservation Area.
- 8.1.6 Unless Church Lane was used as an access road, development in and around Worting to the north and west would have a limited impact on that part of the Conservation Area or on the properties along the south side of Worting Road, apart from Scrapp's Hill Farm on the western edge (whose setting is currently open fields).
- 8.1.7 The consented development to the south of Worting Road it would have a significant impact on that part of the Conservation Area.
- 8.1.8 A major distinguishing feature of Worting is its survival as an isolated rural hamlet despite its proximity to the edge of Basingstoke. This has been achieved in part by preservation of a band of open land on the west side of Roman Way and by the sympathetic layout of the new housing to the east. The railway line to the south runs into a cutting south of Worting which reduces its impact and the housing to its south is not easily visible. Open fields with dispersed woodland surround most of Worting.
- 8.1.9 The proposals for large-scale residential development at Manydown, to the west of Worting would mean that Worting would now effectively be surrounded by an expanded Basingstoke, which would be apparent on all sides of the park, if largely hidden by the existing shelter belt planting.
- 8.1.10 Although a small, quiet enclave consisting of Worting Conservation Area and some adjacent land might be preserved, it would no longer be feasible to consider Worting as a remote, rural hamlet. Its role would be changed from an enforced open space on the west side of Basingstoke to being a green space *within* greater Basingstoke, and the space required in this role might well be different from the other.
- 8.1.11 With the permission for 70 houses at Worting Farm and the allocation of Manydown to the north and east, Worting will no longer have the remote, rural character of the hamlet and will be an area within the conurbation of Basingstoke, with the separation between town and hamlet diminished. Development within the west part of Worting Park would still leave a substantial area of green space visible in the Conservation area and would have a limited impact on the character of the remaining parts of the Conservation Area.

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Oxford Archaeology

June 2015



HIGHWAYS AND TRANSPORT APPRAISAL

WORTING PARK, WORTING

Client: Worting Business Park Ltd



i-Transport



HIGHWAYS AND TRANSPORT APPRAISAL

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SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 i-Transport has been appointed by Worting Business Park Ltd to provide highway and transport advice for the proposed development of Worting Park, Worting.

1.1.2 The site is located to the west of Worting, circa 200m from the edge of Basingstoke. Basingstoke Town Centre is circa 3.6km to the east of the site and Oakley is circa 2km to the west. The B3400 Worting Road forms the southern boundary of the site and Church Lane forms the eastern boundary.

1.1.3 The development proposal is for up to 300 dwellings, circa 5,250sq.m flexible office floor space, associated landscaping and open space. An illustrative masterplan showing how the site could be developed is provided at Appendix A.

1.1.4 This site appraisal provides a review of the proposed Worting Park development from a highway and transport perspective. The following matters have been considered:

- Site access;
- Transport sustainability; and
- Traffic impacts.

1.1.5 The Worting Park site forms part of the wider Manydown site that is proposed for development within the Basingstoke and Deane Revised Pre-Submission Local Plan under Policy SS3.10. This highways and transport appraisal considers the opportunity to develop the site in isolation and as part of the wider allocation.

SECTION 2 SITE ACCESS

2.1 Introduction

2.1.1 Opportunities for access have been reviewed based on a detailed site visit; i-Transport's experience of working in Hampshire; and reference to the Design Manual for Roads and Bridges (DMRB) and Manual for Streets, which together form the relevant highway design guidance.

2.2 Existing Conditions

2.2.1 The B3400 Worting Road forms the southern boundary of the site. The speed limit of the B3400 Worting Road changes along the frontage of the site from 30mph at the eastern extent of the frontage to national speed limit (60mph) at the western extent of the frontage. This reflects the change in the character of the road.

2.2.2 There is footway provision on the northern side of Worting Road along the site frontage that extends from Worting to the Manydown Farm shop. Within Worting, there is currently footway provision on both the northern and southern sides of the carriageway. Provision for pedestrians also exists in the form of Public Rights of Way which pass in close proximity to the site. These include Footpath 27, which connects to the north of Church Lane, and Footpath 20, which connects to Worting Road.

2.3 Access Opportunities

B3400 Worting Road Western Vehicular Access Opportunity

2.3.1 Access can be achieved onto the B3400 Worting Road in the form of a new ghost island priority junction. The access arrangement is shown in principle on drawing ITB10233-GA-003 and the design of the junction complies with the guidance contained in the Design Manual for Roads and Bridges (DMRB).

2.3.2 To determine the design speed of the access, a speed survey was undertaken on the B3400 Worting Road in the vicinity of the proposed access. The survey data is included in Appendix B.

2.3.3 The 85th percentile recorded speeds and the resulting wet weather design speeds are set out in Table 2.1. The level of visibility required based on the 85th percentile wet weather design speeds and the criteria for driver perception/reaction times and

deceleration rates contained within the Design Manual for Roads and Bridges are also set out in the Table.

Table 2.1: Design Speeds and Visibility Requirements.

Direction	85 th Percentile Recorded Speed ¹	Wet Weather Design Speed ²	Visibility Required
Eastbound	42.9 – 45.5mph	40.4 – 43mph	2.4m x 126m
Westbound	51.4 – 55mph	48.9 – 52.5mph	2.4m x 150m

Source: ATC Survey, and MfS2 formula for Stopping Sight Distance (para 10.1.5), using DMRB parameters.

Note: ¹ Speed survey results presented for 7 days between 00:00 and 24:00 with ranges accounting for lowest and highest recorded results.

² In accordance with the guidance set out in the DfT's TA 22/81 'Vehicle Speed Measurement on All Purpose Roads' a reduction of 4kph is required to get from the 85th percentile dry weather to the wet weather journey speed which is the parameter used to determine the required stopping sight distance for existing streets.

2.3.4 As shown on drawing ITB10233-GA-003, visibility splays of 2.4m x 126m to the right and 2.4m x 150m to the left can be achieved from the proposed access. This is the level of visibility required based on the wet weather design speeds and the criteria for driver perception/reaction times and deceleration rates contained within the Design Manual for Roads and Bridges.

2.3.5 It should also be noted that 2.4m x 160m can be achieved in both directions which is in accordance with the overall design speed of the junction (85kph).

B3400 Worting Road Eastern Vehicular Access Opportunity

2.3.6 The illustrative masterplan that has been prepared for the scheme identifies the opportunity for a small number of residential units (circa 25 dwellings) and some additional flexible office development (circa 1,250sq.m) to be served from the existing access into Worting House from Worting Road.

2.3.7 A speed survey was undertaken on Worting Road in the vicinity of this existing access. The 85th percentile recorded speeds and the resulting wet weather design speeds are set out in Table 2.3. The level of visibility required based on the 85th percentile wet weather design speeds and the criteria for driver perception/reaction times and deceleration rates contained within the Design Manual for Roads and Bridges are also set out.

Table 2.3: Design Speeds and Visibility Requirements

Direction	85 th Percentile Recorded Speed ¹	Wet Weather Design Speed ²	Visibility Required
Eastbound, i.e. to the right	38.5 – 40.3mph	36.0 – 37.8 mph	2.4m x 95m
Westbound, i.e. to the left	47.0 – 49.9mph	44.5 – 47.4 mph	2.4m x 137m

Source: ATC Survey, and MfS2 formula for Stopping Sight Distance (para 10.1.5), using DMRB parameters.

Note: ¹ Speed survey results presented for 7 days between 00:00 and 24:00 with ranges accounting for lowest and highest recorded results.

² In accordance with the guidance set out in the DfT's TA 22/81 'Vehicle Speed Measurement on All Purpose Roads' a reduction of 4kph is required to get from the 85th percentile dry weather to the wet weather journey speed which is the parameter used to determine the required stopping sight distance for existing streets.

2.3.8 Site observations suggest that these visibility splays can be achieved when measured from a driver height and to an object height of 1.05m. These visibility splays have been plotted on the existing site access arrangement and shown on drawing ITB10233-GA-002.

2.3.9 The small number of residential units (circa 25 dwellings) and additional flexible office development (circa 1,250 sq.m) will not materially increase the level of traffic that uses this existing access into Worting House. There should therefore be no capacity issues with this level of development being served from the existing access.

Access into wider Manydown Development

2.3.10 The site forms part of the wider Manydown site that is proposed for development within the emerging Local Plan under Policy SS3.10. A plan showing the extent of the allocation for Manydown is included at Appendix C.

2.3.11 The illustrative masterplan for the development indicates possible future connections from the Worting Park development into the wider Manydown site. These would improve the permeability between both sites and are readily achievable in highway terms. The development of Worting Park is not however reliant on access through the wider Manydown development because of the opportunities to access the site via the B3400 Worting Road.

Pedestrian/Cycle Access

2.3.12 In addition to the proposed pedestrian facilities provided as part of the vehicular access to the site, a number of additional connections for sustainable modes can be provided. These include:

- An access for pedestrians and cyclists on the eastern boundary of the site connecting to Church Lane; and
- Accesses for pedestrians and cyclists on the northern and western boundaries of the site connecting to the wider Manydown development.

Emergency Access

2.3.13 There is an opportunity to provide an emergency access link between the existing Worting House site and the proposed Worting Park development. This could be in the form of a wide pedestrian / cycle link with lockable bollards that can be removed by the emergency services if required.

2.4 **Site Access Summary**

2.4.1 Vehicular access to the site is readily achievable in highway terms. The primary access to the development would be in the form of a new ghost island junction onto the B3400 Worting Road. The design of the junction complies with the standards contained in the Design Manual for Roads and Bridges based on the design speed (85kph). The design speed has been determined using recorded vehicle speeds.

2.4.2 A small number of residential units (circa 25 dwellings) and additional flexible office development (circa 1,250 sq.m) are proposed to be accessed from the existing access into Worting House. This level of development will not materially increase the level of traffic that uses this existing access into Worting House. There should therefore be no capacity issues with this level of development being served from the existing access.

2.4.3 The illustrative masterplan for the development indicates possible future connections from the Worting Park development into the wider Manydown site. These would improve the permeability between both sites and are readily achievable in highway terms.

SECTION 3 TRANSPORT SUSTAINABILITY

3.1 Introduction

3.1.1 The accessibility of the proposed development at Worting Park has been reviewed and the relationship of the site to everyday services and facilities has been considered. A review has also been undertaken of the accessibility of the site to the existing public transport network in Basingstoke.

3.2 Journey Purpose

3.2.1 The Department for Transport's National Travel Survey identifies the reasons for making a journey. The proportion of all trips by purpose (by all modes) is set out in Table 3.1.

Table 3.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	20%
Commuting/Business	19%
Education/Escort Education	11%
Personal Business	10%
Other Escort	10%
Other	4%

(Source: Table NTS0409 of Transport Statistics Great Britain – 2011 Edition)

3.2.2 On this basis, leisure, shopping and education journeys will account for more than half of all journeys made by future residents on the site.

3.3 Walking and Cycling

3.3.1 Paragraph 4.4.1 of the Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

3.3.2 Further, paragraph 2.3 of the Design Manual for Roads and Bridges TA91/05 “Provision for Non-Motorised Users” states:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.

3.3.3 On this basis:

- 800m is a “comfortable” walk distance but by no means an upper limit;
- A walk distance of 2km offers the greatest potential to replace cars trips and is therefore a “reasonable” walking distance; and
- A walk distance of 3.2km (2 miles) is a “maximum” walking distance.

3.3.4 DMRB TA 91/05 “Provision For Non-Motorised Users” paragraph 2.11 records that:

“Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport.”

3.3.5 Data provided within the National Travel Survey demonstrates that the average distance per journey by cycle is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

3.3.6 A cycling trip of 5km is therefore considered to be a “comfortable” distance.

3.4 Site Accessibility

3.4.1 By having regard to the main journey purposes of future residents, the accessibility of the Worting Park site to local services and facilities has been summarised in Table 3.2 and illustrated on Figure 3.1.

Table 3.2: Key Local Destinations – Distance and Journey Time from Centre of Site

Purpose	Destination	Code	Approx. Distance from Site	Walk Journey Time	Cycle Journey Time
Education	Chiltern Primary School	ED1	1010m	12	4
	Castle Hill County Infant/Junior School	ED3	1710m	20	6
	Fort Hill Community School	ED7	2260m	27	9
	Park View Infant and Junior School	ED4	2720m	32	10
	Bishop Challoner Catholic Secondary School	ED5	2380m	28	9
	Winklebury Infant/Junior School	ED2	2710m	32	10
	Aldworth School	ED6	3600m	43	14
Health	Buckskin Chemist	H1	1900m	23	7
	Winklebury Dental Practice	H2	1900m	23	7
	The Co-operative Pharmacy	H3	1900m	23	7
	Fort Hill Surgery	H4	1900m	23	7
Retail	Manydown Farm Shop	R1	540m	6	2
	Shell Garage	R2	1030m	12	4
	Martins Minimarket	R5	700m	8	3
	Lidl Supermarket	R3	2000m	24	8
	Morrisons Supermarket	R4	2980m	35	11
	Festival Place	-	4000m	48	15
	Kempshott Post Office	R6	2100	25	8
Employment	Worting House Serviced Offices	E1	On Site	0	0
	Moniton Trading Estate	E2	775m	9	3
	Basingstoke Leisure Park	E3	1910m	23	7
	West Ham Industrial Estate	E4	2000m	24	8
	Houndmills Industrial Estate	E5	3920m	47	15
Leisure	Aspects of Fitness	L1	540m	6	2
	Manydown Family Fun	L2	540m	6	2
	White Hart	L3	820m	10	3
	The Royal Oak	L4	860m	10	3
	Basingstoke Golf Centre	L5	1430m	17	5
	Ridgeway Community Centre	L8	1950m	23	7
	Stratton Park	L9	2280m	27	9
	Hair and Beauty Salon	L10	2100m	25	8
	The Spice Indian Restaurant	L11	2100m	25	8
	Basingstoke Leisure Park	6	1910m	23	7
	Milestones Hampshire's Living History Museum	L7	2410m	29	9
	Down Grange Sports Facility	L12	2530m	30	10

Source: Consultant's Estimates

Note: Walk journey time assume a walk speed of 1.4m/s (Guidelines for Providing for Journeys on Foot, IHT). Cycle journey time assumes an average cycling speed of 16km/h (MFS 2). Journey times are approximate and measured via the shortest practicable route from the centre of the site.

3.4.2 As shown in Table 3.2 and on Figure 3.1, the site is well served by a number of local services and facilities. There are education, retail, leisure, health and employment facilities all within a “reasonable” walking distance from the centre of the site (i.e. under 2,000m walk distance). This includes destinations such as Chiltern Primary School, Castle Hill County Infant/Junior School, Buckskin Chemist and the Co-operative Pharmacy and Basingstoke Leisure Park.

3.4.3 All of the key local services and facilities are within a “comfortable” cycle distance from the centre of the site (i.e. less than 5km cycle distance).

3.4.4 Policy SS3.10 of the Revised Pre-Submission Local Plan identifies that development at Manydown will:

“Include the provision of social and physical infrastructure, including community facilities, local shopping facilities, and sports and leisure facilities including playing pitches;” and

“Reserve land for the phased provision of two primary schools (a two form entry and a three form entry) and also reserve land for the phased provision of a secondary school, if required;”

3.4.5 These additional facilities provided as part of the Manydown development will provide future occupants of the Worting Park site with additional opportunities to access everyday services and facilities by sustainable modes.

3.4.6 Given the high number of local services and facilities within a short distance of the site, new residents will have genuine opportunities to travel locally and by modes of transport other than the private car.

Public Transport

3.4.7 Table 3.3 presents details of the main bus services that currently operate along the B3400 Worting Road. Bus stops are located to the east of the Church Street junction and in the vicinity of the access to the Manydown Farm Shop. These bus stops are circa 400m – 500m from the centre of the site. Figure 3.1 also shows the locations of the nearest bus stops to the site.

Table 3.3: Local Bus Services – Worting Church Bus Stops

Service	Route	Typical Frequency		
		Mon - Fri	Saturday	Sunday
11	Basingstoke – East Oakley	One service per hour	One service per hour	-
76	Basingstoke – Overton – Whitchurch – Andover	One service per hour	One service per hour	One service per hour
86	Basingstoke – Overton – Whitchurch – Winchester	One service per hour	One service per hour	-
676	Andover – Queen Marys College	College days – One return service	No Service	No Service
PS7	Basingstoke – Oakley – Peter Symonds College	College days – One return service	No Service	No Service

Source: Traveline

3.4.8 As shown in Table 3.3, the site is well located to existing bus services that provide opportunities to travel to key local destinations including Basingstoke town centre to the east and Oakley, Overton and Whitchurch to the west . The combination of the bus services provide frequent (two – three per hour) services to Basingstoke from early in the morning until late in the evening.

3.4.9 Access to the rail network is possible via Basingstoke Railway station, which is situated 4.6km to the east in Basingstoke town centre. This is within an acceptable cycling distance and the station is also accessible by bus, as outlined above.

3.4.10 Basingstoke station provides services to various destinations including Reading, Winchester and Farnborough (under 20 minutes travel time) and London Waterloo (under 60 minutes). A summary of the frequency and travel time for these services is set out below.

Table 3.4: Rail Services – Basingstoke Railway Station

Destination	Peak Frequency	Off Peak Frequency	Travel Time
Reading	4 per hour	3 per hour	16 mins
Winchester	5 per hour	4 per hour	15 mins
Farnborough	5 per hour	4 per hour	16 mins
London Waterloo	7 per hour	7 per hour	45 mins
Oxford	1 per hour	1 per hour	47 mins
Portsmouth Harbour	1 per hour	1 per hour	78 mins

Source: Traveline

3.5 Transport Sustainability Summary

3.5.1 The accessibility of the proposed development at Worting Park has been reviewed. The site is located within close proximity to a large number of local services and facilities including Chiltern Primary School, Castle Hill County Infant/Junior School, Buckskin Chemist and the Co-operative Pharmacy and Basingstoke Leisure Park. These services fall within a “reasonable” walk distance from the centre of the site and all of them fall within a “comfortable” cycle distance.

3.5.2 The additional facilities proposed as part of the wider Manydown development including new primary schools, local shopping facilities, community facilities and potentially a new secondary school will provide future occupants of Worting Park with additional opportunities to access everyday services by sustainable modes.

- 3.5.3 Bus stops are located on Worting Road within 400m – 500m from the centre of the site. Bus services provides a frequent service between the site and Basingstoke town centre. These bus services also facilitate connections to Basingstoke railway station, which is located circa 4.6km to the east of the site.
- 3.5.4 The site is therefore considered to be in an accessible area by walking, cycling and public transport. On this basis it accords with national and local policy guidance, encouraging travel by means other than the private car.

SECTION 4 TRAFFIC IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section of the report summarises an initial assessment of the traffic impact of the proposed development on the local highway network.

4.2 Proposed Development – Trip Generation

Residential

4.2.1 To understand how many car trips the proposed redevelopment will generate the TRICS database has been used. This database contains over 6,000 independent traffic surveys for a number of different land uses. An assessment has been undertaken using trip rates for ‘Houses – Privately Owned’ and ‘Affordable / Local Authority Housing’ taking into account that the proposed development would provide a mixture of private and affordable properties. For the purpose of the initial assessment, it has been assumed that 40% of the dwellings will be affordable units.

4.2.2 The trip rates and traffic generation for up to 300 dwellings, assuming 60% privately owned units and 40% affordable units, are summarised in Table 4.1.

Table 4.1: Proposed Residential Development Trip Generation

Time Period	Trip Rate per unit			Vehicular Trip Generation		
	In	Out	Two-way	In	Out	Two-way
Private units - 180						
0800-0900	0.178	0.326	0.504	32	59	91
1700-1800	0.333	0.235	0.568	60	42	102
Affordable Units – 120						
0800-0900	0.135	0.244	0.379	16	29	45
1700-1800	0.246	0.174	0.420	30	21	50
Total – 300 Units						
0800-0900	-	-	-	48	88	136
1700-1800	-	-	-	89	63	153

Source: TRICS

4.2.3 The analysis demonstrates that the residential development is likely to generate approximately 140 - 150 two-way vehicle movements in the morning and evening peak hours. This is the equivalent to approximately two – three vehicles per minute during the busiest periods of the day.

Employment

- 4.2.4 The TRICS database has also been used to understand the traffic generation of the proposed office development. The trip rates and traffic generation for up to 5,250sq.m office are set out in Table 4.2.

Table 4.2: Proposed Employment Development Trip Generation

Time Period	Trip Rate per 100sq.m			Vehicular Trip Generation (5,250sq.m)		
	In	Out	Two-way	In	Out	Two-way
0800-0900	1.544	0.258	1.802	81	14	95
1700-1800	0.209	1.478	1.687	11	78	89

Source: TRICS Database

- 4.2.5 As shown in Table 4.2, 5,250sq.m of office floor space is anticipated to generate circa 90 two way vehicle movements in the morning and evening peak periods. This equates to one – two vehicle movements per minute during the busiest periods of the day.

Combined Development Traffic Generation

- 4.2.6 By combining the traffic generation of the residential and employment elements of the development it is possible to calculate the overall traffic generation of the scheme. This is summarised in Table 4.3.

Table 4.3: Vehicle Trip Generation – Proposed Development

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	In	Out	Two-way	In	Out	Two-way
300 dwellings	48	88	136	89	63	153
5,250sq.m office development	81	14	95	11	78	89
Total:	129	102	231	100	141	241

Source: TRICS Database

- 4.2.7 As shown in Table 4.3 above, the proposed development is anticipated to generate approximately 230 - 240 two way movements in the morning and evening peak periods. This equates to circa four additional vehicle movements per minute.

4.3 Proposed Development – Distribution

Residential

4.3.1 Data derived from the National Travel Survey (NTS) 2012 (DfT) outlines the proportion of peak hour trips made by car, split into journey purpose. The summary results are presented in Table 4.4.

Table 4.4: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting/Business	42%	46%
All Other Journey Purposes	58%	54%
Total	100%	100%

Source: Table 8.2 Trip start time by time of day and trip purpose (Monday to Friday only), Car driver: 2006/2012, National Travel Survey, DfT, 2012

4.3.2 The analysis demonstrates that 42% of the total vehicular trips generated by the proposed residential development the morning peak hour period are likely to be employment journeys. The remaining 58% of the vehicle trips are likely to be for other purposes, such as: education, shopping, leisure and personal business. In the evening peak hour, the proportion of employment related journeys is similar accounting for 46% whilst other journeys comprise 54% of the total vehicular trips.

4.3.3 In order to provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes:

- For commuting and business trips, the National Census Journey to Work statistics (for car drivers) for the Basingstoke 013 Super Output Area – Middle Layer have been used. This is the smallest output area available and covers Worting and Buckskin. This data identifies the location of existing resident’s employment locations; and
- For other journey purpose trips a P/T² gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 45 minute drive from the site (estimated from Google Maps Directions facility). This includes Basingstoke, Andover, Fleet, Newbury and Reading.

4.3.4 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment. The combined data is set out in Table 4.5.

Table 4.5: Distribution of Car Drivers

Destination	Employment Trips %	Non Commuter Trips %	% All Trips Combined
Aldermaston	1.4%	1.7%	3.1%
Andover		1.0%	1.0%
Basingstoke	13.2%	8.0%	21.2%
Bracknell	0.6%		0.6%
Bramley	0.9%	0.7%	1.6%
Brighton Hill	0.3%	0.6%	0.9%
Buckskin	2.5%	16.2%	18.7%
Chineham	7.9%	2.8%	10.7%
East Hampshire	0.9%		0.9%
Eastleigh	0.3%		0.3%
Guildford	0.4%		0.4%
Hart	2.1%		2.1%
Fleet		0.7%	0.7%
Hatchwarren	0.8%	0.8%	1.7%
Hook		0.4%	0.4%
Kingsclere	0.2%	0.9%	1.0%
London	1.0%		1.0%
Newbury	1.1%	0.7%	1.8%
Oakley	0.3%	4.0%	4.3%
Other - East	1.0%		1.0%
Other - North	1.9%		1.9%
Other - South	0.7%		0.7%
Other - West	0.4%		0.4%
Overton	0.6%	1.3%	1.9%
Reading	1.2%	1.6%	2.8%
Rushmoor	0.8%	1.5%	2.3%
Tadley	0.4%	1.9%	2.3%
Test Valley	0.6%		0.6%
Whitchurch	0.3%	0.5%	0.8%
Winchester	1.0%	1.0%	2.0%
Winklebury	2.7%	7.7%	10.4%
Wokingham	0.6%		0.6%
Total	46.0%	54.0%	100%

Source: 2011 Census / Consultant Estimates

Employment Traffic Distribution

4.3.5 In order to understand which routes traffic travelling to the proposed employment development will use, 2011 Census journey to work data has been analysed for inbound trips i.e. those working in the 'Worting and Buckskin' ward. The journey to work origins for workers in Worting and Buckskin are summarised in Table 4.6.

Table 4.6: Journey to Work (Car Drivers, excluding Work from Home)

Area of Residence	% of Trips
Basingstoke	12.4%
Bracknell	0.9%
Bramley	2.6%
Brighton Hill	4.5%
Buckskin and Worting	21.4%
Chineham	13.6%
East Hampshire	1.2%
Hart	2.6%
Hatchwarren	2.6%
Kingsclere	2.3%
Newbury	0.2%
Oakley	5.6%
Other - East	2.8%
Other - North	2.6%
Other - South	2.1%
Other - West	1.2%
Overton	3.3%
Reading	1.4%
Rushmoor	1.6%
Tadley	1.9%
Test Valley	2.1%
Whitchurch	0.7%
Winchester	3.1%
Winklebury	6.1%
Wokingham	1.2%
Total	100%

Source: 2011 Census / Consultants Estimates

4.3.6 As illustrated in Table 4.6, 21% of individuals who work in the Worting and Buckskin Ward also live in these areas. A large proportion of people who work in Worting also originate from other areas of Basingstoke (circa 39%).

4.4 Proposed Development – Assignment

4.4.1 The expected traffic that would be generated by the site (Table 4.3) has been distributed onto the local network to the destinations identified in Table 4.5 for residential trips and 4.6 for employment trips.

4.4.2 These trips have then been assigned to the road network based on the quickest route from the site to the destination using the Google Maps ‘Directions’ facility. The resulting morning and evening peak hour development traffic assignment is shown on Figure 4.7 for the morning peak and Figure 4.8 for the evening peak.

4.5 Development Traffic Flows

4.5.1 The traffic impact on the local highway network as a result of the development has been summarised in Table 4.7.

Table 4.7: Traffic Impact Results – Two-Way Flows

Road	Morning Peak	Evening Peak
B3400 Worting Road west	21	22
B3400 Worting Road east	211	220
Roman Road	86	89
B3400 Worting Road (east of Roman Road)	125	130
Buckskin Lane	50	53
B3400 Worting Road (east of Buckskin Lane)	75	78

Source: Consultant's Estimates

4.5.2 As shown in Table 4.7, traffic increases to the west of the proposed development on Worting Road are limited to circa 20 two way movements in the morning and evening peak periods. This equates to one additional movement every three minutes which will not have a material impact on the operation of the local network.

4.5.3 The development is anticipated to result in an additional 210 - 220 two way movements in the morning and evening peak period on Worting Road to the east of the development. This equates to approximately three – four additional vehicle movements every minute. On Worting Road to the east of the Worting Road/Roman Road roundabout, traffic increases are anticipated to be circa two additional vehicle movements per minute during the busiest periods of the day.

4.5.4 Traffic increases on Roman Road between Worting Road and the A339 are anticipated to be approximately 80 – 90 vehicles. This equates to approximately one – two additional vehicle movements per minute

4.6 Mitigation Opportunities

4.6.1 Policy SS3.10 of the Basingstoke and Deane Revised Pre-submission Local Plan identifies that wider development at Manydown will:

“Include measures to mitigate the impact of development on the local road network including improvements to the A339, Roman Road (and associated road junctions), the B3400 and Pack Lane, with appropriate measures to maintain accessibility for existing residents and ensure safe and convenient access for all road-users;”

4.6.2 A high level Transport Assessment (Basingstoke Local Plan 2014 – 2029 Transport Assessment, February 2015) has been undertaken in support of the Revised Pre-submission Local Plan. The Transport Assessment considers the cumulative impacts associated with all the development proposed as part of the emerging Local Plan. This includes the wider development at Manydown and Worting Park.

4.6.3 The following mitigation works are identified in the Transport Assessment for the B3400 Worting Road and Roman Road in the vicinity of the site:

B3400 Worting Road/Roman Road Mini-Roundabout

4.6.4 The Local Plan Transport Assessment identifies that the B3400 Worting Road/Roman Road mini-roundabout could be improved to provide additional capacity to accommodate Local Plan growth. The improvement identified includes the widening of the existing approaches to the roundabout to provide two lane entries. The Local Plan Transport Assessment sets out that:

“It can be seen from the model results that the operation of the junction is significantly improved by the proposed mitigation measures in both modelled peak hours. As the junction is expected to operate at and above capacity, some delays and queuing do occur, although these are less than in the 2029 Reference Case.”

4.6.5 The proposed development of 70 dwelling on land to the south of Worting Road (*planning application reference 13/02553/FUL*) will deliver a further improvement to this junction when it comes forward. The scheme, which has planning permission, proposes to improve the existing mini-roundabout into a normal roundabout. This will offer significant capacity benefits over the existing operation of the junction and over the improvement proposed in the Local Plan Transport Assessment.

B3400 Worting Road / Buckskin Lane Roundabout

4.6.6 An improvement has been identified for the Worting Road/Buckskin Lane roundabout in the Local Plan Transport Assessment. The improvement involves widening the existing single lane approaches to enable two lanes of traffic to queue at the entries to the roundabout from all arms. In terms of the operation of the improvement, the Transport Assessment concludes that:

“...all the arms are operating within capacity and the performance of the roundabout is improved.”

A339/Roman Road Roundabout

4.6.7 A scheme is identified in the Local Plan Transport Assessment to improve the A339 /Roman Road roundabout. The scheme involves widening the A339 eastbound, A339 westbound and Rooksdown Lane approaches to provide three lanes. The A339 westbound exit would also be widened providing a longer merge on the exit of the roundabout. The Local Plan Transport Assessment concludes that this is a potential improvement that could be delivered to mitigate traffic increases, but that this junction needs to be considered in conjunction with the proposed access arrangements to the wider Manydown development.

4.7 Traffic Impact Summary

4.7.1 The proposed site at Worting Park could deliver up to 300 new dwellings and circa 5,250sq.m flexible office floor space. The traffic generation and distribution has been calculated which identifies that:

- Traffic increases to the west of the proposed development on the B3400 Worting Road equate to less than one additional movement every three minutes. This will not have a material impact on the operation of the local highway network;
- The development is anticipated to result in an additional 210 - 220 two way movements in the morning and evening peak period on Worting Road to the east of the development. On Worting Road to the east of the Worting Road/Roman Road roundabout, traffic increases are anticipated to be circa two additional vehicle movements per minute; and
- Traffic increases on Roman Road between Worting Road and the A339 are anticipated to be approximately 80 – 90 vehicles. This equates to approximately one – two additional vehicle movements per minute

4.7.2 As identified by the Local Plan Transport Assessment, there are opportunities to deliver improvements to the local road network to mitigate against the increases in traffic from the development proposed in the Local Plan.

4.7.3 The traffic increases on the local road network that are anticipated as a result of the development at Worting Park will only represent a small proportion of the traffic increases that necessitate the highway infrastructure improvements identified in the

Local Plan Transport Assessment. It is therefore anticipated that the proposed development at Worting Park would contribute toward the package of infrastructure measures identified by the Local Plan. This could include improvements to the B3400 Worting Road mini roundabout, the B3400 Worting Road / Buckskin Lane roundabout and the A339 Roman Road roundabout.

SECTION 5 SUMMARY AND CONCLUSIONS

5.1 Summary and Conclusions

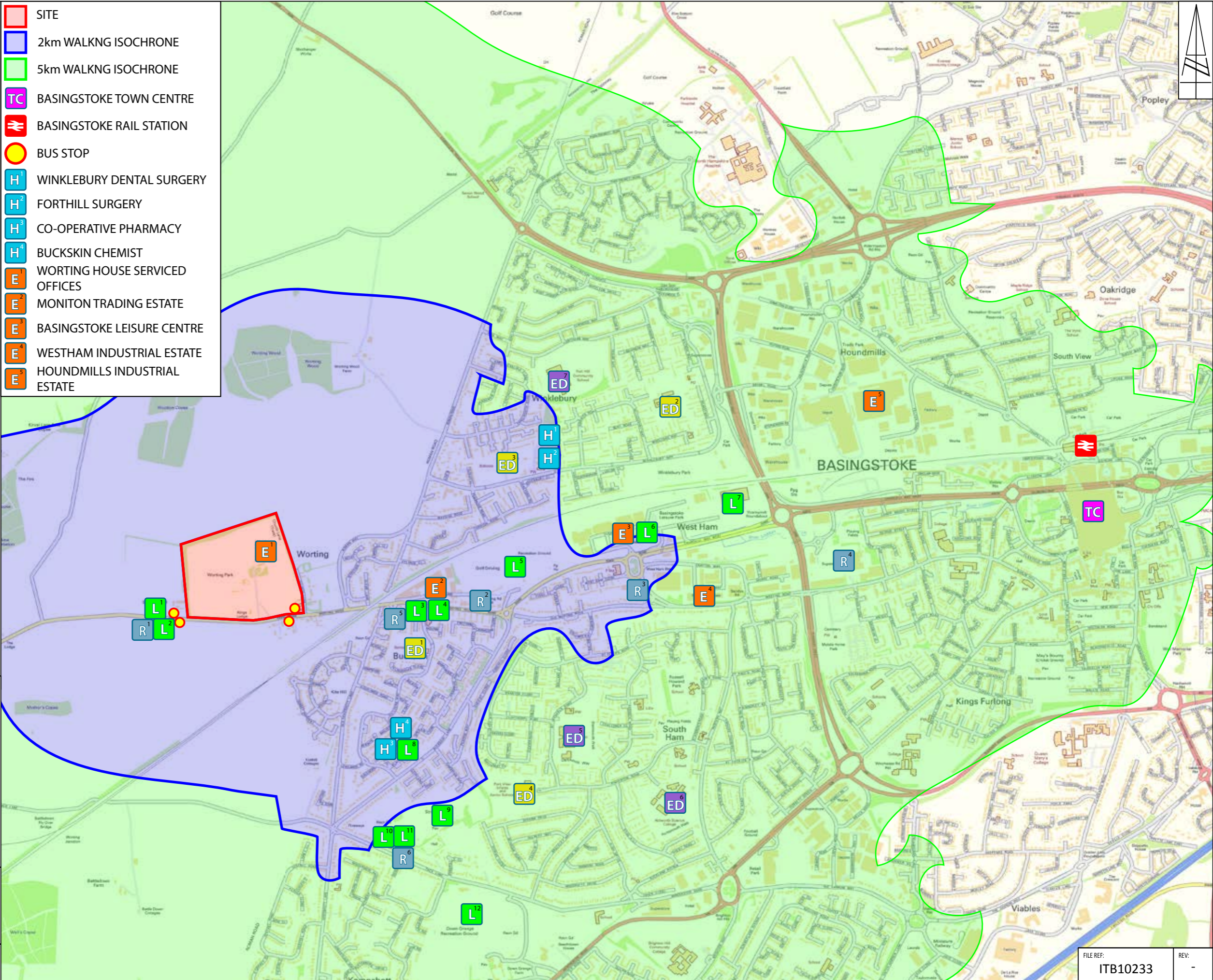
- 5.1.1 i-Transport has been appointed by Worting Business Park Ltd to provide highway and transport advice for the proposed development on land at Worting Park, Worting. The site is being promoted for the development of up to 300 dwellings, circa 5,250 sq.m of flexible office floor space, landscaping and open space.
- 5.1.2 Vehicular access to the site is readily achievable. The primary access to the development would be in the form of a new ghost island junction onto the B3400 Worting Road. The design of the junction complies with the standards contained in the Design Manual for Roads and Bridges based on the design speed (85kph).
- 5.1.3 A small number of residential units (circa 25 dwellings) and additional flexible office development (circa 1,250 sq.m) are proposed to be accessed from the existing access into Worting House. This level of development will not materially increase the level of traffic that uses this existing access.
- 5.1.4 The illustrative masterplan for the development indicates possible future connections from the Worting Park development into the wider Manydown site. These would improve the permeability between both sites and are readily achievable in highway terms.
- 5.1.5 The site is in an accessible location with primary and secondary schools, retail, leisure and employment facilities all within appropriate walking distances. The site is also located within circa 400m – 500m of existing bus services on Worting Road. These bus services provide a frequent service between the site and Basingstoke town centre and facilitate connections to Basingstoke railway station.
- 5.1.6 The development will increase traffic flows on Worting Road to the east of the site by circa 210 - 220 two way movements in the morning and evening peak periods. On Worting Road to the east of the Worting Road/Roman Road roundabout and on Roman Road, traffic increases are less pronounced.
- 5.1.7 As identified by the Local Plan Transport Assessment, there are opportunities to deliver improvements to the local road network to mitigate against the increases in traffic from the development proposed in the Local Plan.

- 5.1.8 The traffic increases on the local road network that are anticipated as a result of the development at Worting Park will only represent a small proportion of the traffic increases that necessitate the highway infrastructure improvements identified in the Local Plan Transport Assessment. It is therefore anticipated that the proposed development at Worting Park would contribute toward the package of infrastructure measures identified by the Local Plan. This could include improvements to the B3400 Worting Road mini roundabout, the B3400 Worting Road / Buckskin Lane roundabout and the A339 Roman Road roundabout.
- 5.1.9 There are therefore no highways and transport reasons to prevent the development at Worting Park coming forward.

FIGURES

- KEY**
- L ASPECTS OF FITNESS
 - L² MANYDOWN FARM SHOP
 - L³ THE WHITE HART
 - L⁴ ROYAL OAK
 - L⁵ BASINGSTOKE GOLF CENTRE
 - L⁶ BASINGSTOKE LEISURE CENTRE
 - L⁷ MILSTONES MUSEUM
 - L⁸ RIDGEWAY COMMUNITY CENTRE
 - L⁹ STRATTON PARK
 - L¹⁰ HAIR AND BEAUTY SALON
 - L¹¹ THE SPICE INDIAN RESTAURANT
 - L¹² DOWN GRANGE
 - E¹ CHILTERN PRIMARY SCHOOL
 - E² WINKLEBURY PRIMARY SCHOOL
 - E³ CASTLE HILL PRIMARY SCHOOL
 - E⁴ PARK VIEW PRIMARY SCHOOL
 - ED⁵ BISHOP CHALLONERS SCHOOL
 - ED⁶ ALDWORTH SCHOOL
 - ED⁷ FORTHILL SCHOOL
 - R¹ MANYDOWN FARM SHOP
 - R² SHELL GARAGE
 - R³ LIDL
 - R⁴ MORRISONS
 - R⁵ MARTINS MINI-MARKET
 - R⁶ KEMPSHOTT POST OFFICE

- SITE
- 2km WALKNG ISOCHRONE
- 5km WALKNG ISOCHRONE
- TC BASINGSTOKE TOWN CENTRE
- ≡ BASINGSTOKE RAIL STATION
- BUS STOP
- H WINKLEBURY DENTAL SURGERY
- H² FORTHILL SURGERY
- H³ CO-OPERATIVE PHARMACY
- H⁴ BUCKSKIN CHEMIST
- E WORTING HOUSE SERVICED OFFICES
- E² MONITON TRADING ESTATE
- E³ BASINGSTOKE LEISURE CENTRE
- E⁴ WESTHAM INDUSTRIAL ESTATE
- E⁵ HOUNDMILLS INDUSTRIAL ESTATE



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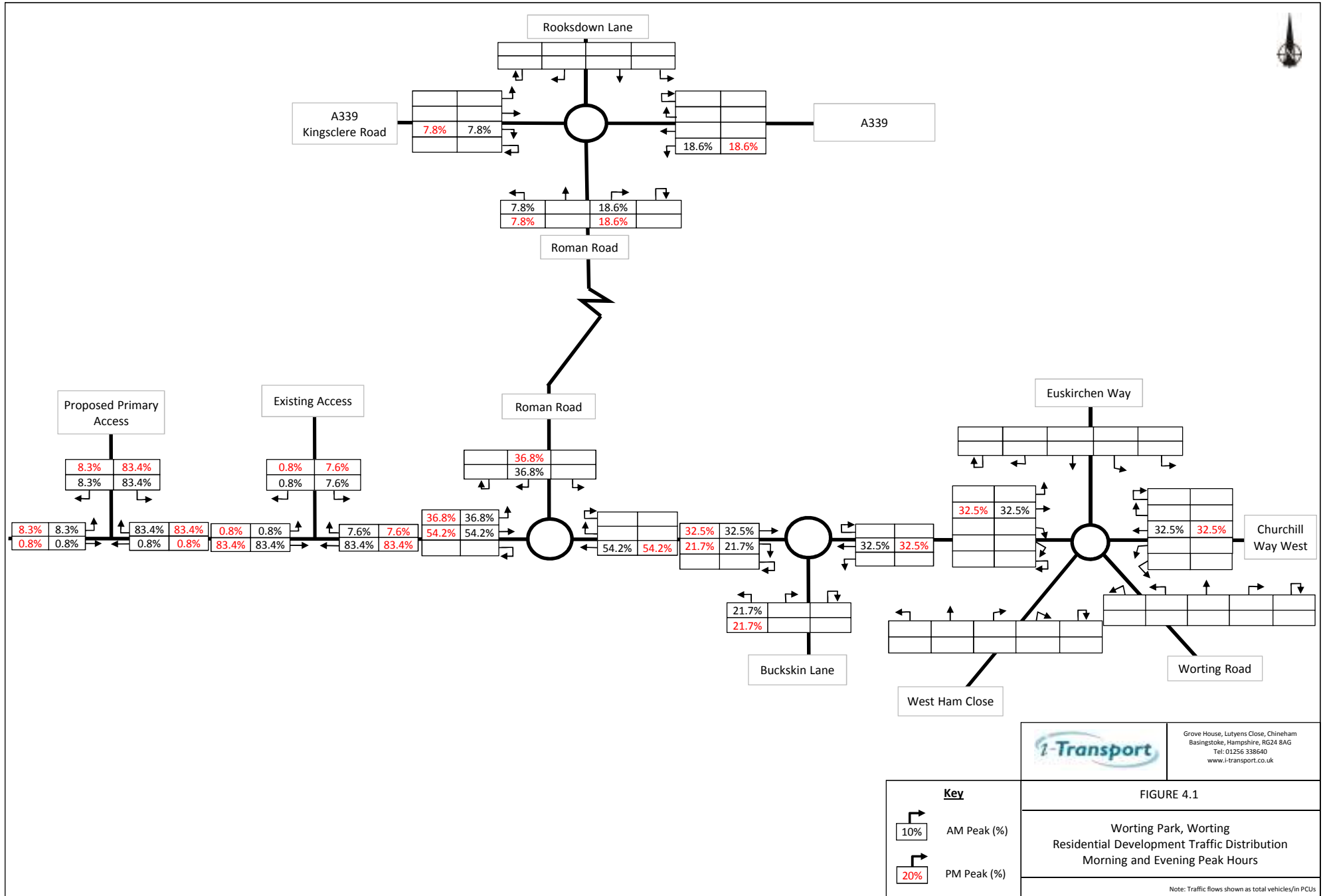
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Fax: 01256 338 644
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TITLE:
**WORTING HOUSE, WORTING
LOCAL FACILITIES PLAN**

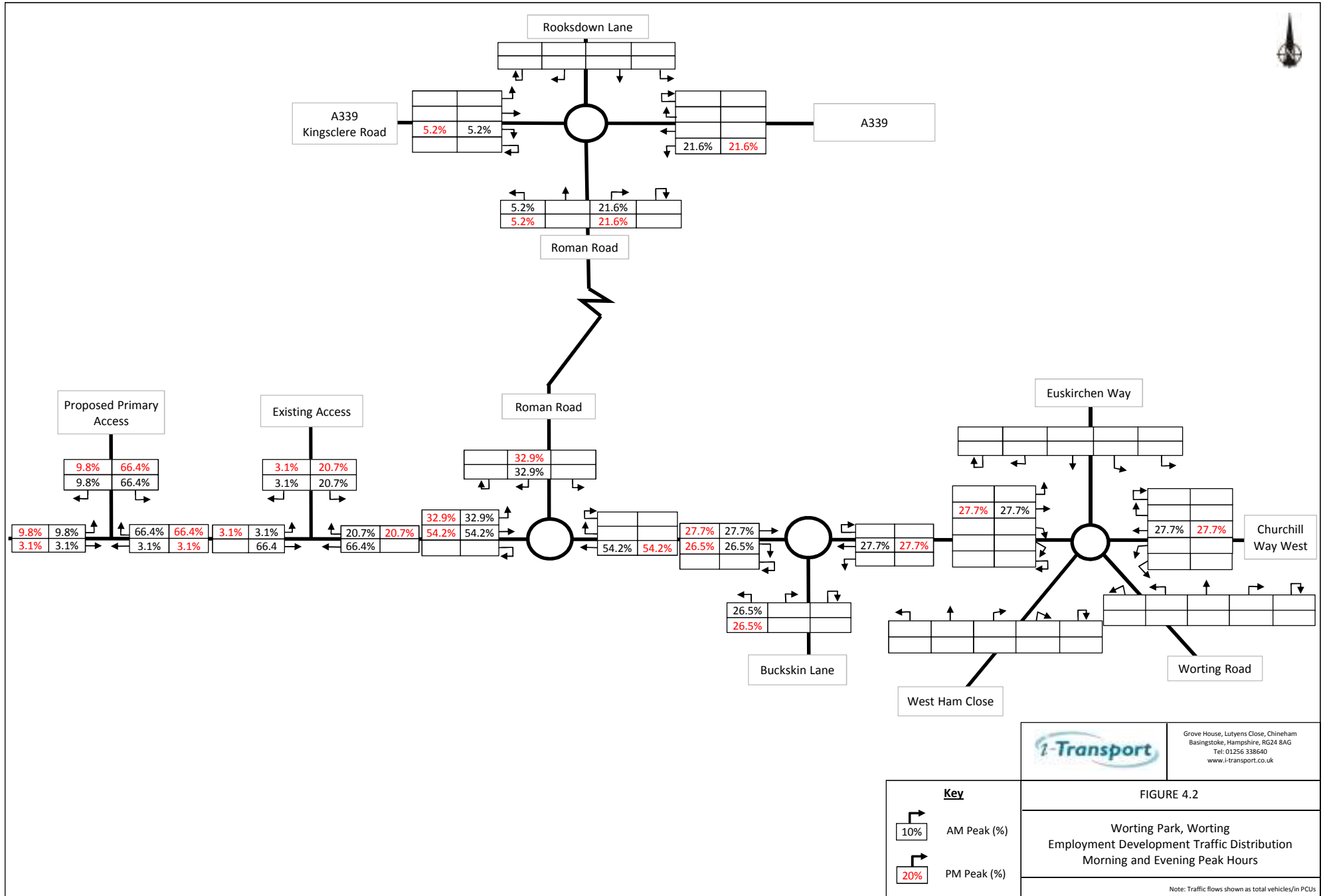
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FIGURE 3.1

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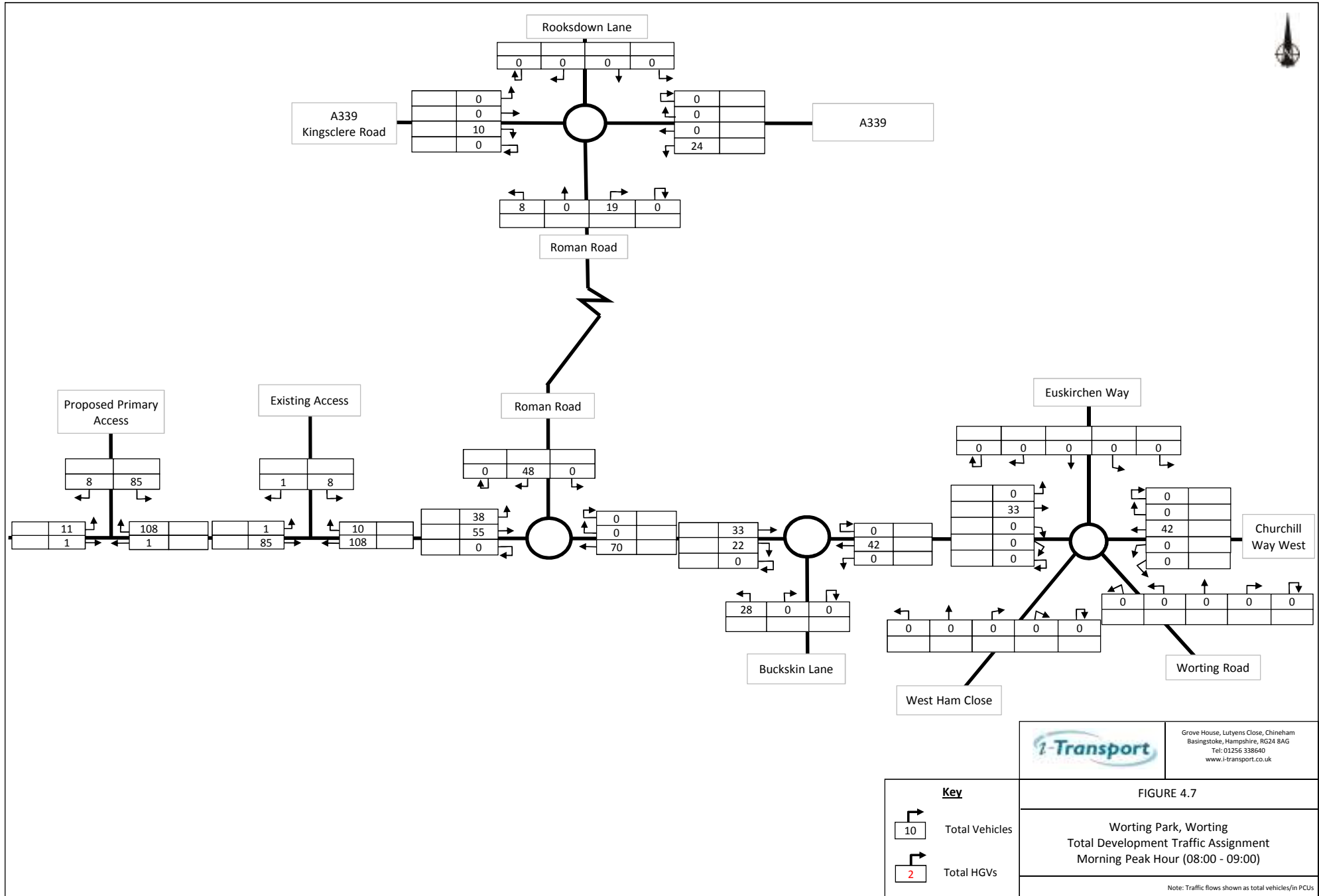
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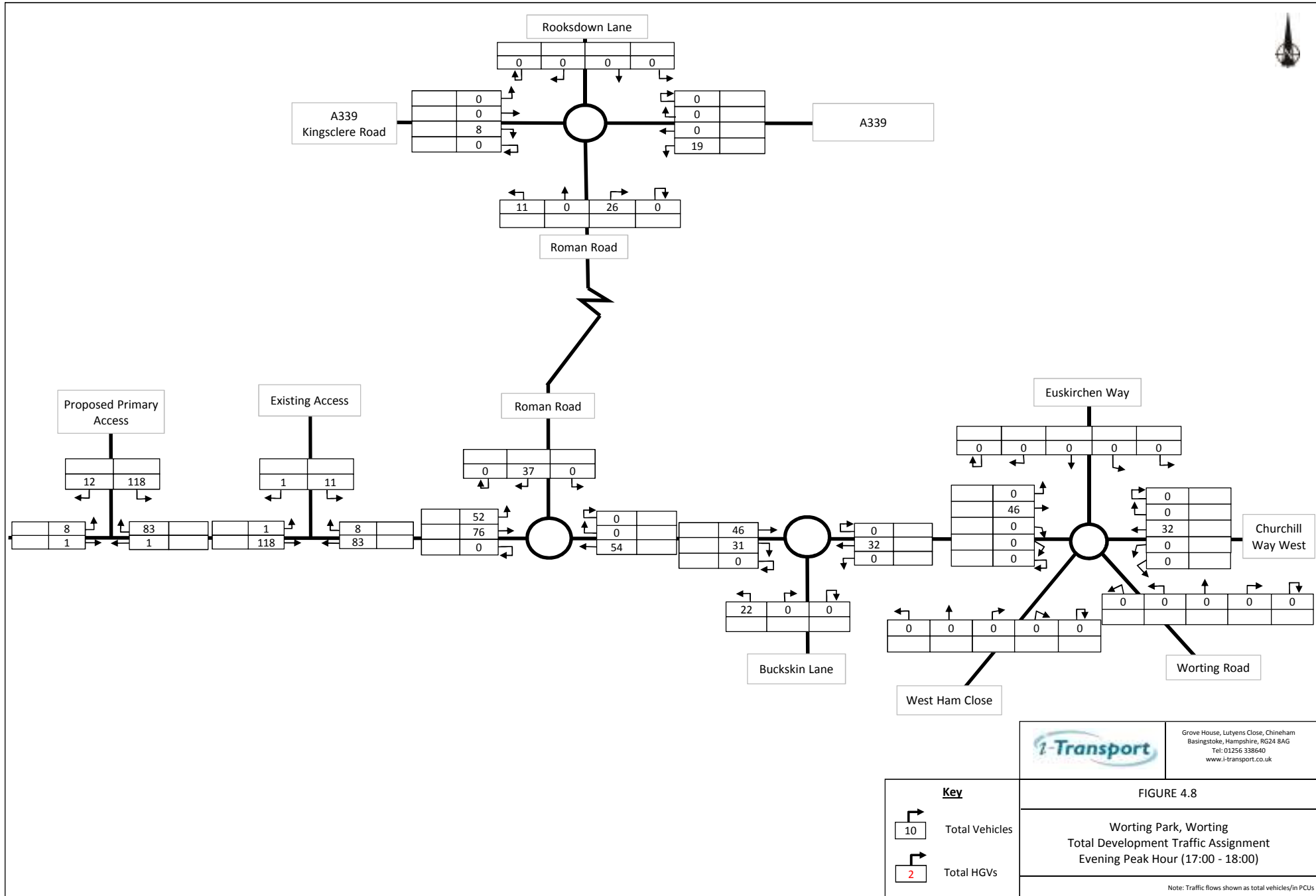
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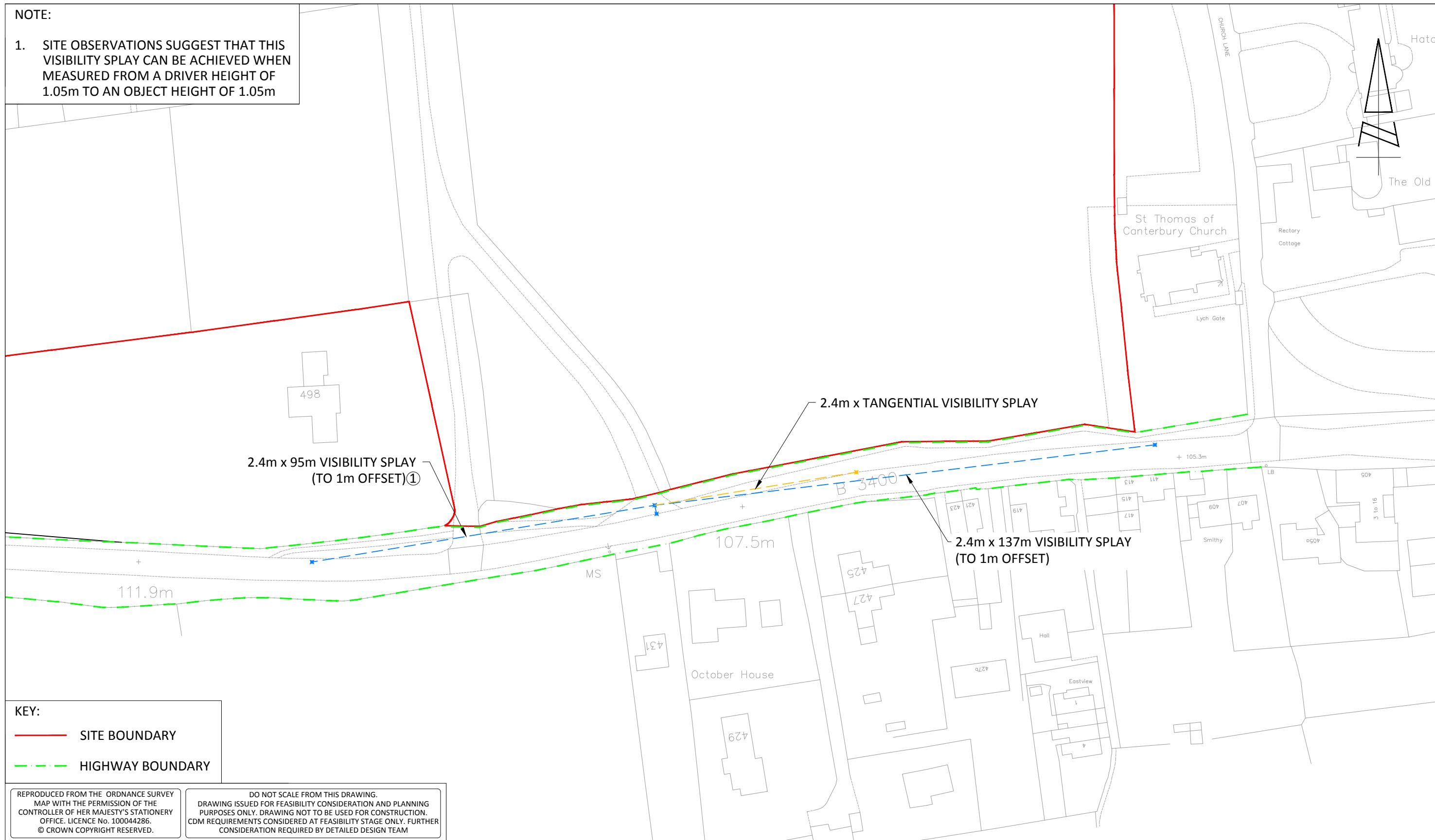
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DRAWINGS

NOTE:

1. SITE OBSERVATIONS SUGGEST THAT THIS VISIBILITY SPLAY CAN BE ACHIEVED WHEN MEASURED FROM A DRIVER HEIGHT OF 1.05m TO AN OBJECT HEIGHT OF 1.05m



KEY:

	SITE BOUNDARY
	HIGHWAY BOUNDARY

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				PROJECT: WORTING HOUSE, WORTING	CLIENT: SOUTHROPE DEVELOPMENTS LTD	FILE REF: ITB10233	DRAWN: SH
REV: A DATE: 05.08.15 BY: SH DESCRIPTION: MINOR AMENDMENTS CHK: BH APD: JCB	STATUS: DRAFT	DRAWING No: ITB10233-GA-002			PROJECT No: ITB10233	REV: A	



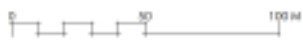
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	B	24.08.15	PH	LAYOUT AND NOTES AMENDED	BH	JB		FILE REF: ITB10233-GA	DRAWN: PH	DATE: AUG 2015
	A	24.08.15	PH	LAYOUT AMENDED TO WIDENED ON SOUTHERN SIDE	BH	JB		DRAWING No: ITB10233-GA-003		
	REV	DATE	BY	DESCRIPTION	CHK	APD		PROJECT: WORTING HOUSE, WORTING	CLIENT: SOUTHROPE DEVELOPMENTS LTD	PROJECT No: ITB10233
STATUS: DRAFT										

APPENDIX A

Masterplan



NO.	DATE	REVISION	BY	CHECKED
1				



- Existing Buildings
- Plot
- 2 Bed Units
- 3 Bed Units
- 4 Bed Units
- 5+ Bed Units
- Commercial Units
- Feature Buildings
- Main site access points
- Potential Future links



CLIENT
Working Business Park Ltd

PROJECT
Working Park

DRAWING
Site Layout Plan

SCALE 1:1000 @ A3 (REF NO: 1324/5493)

DATE: Feb 15 2011



APPENDIX B

Traffic Survey Data

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Thu 04-Dec-14

Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	5	-	45.5	4.6	0	0	0	0	0	0	0	1	1	3	0	0	0
00:15	4	-	39.8	4.9	0	0	0	0	0	0	1	1	2	0	0	0	0
00:30	4	-	42.3	7.6	0	0	0	0	0	0	0	3	0	0	1	0	0
00:45	3	-	41.8	7.6	0	0	0	0	0	0	1	0	1	0	0	0	0
01:00	7	-	47.1	5.7	0	0	0	0	0	0	0	1	2	2	2	0	0
01:15	2	-	48.5	1.8	0	0	0	0	0	0	0	0	0	2	0	0	0
01:30	2	-	46	10.6	0	0	0	0	0	0	0	1	0	0	1	0	0
01:45	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
03:15	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
03:30	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
03:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30	2	-	36	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
04:45	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00	6	-	41	9.4	0	0	0	0	0	0	1	1	1	1	1	0	0
05:15	13	46.9	43.1	4.1	0	0	0	0	0	0	0	4	6	3	0	0	0
05:30	9	-	43.5	6.7	0	0	0	0	0	0	2	0	4	2	1	0	0
05:45	3	-	46.8	3.1	0	0	0	0	0	0	0	0	1	2	0	0	0
06:00	11	48.3	44	4.4	0	0	0	0	0	0	0	3	4	4	0	0	0
06:15	18	44	40.2	6.1	0	0	0	0	0	0	3	10	3	1	0	1	0
06:30	27	44.7	39.6	7	0	0	0	0	0	1	7	10	6	2	0	0	1
06:45	26	47.3	39.1	8.5	0	0	1	0	1	1	4	8	5	6	0	0	0
07:00	32	46.7	39.4	6.9	0	0	0	0	1	2	6	11	6	5	1	0	0
07:15	71	42.4	36.6	5.4	0	0	0	0	0	13	17	26	14	1	0	0	0
07:30	78	40.6	36.4	4.3	0	0	0	0	0	4	35	29	9	1	0	0	0
07:45	80	44.9	39.7	5.4	0	0	0	0	0	3	16	29	25	5	2	0	0
08:00	80	45.1	40.2	4.9	0	0	0	0	0	15	32	25	7	1	0	0	0
08:15	86	43	36.9	5.9	0	0	0	0	3	10	22	30	19	1	1	0	0
08:30	104	41.9	35.4	7.9	0	2	2	3	4	6	28	40	16	3	0	0	0
08:45	83	41	36	5.9	0	0	0	0	4	13	19	34	10	3	0	0	0
09:00	69	43.8	35.4	9.3	0	0	1	6	6	5	12	22	11	4	1	1	0
09:15	65	42	35.7	6.3	0	0	0	0	4	7	26	16	9	2	1	0	0
09:30	65	44.1	38.3	6.5	0	0	0	1	4	0	11	30	14	4	1	0	0
09:45	73	44.2	38.8	6	0	0	0	1	0	1	20	28	18	4	0	0	1
10:00	53	43.5	36.9	6.1	0	0	0	0	1	9	13	15	13	2	0	0	0
10:15	71	43.9	37.4	6.4	0	0	0	1	2	9	12	25	19	3	0	0	0
10:30	68	41.8	35.9	6.2	0	0	0	0	4	5	30	17	8	3	1	0	0
10:45	83	42.7	34.8	7.8	0	0	1	5	3	15	18	23	15	3	0	0	0
11:00	70	43	36.6	6.4	0	0	0	1	1	12	16	23	15	1	1	0	0
11:15	78	43.3	35.9	8.3	0	0	3	4	2	6	14	30	15	4	0	0	0
11:30	78	40.9	35.6	6.3	0	0	1	4	13	19	29	9	3	0	0	0	0
11:45	83	42.8	36.2	8.4	1	1	2	1	4	2	18	36	14	3	1	0	0
12:00	85	43.6	38.3	6.6	0	0	1	1	3	2	12	44	17	3	1	1	0
12:15	105	40.7	35.9	5.3	0	0	0	0	4	11	37	39	12	2	0	0	0
12:30	79	43.8	36.9	7.5	0	0	1	2	6	4	14	28	21	2	1	0	0
12:45	85	44.5	37.9	6	0	0	0	1	3	35	25	11	8	2	0	0	0
13:00	104	44.1	38.6	5.6	0	0	0	0	3	1	27	40	27	4	2	0	0
13:15	84	41	35.6	9	0	3	3	2	6	8	24	25	10	3	0	0	0
13:30	88	40.6	36.6	4.8	0	0	0	0	2	6	27	43	8	2	0	0	0
13:45	92	41.4	35.2	8	0	0	4	4	1	8	27	33	10	4	1	0	0
14:00	90	41.8	36.3	6.4	0	0	0	2	5	6	24	37	13	2	1	0	0
14:15	93	42.2	36.6	7.3	0	0	1	1	8	6	17	43	11	3	3	0	0
14:30	124	40.3	35.6	6.2	0	0	0	1	11	5	41	55	8	2	0	0	1
14:45	104	42.3	32.9	10	1	4	3	4	10	11	28	23	15	4	1	0	0
15:00	137	40.7	34.4	7.3	0	1	1	6	8	16	43	44	15	2	1	0	0
15:15	116	42.8	36.4	6.9	0	0	0	0	17	4	20	49	22	3	1	0	0
15:30	115	41.3	36.8	5.6	0	0	1	2	1	8	26	58	18	1	0	0	0
15:45	125	42.2	37.3	4.8	0	0	0	0	1	6	42	52	20	4	0	0	0
16:00	129	39.9	35.1	5	0	0	0	0	8	13	45	56	7	0	0	0	0
16:15	122	40	34.5	6.4	0	0	0	2	9	19	41	40	7	3	0	1	0
16:30	132	39.5	34.5	5.6	0	1	1	1	5	14	53	52	5	0	0	0	0
16:45	150	39.9	35.3	5.3	0	0	0	2	8	9	60	61	7	3	0	0	0
17:00	156	40.3	35.4	6	0	0	1	4	7	9	54	67	11	2	1	0	0
17:15	170	39.9	34.6	6.4	0	2	1	5	3	17	70	59	10	2	1	0	0
17:30	155	39.8	34	6.1	0	0	1	3	11	21	66	58	13	2	0	0	0
17:45	151	41	36.5	5.7	0	0	0	1	4	17	39	67	18	4	0	1	0
18:00	140	41.7	35.3	7.1	0	0	0	8	5	15	43	45	18	5	1	0	0
18:15	138	42.8	37.5	5.4	0	0	0	2	2	5	38	61	25	5	0	0	0
18:30	101	43.2	38.4	4.7	0	0	0	0	0	2	28	47	19	4	1	0	0
18:45	105	40.9	37.2	4.6	0	0	0	0	1	3	38	47	12	4	0	0	0
19:00	80	43.3	36	7.9	0	0	0	1	13	3	17	29	10	5	2	0	0
19:15	108	43	38.5	4.8	0	0	0	0	1	0	28	56	16	5	2	0	0
19:30	71	41.8	36	5.3	0	0	0	0	1	8	31	18	11	2	0	0	0
19:45	70	43.6	37.4	7.1	0	0	2	0	3	2	17	26	17	2	1	0	0
20:00	74	44.4	39.7	4.4	0	0	0	0	0	1	8	44	14	7	0	0	0
20:15	59	44.6	39.8	4.5	0	0	0	0	0	9	32	12	6	0	0	0	0
20:30	49	47	41.7	6.6	0	0	0	0	0	6	22	12	6	0	2	1	0
20:45	48	43.4	39.3	5.9	0	0	0	0	1	0	8	27	9	1	0	2	0
21:00	58	44.3	39.7	4.6	0	0	0	0	0	9	32	12	4	1	0	0	0
21:15	51	43.4	39.4	3.7	0	0	0	0	0	7	29	14	1	0	0	0	0
21:30	31	44.1	39.3	4.9	0	0	0	0	0	2	4	13	11	1	0	0	0
21:45	41	44.3	38.9	5	0	0	0	0	0	0	14	13	11	3	0	0	0
22:00	57	43.8	38.6	5	0	0	0	0	0	1	18	20	16	1	1	0	0
22:15	39	45	39.5	5.8	0	0	0	0	0	2	9	12	3	1	0	0	0
22:30	31	45.3	40.8	7	0	0	0	0	0	0	8	11	7	1	3	1	0
22:45	31	44.9	39.1	5.2	0	0	0	0	0	0	9	13	5	4	0	0	0
23:00	27	48.4	42.4	5.9	0	0	0	0	0	0	3	9	9	3	3	0	0
23:15	19	49.3	44.3	6.9	0	0	0	0	0	0	1	5	7	4	1	0	1
23:30	18	45.1	41.8	4.4	0	0	0	0	0	0	9						

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Fri 05-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	11	48.1	42.6	6	0	0	0	0	0	0	0	1	4	3	2	1	0
00:15	7	-	46.4	6.5	0	0	0	0	0	0	0	0	2	1	2	2	0
00:30	11	44.6	40.8	4.3	0	0	0	0	0	0	0	1	5	4	1	0	0
00:45	4	-	43.5	4.2	0	0	0	0	0	0	0	1	2	1	0	0	0
01:00	9	-	43.5	6.3	0	0	0	0	0	0	0	4	3	0	2	0	0
01:15	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
01:30	2	-	43.5	-	0	0	0	0	0	0	0	1	0	1	0	0	0
01:45	3	-	41.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0	0
02:00	2	-	46	3.5	0	0	0	0	0	0	0	0	1	1	0	0	0
02:15	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:30	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	5	-	39.5	5.7	0	0	0	0	0	0	2	0	3	0	0	0	0
03:00	5	-	47.5	11.9	0	0	0	0	0	0	1	1	0	1	1	0	1
03:15	4	-	47.3	8.5	0	0	0	0	0	0	0	1	1	1	0	1	0
03:30	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
03:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	38.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0	0
04:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	3	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0	0
04:45	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
05:00	9	-	41.3	3.9	0	0	0	0	0	0	1	2	6	0	0	0	0
05:15	7	-	43.5	6.5	0	0	0	0	0	0	1	1	3	1	1	0	0
05:30	11	50.6	44.4	6.8	0	0	0	0	0	0	1	3	2	3	2	0	0
05:45	6	-	37.7	5.1	0	0	0	0	0	0	3	1	2	0	0	0	0
06:00	16	48.6	42.3	6.8	0	0	0	0	0	0	2	7	2	4	0	1	0
06:15	21	46.4	41.6	4.3	0	0	0	0	0	0	0	12	5	4	0	0	0
06:30	22	47.8	39.9	7.1	0	0	0	0	1	1	3	9	2	6	0	0	0
06:45	28	43.7	39	4.4	0	0	0	0	0	0	7	12	8	1	0	0	0
07:00	33	45.6	38.2	6	0	0	0	0	0	3	9	13	3	5	0	0	0
07:15	56	41.1	36.5	6.4	0	0	0	0	4	6	11	26	6	2	1	0	0
07:30	67	42.9	38.5	4.5	0	0	0	0	0	0	19	34	9	5	0	0	0
07:45	88	40.3	33.1	8.7	0	1	8	1	1	13	29	25	7	3	0	0	0
08:00	86	42.4	37.3	6.5	0	2	0	1	0	1	23	41	17	0	1	0	0
08:15	83	43.4	37.8	5.6	0	0	0	0	2	7	17	34	21	1	1	0	0
08:30	83	44.3	39.9	4.3	0	0	0	0	0	1	9	43	26	3	1	0	0
08:45	87	42.6	37.4	5.1	0	0	0	0	2	5	25	36	17	2	0	0	0
09:00	83	42.2	33.1	9.9	0	0	9	8	1	3	20	25	17	0	0	0	0
09:15	62	40.8	34.4	7.3	0	0	0	4	4	9	16	20	7	2	0	0	0
09:30	67	43.6	37.7	5.6	0	0	0	0	1	6	18	23	16	3	0	0	0
09:45	58	43.2	37.7	5.6	0	0	0	0	2	5	10	26	13	2	0	0	0
10:00	86	43.9	38.2	6	0	0	0	0	4	4	16	38	18	5	1	0	0
10:15	74	40.7	35.4	7.2	0	0	0	0	11	3	23	27	7	2	0	0	1
10:30	65	42.4	36.6	7	0	0	0	4	2	4	11	31	10	3	0	0	0
10:45	76	42.4	36.6	6.5	0	0	0	1	3	11	14	32	11	3	1	0	0
11:00	70	42.4	36.1	6.2	0	0	0	1	4	7	20	23	14	1	0	0	0
11:15	87	42.3	36.7	5.7	0	0	0	1	1	9	27	32	13	4	0	0	0
11:30	82	41.5	36.7	6.1	0	0	0	1	3	6	24	34	11	1	2	0	0
11:45	100	41.8	33.9	9.4	0	3	3	6	10	4	18	38	15	3	0	0	0
12:00	81	40.9	36.8	5.4	0	0	0	1	2	4	25	37	10	1	1	0	0
12:15	89	40.8	35.6	7.3	0	0	1	4	5	5	24	38	8	2	2	0	0
12:30	105	40.7	34.9	7.2	0	0	2	3	11	5	26	44	13	1	0	0	0
12:45	104	43.5	36.4	7.8	0	1	2	3	5	25	38	20	6	0	0	0	0
13:00	83	44.1	38.5	6.2	0	0	0	2	2	6	4	45	18	6	0	0	0
13:15	90	44.3	39.3	7.1	0	0	0	2	4	3	17	38	18	4	3	1	0
13:30	87	44.8	38.5	6.7	0	0	0	0	4	8	13	31	23	6	2	0	0
13:45	108	42.9	37.1	6.1	0	0	0	2	4	6	27	46	17	6	0	0	0
14:00	101	42.4	36	6.4	0	0	0	0	9	9	29	34	16	4	0	0	0
14:15	98	44.9	39.4	6.2	0	0	0	0	1	9	13	35	32	5	2	1	0
14:30	96	44.7	39.8	4.8	0	0	0	0	2	13	50	22	8	1	0	0	0
14:45	129	42.9	38.1	5.3	0	0	0	2	2	3	25	69	22	6	0	0	0
15:00	133	44.2	38.4	6.5	0	0	1	4	2	3	19	67	26	10	1	0	0
15:15	120	43	37.8	5.4	0	0	0	0	3	6	31	53	21	5	1	0	0
15:30	142	41.6	35.2	7.7	0	2	2	6	6	11	35	56	20	4	0	0	0
15:45	127	43.2	38.5	5.2	0	0	1	1	1	2	28	64	26	4	0	0	1
16:00	129	42.2	35.3	8.4	0	1	4	5	9	7	27	52	17	6	1	0	0
16:15	137	40.4	33.6	8.6	0	0	8	7	12	10	28	58	11	1	2	0	0
16:30	153	40.8	36.9	4.9	0	0	0	1	3	8	44	76	18	3	0	0	0
16:45	169	43	37.3	5.5	0	0	0	2	3	5	59	60	35	4	1	0	0
17:00	166	42.4	36.2	7.4	0	1	2	5	7	10	43	65	27	5	0	0	1
17:15	158	40.7	36.5	4.7	0	0	0	2	11	58	67	17	3	0	0	0	0
17:30	141	42.9	36.7	6.7	0	0	0	5	5	6	45	50	22	7	0	1	0
17:45	121	43.6	37.8	5.3	0	0	0	1	7	38	43	26	6	0	0	0	0
18:00	135	41.4	37.1	6	0	0	0	6	1	3	33	70	15	7	0	0	0
18:15	104	44	39	4.9	0	0	0	0	5	19	47	28	4	1	0	0	0
18:30	106	42.9	38.5	5.5	0	0	0	0	0	2	32	51	12	6	2	0	1
18:45	107	44	38.5	5.5	0	0	0	0	0	0	39	43	14	10	0	0	1
19:00	99	41.6	37.9	4.8	0	0	0	0	0	0	35	47	14	1	0	2	0
19:15	91	42.8	37.6	6	0	0	0	0	2	8	21	40	16	3	0	0	1
19:30	80	43.5	38.3	5	0	0	0	0	0	3	23	35	13	6	0	0	0
19:45	62	44.4	39	5.7	0	0	0	0	0	3	15	24	15	4	0	1	0
20:00	59	45.2	39.8	5.3	0	0	0	0	0	2	10	26	14	6	1	0	0
20:15	50	45.1	39.5	5.8	0	0	0	0	0	3	11	15	16	4	1	0	0
20:30	42	45.6	40.2	5.1	0	0	0	0	0	0	9	16	11	6	0	0	0
20:45	37	45	40.4	6.3	0	0	0	0	0	2	4	17	10	1	2	1	0
21:00	47	44.9	41.3	4.7	0	0	0	0	0	0	3	21	20	1	1	1	0
21:15	36	47.8	41.7	6.2	0	0	0	0	0	0	6	12	10	6	1	1	0
21:30	25	48.8	42.3	6.6	0	0	0	0	0	0	4	8	6	5	1	1	0
21:45	33	42.6	38.7	4.8	0	0	0	0	0	0	9	17	5	1	1	0	0
22:00	37	45.9	42.4	5.7	0	0	0	0	0	0	4	10	17	3	2	1	0
22:15	38	48.1	40.1	7.7	0	0	0	0	3	1	5	12	7	9	1	0	0
22:30	31	47.5	40.6	6.1	0	0	0	0	0	0	8	10	6	6	1	0	0
22:45	29	48	41.8	5.3	0	0	0	0	0	0	3	12	6	8	0	0	0
23:00	28	46.5	39.2	8	0	0	0	0	1	3	5	9	5	3	1	1	0
23:15	29	49.5	43	6.9	0	0	0	0	0	0	3	11	6	6	1	2	0
23:30	29	44.7	40.6	4.2	0	0	0	0	0	0	3	13	11</				

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Sat 06-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	16	47.4	42.6	4.8	0	0	0	0	0	0	1	5	6	4	0	0	0
00:15	20	49.1	43	6.2	0	0	0	0	0	0	3	4	7	4	2	0	0
00:30	19	49.3	43	6.2	0	0	0	0	0	0	2	6	5	4	2	0	0
00:45	17	50.9	42.9	7.2	0	0	0	0	0	0	4	2	6	2	3	0	0
01:00	17	53.4	46.7	8.2	0	0	0	0	0	0	1	2	7	3	2	0	2
01:15	8	-	41.6	5.5	0	0	0	0	0	0	1	3	2	2	0	0	0
01:30	10	38	5.7	0	0	0	0	0	0	1	3	2	4	0	0	0	0
01:45	2	43.5	48.5	1.8	0	0	0	0	0	0	0	0	0	2	0	0	0
02:00	5	-	44.5	10.9	0	0	0	0	0	0	1	2	0	0	1	1	0
02:15	5	-	43.5	3.7	0	0	0	0	0	0	0	1	3	1	0	0	0
02:30	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:45	4	-	44.8	4.9	0	0	0	0	0	0	0	1	1	2	0	0	0
03:00	2	-	48.5	7.1	0	0	0	0	0	0	0	0	1	0	1	0	0
03:15	5	-	40.5	3.1	0	0	0	0	0	0	0	3	2	0	0	0	0
03:30	5	-	42.5	12.9	0	0	0	0	0	1	1	1	0	0	1	1	0
03:45	4	-	36	9.6	0	0	0	0	1	0	1	0	2	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	4	-	46	3.2	0	0	0	0	0	0	0	0	2	2	0	0	0
04:30	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
05:00	9	-	39.6	3.6	0	0	0	0	0	0	1	5	3	0	0	0	0
05:15	8	-	43.5	3	0	0	0	0	0	0	0	1	6	1	0	0	0
05:30	5	-	44.5	4.4	0	0	0	0	0	0	0	1	2	2	0	0	0
05:45	3	-	50.2	5.9	0	0	0	0	0	0	0	0	1	0	2	0	0
06:00	5	-	40.5	4.6	0	0	0	0	0	0	1	1	3	0	0	0	0
06:15	8	-	42.3	7.1	0	0	0	0	0	0	0	5	2	0	0	1	0
06:30	8	-	38.5	5.5	0	0	0	0	0	0	3	3	1	1	0	0	0
06:45	9	-	41.3	7.2	0	0	0	0	0	1	1	2	2	3	0	0	0
07:00	17	49.3	42	6.7	0	0	0	0	0	0	3	6	3	3	2	0	0
07:15	18	42	37.9	4.4	0	0	0	0	0	1	4	9	4	0	0	0	0
07:30	17	49.5	45.6	5.5	0	0	0	0	0	0	1	7	7	0	1	0	0
07:45	31	43.9	38.7	5.9	0	0	0	0	2	1	3	14	10	1	0	0	0
08:00	25	44.1	39.3	4.9	0	0	0	0	0	1	4	12	6	2	0	0	0
08:15	34	45.7	37.9	9.2	0	0	1	2	1	1	6	9	9	4	1	0	0
08:30	51	44	37	6.8	0	0	0	1	2	5	14	13	13	3	0	0	0
08:45	61	40	33.3	7.6	0	0	3	1	5	9	19	18	5	1	0	0	0
09:00	50	44.1	38.1	6.7	0	0	1	0	2	2	9	18	16	2	0	0	0
09:15	47	45.8	40.3	5.7	0	0	0	0	1	2	2	24	11	6	1	0	0
09:30	56	44	38.6	5.9	0	0	0	1	1	3	7	26	15	3	0	0	0
09:45	88	44.6	38.7	6.4	0	0	0	0	3	7	18	23	32	3	2	0	0
10:00	74	43.9	36.1	8.2	0	0	1	4	6	6	12	20	23	2	0	0	0
10:15	87	43.3	36.1	8.2	0	0	0	6	10	0	14	36	16	4	1	0	0
10:30	75	43.3	36.9	6.8	0	0	1	2	2	5	17	28	18	2	0	0	0
10:45	87	42.9	37.1	6.6	0	0	0	1	6	3	22	35	17	1	1	1	0
11:00	94	44.4	37.1	8.6	0	1	2	4	5	1	17	33	24	5	2	0	0
11:15	105	43.7	36.3	8.1	0	0	1	2	10	12	17	38	16	6	2	1	0
11:30	100	43.1	34.9	9.9	0	2	6	5	8	3	10	42	20	3	1	0	0
11:45	108	43.5	36.9	6.6	0	0	0	2	5	12	20	41	23	5	0	0	0
12:00	95	45.5	39.3	6.4	0	0	0	2	1	5	13	37	25	12	0	0	0
12:15	111	44.9	38	7.7	0	0	0	3	8	4	21	36	28	9	1	0	1
12:30	121	43.9	35.8	8.2	0	0	1	8	8	10	26	36	23	9	0	0	0
12:45	106	43.5	36.6	7.4	0	0	1	2	7	13	15	42	19	6	1	0	0
13:00	107	44.3	35.4	8.5	0	0	1	2	15	16	17	27	19	9	1	0	0
13:15	87	45.2	38.8	6.3	0	0	0	0	4	4	13	39	16	10	1	0	0
13:30	83	44.1	37.5	7.3	0	0	0	0	3	6	12	35	18	5	1	0	0
13:45	90	44.8	37.8	7.8	0	0	0	1	6	10	13	31	20	6	2	0	1
14:00	93	44.6	38.2	7.3	0	0	1	1	4	8	9	42	19	6	3	0	0
14:15	90	45.3	39.6	6.8	0	0	0	1	4	3	11	32	29	7	3	0	0
14:30	89	45.3	39.2	7	0	0	0	1	1	11	9	31	26	7	2	1	0
14:45	92	43.1	35.5	9.8	0	3	4	3	5	2	15	37	21	1	0	0	1
15:00	98	42.6	36.3	6.8	0	0	0	3	7	4	27	36	18	2	1	0	0
15:15	77	44.3	38.8	6	0	0	0	0	2	5	11	37	15	5	2	0	0
15:30	104	43.1	37.9	5.3	0	0	0	0	1	8	24	47	19	4	1	0	0
15:45	94	43.3	36.6	6.9	0	0	0	2	5	10	22	32	18	4	1	0	0
16:00	104	43.3	37.6	5.8	0	0	0	0	6	7	16	47	26	2	0	0	0
16:15	88	42	37	6.2	0	0	0	2	1	8	21	40	12	3	0	1	0
16:30	115	42.4	36.4	6.3	0	0	0	4	5	6	32	44	22	2	0	0	0
16:45	76	44.7	40.2	5	0	0	0	0	2	9	34	26	2	3	0	0	0
17:00	95	44.8	39.4	5.1	0	0	0	0	1	0	22	40	23	8	1	0	0
17:15	93	41.9	37.8	5.1	0	0	0	0	0	5	26	45	14	1	1	1	0
17:30	66	43.8	38.8	5.5	0	0	0	0	0	2	17	30	12	3	1	1	0
17:45	69	42.9	37.6	5.4	0	0	0	0	0	6	20	28	11	3	1	0	0
18:00	82	47.1	40.9	5.4	0	0	0	0	0	0	15	30	21	15	1	0	0
18:15	77	44.2	39.3	5.5	0	0	0	0	0	5	11	36	20	2	3	0	0
18:30	75	44.3	38.5	5.6	0	0	0	0	0	1	3	20	30	14	6	1	0
18:45	72	43	36.1	6.8	0	0	0	0	2	5	7	17	23	1	0	0	0
19:00	95	41.1	37.1	4.6	0	0	0	0	0	4	37	39	13	1	1	0	0
19:15	68	44.7	39.6	6.1	0	0	0	0	0	0	22	19	22	3	0	1	1
19:30	52	44.2	39.2	5.2	0	0	0	0	0	2	10	24	12	3	1	0	0
19:45	37	48.1	42.3	5.5	0	0	0	0	0	0	4	12	12	7	2	0	0
20:00	37	45.6	40.7	5.8	0	0	0	0	0	0	9	10	13	3	2	0	0
20:15	39	45.1	41.8	7.7	0	0	0	0	0	0	8	12	13	2	1	1	2
20:30	33	45	40.9	4	0	0	0	0	0	0	2	16	12	3	0	0	0
20:45	33	45.4	41.1	5.2	0	0	0	0	0	0	5	12	11	4	1	0	0
21:00	36	44.5	39.6	5	0	0	0	0	0	2	5	14	13	2	0	0	0
21:15	28	45.1	41	4.8	0	0	0	0	0	1	3	7	15	2	0	0	0
21:30	29	46.4	41.4	6.4	0	0	0	0	0	0	4	13	7	2	2	1	0
21:45	19	50.1	45.9	6.2	0	0	0	0	0	0	1	3	5	7	2	1	0
22:00	29	44.8	39	6.9	0	0	1	0	0	0	6	11	8	3	0	0	0
22:15	21	47.7	42.3	5.2	0	0	0	0	0	0	1	9	6	4	1	0	0
22:30	13	48.6	43.9	7.6	0	0	0	0	0	0	1	4	4	3	0	0	1
22:45	27	45.3	39.8	5.1	0	0	0	0	0	1	3	15	4	4	0	0	0
23:00	32	44.7	40.1	4.5	0	0	0	0	0	0	5	15	9	3	0	0	0
23:15	34	48.8	43.4	6.7	0	0	0	0	0	0	3	10	12	6	1	1	1
23:30	25	44.4	40.5	5.2	0	0	0	0	0	0	2	16	4	1	2	0	

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Sun 07-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	34	48.4	41.3	7	0	0	0	0	0	1	7	10	8	5	2	1	0
00:15	21	44.6	39.9	4.7	0	0	0	0	0	0	4	9	6	2	0	0	0
00:30	18	42	39.3	2.9	0	0	0	0	0	0	1	13	4	0	0	0	0
00:45	14	49.5	43.1	6.8	0	0	0	0	0	1	0	4	5	2	2	0	0
01:00	16	44.1	39.4	6.5	0	0	0	0	1	0	2	7	5	0	1	0	0
01:15	15	51.4	41.5	6.9	0	0	0	0	0	0	2	8	2	0	3	0	0
01:30	5	-	47.5	7.5	0	0	0	0	0	0	0	1	1	2	0	1	0
01:45	7	-	42.1	7.5	0	0	0	0	0	0	2	1	2	1	1	0	0
02:00	4	-	39.8	4.9	0	0	0	0	0	0	1	1	2	0	0	0	0
02:15	6	-	44.3	5.1	0	0	0	0	0	0	0	2	1	3	0	0	0
02:30	5	-	42.5	12	0	0	0	0	1	0	0	1	0	2	1	0	0
02:45	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	0
03:00	3	-	48.5	1.7	0	0	0	0	0	0	0	0	0	3	0	0	0
03:15	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
03:30	2	-	48.5	7.1	0	0	0	0	0	0	0	0	1	0	1	0	0
03:45	8	-	41.6	5.5	0	0	0	0	0	0	0	5	2	0	1	0	0
04:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
04:15	6	-	48.5	8.4	0	0	0	0	0	0	0	1	1	3	0	0	1
04:30	3	-	45.2	7.6	0	0	0	0	0	0	0	1	1	0	1	0	0
04:45	6	-	44.3	6	0	0	0	0	0	0	0	2	2	1	1	0	0
05:00	13	44.9	42	5.3	0	0	0	0	0	1	0	3	7	2	0	0	0
05:15	8	-	41.6	3.9	0	0	0	0	0	0	1	1	6	0	0	0	0
05:30	1	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
05:45	5	-	39.5	2.6	0	0	0	0	0	0	0	4	1	0	0	0	0
06:00	4	-	43.5	4.2	0	0	0	0	0	0	0	1	2	1	0	0	0
06:15	7	-	45.6	8.7	0	0	0	0	0	0	0	2	3	1	0	0	1
06:30	2	-	43.5	1.8	0	0	0	0	0	0	0	0	2	0	0	0	0
06:45	8	-	38.5	4.8	0	0	0	0	0	0	2	5	0	1	0	0	0
07:00	9	-	40.7	7.2	0	0	0	0	0	0	0	2	2	1	1	0	0
07:15	13	44.9	40.8	5	0	0	0	0	0	0	5	4	2	0	0	0	0
07:30	11	45.6	40.3	5.8	0	0	0	0	0	1	0	6	2	0	0	0	0
07:45	15	50.1	42.8	7.9	0	0	0	0	0	1	3	1	4	4	2	0	0
08:00	16	46.2	41.6	4.6	0	0	0	0	0	0	1	7	5	3	0	0	0
08:15	22	46.3	40.8	6.5	0	0	0	0	1	1	1	7	8	4	0	0	0
08:30	21	47.7	40.6	7.1	0	0	0	0	1	0	4	6	5	4	1	0	0
08:45	31	44.6	35.3	9.6	0	0	0	3	5	2	1	12	4	4	0	0	0
09:00	35	47	38.4	10.4	0	0	3	0	2	2	1	10	10	6	1	0	0
09:15	41	48.1	40.5	7.2	0	0	0	0	2	2	3	17	7	8	2	0	0
09:30	28	45.1	40.1	5.8	0	0	0	0	2	3	11	9	2	1	0	0	0
09:45	56	45.5	39.3	7.6	0	0	0	2	2	2	9	14	20	5	2	0	0
10:00	37	45.6	39.2	8.1	0	0	0	0	3	4	3	10	12	2	3	0	0
10:15	52	43.6	37.3	7.1	0	0	0	1	2	6	10	20	9	2	2	0	0
10:30	55	45.3	37.7	8.2	0	0	0	2	5	3	8	17	13	6	1	0	0
10:45	44	44.9	38.3	7.2	0	0	0	0	3	4	8	11	14	3	1	0	0
11:00	61	45.1	34.9	9.1	0	0	1	3	7	8	15	10	9	8	0	0	0
11:15	53	43	38	5.3	0	0	0	0	1	4	9	27	9	3	0	0	0
11:30	69	42.6	37.1	7.3	0	0	0	1	6	5	9	33	13	0	1	0	1
11:45	56	44.5	38.2	7.5	0	0	0	2	3	3	5	25	13	4	0	1	0
12:00	80	43.9	38.1	5.5	0	0	0	0	1	6	20	29	20	4	0	0	0
12:15	83	44.3	38	7	0	0	1	1	4	5	12	32	23	4	1	0	0
12:30	73	44.6	38.2	7.9	0	1	2	0	0	5	14	23	23	4	0	1	0
12:45	120	44	38.7	6	0	0	0	4	2	13	63	29	7	0	0	0	0
13:00	71	44.8	38.8	6.7	0	0	0	1	4	2	11	25	22	5	1	0	0
13:15	72	43.1	36.3	7.9	0	1	1	1	4	5	16	29	9	5	1	0	0
13:30	76	42.7	36.3	6.5	0	0	0	1	5	9	16	28	15	2	0	0	0
13:45	70	44.2	37.7	6.8	0	0	0	0	7	2	14	24	19	3	1	0	0
14:00	73	44.8	38.6	6.7	0	0	0	2	1	4	12	32	14	6	2	0	0
14:15	81	45.8	39.7	6.8	0	0	0	0	6	16	31	16	6	4	2	0	0
14:30	80	45	38.9	7.5	0	0	1	2	2	2	13	29	23	7	0	0	1
14:45	62	45.6	39.8	7.3	0	0	1	2	1	0	6	23	21	7	1	0	0
15:00	72	46.4	40.7	6.5	0	0	0	1	1	1	8	29	20	9	2	1	0
15:15	89	44.8	40.1	5	0	0	0	0	1	1	9	46	24	6	2	0	0
15:30	88	45.1	40.9	4.5	0	0	0	0	0	6	44	30	6	1	1	0	0
15:45	99	45.5	39.9	6.3	0	0	0	2	1	2	15	36	31	11	0	1	0
16:00	109	44.6	39	5.7	0	0	0	0	0	6	25	44	24	8	1	1	0
16:15	104	44.7	38.9	5.7	0	0	0	0	1	7	24	31	34	6	1	0	0
16:30	76	44.8	38.6	6.7	0	0	0	2	1	1	22	23	20	6	0	1	0
16:45	76	45.8	39.8	5.8	0	0	0	0	4	16	25	20	10	1	0	0	0
17:00	91	44.3	39.5	4.6	0	0	0	0	0	0	19	42	24	5	1	0	0
17:15	77	45.5	40.8	5	0	0	0	0	0	0	7	40	20	9	0	0	1
17:30	59	44.4	39.6	4.8	0	0	0	0	0	0	12	28	14	4	1	0	0
17:45	58	48.8	42.2	6.5	0	0	0	0	0	3	2	22	19	5	6	1	0
18:00	60	44.4	39.3	5.7	0	0	0	0	0	2	12	31	8	5	1	1	0
18:15	58	45.5	40.5	5.8	0	0	0	0	0	3	4	30	13	4	4	0	0
18:30	54	45.5	40.4	5.9	0	0	0	0	0	0	13	19	15	4	2	1	0
18:45	50	46	39.1	6.5	0	0	0	0	0	3	14	18	7	5	3	0	0
19:00	61	45.1	40.8	4.4	0	0	0	0	0	0	5	30	20	5	1	0	0
19:15	36	45.7	41.3	5.5	0	0	0	0	0	1	5	9	16	4	1	0	0
19:30	41	49	43.1	6.4	0	0	0	0	0	1	3	11	14	9	1	2	0
19:45	39	45.3	39.9	5.4	0	0	0	0	0	0	10	14	10	4	1	0	0
20:00	41	44.3	39.6	5.1	0	0	0	0	0	2	6	17	14	1	1	0	0
20:15	35	49.3	43.6	6.7	0	0	0	0	0	0	3	9	14	5	2	1	1
20:30	26	47.5	41.6	7.5	0	0	0	0	0	2	4	5	10	2	2	1	0
20:45	21	48.4	42.5	5.6	0	0	0	0	0	0	2	7	6	5	1	0	0
21:00	28	46.5	41.2	6	0	0	0	0	0	1	3	11	8	3	2	0	0
21:15	29	46.3	42.3	5.5	0	0	0	0	0	0	1	13	10	3	1	1	0
21:30	20	48.5	42.5	5.9	0	0	0	0	0	0	3	5	6	5	1	0	0
21:45	22	47.5	41	5.7	0	0	0	0	0	0	3	11	3	4	1	0	0
22:00	14	45.3	39.9	6.2	0	0	0	0	0	2	0	6	4	2	0	0	0
22:15	19	47.6	41.9	7	0	0	0	0	0	0	4	5	6	2	1	1	0
22:30	10	48.5	42.5	6.3	0	0	0	0	0	1	4	2	2	1	0	0	0
22:45	15	46.4	39.8	6.8	0	0	0	0	0	1	5	1	5	3	0	0	0
23:00	13	43.8	42.3	5.2	0	0	0	0	0	0	1	4	6	1	1	0	0
23:15	12	49.5	43.5	9.4	0	0	0	0	0	2	1	0	4	3	1	1	0
23:30	17	45.9	40	6.2	0	0	0	0	0	2	1	7	4	3	0	0	0
23:45	17	53.4	45.6	8													

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Mon 08-Dec-14

Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	10	51	45	6.8	0	0	0	0	0	0	1	2	2	3	2	0	0
00:15	5	-	47.5	6.6	0	0	0	0	0	0	1	1	1	2	0	0	0
00:30	5	-	47.5	6.6	0	0	0	0	0	0	0	3	1	0	1	0	0
00:45	1	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
01:00	3	-	48.5	7.6	0	0	0	0	0	0	1	0	1	1	0	0	0
01:15	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
01:30	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
01:45	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:15	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:30	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	2	-	48.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0	0
03:00	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0	0
03:15	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0
03:30	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
03:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	33.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0	0
04:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	4	-	42.3	4.9	0	0	0	0	0	0	0	2	1	1	0	0	0
04:45	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
05:00	7	-	40.6	5.8	0	0	0	0	0	0	2	1	3	1	0	0	0
05:15	9	-	45.2	5.7	0	0	0	0	0	0	1	0	4	3	1	0	0
05:30	9	-	45.2	3.8	0	0	0	0	0	0	0	1	4	4	0	0	0
05:45	5	-	45.5	3.1	0	0	0	0	0	0	0	0	3	2	0	0	0
06:00	11	45.6	43	4.4	0	0	0	0	0	0	1	7	2	0	0	0	0
06:15	14	47	41.7	7.9	0	0	0	0	0	0	2	7	2	2	0	0	1
06:30	20	48.5	41.3	6.5	0	0	0	0	0	0	4	8	3	3	2	0	0
06:45	28	45.3	39	6.4	0	0	0	0	2	0	4	13	5	4	0	0	0
07:00	29	44.7	40.1	4.9	0	0	0	0	1	4	11	11	2	0	0	0	0
07:15	49	41.2	36.6	5.8	0	0	0	0	0	9	13	19	4	4	0	0	0
07:30	68	44.8	38	6.9	0	0	0	2	1	7	11	25	15	7	0	0	0
07:45	81	43.8	38.9	4.8	0	0	0	0	2	17	41	15	5	1	0	0	0
08:00	86	42.8	37.6	4.8	0	0	0	0	5	27	35	16	3	0	0	0	0
08:15	95	42.9	35.8	7.9	0	1	2	5	3	4	23	34	22	1	0	0	0
08:30	100	43.6	38.1	5	0	0	0	0	4	3	33	37	20	6	0	0	0
08:45	73	45.4	37.5	7.9	0	0	0	4	4	3	13	26	13	10	0	0	0
09:00	59	43.3	37.7	6.9	0	0	0	3	0	4	9	30	8	4	1	0	0
09:15	60	40.5	35.3	6.3	0	0	0	1	6	2	21	23	5	2	0	0	0
09:30	71	43.4	36	8.3	0	0	3	3	1	2	24	23	8	6	1	0	0
09:45	63	45.6	41.1	4.9	0	0	0	0	1	0	3	29	22	7	1	0	0
10:00	59	44.6	39.8	5.9	0	0	0	0	0	4	7	25	19	3	0	0	1
10:15	67	44	38	6.6	0	0	0	1	3	2	16	26	14	3	2	0	0
10:30	77	42.3	37	5.7	0	0	0	0	2	9	18	33	11	4	0	0	0
10:45	77	43.8	38	5.8	0	0	0	0	3	5	14	33	18	4	0	0	0
11:00	80	42.7	35.1	8.2	0	0	0	4	12	5	14	28	13	3	1	0	0
11:15	70	41.5	37.4	5	0	0	0	0	3	2	16	37	11	1	0	0	0
11:30	84	44.5	39.4	5.1	0	0	0	0	0	3	17	32	27	4	1	0	0
11:45	80	44.5	39.9	5	0	0	0	0	0	4	7	39	25	3	2	0	0
12:00	89	43.8	39.3	4.9	0	0	0	0	2	14	48	20	3	1	1	0	0
12:15	85	44.1	39	5	0	0	0	0	0	4	18	33	27	2	1	0	0
12:30	85	44.1	36.6	8.6	1	0	2	3	3	6	16	27	22	4	1	0	0
12:45	97	42.5	37.9	5.2	0	0	0	0	2	7	16	52	16	3	1	0	0
13:00	96	45	39.4	6.1	0	0	0	0	2	5	15	39	25	8	1	0	0
13:15	81	44	39.2	5	0	0	0	0	0	3	15	37	22	2	2	0	0
13:30	83	44.5	38.6	6.8	0	0	0	0	4	4	16	34	17	6	1	0	1
13:45	81	45.2	40.4	4.6	0	0	0	0	0	2	6	42	22	9	0	0	0
14:00	77	44.7	37.9	7.2	0	0	0	1	5	5	14	28	16	6	2	0	0
14:15	82	45.6	39.5	6.5	0	0	0	0	1	6	16	26	22	9	1	1	0
14:30	110	42.5	36	6.7	0	0	0	0	15	6	23	43	20	3	0	0	0
14:45	136	42.5	37.7	4.7	0	0	0	0	0	7	41	60	23	5	0	0	0
15:00	140	41.6	36	6.8	0	0	2	6	6	5	34	63	22	2	0	0	0
15:15	142	41.1	35.3	7.7	1	0	1	4	13	13	27	61	15	6	1	0	0
15:30	130	41.5	36.7	5	0	0	0	0	3	7	50	48	19	3	0	0	0
15:45	106	43.1	37.8	5.4	0	0	0	1	3	3	25	47	25	1	1	0	0
16:00	139	41.6	37	5.4	0	0	0	1	5	10	28	71	22	2	0	0	0
16:15	108	43.3	37.7	6.5	0	1	1	2	2	1	22	51	25	3	0	0	0
16:30	145	40.8	35.9	6.4	0	0	4	2	4	8	41	67	17	2	0	0	0
16:45	134	43.7	37.6	6.3	0	0	0	1	4	11	31	54	23	9	0	1	0
17:00	163	40.3	34.3	6.8	0	0	0	9	9	25	45	58	12	5	0	0	0
17:15	171	39	31.8	7.2	0	0	1	17	23	19	58	45	8	0	0	0	0
17:30	154	41.7	37.1	5	0	0	0	2	0	4	59	62	24	1	2	0	0
17:45	146	40.6	35.2	7.6	1	2	5	1	5	3	49	62	15	3	0	0	0
18:00	120	40.8	36	6.2	0	0	0	4	4	9	36	49	14	4	0	0	0
18:15	107	42.3	36.2	6.9	0	0	1	4	4	7	28	42	17	4	0	0	0
18:30	119	43.3	37.7	6.5	0	0	2	2	3	3	22	58	23	5	1	0	0
18:45	76	45.8	41.1	5.2	0	0	0	0	0	0	10	31	24	9	1	1	0
19:00	81	45.1	38.1	6.1	0	0	0	0	0	6	31	19	15	9	1	0	0
19:15	76	44.9	39.3	6.8	0	0	0	0	2	7	9	29	22	4	2	0	1
19:30	70	44.5	40.4	4.4	0	0	0	0	0	4	43	17	5	0	1	0	0
19:45	58	45.3	39.4	6.9	0	0	0	0	1	4	12	19	15	5	1	0	1
20:00	68	45.9	41.2	5.1	0	0	0	0	0	10	23	25	8	2	0	0	0
20:15	57	45.8	41.2	5.3	0	0	0	0	1	0	6	19	23	7	1	0	0
20:30	50	49.3	41.6	7.3	0	0	0	0	0	1	11	15	9	9	4	0	1
20:45	48	47.1	40.6	5.9	0	0	0	0	0	0	10	20	9	6	3	0	0
21:00	47	47.4	40.2	6.2	0	0	0	1	0	0	6	25	5	9	1	0	0
21:15	41	46.3	40.7	5	0	0	0	0	0	0	6	18	10	7	0	0	0
21:30	37	45.9	41.2	5.7	0	0	0	0	0	0	5	16	10	3	3	0	0
21:45	30	47.7	42	5	0	0	0	0	0	0	1	15	7	6	1	0	0
22:00	25	45.4	42.1	5.3	0	0	0	0	0	0	2	9	10	2	2	0	0
22:15	19	44.3	40.3	6.4	0	0	0	0	0	0	5	7	4	1	2	0	0
22:30	17	48	43.5	4.6	0	0	0	0	0	0	1	3	8	5	0	0	0
22:45	20	51.8	43.8	7.8	0	0	0	0	0	0	4	4	4	4	3	1	0
23:00	14	47	41.4	6.5	0	0	0	0	0	1	1	5	4	2	1	0	0
23:15	17	44.7	41.4	4.6	0	0	0	0	0	0	1	7	8	0	1	0	0
23:30	12	49.4	43.9	5.6	0	0	0	0	0	0	5	2	4	1	0	0	0

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Tue 09-Dec-14

Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	8	-	46	5.5	0	0	0	0	0	0	0	1	4	1	2	0	0
00:15	4	-	48.5	1.6	0	0	0	0	0	0	0	0	0	4	0	0	0
00:30	6	-	42.7	6	0	0	0	0	0	0	1	1	2	2	0	0	0
00:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	-	36.8	7.6	0	0	0	0	0	1	0	1	1	0	0	0	0
01:15	2	-	46	10.6	0	0	0	0	0	0	0	1	0	0	1	0	0
01:30	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:00	3	-	50.2	12.6	0	0	0	0	0	0	0	1	0	1	0	0	1
02:15	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
02:30	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45	3	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
03:30	4	-	42.3	4.9	0	0	0	0	0	0	0	2	1	1	0	0	0
03:45	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
04:30	3	-	33.5	8.8	0	0	0	0	1	0	0	2	0	0	0	0	0
04:45	3	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0	0
05:00	7	-	41.4	7.1	0	0	0	0	0	1	0	2	2	2	0	0	0
05:15	9	-	44.1	3.3	0	0	0	0	0	0	0	1	6	2	0	0	0
05:30	7	-	44.2	3.7	0	0	0	0	0	0	0	1	4	2	0	0	0
05:45	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0	0
06:00	8	-	44.8	5.4	0	0	0	0	0	0	1	0	3	4	0	0	0
06:15	20	46.8	39	9.4	0	0	0	2	0	1	3	4	6	3	1	0	0
06:30	29	43.9	39.4	4.3	0	0	0	0	0	0	6	13	9	1	0	0	0
06:45	21	43.3	37.8	5.7	0	0	0	0	0	2	6	8	3	2	0	0	0
07:00	31	40.9	35.9	6.1	0	0	0	0	4	0	9	13	5	0	0	0	0
07:15	56	44.4	37.3	7.4	0	0	0	2	4	2	12	17	15	4	0	0	0
07:30	67	45	38.9	5.9	0	0	0	0	0	3	17	30	8	6	3	0	0
07:45	93	42.6	38	4.9	0	0	0	1	0	4	20	48	17	3	0	0	0
08:00	74	43.2	38.8	4.6	0	0	0	0	2	13	43	10	6	0	0	0	0
08:15	82	43.8	37.3	7.1	0	0	1	4	2	0	20	30	22	3	0	0	0
08:30	103	42.9	37.8	5.3	0	0	0	1	1	1	35	42	19	2	2	0	0
08:45	79	45.2	39.1	5.9	0	0	0	0	0	5	22	21	22	8	1	0	0
09:00	73	45.2	37.7	7.4	0	0	0	1	4	8	14	22	15	8	1	0	0
09:15	51	40.5	33.5	7.6	0	0	1	0	8	8	16	11	4	3	0	0	0
09:30	64	43.4	37.3	6.6	0	0	0	1	0	9	16	24	8	4	2	0	0
09:45	68	43.6	37	7.8	0	0	1	1	7	2	11	29	12	3	2	0	0
10:00	56	45	38.7	6.8	0	0	0	2	1	2	10	20	15	6	0	0	0
10:15	59	43.9	38.7	6.5	0	0	0	1	3	0	8	30	13	3	0	1	0
10:30	64	45.1	38.7	6.3	0	0	0	0	3	2	16	19	17	7	0	0	0
10:45	81	41.1	36.5	4.9	0	0	0	0	1	9	25	33	13	0	0	0	0
11:00	79	44.6	37.5	7.2	0	0	0	1	5	8	15	24	19	6	1	0	0
11:15	85	42.3	37.7	5.1	0	0	0	0	1	2	28	37	14	1	2	0	0
11:30	92	42.5	37.5	5.9	0	0	0	0	5	4	20	45	12	5	1	0	0
11:45	90	43.2	37.7	6.2	0	0	0	2	0	4	28	38	9	7	2	0	0
12:00	108	42.3	36.4	6.2	0	0	0	1	5	12	27	41	21	0	0	1	0
12:15	90	43.9	37.8	6.3	0	0	0	0	2	9	23	32	17	4	3	0	0
12:30	98	41.8	37.3	4.5	0	0	0	0	0	3	38	39	17	0	1	0	0
12:45	82	45	39.5	6.2	0	0	0	0	0	6	15	30	23	6	1	0	1
13:00	98	42.6	36.2	6.4	0	0	0	0	1	7	7	23	31	17	2	0	0
13:15	71	45.7	37.7	7.9	0	0	0	0	2	3	6	21	12	17	8	2	0
13:30	78	43.4	38	5.4	0	0	0	0	0	2	3	20	34	14	5	0	0
13:45	66	44.9	38.7	7.1	0	0	0	0	2	3	1	10	27	16	5	2	0
14:00	88	43	37.4	6.9	0	0	1	2	3	5	14	43	16	3	0	1	0
14:15	85	42.7	37.3	5.2	0	0	0	0	1	5	29	31	17	1	1	0	0
14:30	101	44.8	39.4	5.1	0	0	0	0	0	0	27	41	23	8	2	0	0
14:45	129	43.6	36.7	6.4	0	0	0	0	7	15	36	37	27	7	0	0	0
15:00	142	40.9	34.9	8.3	0	0	6	8	9	7	25	66	16	5	0	0	0
15:15	129	40.2	33.2	8.9	0	2	8	9	6	6	30	57	10	1	0	0	0
15:30	124	43.1	37.5	5.5	0	0	0	2	2	3	38	50	24	5	0	0	0
15:45	116	43.2	37.9	5.7	0	0	1	1	3	1	27	54	25	4	0	0	0
16:00	132	40.4	35.8	5	0	0	0	1	4	11	48	54	13	1	0	0	0
16:15	110	41.3	36.7	4.9	0	0	0	0	2	7	40	43	16	2	0	0	0
16:30	146	40.2	35.2	5	0	0	0	0	4	19	62	46	13	2	0	0	0
16:45	162	40	35.3	4.7	0	0	0	0	2	20	75	50	12	3	0	0	0
17:00	174	40.1	33.7	7.4	0	0	5	12	7	18	51	67	13	1	0	0	0
17:15	153	40	35.7	4.4	0	0	0	0	3	15	57	69	8	1	0	0	0
17:30	158	40.4	35.2	5.7	0	0	1	2	5	12	76	43	15	3	1	0	0
17:45	154	40.5	36.3	5.1	0	0	0	1	6	10	45	76	15	0	1	0	0
18:00	150	40.6	35.8	6.5	0	0	4	0	1	12	62	52	15	0	3	0	1
18:15	125	40.6	34.8	6.4	0	0	2	2	7	14	41	43	16	0	0	0	0
18:30	99	44.7	38.3	7.6	1	0	1	2	1	5	18	35	28	6	2	0	0
18:45	93	41.6	37.7	5.5	0	0	0	0	0	2	20	51	12	3	0	1	0
19:00	90	41.8	37.4	5.1	0	0	0	0	3	5	19	47	13	3	0	0	0
19:15	70	43.9	37.8	7	0	0	0	0	2	6	22	21	14	1	2	2	0
19:30	66	44.9	39.9	4.6	0	0	0	0	0	0	11	33	15	7	0	0	0
19:45	51	43.4	38.4	5.6	0	0	0	1	1	0	11	23	14	0	1	0	0
20:00	76	44.8	39.4	6.1	0	0	0	0	3	0	11	41	12	6	2	1	0
20:15	60	41.8	37.5	5.9	0	0	0	3	0	1	11	34	9	2	0	0	0
20:30	48	44.9	40.1	6	0	0	0	0	0	0	11	20	12	3	1	0	1
20:45	45	44.2	40.1	4.7	0	0	0	0	0	0	6	24	12	1	2	0	0
21:00	44	44.1	38.5	5.8	0	0	0	0	2	1	9	18	11	3	0	0	0
21:15	42	44.9	39.7	5.2	0	0	0	0	0	1	7	21	8	4	1	0	0
21:30	37	45.9	41.6	6.6	0	0	0	0	0	1	6	9	15	4	1	0	1
21:45	23	45.4	39.6	6	0	0	0	0	0	1	7	4	8	3	0	0	0
22:00	43	45	40	5	0	0	0	0	0	0	8	20	10	4	1	0	0
22:15	29	48.2	42.3	5.9	0	0	0	0	0	0	2	13	7	5	1	1	0
22:30	22	47	41.7	6.2	0	0	0	0	0	0	3	9	6	1	3	0	0
22:45	20	44.8	40.3	5.4	0	0	0	0	0	0	4	8	6	1	1	0	0
23:00	19	48.7	42.2	7.2	0	0	0	0	0	0	5	3	5	5	0	1	0
23:15	14	51.7	44.6	7	0	0	0	0	0	0	2	2	4	3	3	0	0
23:30	11	49.1	43	7	0	0	0	0	0	1	0	3	3	3	1</		

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Fri 05-Dec-14

Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	14	-	51.4	11.6	0	0	0	0	1	0	0	1	2	2	3	1	4
00:15	11	-	52.6	8.4	0	0	0	0	0	0	0	1	2	1	3	2	2
00:30	3	-	53.5	10	0	0	0	0	0	0	0	1	1	0	1	0	1
00:45	3	-	50.2	12.6	0	0	0	0	0	0	0	1	0	1	0	0	1
01:00	1	-	63.5	-	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	8	-	51.6	10.4	0	0	0	0	0	0	1	0	1	2	1	1	2
01:30	1	-	63.5	-	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
02:15	4	-	53.5	13.6	0	0	0	0	0	0	1	0	0	0	0	2	1
02:30	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
02:45	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	0
03:00	2	-	51	3.5	0	0	0	0	0	0	0	0	0	1	1	0	0
03:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	3	-	55.2	14.5	0	0	0	0	0	0	0	1	0	0	0	0	2
03:45	2	-	58.5	7.1	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	0
04:15	2	-	48.5	1.8	0	0	0	0	0	0	0	0	0	2	0	0	0
04:30	3	-	60.2	3.1	0	0	0	0	0	0	0	0	0	0	0	2	1
04:45	5	-	55.5	5.8	0	0	0	0	0	0	0	0	0	1	2	1	1
05:00	11	55.3	53.5	4.7	0	0	0	0	0	0	0	0	0	3	6	1	1
05:15	14	54.4	49.9	6.2	0	0	0	0	0	0	0	1	2	5	5	0	1
05:30	25	52.8	44.7	8.4	0	0	0	0	0	0	6	2	5	6	5	0	1
05:45	26	-	54.5	8	0	0	0	0	0	0	1	1	0	6	7	4	7
06:00	48	53.7	46.8	7.2	0	0	0	0	0	0	3	8	9	15	10	1	2
06:15	37	59	51.2	7.4	0	0	0	0	0	0	4	4	10	10	5	4	4
06:30	85	54.8	48.3	6.9	0	0	0	0	0	0	2	9	18	32	14	5	5
06:45	61	54.3	48.4	5.8	0	0	0	0	0	0	1	3	17	21	14	4	1
07:00	72	53.6	47.7	5.6	0	0	0	0	0	0	7	21	25	15	3	1	1
07:15	97	55.5	48.1	6.7	0	0	0	0	0	0	2	11	21	38	11	11	3
07:30	138	52.8	46.7	6	0	0	0	0	1	3	13	48	43	24	4	2	2
07:45	147	50.4	43.8	7.5	0	0	0	2	0	3	12	31	42	39	11	5	2
08:00	157	49.4	43.1	7.3	0	0	0	1	5	8	8	12	72	40	8	3	0
08:15	144	50.3	44.2	6.7	0	0	0	0	1	17	27	39	44	11	3	2	2
08:30	159	50.2	43.9	6.2	0	0	0	0	1	12	33	56	38	15	3	0	0
08:45	125	51.3	46.3	5.8	0	0	0	0	1	0	1	10	55	38	14	3	3
09:00	137	50.6	44.4	7.3	0	1	0	1	2	1	3	24	50	37	14	4	0
09:15	152	48.3	42.5	5.8	0	0	0	0	1	12	45	61	19	12	1	0	0
09:30	128	50.7	45.2	6.8	0	0	0	0	2	4	1	18	44	42	13	1	3
09:45	104	50.9	45	7.6	0	0	0	1	1	2	3	18	35	28	8	5	3
10:00	97	51.7	45.1	6.9	0	0	0	0	2	2	3	16	26	31	15	2	0
10:15	125	49.8	43.7	7.5	0	0	0	1	5	3	3	14	59	27	8	4	1
10:30	110	51.6	45	7.5	0	0	0	0	4	3	2	14	34	34	16	2	1
10:45	92	52.7	45.1	8.3	0	0	0	0	3	3	0	19	27	23	8	6	3
11:00	88	54.9	46.5	8.5	0	0	0	0	1	2	1	2	14	20	21	17	9
11:15	77	49.2	42.1	8.3	0	0	0	1	3	0	12	13	29	11	3	4	1
11:30	92	50.2	44.2	7.3	0	0	0	0	2	4	2	17	29	28	7	1	2
11:45	77	53.5	45.6	9	0	0	0	0	4	1	2	12	20	22	8	3	5
12:00	108	53.4	45.7	8.1	0	0	0	0	2	4	5	14	27	32	15	6	3
12:15	101	50.1	42	8.5	0	0	0	2	3	5	10	18	36	14	10	2	1
12:30	72	50.6	43.3	8.2	0	0	0	0	3	4	4	11	23	17	8	1	4
12:45	83	54	44.5	9	0	0	0	0	3	4	1	14	20	19	15	3	4
13:00	91	52.9	44.6	8.3	0	0	0	1	1	2	4	20	29	16	10	5	3
13:15	77	55.1	45.4	9.6	0	0	0	0	3	3	7	9	16	11	7	3	1
13:30	84	52.8	45.7	7.4	0	0	0	0	2	2	1	12	25	24	14	3	1
13:45	77	50.5	45.4	6.7	0	0	0	0	2	1	2	9	21	33	7	1	1
14:00	113	49.9	43.6	6.9	0	0	0	0	3	4	1	26	38	30	9	1	1
14:15	93	51.3	44.3	8.9	0	0	0	1	3	3	5	16	24	26	8	3	4
14:30	96	52.1	43.8	8.4	0	0	0	0	6	12	16	25	20	10	4	3	3
14:45	76	50.8	43.8	8.2	0	0	0	1	1	5	2	13	25	18	7	3	1
15:00	77	52.6	43.1	9.7	0	0	0	1	4	5	4	15	17	16	9	5	1
15:15	104	53.9	46	7.4	0	0	0	0	2	3	24	24	25	17	7	2	2
15:30	115	49.4	44.6	5.4	0	0	0	0	0	1	1	24	46	37	3	1	2
15:45	101	48.6	42.9	6.2	0	0	0	0	1	3	4	26	43	16	5	3	0
16:00	77	52.6	46.2	6.5	0	0	0	0	0	1	16	24	21	9	4	2	2
16:15	106	48.7	41.4	7.5	0	0	0	0	3	6	10	33	29	16	6	2	1
16:30	85	48.6	41	8.4	0	0	0	0	2	7	14	19	24	11	3	3	2
16:45	76	49.2	42.8	6.6	0	0	0	0	2	0	5	21	29	11	6	2	0
17:00	83	49	41.9	7.2	0	0	0	0	3	3	6	24	25	15	6	1	0
17:15	80	50.8	43.6	7.4	0	0	0	1	1	4	4	23	20	18	11	0	1
17:30	99	49.4	42.6	6.4	0	0	0	0	1	1	3	7	31	24	26	7	0
17:45	93	49.6	43.8	6.5	0	0	0	0	0	0	8	23	33	20	4	3	2
18:00	87	50.5	43.1	7.5	0	0	0	0	3	0	6	27	24	15	7	5	0
18:15	67	48.9	42.8	7.1	0	0	0	0	1	1	4	23	21	11	3	1	2
18:30	70	48.9	43	7.1	0	0	0	0	0	2	8	15	27	12	2	2	2
18:45	64	51.8	45.3	6.9	0	0	0	0	0	0	3	14	22	14	6	3	2
19:00	70	55.3	46.6	8.3	0	0	0	0	0	6	16	13	11	15	6	3	2
19:15	62	52.6	44.8	7.8	0	0	0	0	0	3	2	13	21	11	7	3	2
19:30	49	51.4	45.5	7.1	0	0	0	0	0	0	2	12	14	13	2	5	1
19:45	48	54.1	45.6	7.3	0	0	0	0	0	0	2	12	16	6	7	4	1
20:00	38	50.7	45.1	7.8	0	0	0	0	0	2	2	7	8	13	3	2	1
20:15	32	49.7	43.5	7	0	0	0	0	0	2	2	2	13	9	3	0	0
20:30	28	52.3	43.7	7.4	0	0	0	0	0	0	2	11	7	2	5	0	1
20:45	26	51.8	43.1	8.8	0	0	0	0	1	1	1	10	3	5	4	0	1
21:00	22	-	49.4	8.8	0	0	0	0	0	0	0	4	5	5	3	1	4
21:15	19	52.6	47.2	6.6	0	0	0	0	0	0	2	8	5	2	1	1	1
21:30	17	-	51.4	7.2	0	0	0	0	0	0	0	5	3	6	0	3	0
21:45	29	56.4	48.2	7.9	0	0	0	0	0	0	2	6	13	1	2	3	3
22:00	22	54.7	48.7	6.2	0	0	0	0	0	0	0	1	7	8	3	2	1
22:15	20	58.5	50.5	7.1	0	0	0	0	0	0	0	8	3	3	5	1	4
22:30	31	55.3	48.2	8.7	0	0	0	0	0	0	2	5	5	9	5	1	4
22:45	18	50.5	44.6	7.1	0	0	0	0	0	0	1	4	8	2	2	0	1
23:00	26	55.3	46.2	8.5	0	0	0	0	0	1	2	2	10	4	3	3	1
23:15	21	-	52.1	9.2	0	0	0	0	0	0	1	0	5	6	1	2	6
23:30	24	50.8	47	5													

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Sat 06-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61	
00:00		25	49.8	45.7	7.4	0	0	0	0	0	0	0	6	11	4	1	1	2
00:15	15	51.6	46.8	6.6	0	0	0	0	0	0	0	0	2	6	4	2	0	1
00:30	13	57.4	52	6.7	0	0	0	0	0	0	0	0	1	1	3	5	2	1
00:45	11	59.1	52.1	6.9	0	0	0	0	0	0	0	0	0	2	4	1	3	1
01:00	14	58	48.5	8.6	0	0	0	0	0	0	0	0	3	3	4	1	1	2
01:15	15	54.8	48.5	8.1	0	0	0	0	0	0	0	0	5	0	2	7	0	1
01:30	5	-	52.5	7.5	0	0	0	0	0	0	0	0	0	1	1	2	0	1
01:45	4	-	42.3	6.4	0	0	0	0	0	0	0	1	0	2	1	0	0	0
02:00	1	-	63.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	7	-	50.6	9.1	0	0	0	0	0	0	0	0	1	2	0	2	1	1
02:30	4	-	51	9.6	0	0	0	0	0	0	0	0	0	2	0	1	0	1
02:45	5	-	52.5	6.6	0	0	0	0	0	0	0	0	0	1	1	1	2	0
03:00	3	-	63.5	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	6	-	51	9.4	0	0	0	0	0	0	0	0	1	1	1	1	1	1
03:30	2	-	53.5	14.1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:45	2	-	41	24.7	0	0	0	0	1	0	0	0	0	0	0	0	1	0
04:00	3	-	51.8	3.1	0	0	0	0	0	0	0	0	0	1	2	0	0	0
04:15	2	-	48.5	7.1	0	0	0	0	0	0	0	0	0	1	0	1	0	0
04:30	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	1	0
04:45	6	-	54.3	8.1	0	0	0	0	0	0	0	0	0	1	2	0	2	0
05:00	4	-	46	6.5	0	0	0	0	0	0	0	0	1	1	1	1	0	0
05:15	8	-	49.8	4.6	0	0	0	0	0	0	0	0	0	1	5	1	1	0
05:30	11	-	50.3	45.8	6.9	0	0	0	0	0	0	1	1	4	3	1	1	0
05:45	12	-	48.5	7.8	0	0	0	0	0	0	0	0	1	4	5	0	0	2
06:00	20	-	52.9	47	6.5	0	0	0	0	0	0	0	3	7	5	4	0	1
06:15	16	-	59.9	54.8	5.5	0	0	0	0	0	0	0	1	2	7	4	2	2
06:30	14	-	60.4	54.6	6.4	0	0	0	0	0	0	0	0	1	4	2	5	2
06:45	20	-	53.5	47.8	5.6	0	0	0	0	0	0	0	2	6	6	5	1	0
07:00	24	-	54.2	47.7	7.3	0	0	0	0	0	0	0	4	7	7	3	1	2
07:15	31	-	55.3	49.3	8.8	0	0	0	1	0	0	0	4	3	11	7	1	4
07:30	37	-	59.3	50.8	7.4	0	0	0	0	0	0	0	2	9	9	3	1	5
07:45	38	-	55.7	47.7	8.6	0	0	0	0	1	0	0	8	6	11	6	3	3
08:00	55	-	52.6	45.8	7.5	0	0	0	0	0	0	4	12	12	16	7	1	3
08:15	70	-	52.8	46.5	6.5	0	0	0	1	0	0	3	8	16	26	14	2	0
08:30	84	-	52.6	45.5	7.3	0	0	0	1	1	0	0	13	33	18	12	4	1
08:45	106	-	50.8	46.7	5.4	0	0	0	0	0	1	11	35	43	12	2	2	2
09:00	107	-	50.7	43.9	6.9	0	0	0	0	1	1	9	25	32	24	12	2	1
09:15	94	-	50.3	44.7	5.7	0	0	0	0	0	1	3	20	29	31	9	1	0
09:30	101	-	53.5	44.8	8	0	0	0	0	1	1	9	24	25	18	15	5	3
09:45	82	-	51.5	45.7	7	0	0	0	0	3	1	1	8	25	30	11	3	0
10:00	110	-	53	47	6.9	0	0	0	0	4	0	1	9	23	47	22	3	1
10:15	128	-	51.7	45.2	7.4	0	0	0	0	2	1	17	52	30	16	2	4	1
10:30	136	-	50.5	43.8	7.7	0	0	0	1	2	9	6	17	47	37	13	3	4
10:45	100	-	52	43.5	9.2	0	0	0	2	4	5	1	21	30	19	12	3	3
11:00	112	-	51.6	43.4	8.6	0	0	0	1	0	8	14	17	29	24	14	1	4
11:15	102	-	51.8	45.4	6.9	0	0	0	0	2	1	5	12	33	31	13	5	0
11:30	120	-	51.4	44.4	7.4	0	0	0	0	3	5	5	15	41	31	18	1	1
11:45	105	-	50.4	42.7	8.1	0	0	0	0	3	7	4	30	27	20	9	4	1
12:00	93	-	53.9	45.9	8	0	0	0	0	2	3	1	15	28	19	18	5	2
12:15	95	-	53.4	45.2	8.6	0	0	0	0	2	8	3	12	17	29	19	4	1
12:30	106	-	52.1	45.3	7.1	0	0	0	0	4	5	16	31	30	16	2	2	2
12:45	97	-	51.8	44.3	7.3	0	0	0	0	2	3	4	18	32	21	13	4	0
13:00	94	-	52.7	45.1	8.2	0	0	0	0	3	6	0	9	33	24	13	4	2
13:15	94	-	53.5	44.3	9.6	0	0	0	0	2	9	6	15	19	23	11	4	5
13:30	94	-	51.9	43.3	8.7	0	0	0	0	1	4	4	18	30	16	13	2	2
13:45	96	-	53.9	47.1	7.3	0	0	0	0	1	2	4	6	23	37	14	7	2
14:00	83	-	50.8	45.2	7.6	0	0	0	0	2	2	1	15	24	27	5	5	2
14:15	81	-	54	45.3	8.7	0	0	0	0	2	2	6	14	19	17	14	4	3
14:30	75	-	53.8	44.8	9.5	0	0	0	0	3	5	4	10	18	15	15	1	4
14:45	71	-	51.4	45.1	7.2	0	0	0	0	2	3	1	7	22	24	11	1	0
15:00	87	-	52.6	45.4	7.4	0	0	0	0	2	2	4	7	33	21	14	3	1
15:15	88	-	53.3	46.2	7.7	0	0	0	0	2	1	4	10	24	27	14	3	3
15:30	77	-	50.4	44	7.5	0	0	0	0	2	1	3	20	23	18	6	2	2
15:45	71	-	52.2	42.7	9	0	0	0	0	4	5	1	18	23	7	8	4	1
16:00	88	-	52.5	44.9	7.5	0	0	0	0	3	2	1	15	29	20	14	4	0
16:15	66	-	52.4	45.2	7.8	0	0	0	0	0	3	3	10	24	13	9	0	4
16:30	85	-	48.1	41.8	6.2	0	0	0	0	1	2	8	28	27	14	4	1	0
16:45	65	-	48.8	42.5	7.7	0	0	0	0	2	2	4	19	21	12	1	2	2
17:00	55	-	50.8	43.4	7.7	0	0	0	0	1	3	4	12	12	15	7	1	0
17:15	58	-	48.7	42.1	6.1	0	0	0	0	1	6	20	18	7	6	0	0	0
17:30	71	-	49.6	43.6	6.2	0	0	0	0	1	0	6	14	25	19	5	1	0
17:45	74	-	49.8	43.8	6.9	0	0	0	0	1	2	3	16	29	15	3	5	0
18:00	41	-	51.4	44.1	7.6	0	0	0	0	0	0	4	14	7	9	4	2	1
18:15	65	-	49.9	44.5	6.2	0	0	0	0	0	0	6	10	23	20	4	1	1
18:30	52	-	52.4	45.5	7.2	0	0	0	0	0	0	2	12	18	10	6	1	3
18:45	65	-	49.1	43.2	6.8	0	0	0	0	1	2	3	14	28	11	4	1	1
19:00	64	-	53.5	46.5	6.3	0	0	0	0	0	0	0	14	18	17	10	5	0
19:15	66	-	51.8	44.6	7.3	0	0	0	0	0	0	3	23	15	14	4	6	1
19:30	46	-	52	44.2	7.5	0	0	0	0	0	0	9	8	7	13	8	1	0
19:45	37	-	52.6	45.7	7.5	0	0	0	0	0	1	10	11	8	3	2	2	3
20:00	36	-	56.2	45.9	9.2	0	0	0	0	1	0	2	7	12	5	3	3	2
20:15	33	-	56.9	50.2	6.8	0	0	0	0	0	0	0	2	7	11	7	3	3
20:30	18	-	57.8	49.3	7.7	0	0	0	0	0	0	0	3	4	3	5	0	0
20:45	20	-	54.1	46.3	7.6	0	0	0	0	0	0	2	3	5	4	4	2	0
21:00	26	-	58.6	48.1	9.3	0	0	0	0	0	0	2	6	3	5	2	7	1
21:15	21	-	59.4	49.5	8.7	0	0	0	0	0	0	1	2	5	5	3	2	3
21:30	21	-	53.3	46.6	6.2	0	0	0	0	0	0	0	3	9	4	3	2	0
21:45	28	-	56.5	48.7	7.9	0	0	0	0	0	0	0	6	5	6	6	3	2
22:00	21	-	56.6	47.1	10.1	0	0	0	1	0	0	0	4	5	3	4	3	1
22:15	12	-	51.4	8.2	0	0	0	0	0	0	0	0	1	2	4	1	2	2
22:30	28	-	55.6	48.9	7.2	0	0	0	0	0	0	0	2	12				

Site No: 41071412 Site Reference: 41071412
 I-TRAN - SITE 1 WORTING ROAD WEST
 Speed Report-Limit 30 Mph Sun 07-Dec-14

Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 >=61
00:00	20	54.1	47.8	7.9	0	0	0	0	0	0	1	3	4	6	4	0	2
00:15	29	52.9	45.1	7.5	0	0	0	0	0	0	1	9	9	4	3	2	1
00:30	24	54.2	49.1	6.6	0	0	0	0	0	0	0	3	2	13	3	1	2
00:45	8	-	48.5	4.8	0	0	0	0	0	0	0	0	3	2	3	0	0
01:00	13	-	50.8	7.1	0	0	0	0	0	0	0	0	3	6	1	1	2
01:15	14	53.3	46.4	7.6	0	0	0	0	0	0	1	1	7	1	3	0	1
01:30	7	-	57.8	7.4	0	0	0	0	0	0	0	0	0	2	1	0	4
01:45	7	-	54.9	6.4	0	0	0	0	0	0	0	0	1	0	3	2	1
02:00	7	-	57.1	8.1	0	0	0	0	0	0	0	0	1	1	0	2	3
02:15	7	-	47.1	10.3	0	0	0	0	0	0	1	1	2	0	2	0	1
02:30	6	-	48.5	10.1	0	0	0	0	0	0	0	2	1	0	2	0	1
02:45	3	-	61.8	3.1	0	0	0	0	0	0	0	0	0	0	0	1	2
03:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
03:15	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
03:30	4	-	57.3	4.9	0	0	0	0	0	0	0	0	0	0	2	1	1
03:45	3	-	55.2	7.6	0	0	0	0	0	0	0	0	0	1	1	0	1
04:00	2	-	53.5	1.8	0	0	0	0	0	0	0	0	0	0	2	0	0
04:15	2	-	63.5	1.8	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	2	-	51	10.6	0	0	0	0	0	0	0	0	1	0	0	1	0
04:45	3	-	63.5	1.7	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15	5	-	47.5	6.6	0	0	0	0	0	0	0	0	3	1	0	1	0
05:30	7	-	52.1	7.5	0	0	0	0	0	0	0	0	2	1	2	1	1
05:45	10	51	48	5.1	0	0	0	0	0	0	0	0	4	4	1	1	0
06:00	15	56.4	51.5	5.5	0	0	0	0	0	0	0	0	3	3	6	3	0
06:15	5	-	55.5	7.7	0	0	0	0	0	0	0	0	2	1	0	2	0
06:30	15	-	52.8	7.9	0	0	0	0	0	0	0	1	2	3	4	2	3
06:45	15	53.1	46.2	6.9	0	0	0	0	0	0	1	2	5	3	3	1	0
07:00	15	53.8	48.6	5	0	0	0	0	0	0	0	0	5	5	4	1	0
07:15	12	-	49.3	9.3	0	0	0	0	0	0	0	2	2	2	2	1	2
07:30	14	55.3	47.4	10.3	0	0	0	0	0	2	0	1	2	3	4	1	1
07:45	19	59.7	53.8	6.3	0	0	0	0	0	0	0	1	0	5	6	5	2
08:00	22	50.3	47.8	4.7	0	0	0	0	0	0	0	0	7	13	1	0	1
08:15	22	-	50.5	9.7	0	0	0	0	1	0	0	2	2	6	6	1	4
08:30	40	58.5	51	7.6	0	0	0	0	0	0	3	0	6	9	11	9	2
08:45	34	54.6	47.6	6.9	0	0	0	0	0	1	0	4	9	8	9	3	0
09:00	29	55.5	50.4	5.6	0	0	0	0	0	0	0	0	7	9	9	3	1
09:15	50	58.9	51	6.6	0	0	0	0	0	0	0	0	13	16	9	7	5
09:30	86	56.7	47.3	8	0	0	0	0	1	0	0	20	23	13	14	12	3
09:45	87	53.1	46.3	7	0	0	0	0	1	5	8	23	28	18	2	1	1
10:00	92	54.3	47.6	7.2	0	0	0	0	3	1	0	4	25	33	18	7	1
10:15	104	49.7	43.5	7	0	0	0	0	5	0	4	17	48	19	7	4	0
10:30	139	50.9	43.9	7.8	0	0	0	0	5	4	5	28	44	32	15	4	2
10:45	92	50.8	45.1	7.5	0	0	0	0	2	4	1	14	26	31	9	4	1
11:00	93	53.5	45.9	8.1	0	0	0	0	1	6	1	8	33	24	11	6	3
11:15	95	51.1	44.4	8.5	0	0	0	0	5	6	1	11	23	34	11	3	1
11:30	95	55.2	47	7.5	0	0	0	0	0	2	2	12	31	24	11	9	4
11:45	94	54.7	47.6	7.2	0	0	0	0	1	1	2	7	30	23	21	6	3
12:00	85	54	45.4	8.7	0	0	0	0	2	4	7	5	26	20	13	6	2
12:15	93	54.4	47.2	7.7	0	0	0	0	1	5	1	5	25	25	24	6	1
12:30	101	54.9	47.6	7.3	0	0	0	0	0	4	1	11	21	32	21	10	1
12:45	78	55.9	48.2	7.7	0	0	0	0	0	2	4	4	16	28	12	9	3
13:00	99	51.7	44.1	8.9	0	0	0	0	5	6	8	9	19	35	12	5	0
13:15	77	53.8	45.3	8.7	0	0	0	0	3	2	5	7	24	19	9	6	2
13:30	76	55	46.3	9.1	0	0	0	0	3	2	5	7	16	20	14	7	2
13:45	82	52	44.5	7.9	0	0	0	0	2	1	8	13	22	21	11	2	2
14:00	78	54.6	47.9	7.9	0	0	0	0	1	3	2	1	21	27	15	3	5
14:15	76	53.5	46.1	8.7	0	0	0	0	3	5	0	8	11	30	14	4	1
14:30	77	56.6	47.3	9.3	0	0	0	0	3	2	2	10	11	26	10	8	5
14:45	84	54.4	46.3	8.4	0	0	0	0	2	3	1	12	24	16	19	4	3
15:00	83	52.7	44.3	8.2	0	0	0	0	1	4	6	17	21	18	9	6	1
15:15	60	53.1	46.1	7.6	0	0	0	0	1	1	2	7	20	17	6	4	2
15:30	66	54	46	8.4	0	0	0	0	3	2	0	7	20	17	11	5	1
15:45	76	54.7	47.1	7.8	0	0	0	0	0	1	5	7	22	21	11	4	5
16:00	70	55.6	48.7	6.3	0	0	0	0	0	0	0	5	22	20	13	8	2
16:15	57	54.6	47.7	7.9	0	0	0	1	0	0	1	7	12	19	11	3	3
16:30	56	54.6	47.1	7.3	0	0	0	0	0	0	0	14	13	13	10	3	3
16:45	72	50.8	45	7.1	0	0	0	0	1	1	3	14	20	22	8	1	2
17:00	64	51.6	47.1	5.6	0	0	0	0	0	1	6	19	27	7	3	1	1
17:15	64	50	45	6.3	0	0	0	0	0	0	2	13	26	16	3	2	2
17:30	59	52.2	46	6.5	0	0	0	0	0	0	1	15	13	19	7	3	1
17:45	61	55.4	48.8	7.7	0	0	0	0	0	0	1	9	12	17	14	1	7
18:00	55	56.2	49	8	0	0	0	0	1	2	0	2	10	18	13	7	2
18:15	55	52.9	46.5	6.9	0	0	0	0	0	0	4	4	20	16	6	3	2
18:30	43	55.2	48	6.9	0	0	0	0	0	0	2	3	11	15	6	5	1
18:45	54	57.9	47.2	8.7	0	0	0	0	0	0	2	15	11	8	6	9	3
19:00	52	55.7	47.4	7.4	0	0	0	0	0	0	1	9	14	15	5	3	0
19:15	32	-	53.8	6.1	0	0	0	0	0	0	0	0	2	10	9	6	3
19:30	34	54.7	47.9	8.1	0	0	0	0	1	0	0	5	7	8	10	1	2
19:45	25	57.8	48.9	8.9	0	0	0	0	0	1	1	3	3	6	5	5	1
20:00	38	55.1	44.7	10.8	0	0	0	0	0	5	5	5	4	7	7	2	3
20:15	24	57.1	48.1	8.2	0	0	0	0	0	0	0	6	6	2	5	4	1
20:30	19	54.3	47.4	8.9	0	0	0	0	0	0	1	4	5	2	4	1	2
20:45	12	54.4	47.3	6.9	0	0	0	0	0	0	0	2	5	0	4	1	0
21:00	18	59	50.2	8.3	0	0	0	0	0	0	1	0	6	3	3	3	2
21:15	17	-	51.1	7.4	0	0	0	0	0	0	0	1	3	5	5	0	3
21:30	16	57.4	51	5.7	0	0	0	0	0	0	0	0	3	6	3	4	0
21:45	10	56	51	6.5	0	0	0	0	0	0	0	0	2	4	2	1	1
22:00	16	56.3	48.8	7.7	0	0	0	0	0	0	1	1	3	6	2	2	1
22:15	15	57.6	48.5	7.5	0	0	0	0	0	0	1	0	5	5	0	4	0
22:30	12	54.5	43.1	9.5	0	0	0	0	0	0	2	5	2	1	0	1	1
22:45	14	55.3	50.6	5.9	0	0	0	0	0	0	0	0	3	5	4	1	1
23:00	14	-	52.8	8.2	0	0	0	0	0	0	0	1	2	3	3	2	3
23:15	10	51	47	4.9	0	0	0	0	0	0	0	1	3	4	2	0	0
23:30	7	-	53.5	9.6	0	0	0	0	0	0	0	1	1	0	2	1	2
23:45	8																

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Wed 03-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	7	-	40.6	9.1	0	0	0	0	0	1	2	0	2	1	1	0	0
00:15	4	-	46	10.4	0	0	0	0	0	0	1	0	1	1	0	1	0
00:30	3	-	36.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0	0
00:45	4	-	42.3	8.5	0	0	0	0	0	0	1	1	1	0	1	0	0
01:00	4	-	43.5	13.6	0	0	0	0	0	0	1	2	0	0	0	0	1
01:15	2	-	38.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0	0
01:30	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
01:45	2	-	43.5	1.8	0	0	0	0	0	0	0	0	2	0	0	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
02:15	5	-	37.5	2.6	0	0	0	0	0	0	1	4	0	0	0	0	0
02:30	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:45	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
03:00	3	-	38.5	1.7	0	0	0	0	0	0	0	3	0	0	0	0	0
03:15	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0
03:30	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
03:45	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	3	-	41.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0	0
04:15	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0	0
04:30	4	-	36	5.2	0	0	0	0	0	1	0	3	0	0	0	0	0
04:45	7	-	42.1	8.1	0	0	0	0	0	1	0	2	2	1	1	0	0
05:00	6	-	42.7	5.1	0	0	0	0	0	0	1	0	4	1	0	0	0
05:15	20	41.6	37	4.6	0	0	0	0	0	1	8	7	4	0	0	0	0
05:30	24	43.4	39.1	5.2	0	0	0	0	0	1	4	12	6	0	1	0	0
05:45	21	43.4	37.8	5.9	0	0	0	0	0	4	2	9	5	1	0	0	0
06:00	45	43.2	36.9	5.7	0	0	0	0	0	8	11	14	11	1	0	0	0
06:15	51	42.6	37.2	5.3	0	0	0	0	0	6	14	20	9	2	0	0	0
06:30	79	40.3	35.3	5	0	0	0	0	0	15	30	25	8	1	0	0	0
06:45	66	40.7	36	4.6	0	0	0	0	0	7	28	22	9	0	0	0	0
07:00	67	39.1	34	4.6	0	0	0	0	0	18	28	17	4	0	0	0	0
07:15	123	38.2	32.9	4.8	0	0	0	1	5	36	50	28	3	0	0	0	0
07:30	146	36.8	32.7	4	0	0	0	0	1	49	70	24	2	0	0	0	0
07:45	185	35.3	30.8	4.6	0	0	0	4	17	74	71	19	0	0	0	0	0
08:00	170	35.8	31.4	4.4	0	0	0	0	16	62	69	23	0	0	0	0	0
08:15	148	34.1	26.8	7.9	4	6	6	7	29	53	33	9	1	0	0	0	0
08:30	169	35.7	31.8	4.6	0	0	1	0	8	65	73	18	4	0	0	0	0
08:45	120	38.3	33.3	4.5	0	0	0	0	3	33	52	29	3	0	0	0	0
09:00	157	37	32.5	4.8	0	0	0	1	2	61	65	20	7	1	0	0	0
09:15	121	35.9	31.6	4.7	0	0	1	1	4	50	47	17	1	0	0	0	0
09:30	113	36.2	32.1	4.2	0	0	0	0	3	44	48	17	1	0	0	0	0
09:45	120	37.8	32.7	4.5	0	0	0	0	5	39	48	27	1	0	0	0	0
10:00	101	37.2	32.7	4.5	0	0	0	1	2	32	46	18	2	0	0	0	0
10:15	100	37.6	32.4	4.7	0	0	0	0	4	39	35	20	2	0	0	0	0
10:30	97	36	32.3	4.6	0	0	0	0	4	34	44	12	2	1	0	0	0
10:45	90	38.1	33.3	4.5	0	0	0	0	2	25	41	19	3	0	0	0	0
11:00	96	38.1	33.1	5	0	0	0	0	5	26	42	19	3	1	0	0	0
11:15	70	35.8	32.1	4.3	0	0	0	0	2	27	31	8	2	0	0	0	0
11:30	83	38.7	33.4	4.6	0	0	0	0	1	27	29	24	2	0	0	0	0
11:45	93	36.5	32.5	4.1	0	0	0	0	3	29	45	16	0	0	0	0	0
12:00	96	37.9	33.1	4.3	0	0	0	0	1	30	42	21	2	0	0	0	0
12:15	69	39	33.8	4.8	0	0	0	0	2	18	25	22	2	0	0	0	0
12:30	90	37.9	33.8	4.4	0	0	0	0	0	20	51	13	5	1	0	0	0
12:45	95	38.8	33.5	4.7	0	0	0	0	1	30	36	24	4	0	0	0	0
13:00	85	38.8	33.4	4.9	0	0	0	0	4	22	34	21	4	0	0	0	0
13:15	87	38.9	33.5	5.1	0	0	0	0	6	19	35	23	4	0	0	0	0
13:30	80	37.7	32.8	4.7	0	0	0	0	2	29	32	13	4	0	0	0	0
13:45	105	38.6	32.7	5.2	0	0	0	0	4	43	30	23	4	1	0	0	0
14:00	76	39.4	34.5	5	0	0	0	0	2	14	34	21	3	2	0	0	0
14:15	86	38.4	31.4	6.9	2	0	0	2	7	30	21	22	2	0	0	0	0
14:30	66	33.8	28.8	4.7	0	0	0	0	18	32	10	6	0	0	0	0	0
14:45	68	37.7	32.5	4.8	0	0	0	0	4	22	27	13	2	0	0	0	0
15:00	78	39.5	33.9	4.9	0	0	0	0	0	25	27	20	6	0	0	0	0
15:15	78	40.1	34.3	5.2	0	0	0	0	1	22	28	18	9	0	0	0	0
15:30	102	38.7	33.4	5.1	0	0	0	0	4	29	41	23	3	2	0	0	0
15:45	106	37.2	32.8	4.3	0	0	0	0	3	31	51	19	2	0	0	0	0
16:00	98	37.2	33.8	3.8	0	0	0	0	1	15	63	16	3	0	0	0	0
16:15	74	39.4	33.8	5.1	0	0	0	0	2	20	29	17	6	0	0	0	0
16:30	92	39.7	34.9	4.6	0	0	0	0	0	19	34	33	6	0	0	0	0
16:45	76	39.5	34.8	4.8	0	0	0	0	4	8	33	27	4	0	0	0	0
17:00	107	38	33.4	4.1	0	0	0	0	1	28	52	24	2	0	0	0	0
17:15	96	35.4	30.6	4.4	0	0	0	1	7	51	25	12	0	0	0	0	0
17:30	92	36.8	32.7	4.1	0	0	0	0	3	26	46	17	0	0	0	0	0
17:45	68	38.4	33.3	4.6	0	0	0	0	0	24	26	15	3	0	0	0	0
18:00	78	38.9	33.9	4.6	0	0	0	0	1	19	36	17	5	0	0	0	0
18:15	46	42.3	36	5.5	0	0	0	0	0	10	13	13	10	0	0	0	0
18:30	74	38.1	33	4.9	0	0	0	0	5	18	32	18	0	1	0	0	0
18:45	75	37.6	32.6	4.5	0	0	0	0	2	27	29	16	1	0	0	0	0
19:00	80	37.6	33.3	4.3	0	0	0	0	1	22	40	14	3	0	0	0	0
19:15	62	37	33.5	4	0	0	0	0	0	14	36	11	0	1	0	0	0
19:30	43	40.5	35.1	5.3	0	0	0	0	0	9	18	10	5	1	0	0	0
19:45	40	39.8	35.6	5	0	0	0	0	0	6	16	15	1	2	0	0	0
20:00	40	39.2	34.8	4.6	0	0	0	0	0	8	16	15	0	1	0	0	0
20:15	41	40.8	37.2	4.7	0	0	0	0	0	2	15	18	4	2	0	0	0
20:30	28	39	33.5	5.3	0	0	0	0	2	8	6	12	0	0	0	0	0
20:45	21	40.5	35.6	6.4	0	0	0	0	0	6	5	7	1	2	0	0	0
21:00	33	39.8	34.7	5.1	0	0	0	0	0	10	7	14	2	0	0	0	0
21:15	23	41.1	34.2	6.6	0	0	0	0	2	5	9	3	3	1	0	0	0
21:30	19	39	35.1	4	0	0	0	0	0	2	10	6	1	0	0	0	0
21:45	30	38.1	33.3	4.5	0	0	0	0	0	10	12	7	1	0	0	0	0
22:00	29	39.8	34.2	5.8	0	0	0	0	0	11	7	8	2	1	0	0	0
22:15	20	33.5	33	5.5	0	0	0	0	0	8	9	1	1	1	0	0	0
22:30	13	38.8	36.2	5.4	0	0	0	0	0	1	7	3	1	1	0	0	0
22:45	17	42.6	37	6	0	0	0	0	0	3	4	6	3	1	0	0	0
23:00	24	42.6	35.2	6.4	0	0	0	0	1	6	7	4	6	0	0	0	0
23:15	12	42.2	37.3	5	0	0	0	0	0	1	4	4	3	0	0	0	0
23:30	6	-	40.2	8.8	0	0	0	0	0	0	3	1	0	1			

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Thu 04-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	8	-	37.9	5.1	0	0	0	0	0	0	4	1	3	0	0	0	0
00:15	5	-	47.5	2.6	0	0	0	0	0	0	0	0	1	4	0	0	0
00:30	3	-	36.8	10.4	0	0	0	0	0	0	1	0	0	1	0	0	0
00:45	2	-	43.5	1.8	0	0	0	0	0	0	0	0	2	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
01:30	3	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0	0
01:45	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:00	4	-	41	3.2	0	0	0	0	0	0	0	2	2	0	0	0	0
02:15	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:30	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
02:45	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
03:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
03:45	3	-	33.5	8.8	0	0	0	0	0	2	0	1	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0	0
04:15	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
04:30	5	-	46.5	11	0	0	0	0	0	0	1	0	2	1	0	0	1
04:45	5	-	44.5	10.9	0	0	0	0	0	1	0	0	2	1	0	1	0
05:00	11	44.1	40.3	4.3	0	0	0	0	0	0	1	6	3	1	0	0	0
05:15	14	40.4	36.4	4.5	0	0	0	0	0	1	6	5	2	0	0	0	0
05:30	20	44.8	39	6.6	0	0	0	0	0	2	5	5	6	1	1	0	0
05:45	35	44.6	38.1	6.6	0	0	0	0	0	5	10	7	10	2	1	0	0
06:00	36	44.6	39.1	5.8	0	0	0	0	0	2	8	15	7	3	1	0	0
06:15	50	44.3	37.9	5.9	0	0	0	0	0	5	14	19	6	6	0	0	0
06:30	70	40.6	35.4	5.5	0	0	0	0	2	12	24	23	7	2	0	0	0
06:45	69	40.5	36.2	4.6	0	0	0	0	0	8	25	28	7	1	0	0	0
07:00	69	40.1	35.1	4.7	0	0	0	0	0	13	28	21	7	0	0	0	0
07:15	114	35.7	30.9	5.2	0	0	1	0	16	42	40	12	3	0	0	0	0
07:30	154	35.3	31.2	4	0	0	0	0	4	82	52	14	2	0	0	0	0
07:45	155	35.9	31.2	4.9	0	0	0	3	11	66	52	20	3	0	0	0	0
08:00	166	34.4	30.6	4.2	0	0	0	0	6	101	49	7	1	1	1	0	0
08:15	150	35.1	30.8	4.2	0	0	0	0	8	82	45	13	2	0	0	0	0
08:30	156	35.4	31.2	4	0	0	0	0	5	81	52	18	0	0	0	0	0
08:45	153	37.5	32.7	4.3	0	0	0	0	1	56	64	29	3	0	0	0	0
09:00	123	38.1	33.2	4.7	0	0	0	0	2	39	54	22	5	1	0	0	0
09:15	149	35.6	31.3	4.3	0	0	0	1	7	70	52	18	1	0	0	0	0
09:30	117	36.4	32.5	4.8	0	0	0	0	5	39	54	13	5	1	0	0	0
09:45	114	38	32.9	5.1	0	0	0	0	3	40	44	24	2	0	0	1	0
10:00	91	35.9	32.3	4.3	0	0	0	0	1	36	41	11	1	1	0	0	0
10:15	89	38.1	33.2	4.6	0	0	0	0	2	26	40	17	4	0	0	0	0
10:30	101	37.9	32.8	4.5	0	0	0	0	2	37	38	22	2	0	0	0	0
10:45	102	38.9	33.4	4.8	0	0	0	0	2	34	34	28	4	0	0	0	0
11:00	76	36.9	32.6	4.3	0	0	0	0	1	28	33	12	2	0	0	0	0
11:15	80	39	32.9	5.2	0	0	0	0	2	34	19	21	4	0	0	0	0
11:30	82	37.1	32.6	4.6	0	0	0	1	2	25	38	14	2	0	0	0	0
11:45	73	38	32.7	5.1	0	0	0	2	0	26	28	14	3	0	0	0	0
12:00	86	38.2	33.7	4.5	0	0	0	0	0	22	44	15	4	1	0	0	0
12:15	87	37.4	31.7	5.1	0	0	0	0	9	34	26	16	2	0	0	0	0
12:30	83	37.8	32.7	4.2	0	0	0	0	0	34	29	20	0	0	0	0	0
12:45	78	38.3	33.6	4.4	0	0	0	0	0	21	38	15	4	0	0	0	0
13:00	76	39.5	33.9	5.2	0	0	0	0	0	25	28	16	6	1	0	0	0
13:15	88	36.1	31.8	4.8	0	0	0	0	10	25	39	13	1	0	0	0	0
13:30	98	37.4	32.3	4.9	0	0	0	0	5	37	36	17	2	1	0	0	0
13:45	79	36.6	32.6	3.9	0	0	0	0	0	29	36	14	0	0	0	0	0
14:00	75	37.8	33.3	4.3	0	0	0	0	2	18	38	15	2	0	0	0	0
14:15	77	37.5	33.6	4.1	0	0	0	0	1	15	45	13	3	0	0	0	0
14:30	101	38.5	33.6	5.2	0	0	0	0	2	28	47	17	5	1	1	0	0
14:45	74	39.2	34.4	4.4	0	0	0	0	0	17	30	24	3	0	0	0	0
15:00	79	38.8	33.7	5.1	0	0	0	0	2	22	32	19	2	2	0	0	0
15:15	77	38.7	33.6	4.8	0	0	0	0	3	19	32	20	3	0	0	0	0
15:30	92	39.1	34.3	4.8	0	0	0	0	0	21	43	22	4	2	0	0	0
15:45	84	37.7	33.1	4.4	0	0	0	0	2	24	39	17	2	0	0	0	0
16:00	103	37.5	33.4	4.1	0	0	0	0	3	21	57	20	2	0	0	0	0
16:15	88	35.9	32.3	4.1	0	0	0	0	4	26	46	11	1	0	0	0	0
16:30	106	38	33	4.3	0	0	0	0	3	32	44	27	0	0	0	0	0
16:45	84	36.6	32.9	3.7	0	0	0	0	0	25	44	15	0	0	0	0	0
17:00	72	38.6	34.1	4.2	0	0	0	0	1	13	37	19	2	0	0	0	0
17:15	79	38.8	33.5	5.2	0	0	0	0	2	25	29	19	2	2	0	0	0
17:30	98	35.9	32.1	4.2	0	0	0	0	1	43	39	13	2	0	0	0	0
17:45	72	39.5	33.5	6	0	0	0	0	8	14	29	14	5	2	0	0	0
18:00	83	36.4	32.7	4.3	0	0	0	0	3	24	42	12	2	0	0	0	0
18:15	56	38.7	34.4	4.1	0	0	0	0	0	9	31	13	3	0	0	0	0
18:30	77	38.5	34	4	0	0	0	0	0	16	38	22	1	0	0	0	0
18:45	75	35.9	32	4.4	0	0	0	0	2	32	30	9	2	0	0	0	0
19:00	70	39.7	33.5	5.8	0	0	0	0	6	19	20	19	6	0	0	0	0
19:15	62	36.8	31.7	5.2	0	0	0	0	3	31	17	8	2	1	0	0	0
19:30	61	36.4	34	4	0	0	0	0	0	9	42	5	5	0	0	0	0
19:45	43	40.5	34.8	5.1	0	0	0	0	0	10	18	9	6	0	0	0	0
20:00	45	39.4	34.7	4.4	0	0	0	0	0	8	21	13	3	0	0	0	0
20:15	33	40.4	35.5	5.5	0	0	0	0	0	7	12	9	4	1	0	0	0
20:30	23	42.8	36.1	6.5	0	0	0	0	0	6	6	6	3	2	0	0	0
20:45	26	40.2	36.4	5.8	0	0	0	0	0	3	11	9	1	1	0	0	0
21:00	29	39.6	33.3	5.6	0	0	0	0	1	10	11	3	4	0	0	0	0
21:15	19	40.1	37.2	4.9	0	0	0	0	0	1	7	8	2	1	0	0	0
21:30	25	40.1	35.7	5	0	0	0	0	0	3	12	7	2	1	0	0	0
21:45	22	42.2	36.2	5.3	0	0	0	0	0	3	9	5	5	0	0	0	0
22:00	34	41.3	35.1	5.9	0	0	0	0	1	9	8	10	6	0	0	0	0
22:15	30	40.4	34.5	5.7	0	0	0	0	1	8	9	8	4	0	0	0	0
22:30	12	42.2	36.8	5.1	0	0	0	0	0	1	5	3	3	0	0	0	0
22:45	20	40.2	34.8	5.8	0	0	0	0	1	4	7	5	3	0	0	0	0
23:00	16	43.6	36.6	6.7	0	0	0	0	1	2	5	2	6	0	0	0	0
23:15	11	45.3	39.9	7.2	0	0	0	0	0	1	2	4	2	1	1	0	0
23:30	6	-	34.3	6.8	0	0	0	0	0	3	0	2	1	0			

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Fri 05-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	13	47.4	37.7	8.5	0	0	0	0	0	3	4	2	1	2	1	0	0
00:15	12	44.7	38.1	7.3	0	0	0	0	0	3	2	1	5	1	0	0	0
00:30	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0	0
00:45	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0	0
01:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0
01:15	8	-	40.4	7.1	0	0	0	0	0	0	2	4	0	1	1	0	0
01:30	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0
01:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:15	4	-	38.5	9.1	0	0	0	0	0	1	1	0	1	1	0	0	0
02:30	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	3	-	40.2	7.6	0	0	0	0	0	0	1	1	0	1	0	0	0
03:00	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
03:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	3	-	36.8	12.6	0	0	0	0	1	0	0	1	0	1	0	0	0
03:45	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
04:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15	3	-	40.2	7.6	0	0	0	0	0	0	1	1	0	1	0	0	0
04:30	3	-	43.5	1.7	0	0	0	0	0	0	0	0	3	0	0	0	0
04:45	5	-	41.5	5.8	0	0	0	0	0	0	1	1	2	1	0	0	0
05:00	10	46	41.5	7.2	0	0	0	0	0	0	1	6	1	1	0	1	0
05:15	14	40.1	37.4	3.2	0	0	0	0	0	0	4	9	1	0	0	0	0
05:30	26	38.6	32.7	5.4	0	0	0	0	2	9	7	7	1	0	0	0	0
05:45	25	45.1	40.1	7.5	0	0	0	0	0	3	2	10	7	2	0	0	1
06:00	47	40.8	34.7	5.7	0	0	0	0	1	14	12	13	7	0	0	0	0
06:15	37	40.7	35.8	5.5	0	0	0	0	0	9	8	15	4	1	0	0	0
06:30	84	40.2	34.7	5.9	0	0	0	0	3	21	25	26	7	1	1	0	0
06:45	60	40.2	35.9	4.5	0	0	0	0	0	6	26	22	5	1	0	0	0
07:00	73	40.2	34.1	5.5	0	0	0	0	2	21	25	16	9	0	0	0	0
07:15	95	39.6	34.1	4.9	0	0	0	0	0	29	32	27	7	0	0	0	0
07:30	135	38.5	33.1	4.9	0	0	0	0	5	44	50	30	6	0	0	0	0
07:45	139	35.2	29.1	6.8	0	2	9	4	13	52	45	14	0	0	0	0	0
08:00	158	35.8	32.1	4.3	0	0	0	1	5	56	75	18	3	0	0	0	0
08:15	135	36.3	32.2	4.4	0	0	0	0	6	49	58	19	3	0	0	0	0
08:30	158	36.9	32	4.5	0	0	0	0	5	69	55	26	3	0	0	0	0
08:45	137	39	34.3	4.2	0	0	0	0	0	30	58	46	3	0	0	0	0
09:00	135	36.9	31.8	4.9	0	0	0	4	5	50	51	24	1	0	0	0	0
09:15	152	35.7	31.9	3.9	0	0	0	0	2	66	64	20	0	0	0	0	0
09:30	132	37.8	32.8	4.6	0	0	1	0	1	45	54	29	2	0	0	0	0
09:45	104	38.9	33.5	5.4	0	0	0	0	4	30	41	22	4	3	0	0	0
10:00	99	37.3	32.5	4.5	0	0	0	0	3	36	40	18	2	0	0	0	0
10:15	119	37.2	32	4.5	0	0	0	0	5	50	40	23	1	0	0	0	0
10:30	116	37.8	33.2	4.2	0	0	0	0	1	33	55	25	2	0	0	0	0
10:45	95	38.2	33.4	4.7	0	0	0	0	2	26	44	19	3	1	0	0	0
11:00	90	38.9	33.3	5	0	0	0	0	1	32	35	14	8	0	0	0	0
11:15	78	35.7	32.2	4.1	0	0	0	0	3	26	39	9	1	0	0	0	0
11:30	89	36.5	32.9	5	0	0	0	0	0	33	41	12	1	0	2	0	0
11:45	81	38.8	33.8	4.8	0	0	0	1	0	22	30	27	0	1	0	0	0
12:00	107	38.7	33.9	4.7	0	0	0	0	3	22	53	23	5	1	0	0	0
12:15	100	37.9	32.9	4.5	0	0	0	0	2	34	41	20	3	0	0	0	0
12:30	73	37	33	4.1	0	0	0	0	2	19	38	13	1	0	0	0	0
12:45	84	39.3	33.9	4.9	0	0	0	0	1	26	28	24	5	0	0	0	0
13:00	89	39.1	34.1	4.8	0	0	0	0	2	20	39	23	4	1	0	0	0
13:15	79	39.7	33.8	5.2	0	0	0	0	1	26	27	17	8	0	0	0	0
13:30	84	38.7	33.4	4.8	0	0	0	0	3	23	34	20	4	0	0	0	0
13:45	76	37.2	32.8	4.7	0	0	0	0	2	25	35	9	5	0	0	0	0
14:00	111	37	32.4	4.3	0	0	0	0	2	43	45	19	2	0	0	0	0
14:15	93	38.9	33.2	5.2	0	0	0	0	3	32	31	22	4	1	0	0	0
14:30	96	38.1	32.3	5.3	0	0	0	0	6	39	29	17	4	1	0	0	0
14:45	79	37	32.7	4.2	0	0	0	0	0	29	35	13	2	0	0	0	0
15:00	72	39.4	33.8	5.5	0	0	0	0	2	22	25	17	4	2	0	0	0
15:15	110	39	34	4.8	0	0	0	0	2	26	50	25	6	1	0	0	0
15:30	109	39	34.5	4.2	0	0	0	0	1	17	54	34	2	1	0	0	0
15:45	105	37.5	33	4	0	0	0	0	2	29	51	23	0	0	0	0	0
16:00	82	38.9	33.8	5.2	0	0	0	0	3	20	35	19	3	2	0	0	0
16:15	107	36.9	31.8	5.6	0	0	0	3	11	29	45	14	5	0	0	0	0
16:30	88	37.2	32.4	4.9	0	0	0	0	4	32	35	14	2	1	0	0	0
16:45	76	37.6	32.8	4.7	0	0	0	0	1	28	32	10	5	0	0	0	0
17:00	85	36.7	32.4	4.5	0	0	0	1	1	31	37	13	2	0	0	0	0
17:15	82	37.4	32.8	4.5	0	0	0	0	3	24	38	15	2	0	0	0	0
17:30	97	38	32.6	4.5	0	0	0	0	2	38	32	25	0	0	0	0	0
17:45	96	38.2	33	4.6	0	0	0	0	2	32	38	21	3	0	0	0	0
18:00	88	37.6	32	4.9	0	0	0	0	6	36	27	17	2	0	0	0	0
18:15	69	37.6	33.1	4.6	0	0	0	0	1	22	32	10	4	0	0	0	0
18:30	70	36.9	32.7	4.8	0	0	0	0	4	19	34	11	1	1	0	0	0
18:45	65	37.3	33	4.3	0	0	0	0	1	20	31	11	2	0	0	0	0
19:00	66	39.9	34.1	5.4	0	0	0	0	1	20	23	15	6	1	0	0	0
19:15	65	38.6	33.5	5	0	0	0	0	3	16	28	15	2	1	0	0	0
19:30	50	39.5	33.8	5.6	0	0	0	0	2	15	16	13	3	1	0	0	0
19:45	48	39.5	34.6	4.9	0	0	0	0	0	9	25	9	4	1	0	0	0
20:00	38	40.5	34	6.2	0	0	0	0	3	11	8	11	5	0	0	0	0
20:15	30	39.5	34.3	5.3	0	0	0	0	2	6	8	13	1	0	0	0	0
20:30	31	39.3	34	5.6	0	0	0	0	1	9	10	9	1	1	0	0	0
20:45	26	38.2	32.9	5.2	0	0	0	0	2	7	10	6	1	0	0	0	0
21:00	21	41.9	35.6	7.5	0	0	0	0	0	8	3	6	2	1	1	0	0
21:15	20	40.1	35.8	4.7	0	0	0	0	0	3	7	8	2	0	0	0	0
21:30	17	45.9	37.6	7	0	0	0	0	0	2	8	1	3	3	0	0	0
21:45	28	41.5	36.5	7.6	0	0	0	0	0	8	5	10	3	0	1	1	0
22:00	23	41.1	36.1	4.7	0	0	0	0	2	11	6	4	0	0	0	0	0
22:15	20	39.8	36.5	5.4	0	0	0	0	0	3	6	8	2	1	0	0	0
22:30	31	40.8	36.6	7.2	0	0	0	0	0	5	12	9	3	1	0	0	1
22:45	18	39.2	35.2	5.1	0	0	0	0	0	3	8	6	0	1	0	0	0
23:00	26	39.8	34.1	5.4	0	0	0	0	0	9	8	6	3	0	0	0	0
23:15	21	47.7	38.5	9	0	0	0	0	1	6	1	3	5	4	1	0	0
23:30	21	39.3	34.9	4.7	0	0	0	0	1	2	9	8	1	0	0		

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Sat 06-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	25	39	33.3	6.4	0	0	0	0	4	4	8	8	0	1	0	0	0
00:15	14	39.4	35.6	4	0	0	0	0	0	1	7	5	1	0	0	0	0
00:30	14	43.4	38.5	4.6	0	0	0	0	0	0	5	4	5	0	0	0	0
00:45	11	40	37.1	3.5	0	0	0	0	0	0	4	6	1	0	0	0	0
01:00	13	43.8	38.5	6.9	0	0	0	0	0	1	4	5	1	1	1	0	0
01:15	16	41.3	37.9	4.6	0	0	0	0	0	0	6	7	2	1	0	0	0
01:30	5	-	37.5	2.6	0	0	0	0	0	0	1	4	0	0	0	0	0
01:45	4	-	32.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:15	7	-	37.8	7.9	0	0	0	0	1	0	1	3	1	1	0	0	0
02:30	4	-	34.8	8.5	0	0	0	0	1	0	1	1	1	0	0	0	0
02:45	5	-	40.5	7.6	0	0	0	0	0	1	0	1	2	1	0	0	0
03:00	3	-	41.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0	0
03:15	5	-	35.5	7.6	0	0	0	0	1	0	1	2	1	0	0	0	0
03:30	3	-	45.2	12.6	0	0	0	0	0	0	1	0	1	0	0	1	0
03:45	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
04:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0	0
04:15	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
04:30	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
04:45	7	-	39.9	4	0	0	0	0	0	0	1	3	3	0	0	0	0
05:00	3	-	35.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0	0
05:15	8	-	39.1	3.5	0	0	0	0	0	0	1	5	2	0	0	0	0
05:30	12	39.5	34.8	7.5	0	0	0	0	0	4	5	1	1	0	1	0	0
05:45	9	-	38.5	3.8	0	0	0	0	0	0	2	5	2	0	0	0	0
06:00	22	39.7	35.1	4.4	0	0	0	0	0	2	14	3	3	0	0	0	0
06:15	17	45.3	41.1	4.9	0	0	0	0	0	0	3	4	8	2	0	0	0
06:30	12	44.1	40.6	3.6	0	0	0	0	0	0	1	5	6	0	0	0	0
06:45	22	38.2	32.8	5.4	0	0	0	0	2	6	8	5	1	0	0	0	0
07:00	24	40.8	36	5.3	0	0	0	0	0	3	11	6	3	1	0	0	0
07:15	31	38.9	33.7	5	0	0	0	0	0	10	13	5	3	0	0	0	0
07:30	35	43.7	37.6	5.7	0	0	0	0	0	3	12	11	6	3	0	0	0
07:45	38	43.8	35.6	7.3	0	0	0	0	0	13	10	6	5	3	1	0	0
08:00	53	36.4	32.3	4.4	0	0	0	0	0	24	20	7	2	0	0	0	0
08:15	68	39.9	34.8	4.9	0	0	0	0	1	14	25	22	6	0	0	0	0
08:30	84	38	32.4	4.8	0	0	0	0	2	37	25	17	3	0	0	0	0
08:45	107	38.8	33.5	4.8	0	0	0	0	2	33	42	24	6	0	0	0	0
09:00	111	38.3	33.5	4.6	0	0	0	0	0	34	48	26	2	0	1	0	0
09:15	93	35.3	31.3	4.4	0	0	0	2	3	39	40	8	1	0	0	0	0
09:30	97	39.5	34.6	4.5	0	0	0	0	0	23	33	37	4	0	0	0	0
09:45	86	38.4	33.2	4.9	0	0	0	0	5	22	37	18	4	0	0	0	0
10:00	110	40.3	34.8	5.4	0	0	0	0	3	25	36	34	11	1	0	0	0
10:15	122	36.9	32.9	4.1	0	0	0	0	0	40	60	18	4	0	0	0	0
10:30	131	39	33.9	4.6	0	0	0	0	3	31	55	37	5	0	0	0	0
10:45	104	39.9	34.5	5.3	0	0	0	0	1	29	35	29	8	2	0	0	0
11:00	117	39.8	34.6	5.8	0	0	0	0	0	34	40	33	6	2	1	1	0
11:15	106	38.9	34.2	4.2	0	0	0	0	0	22	52	27	5	0	0	0	0
11:30	109	39.6	34.6	4.6	0	0	0	0	0	26	41	35	7	0	0	0	0
11:45	111	38.8	34.1	4.2	0	0	0	0	0	24	54	28	5	0	0	0	0
12:00	90	40.7	34.9	5.6	0	0	0	0	2	19	37	19	10	3	0	0	0
12:15	97	40.2	35.7	4.3	0	0	0	0	0	11	41	36	9	0	0	0	0
12:30	102	39.4	35	4.7	0	0	0	1	0	13	49	34	4	0	1	0	0
12:45	102	39.7	35.1	4.7	0	0	0	0	2	17	36	42	4	1	0	0	0
13:00	94	39.9	35.5	4.5	0	0	0	0	0	14	35	39	5	1	0	0	0
13:15	95	39.9	35	5.2	0	0	0	0	0	20	40	26	5	4	0	0	0
13:30	89	39.2	33.1	5.3	0	0	0	0	3	33	29	16	8	0	0	0	0
13:45	100	39.8	35	4.5	0	0	0	0	0	19	40	34	7	0	0	0	0
14:00	81	39.7	34.5	5.2	0	0	0	0	4	16	26	30	5	0	0	0	0
14:15	84	38.9	34	4.7	0	0	0	0	1	20	39	19	4	1	0	0	0
14:30	76	39.1	34.5	4.8	0	0	0	0	1	14	36	21	2	2	0	0	0
14:45	67	40	35.4	5.4	0	0	0	0	2	11	21	28	2	3	0	0	0
15:00	93	40.1	35	5.2	0	0	0	0	2	19	32	31	8	1	0	0	0
15:15	85	39.7	34.3	5.3	0	0	0	0	3	22	26	28	5	1	0	0	0
15:30	81	38.8	33.1	4.9	0	0	0	0	0	34	25	17	5	0	0	0	0
15:45	75	39	33.9	4.6	0	0	0	0	0	21	32	17	5	0	0	0	0
16:00	86	39.7	34.6	4.8	0	0	0	0	0	20	35	24	6	1	0	0	0
16:15	62	38.6	34.1	4.4	0	0	0	0	1	11	34	12	4	0	0	0	0
16:30	88	38.7	34	4.3	0	0	0	0	1	18	44	21	4	0	0	0	0
16:45	67	37.7	33.4	4.1	0	0	0	0	0	18	34	13	2	0	0	0	0
17:00	52	39.6	33.9	5.1	0	0	0	0	0	18	17	12	5	0	0	0	0
17:15	62	37.6	33.3	4	0	0	0	0	0	17	31	13	1	0	0	0	0
17:30	71	37.7	33.7	3.7	0	0	0	0	1	12	41	17	0	0	0	0	0
17:45	72	38.1	33.7	4.8	0	0	0	0	2	15	40	9	5	1	0	0	0
18:00	46	39.1	33.7	5.3	0	0	0	0	3	9	21	9	4	0	0	0	0
18:15	63	38.3	34.1	4.3	0	0	0	0	0	12	35	13	2	1	0	0	0
18:30	53	40.4	34.7	6	0	0	0	0	2	12	20	12	4	3	0	0	0
18:45	64	39	34.4	4.2	0	0	0	0	0	12	31	18	3	0	0	0	0
19:00	66	38.9	34	4.9	0	0	0	0	3	11	33	15	3	1	0	0	0
19:15	65	37.7	33.3	4	0	0	0	0	0	18	32	14	1	0	0	0	0
19:30	45	40.8	34.8	5.7	0	0	0	0	0	15	10	13	7	0	0	0	0
19:45	36	39.4	34.3	4.9	0	0	0	0	1	8	13	12	2	0	0	0	0
20:00	37	44.3	36.2	6.6	0	0	0	0	0	7	16	6	3	5	0	0	0
20:15	32	40.5	36.6	5.2	0	0	0	0	0	3	12	13	3	0	1	0	0
20:30	18	40	35.7	6.8	0	0	0	0	1	3	6	5	1	2	0	0	0
20:45	21	40.5	35.6	5.6	0	0	0	0	0	4	8	6	2	1	0	0	0
21:00	24	43.1	35.4	7	0	0	0	0	2	6	4	5	7	0	0	0	0
21:15	23	40.1	34.8	7.8	0	0	0	0	1	7	7	5	1	1	0	1	0
21:30	20	42.5	36.5	4.9	0	0	0	0	0	1	11	3	5	0	0	0	0
21:45	29	40.5	35.7	4.9	0	0	0	0	1	2	13	9	4	0	0	0	0
22:00	20	40.2	34.3	6.1	0	0	0	0	1	6	5	5	3	0	0	0	0
22:15	12	39.5	36	7.7	0	0	0	0	0	4	2	4	1	0	1	0	0
22:30	29	40.1	35.4	4.7	0	0	0	0	0	5	11	10	3	0	0	0	0
22:45	15	39.3	35.5	3.9	0	0	0	0	0	1	8	5	1	0	0	0	0
23:00	13	40	36.2	4.6	0	0	0	0	0	2	3	7	1	0	0	0	0
23:15	18	39.5	34.3	5.1	0	0	0	0	0	5	7	4	2	0	0	0	0
23:30	21	43	36.8	5.7	0	0	0	0	0	4	5	6	6	0			

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Sun 07-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	20	43.5	36.8	7.8	0	0	0	0	0	5	6	3	5	0	0	1	0
00:15	29	40	36.6	5.1	0	0	0	0	0	0	17	9	1	1	1	0	0
00:30	23	44.1	38.3	6.3	0	0	0	0	0	2	7	7	5	1	1	0	0
00:45	9	-	35.7	5.8	0	0	0	0	0	2	3	2	2	0	0	0	0
01:00	14	40.6	38.1	5.2	0	0	0	0	0	0	5	7	0	2	0	0	0
01:15	14	40	36	4.1	0	0	0	0	0	0	9	3	2	0	0	0	0
01:30	7	-	44.2	8.4	0	0	0	0	0	0	1	2	1	2	0	1	0
01:45	7	-	39.9	4.9	0	0	0	0	0	0	2	1	4	0	0	0	0
02:00	7	-	44.2	6.8	0	0	0	0	0	0	1	1	2	2	1	0	0
02:15	5	-	34.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0	0
02:30	8	-	41	10.1	0	0	0	0	0	0	3	2	2	0	0	0	1
02:45	3	-	46.8	3.1	0	0	0	0	0	0	0	0	1	2	0	0	0
03:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
03:15	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0	0
03:30	4	-	38.5	7.1	0	0	0	0	0	1	0	1	2	0	0	0	0
03:45	2	-	46	10.6	0	0	0	0	0	0	0	1	0	0	1	0	0
04:00	3	-	40.2	3.1	0	0	0	0	0	0	0	2	1	0	0	0	0
04:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	4	-	44.8	7.6	0	0	0	0	0	0	0	2	0	1	1	0	0
04:45	3	-	45.2	10.4	0	0	0	0	0	0	1	0	0	1	1	0	0
05:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
05:15	5	-	36.5	3.1	0	0	0	0	0	0	2	3	0	0	0	0	0
05:30	7	-	39.2	6.9	0	0	0	0	0	0	2	4	0	0	1	0	0
05:45	10	38.5	34	5.1	0	0	0	0	1	1	4	4	0	0	0	0	0
06:00	15	42.6	35.8	5.8	0	0	0	0	0	3	6	2	4	0	0	0	0
06:15	5	-	35.5	10.4	0	0	0	0	1	1	0	1	1	0	0	0	0
06:30	14	46.7	38.5	7.2	0	0	0	0	0	2	4	3	2	3	0	0	0
06:45	16	37.8	33.2	4.9	0	0	0	0	0	6	6	3	1	0	0	0	0
07:00	13	39.2	35	4.9	0	0	0	0	1	0	7	4	1	0	0	0	0
07:15	13	41.9	36.2	4.6	0	0	0	0	0	0	9	1	3	0	0	0	0
07:30	14	39.4	33.5	6.4	0	0	0	0	2	3	3	5	1	0	0	0	0
07:45	18	45	39.1	8.1	0	0	0	0	0	4	2	5	4	1	2	0	0
08:00	24	37.1	32.5	4.9	0	0	0	0	1	9	9	4	1	0	0	0	0
08:15	22	42	36.9	8	0	0	0	0	1	4	5	8	1	2	0	1	0
08:30	38	40.3	34.2	5.5	0	0	0	0	1	11	13	8	5	0	0	0	0
08:45	34	40	34.4	5.2	0	0	0	0	0	10	12	8	4	0	0	0	0
09:00	30	42.3	36.2	6.7	0	0	0	0	1	5	10	8	4	1	1	0	0
09:15	48	40.8	35.4	6.2	0	0	0	0	0	13	14	14	6	0	0	1	0
09:30	84	38.6	33.1	4.9	0	0	0	0	2	29	31	17	5	0	0	0	0
09:45	81	39.4	34.1	4.8	0	0	0	0	0	23	31	21	6	0	0	0	0
10:00	97	37.4	33.1	4.6	0	0	0	0	2	28	48	14	4	1	0	0	0
10:15	110	39.1	34	5	0	0	0	0	5	24	42	35	3	1	0	0	0
10:30	135	38.5	33.8	4.2	0	0	0	0	1	32	65	33	4	0	0	0	0
10:45	88	39.5	34.8	4.9	0	0	0	0	2	14	40	26	4	2	0	0	0
11:00	100	38.2	33.1	4.9	0	0	0	0	2	34	40	19	4	1	0	0	0
11:15	93	38.7	34	4.5	0	0	0	0	1	21	43	25	2	1	0	0	0
11:30	98	39.5	34.6	4.5	0	0	0	0	0	20	43	28	7	0	0	0	0
11:45	93	40.1	35.3	4.9	0	0	0	0	1	14	39	30	7	2	0	0	0
12:00	82	39.9	35.1	4.7	0	0	0	0	0	17	28	31	6	0	0	0	0
12:15	93	40.3	35.3	4.9	0	0	0	0	1	16	35	31	10	0	0	0	0
12:30	109	40.7	35	5.4	0	0	0	0	2	24	39	29	14	1	0	0	0
12:45	81	41.1	36	5.4	0	0	0	0	1	15	21	31	12	1	0	0	0
13:00	95	40.5	35	5.2	0	0	0	0	1	21	33	28	12	0	0	0	0
13:15	78	38.9	34.1	4.3	0	0	0	0	0	20	30	27	1	0	0	0	0
13:30	77	39.8	34.6	5.2	0	0	0	0	5	10	31	25	6	0	0	0	0
13:45	82	38.6	33.1	4.9	0	0	0	0	3	27	30	18	4	0	0	0	0
14:00	80	40.8	36.4	5.5	0	0	0	0	0	13	23	33	9	1	0	1	0
14:15	75	40.9	36.6	4.9	0	0	0	0	0	7	29	28	8	3	0	0	0
14:30	77	40.6	35.6	5.5	0	0	0	0	1	15	24	27	7	3	0	0	0
14:45	83	39.1	34.3	4.6	0	0	0	0	1	17	36	26	2	1	0	0	0
15:00	83	39.3	34.5	4.9	0	0	0	0	1	16	41	18	5	2	0	0	0
15:15	61	39.1	34.4	4.7	0	0	0	0	0	11	30	15	3	1	0	0	0
15:30	67	40.3	34.8	5.5	0	0	0	0	2	15	23	19	7	1	0	0	0
15:45	77	40.3	34.9	5.3	0	0	0	0	1	18	27	22	8	1	0	0	0
16:00	70	41.6	36.4	5.4	0	0	0	0	0	11	23	24	9	3	0	0	0
16:15	58	40.3	35.9	4.7	0	0	0	0	1	5	24	22	5	1	0	0	0
16:30	55	40.4	34.8	5.9	0	0	0	0	3	10	21	14	5	2	0	0	0
16:45	73	39.4	35.3	4.3	0	0	0	0	0	8	35	27	1	2	0	0	0
17:00	66	39.8	34.7	4.9	0	0	0	0	0	15	27	18	5	1	0	0	0
17:15	63	38.2	33	4.6	0	0	0	0	1	22	24	14	2	0	0	0	0
17:30	58	39.1	33.4	5.3	0	0	0	0	1	23	13	19	1	1	0	0	0
17:45	61	40.1	34.6	5.3	0	0	0	0	0	17	22	15	6	1	0	0	0
18:00	57	41	35.7	5.3	0	0	0	0	0	11	20	17	8	1	0	0	0
18:15	54	40.2	35.1	5.4	0	0	0	0	0	13	19	16	4	2	0	0	0
18:30	43	40.4	35.7	5.6	0	0	0	0	1	7	14	16	3	2	0	0	0
18:45	54	40.1	35.2	4.8	0	0	0	0	0	11	19	19	5	0	0	0	0
19:00	52	40.3	35.3	5.2	0	0	0	0	1	8	21	16	5	1	0	0	0
19:15	32	45	40.1	5.3	0	0	0	0	0	2	4	11	12	3	0	0	0
19:30	33	40.2	34.9	5.9	0	0	0	0	0	10	10	9	2	2	0	0	0
19:45	26	41.8	34.8	6.7	0	0	0	0	0	9	8	4	4	0	1	0	0
20:00	36	37.5	32.9	4.3	0	0	0	0	0	13	15	7	1	0	0	0	0
20:15	24	42.1	35.6	6.2	0	0	0	0	0	7	6	6	4	1	0	0	0
20:30	19	35.1	33	4.3	0	0	0	0	0	6	10	2	1	0	0	0	0
20:45	12	40.3	35.6	6	0	0	0	0	0	4	1	5	2	0	0	0	0
21:00	19	42.6	36.1	8.7	0	0	0	0	0	6	6	3	2	0	1	1	0
21:15	16	41.3	36.3	5.9	0	0	0	0	0	3	5	5	2	1	0	0	0
21:30	16	41.3	36.3	6.5	0	0	0	0	0	5	1	7	2	1	0	0	0
21:45	10	41	38	6.5	0	0	0	0	1	0	1	6	1	1	0	0	0
22:00	16	43.8	36.9	8.2	0	0	0	0	0	4	5	3	2	0	2	0	0
22:15	15	40.5	36.5	5.8	0	0	0	0	0	3	3	7	1	1	0	0	0
22:30	12	38.8	32.7	6.1	0	0	0	0	1	5	2	3	1	0	0	0	0
22:45	14	44.5	39.2	5.3	0	0	0	0	0	0	4	6	2	2	0	0	0
23:00	15	43.1	38.8	6.5	0	0	0	0	1	0	2	8	3	0	1	0	0
23:15	10	40	36.5	4.4	0	0	0	0	0	1	3	5	1	0	0	0	0
23:30	7	-	38.5	5.9	0	0	0	0	0	1	1	2	3	0	0	0	0
23:45	8	-</															

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Mon 08-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	16	43.1	38.2	5.2	0	0	0	0	0	2	2	7	5	0	0	0	0
00:15	13	46.9	41.2	5.8	0	0	0	0	0	0	3	3	4	3	0	0	0
00:30	6	-	40.2	10.8	0	0	0	0	1	0	1	1	1	1	1	0	0
00:45	2	-	48.5	7.1	0	0	0	0	0	0	0	0	1	0	1	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	3	-	50.2	10.4	0	0	0	0	0	0	1	0	0	1	1	1	0
01:45	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
02:30	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	5	-	37.5	10.3	0	0	0	0	0	2	1	0	0	2	0	0	0
03:00	3	-	41.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0	0
03:15	3	-	40.2	5.9	0	0	0	0	0	0	1	0	2	0	0	0	0
03:30	2	-	48.5	1.8	0	0	0	0	0	0	0	0	2	0	0	0	0
03:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	43.5	5	0	0	0	0	0	0	0	1	1	1	0	0	0
04:15	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0
04:30	4	-	41	3.2	0	0	0	0	0	0	0	2	2	0	0	0	0
04:45	4	-	41	8.7	0	0	0	0	0	1	0	0	2	1	0	0	0
05:00	9	-	39.1	6.5	0	0	0	0	0	1	2	2	3	1	0	0	0
05:15	15	41.6	37.2	6.3	0	0	0	0	0	1	7	4	2	0	1	0	0
05:30	24	48.4	40.4	9.5	0	0	0	0	1	3	3	7	4	4	4	1	1
05:45	24	43.9	37.5	6.7	0	0	0	1	0	1	8	7	5	2	0	0	0
06:00	48	41.7	36.4	4.9	0	0	0	0	0	6	17	16	9	0	0	0	0
06:15	48	43.7	37.5	5.7	0	0	0	0	0	6	14	15	10	3	0	0	0
06:30	76	40.5	34.8	5.6	0	0	0	0	1	20	26	19	8	2	0	0	0
06:45	60	42.4	36.8	6	0	0	0	0	0	12	12	24	9	2	1	0	0
07:00	59	39.3	34.8	4.2	0	0	0	0	0	11	23	24	1	0	0	0	0
07:15	90	38	32.7	4.7	0	0	0	0	1	38	29	20	1	1	0	0	0
07:30	142	35.1	31.1	4	0	0	0	0	6	69	55	10	2	0	0	0	0
07:45	172	35.9	32.1	4	0	0	0	0	5	63	79	25	0	0	0	0	0
08:00	181	35.8	31.9	4.1	0	0	0	0	9	65	82	25	0	0	0	0	0
08:15	115	36.6	31.8	4.7	0	0	0	0	8	45	42	18	2	0	0	0	0
08:30	171	37.1	32.3	4.5	0	0	0	0	4	69	65	30	2	1	0	0	0
08:45	142	39.3	34	4.7	0	0	0	0	0	41	56	35	10	0	0	0	0
09:00	149	38.7	33.5	4.4	0	0	0	0	1	47	54	45	2	0	0	0	0
09:15	123	37.1	32.9	4	0	0	0	0	0	40	59	22	2	0	0	0	0
09:30	114	37.7	32.8	4.7	0	0	0	0	0	45	44	22	2	0	1	0	0
09:45	131	38	33.5	4.2	0	0	0	0	1	34	65	27	4	0	0	0	0
10:00	106	37	32.5	4.7	0	0	0	0	3	40	44	13	6	0	0	0	0
10:15	99	38.3	32.6	5.2	0	0	0	0	11	24	37	25	2	0	0	0	0
10:30	85	40.5	35.1	4.8	0	0	0	0	0	15	38	21	11	0	0	0	0
10:45	95	38.4	33.2	4.9	0	0	0	0	1	34	36	19	4	1	0	0	0
11:00	82	39.3	34.4	4.6	0	0	0	0	2	16	32	29	3	0	0	0	0
11:15	90	39	34.2	4.6	0	0	0	0	0	23	36	28	2	1	0	0	0
11:30	64	39.8	35.3	4.5	0	0	0	0	2	6	27	25	4	0	0	0	0
11:45	71	40.4	35.6	6	0	0	0	0	0	17	20	26	6	0	1	1	0
12:00	86	39.2	33.6	5.5	0	0	0	0	7	18	36	18	6	1	0	0	0
12:15	81	39.6	35.1	4.4	0	0	0	0	0	11	40	24	5	1	0	0	0
12:30	111	39.4	34.4	4.8	0	0	0	0	3	23	41	39	5	0	0	0	0
12:45	71	38.9	34	4.5	0	0	0	0	1	16	32	19	3	0	0	0	0
13:00	59	41.4	35.4	5.6	0	0	0	0	0	15	18	16	9	1	0	0	0
13:15	75	39.8	34.8	4.9	0	0	0	0	2	14	26	28	5	0	0	0	0
13:30	90	40.2	34.8	5.2	0	0	0	0	0	20	40	19	9	2	0	0	0
13:45	92	40.3	34.6	5.4	0	0	0	0	1	24	34	22	9	2	0	0	0
14:00	86	37.5	32.6	4.5	0	0	0	0	0	36	32	15	3	0	0	0	0
14:15	80	38.5	34	4.2	0	0	0	0	1	15	42	19	3	0	0	0	0
14:30	75	38.7	33.9	4.3	0	0	0	0	0	19	34	19	3	0	0	0	0
14:45	70	38.9	34.1	4.6	0	0	0	0	0	17	31	19	2	1	0	0	0
15:00	79	39.2	33.6	4.9	0	0	0	0	0	29	25	20	5	0	0	0	0
15:15	87	39.9	35.3	4.6	0	0	0	0	0	18	24	40	5	0	0	0	0
15:30	109	37.9	33.3	4.2	0	0	0	0	0	32	52	22	3	0	0	0	0
15:45	115	38.3	33.1	4.8	0	0	0	0	1	41	48	16	9	0	0	0	0
16:00	82	39.6	35	4.4	0	0	0	0	0	15	32	31	4	0	0	0	0
16:15	102	38.3	33.6	4.4	0	0	0	0	0	28	48	22	3	1	0	0	0
16:30	67	39.8	35.2	4.5	0	0	0	0	0	13	22	28	4	0	0	0	0
16:45	72	37.7	33.4	4.2	0	0	0	0	2	15	39	14	2	0	0	0	0
17:00	95	36.5	32.1	5.2	1	0	0	0	3	34	41	13	3	0	0	0	0
17:15	91	38	33.1	4.4	0	0	0	0	3	26	39	22	1	0	0	0	0
17:30	90	38.1	33.3	4.7	0	0	0	0	2	25	43	14	6	0	0	0	0
17:45	79	36.7	33.2	3.9	0	0	0	0	0	21	44	12	2	0	0	0	0
18:00	78	38.3	32.5	5.2	0	0	0	0	4	31	22	19	1	1	0	0	0
18:15	63	38.9	33.7	4.8	0	0	0	0	1	18	26	14	4	0	0	0	0
18:30	72	38	33.2	4.3	0	0	0	0	1	22	31	17	1	0	0	0	0
18:45	58	39.5	34.5	4.7	0	0	0	0	1	10	28	14	5	0	0	0	0
19:00	64	39	32.9	5.6	0	0	0	0	4	24	17	15	3	1	0	0	0
19:15	60	39.7	34.2	5.1	0	0	0	0	2	13	26	13	6	0	0	0	0
19:30	43	38.2	33.3	4.7	0	0	0	0	0	15	18	7	3	0	0	0	0
19:45	34	39.6	35.7	4.8	0	0	0	0	0	2	20	9	2	0	1	0	0
20:00	31	40.2	33.5	6.1	0	0	0	0	2	11	7	7	4	0	0	0	0
20:15	31	39.5	34.8	4.5	0	0	0	0	0	5	16	7	3	0	0	0	0
20:30	25	40	34.3	5.3	0	0	0	0	0	8	8	6	3	0	0	0	0
20:45	28	40.6	36.4	4.8	0	0	0	0	0	2	13	9	3	1	0	0	0
21:00	18	40	39.3	6.8	0	0	0	0	0	0	5	10	1	0	1	1	0
21:15	20	38.9	33.8	5.2	0	0	0	0	1	5	7	6	1	0	0	0	0
21:30	20	39.1	34.3	5.6	0	0	0	0	0	6	8	4	1	1	0	0	0
21:45	15	40.3	35.5	6.3	0	0	0	0	1	2	5	5	1	1	0	0	0
22:00	10	43.5	37	8.3	0	0	0	0	0	3	2	2	2	0	1	0	0
22:15	9	-	37.4	3.6	0	0	0	0	0	0	3	5	1	0	0	0	0
22:30	15	49.1	39.8	9	0	0	0	0	0	2	4	4	1	2	1	1	0
22:45	11	40.3	37.6	6.4	0	0	0	0	0	0	6	3	1	0	1	0	0
23:00	13	41.9	37.3	4.8	0	0	0	0	0	1	4	5	3	0	0	0	0
23:15	7	-	34.9	8.2	0	0	0	0	0	4	0	0	3	0	0	0	0
23:30	9	-	36.3	6.8	0	0	0	0	0	2	3	2	1	1	0	0	0
23:45</																	

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Tue 09-Dec-14 Channel: WESTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	4	42.3	8.5	0	0	0	0	0	0	0	1	1	1	0	1	0	0
00:15	2	33.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0	0
00:30	7	40.6	10.4	0	0	0	0	0	0	2	1	0	1	2	1	0	0
00:45	3	48.5	5	0	0	0	0	0	0	0	0	0	1	1	1	0	0
01:00	2	38.5	1.8	0	0	0	0	0	0	0	0	2	0	0	0	0	0
01:15	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	43.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0
01:45	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	48.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0
02:15	2	36	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0	0
02:30	1	53.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0
02:45	4	44.8	10.4	0	0	0	0	0	0	1	0	2	0	0	0	1	0
03:00	7	34.9	4.9	0	0	0	0	0	0	1	4	1	1	0	0	0	0
03:15	2	48.5	1.8	0	0	0	0	0	0	0	0	0	2	0	0	0	0
03:30	1	43.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03:45	1	38.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	2	46	3.5	0	0	0	0	0	0	0	0	0	1	1	0	0	0
04:15	3	40.2	7.6	0	0	0	0	0	0	1	1	1	0	1	0	0	0
04:30	3	36.8	7.6	0	0	0	0	0	0	1	0	1	1	0	0	0	0
04:45	6	39.3	5.1	0	0	0	0	0	0	2	1	3	0	0	0	0	0
05:00	13	44.2	38.5	8.3	0	0	0	0	0	2	4	2	4	0	0	1	0
05:15	14	42.8	38.1	4.4	0	0	0	0	0	0	5	5	4	0	0	0	0
05:30	28	42.3	35.8	6.3	0	0	0	0	0	6	11	5	5	0	1	0	0
05:45	24	40.8	37.3	4.9	0	0	0	0	0	2	7	11	3	1	0	0	0
06:00	46	41.5	35.5	5.9	0	0	0	0	0	12	14	12	6	2	0	0	0
06:15	51	40.2	35.9	4.7	0	0	0	0	0	7	19	20	4	1	0	0	0
06:30	85	39.8	35.1	4.3	0	0	0	0	0	11	42	25	7	0	0	0	0
06:45	75	39.5	34	5	0	0	0	0	0	25	23	22	5	0	0	0	0
07:00	79	36.7	32.6	4.7	0	0	0	0	7	17	41	12	2	0	0	0	0
07:15	107	37.1	32.7	4.1	0	0	0	0	1	37	48	20	1	0	0	0	0
07:30	168	35.4	31.3	3.9	0	0	0	0	7	77	67	17	0	0	0	0	0
07:45	172	35.6	31.7	4.3	0	0	0	1	13	53	85	20	0	0	0	0	0
08:00	183	35.3	31.5	3.7	0	0	0	0	5	79	83	16	0	0	0	0	0
08:15	147	33.8	26.8	7	1	2	8	18	26	52	31	9	0	0	0	0	0
08:30	152	36.2	32	4.4	0	0	0	0	6	60	62	21	3	0	0	0	0
08:45	144	37.2	32.2	4.8	0	0	0	0	9	51	56	24	4	0	0	0	0
09:00	150	36.4	31.6	4.4	0	0	0	0	7	70	48	24	1	0	0	0	0
09:15	120	37.6	32.5	4.8	0	0	0	2	3	40	49	23	3	0	0	0	0
09:30	111	35.9	32.1	4.2	0	0	0	0	2	46	47	14	2	0	0	0	0
09:45	102	36.8	32.7	4.3	0	0	0	0	0	39	45	14	4	0	0	0	0
10:00	114	38.6	32.7	5.2	0	0	0	0	6	42	37	22	7	0	0	0	0
10:15	127	37.4	32.4	4.9	0	0	0	0	9	41	52	20	5	0	0	0	0
10:30	89	38.9	33.7	4.9	0	0	0	0	2	24	36	23	3	1	0	0	0
10:45	97	38.6	33.4	4.9	0	0	0	0	5	22	45	19	6	0	0	0	0
11:00	70	37.7	32.9	4.6	0	0	0	0	2	22	31	12	3	0	0	0	0
11:15	89	40.1	34.7	5.1	0	0	0	0	1	18	39	21	9	1	0	0	0
11:30	92	38.6	33.7	4.5	0	0	0	0	2	23	39	26	2	0	0	0	0
11:45	82	39.5	33.5	6.2	0	0	0	0	2	32	26	13	6	1	2	0	0
12:00	92	38.7	33.6	4.7	0	0	0	0	1	28	35	25	2	1	0	0	0
12:15	63	39.4	34.1	5.4	0	0	0	0	4	10	31	12	5	1	0	0	0
12:30	70	39.1	33.4	5.1	0	0	0	0	1	25	25	13	6	0	0	0	0
12:45	65	38.3	32.9	4.9	0	0	0	0	4	19	25	15	2	0	0	0	0
13:00	72	39	33.9	4.7	0	0	0	0	1	18	32	16	5	0	0	0	0
13:15	79	38.4	32.7	5	0	0	0	0	4	28	26	18	3	0	0	0	0
13:30	82	38.3	33.4	4.5	0	0	0	0	1	24	37	16	4	0	0	0	0
13:45	84	38.5	33.4	4.8	0	0	0	0	3	23	34	22	1	1	0	0	0
14:00	82	38.1	33	4.6	0	0	0	0	1	29	33	15	4	0	0	0	0
14:15	69	38.1	32.4	5.4	0	0	0	1	0	33	20	10	4	1	0	0	0
14:30	71	40	35.3	4.6	0	0	0	0	0	12	27	26	6	0	0	0	0
14:45	64	40.1	34.7	5.2	0	0	0	0	1	17	18	22	6	0	0	0	0
15:00	64	39.7	34	5.5	0	0	0	0	0	14	18	23	4	0	0	0	0
15:15	74	38.1	33.1	5.2	0	0	0	0	6	16	34	15	2	1	0	0	0
15:30	107	37.7	33.4	4.7	0	0	0	0	2	28	56	13	7	1	0	0	0
15:45	87	38.9	34.4	4.1	0	0	0	0	0	16	43	25	3	0	0	0	0
16:00	73	38.5	33.4	4.7	0	0	0	0	1	19	31	19	2	0	0	0	0
16:15	90	35.9	32.7	4	0	0	0	0	2	26	49	11	2	0	0	0	0
16:30	95	36.1	31.5	5.8	0	0	0	5	5	33	37	12	2	0	1	0	0
16:45	75	37.1	32.9	4.1	0	0	0	0	3	18	39	15	0	0	0	0	0
17:00	85	38	33.3	4.3	0	0	0	0	1	24	39	19	2	0	0	0	0
17:15	83	35.3	31.5	4.2	0	0	0	1	3	33	38	7	1	0	0	0	0
17:30	89	37.6	33.2	4.1	0	0	0	0	2	22	45	19	1	0	0	0	0
17:45	67	39.1	35	3.8	0	0	0	0	0	5	41	17	4	0	0	0	0
18:00	90	37.9	33.2	4.4	0	0	0	0	1	28	40	18	3	0	0	0	0
18:15	78	36.6	32.9	4	0	0	0	0	4	15	45	14	0	0	0	0	0
18:30	53	39.4	34.5	4.6	0	0	0	0	0	12	21	17	3	0	0	0	0
18:45	68	36.6	32.6	4.1	0	0	0	0	1	23	32	11	1	0	0	0	0
19:00	43	38.8	33.6	4.8	0	0	0	0	0	14	17	9	3	0	0	0	0
19:15	33	38.8	34.3	4.9	0	0	0	0	0	8	15	8	1	1	0	0	0
19:30	46	39	34.3	4.3	0	0	0	0	0	11	18	16	1	0	0	0	0
19:45	31	40.1	35.8	5	0	0	0	0	0	5	11	12	2	1	0	0	0
20:00	27	38.9	34.2	4.3	0	0	0	0	0	7	9	11	0	0	0	0	0
20:15	26	39.8	35	5.2	0	0	0	0	0	5	12	6	2	1	0	0	0
20:30	23	40.5	35.2	5.5	0	0	0	0	0	7	4	9	3	0	0	0	0
20:45	28	40.1	34.6	5.4	0	0	0	0	0	9	7	9	3	0	0	0	0
21:00	19	35.3	32.2	3.6	0	0	0	0	0	7	10	2	0	0	0	0	0
21:15	30	39.1	34	4.7	0	0	0	0	0	10	7	13	0	0	0	0	0
21:30	21	39.8	35.9	4	0	0	0	0	0	1	11	7	2	0	0	0	0
21:45	22	38.3	32.4	5.1	0	0	0	0	1	10	4	7	0	0	0	0	0
22:00	19	43.1	36.9	6	0	0	0	0	0	3	6	5	4	1	0	0	0
22:15	21	39.4	34.7	4.7	0	0	0	0	0	4	10	5	2	0	0	0	0
22:30	19	40	34.8	5.4	0	0	0	0	0	6	4	7	2	0	0	0	0
22:45	11	44.1	36.7	7.3	0	0	0	0	0	3	3	1	3	1	0	0	0
23:00	15	47.3	39.2	8.5	0	0	0	0	0	3	3	3	3	1	2	0	0
23:15	7	-	35.6	6.5	0	0	0	0	0	2	2	1	2	0	0	0	0
23:30	12	40.3	36.8	4.2	0	0	0	0	0	6	4	2	0				

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Wed 03-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	11	58.1	47.6	9.2	0	0	0	0	0	0	1	1	4	2	0	2	1
00:15	3	-	61.8	3.1	0	0	0	0	0	0	0	0	0	0	0	1	2
00:30	6	-	47.7	9.7	0	0	0	0	0	0	0	2	1	1	1	0	1
00:45	4	-	52.3	11.1	0	0	0	0	0	0	0	1	0	1	0	1	1
01:00	8	-	48.5	10.1	0	0	0	0	0	0	0	2	2	2	0	0	2
01:15	3	-	53.5	8.8	0	0	0	0	0	0	0	0	1	0	0	2	0
01:30	3	-	43.5	1.7	0	0	0	0	0	0	0	0	3	0	0	0	0
01:45	3	-	48.5	5	0	0	0	0	0	0	0	0	1	1	1	0	0
02:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
02:15	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
02:30	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
03:30	4	-	41	9.6	0	0	0	0	0	1	0	1	0	2	0	0	0
03:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
04:15	2	-	36	10.6	0	0	0	0	0	1	0	0	1	0	0	0	0
04:30	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45	3	-	48.5	10	0	0	0	0	0	0	0	1	0	1	0	1	0
05:00	6	-	51	7	0	0	0	0	0	0	0	0	1	3	1	0	1
05:15	11	59.1	50.3	8.5	0	0	0	0	0	0	0	2	1	4	0	3	1
05:30	9	-	51.3	9.1	0	0	0	0	0	1	0	1	2	2	2	2	1
05:45	4	-	44.8	11.1	0	0	0	0	0	1	0	0	2	1	0	0	0
06:00	8	-	47.9	9.5	0	0	0	0	0	0	1	0	3	2	0	1	1
06:15	10	49.3	42.5	7.1	0	0	0	0	0	0	2	3	1	3	1	0	0
06:30	18	49.2	44.9	6.5	0	0	0	0	0	0	1	3	7	6	0	0	1
06:45	29	49.2	42.8	7	0	0	0	0	0	0	4	10	5	8	1	0	1
07:00	33	53.6	44.6	8.6	0	0	0	0	2	4	5	7	7	5	3	0	0
07:15	51	48.9	40.9	7.5	0	0	0	0	0	3	13	10	14	5	5	1	0
07:30	70	48.9	42.7	6.2	0	0	0	1	0	0	7	17	24	17	4	0	0
07:45	83	48.9	41.6	6.9	0	0	0	0	0	5	11	24	23	12	7	1	0
08:00	82	47.6	41.7	5.7	0	0	0	0	0	3	6	29	27	13	4	0	0
08:15	85	46.7	39.7	7.4	0	0	1	0	0	7	16	25	21	12	2	0	1
08:30	113	47.7	40.2	6.9	0	0	0	0	0	15	12	34	27	22	3	0	0
08:45	78	49.5	42.3	7.5	0	0	0	0	0	2	16	16	20	17	4	1	2
09:00	75	48.3	41.4	6.7	0	0	0	0	1	1	12	24	22	7	7	1	0
09:15	51	48.1	41.3	6.6	0	0	0	0	0	2	8	16	13	9	2	1	0
09:30	71	48.7	41.6	7.8	0	0	0	0	1	4	10	19	21	9	3	3	1
09:45	60	46.8	41.1	6.1	0	0	0	0	0	3	7	20	19	9	1	1	0
10:00	65	50.5	41.9	7.4	0	0	0	0	0	3	12	18	11	12	9	0	0
10:15	65	47.4	41.7	6.4	0	0	0	0	0	1	6	29	16	10	1	0	2
10:30	73	46.8	40.5	6.1	0	0	0	0	0	4	10	28	18	10	3	0	0
10:45	73	45.6	40.1	5.8	0	0	0	0	0	3	13	28	19	7	3	0	0
11:00	62	45.8	40.8	5.7	0	0	0	0	0	1	13	16	23	7	2	0	0
11:15	72	45.7	40.6	5.4	0	0	0	0	0	2	11	25	24	9	1	0	0
11:30	93	46.6	41	6.1	0	0	0	0	0	3	11	39	24	12	1	3	0
11:45	95	45.6	40.7	5.8	0	0	0	0	1	3	11	35	33	9	2	1	0
12:00	86	48.7	42.3	6.8	0	0	0	0	0	3	11	22	28	16	3	2	1
12:15	77	46.9	40.1	6.3	0	0	0	0	0	2	19	26	16	11	2	1	0
12:30	95	45	40.1	5.2	0	0	0	0	0	3	14	39	30	7	2	0	0
12:45	102	45.8	39.8	6.7	0	0	0	0	2	4	22	33	26	12	1	1	1
13:00	103	48.8	42.1	6.4	0	0	0	0	0	1	15	32	29	18	5	3	0
13:15	112	48.5	42.4	6.8	0	0	0	1	0	4	11	24	43	23	4	0	2
13:30	97	46.5	39.6	7.3	0	0	0	0	1	10	20	25	25	10	4	2	0
13:45	84	48.3	40.6	6.9	0	0	0	0	0	5	16	29	12	19	2	0	1
14:00	96	46.1	41.5	6.3	0	0	0	0	0	1	13	36	31	9	2	3	1
14:15	90	46.5	39.8	6.7	0	0	0	0	0	6	19	31	19	11	3	0	1
14:30	98	45.5	39.3	6.2	0	0	0	0	1	4	26	32	22	9	4	0	0
14:45	105	45.9	40.2	5.6	0	0	0	0	0	2	22	38	27	13	3	0	0
15:00	134	45.9	38.9	6.5	0	0	0	0	0	5	50	34	25	14	5	1	0
15:15	119	48	41.3	5.8	0	0	0	0	0	2	19	41	28	27	1	1	0
15:30	100	46.2	41	5.1	0	0	0	0	0	0	13	43	28	15	0	1	0
15:45	105	45.5	39.9	6.1	0	0	0	0	0	2	28	32	30	9	3	0	1
16:00	134	44.9	39.6	5.3	0	0	0	0	0	2	30	57	31	11	2	1	0
16:15	131	44.9	39.7	5.4	0	0	0	0	0	4	26	51	38	9	2	1	0
16:30	128	45.9	40	6.4	0	0	0	0	0	7	22	52	28	14	2	2	1
16:45	164	45.7	39.5	5.6	0	0	0	0	0	8	31	70	32	21	2	0	0
17:00	150	46	40.2	5.9	0	0	0	2	0	1	25	64	35	20	2	1	0
17:15	149	47	40.1	6.7	0	0	0	2	2	4	32	38	43	25	3	0	0
17:30	165	45	39	5.6	0	0	0	0	0	9	42	58	38	17	1	0	0
17:45	198	44.6	38.9	5.3	0	0	0	0	0	6	51	84	37	18	1	1	0
18:00	164	46.2	40.5	5.8	0	0	0	0	0	6	28	57	47	21	4	1	0
18:15	129	48.9	42.8	6.9	0	0	0	0	0	3	10	44	38	24	4	2	4
18:30	110	47.5	41.2	5.9	0	0	0	0	0	3	14	41	29	20	2	0	1
18:45	98	45.9	40.9	5.8	0	0	0	0	1	4	10	32	36	13	1	1	0
19:00	101	45.7	40.5	5.8	0	0	0	0	0	3	17	36	31	9	5	0	0
19:15	74	45.7	41.1	5.8	0	0	0	0	0	1	9	30	24	7	0	3	0
19:30	85	49	42.7	6.5	0	0	0	0	0	2	6	29	25	16	4	2	1
19:45	57	48.1	42.3	6.1	0	0	0	0	0	5	23	17	7	4	0	1	0
20:00	61	50.7	43.9	7.2	0	0	0	0	0	9	10	23	10	5	3	1	0
20:15	49	48.6	42.8	7	0	0	0	0	0	8	11	19	6	2	2	1	0
20:30	51	45.2	40.2	5.3	0	0	0	0	0	10	22	13	4	2	0	0	0
20:45	48	48.4	42.8	6.2	0	0	0	0	0	6	12	19	7	2	2	0	0
21:00	46	47.3	40.8	7.3	0	0	0	0	0	1	12	13	11	6	1	1	1
21:15	35	48	42.2	5.9	0	0	0	0	0	5	10	11	8	0	1	0	0
21:30	53	47.8	41.9	7.2	0	0	0	0	1	2	5	15	19	7	2	1	1
21:45	45	50.8	44.1	7.4	0	0	0	0	0	4	15	9	10	5	0	2	0
22:00	73	48.6	41.6	6.7	0	0	0	0	0	11	32	16	5	7	1	1	1
22:15	37	47	40.5	6.4	0	0	0	0	0	1	10	8	11	5	2	0	0
22:30	32	53.1	44	8.9	0	0	0	0	0	1	4	10	5	5	4	1	2
22:45	29	53.9	45.6	8	0	0	0	0	0	2	8	6	7	2	3	1	0
23:00	14	54.5	45.6	7.6	0	0	0	0	0	0	5	4	1	2	2	0	0
23:15	17	50.8	45.6	9.1	0	0	0	0	0	3	2	4	5	1	0	2	0
23:30	22	55	47.6	7.9	0	0	0	0	0	2	2	5					

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Thu 04-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	5	-	51.5	10.4	0	0	0	0	0	0	0	1	1	0	1	1	1
00:15	4	-	44.8	4.9	0	0	0	0	0	0	0	1	1	2	0	0	0
00:30	4	-	48.5	10.8	0	0	0	0	0	0	0	1	1	1	0	0	1
00:45	3	-	43.5	8.8	0	0	0	0	0	0	1	0	0	2	0	0	0
01:00	7	-	52.1	7	0	0	0	0	0	0	0	0	1	3	1	1	1
01:15	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	0
01:30	2	-	51	3.5	0	0	0	0	0	0	0	0	0	1	1	0	0
01:45	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	-	63.5	-	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
03:15	2	-	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
03:30	2	-	43.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0	0
03:45	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	-	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30	2	-	46	3.5	0	0	0	0	0	0	0	0	1	1	0	0	0
04:45	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00	6	-	52.7	8.1	0	0	0	0	0	0	0	2	0	2	1	1	1
05:15	13	53.8	48.5	7.5	0	0	0	0	0	0	0	2	3	4	2	1	1
05:30	9	-	49.1	10.8	0	0	0	0	0	1	1	2	2	0	1	2	2
05:45	3	-	53.5	5	0	0	0	0	0	0	0	0	0	1	1	1	0
06:00	11	53.1	46.2	7.6	0	0	0	0	0	0	1	2	2	3	2	1	0
06:15	18	48.3	42.9	6.8	0	0	0	0	0	0	0	10	3	4	0	0	1
06:30	25	49.4	43.9	7.6	0	0	0	0	0	1	2	5	8	7	0	1	1
06:45	25	55.4	47.9	8.8	0	0	0	0	0	1	1	2	8	3	6	2	2
07:00	32	52.7	42.7	9.3	0	0	0	0	0	5	3	5	7	5	5	2	0
07:15	67	48.8	41.6	7.3	0	0	0	0	0	7	8	13	20	15	3	1	0
07:30	79	45.8	40.1	5.7	0	0	0	0	0	0	20	29	18	9	3	0	0
07:45	81	49.3	41.9	7.3	0	0	0	0	0	6	11	19	21	17	6	0	1
08:00	79	47.5	42.1	6.6	0	0	0	0	0	0	13	22	29	9	2	3	1
08:15	86	47	40.2	6	0	0	0	0	0	1	22	28	19	13	3	0	0
08:30	105	47.2	41	6.1	0	0	0	0	0	1	20	36	28	16	2	1	1
08:45	81	46.2	39.4	6.7	0	0	0	0	0	8	18	23	19	9	4	0	0
09:00	68	47.3	40.5	7	0	0	0	0	0	6	9	24	16	9	3	0	1
09:15	65	47.6	40	6.4	0	0	0	0	0	1	2	13	26	9	12	2	0
09:30	64	47.2	40.5	7.1	0	0	0	0	0	4	12	22	14	8	2	1	1
09:45	73	49.4	42.3	6.9	0	0	0	0	0	3	7	24	20	11	5	3	0
10:00	52	46.6	40.3	6.7	0	0	0	0	0	3	11	15	14	6	2	1	0
10:15	71	47.4	41.2	6.1	0	0	0	0	0	2	12	20	23	10	4	0	0
10:30	69	46.5	38.3	6.8	0	0	0	0	1	7	20	20	9	11	1	0	0
10:45	82	46.6	39.7	6.5	0	0	0	0	0	6	17	28	17	10	4	0	0
11:00	69	44.8	39.6	5.7	0	0	0	0	0	3	12	31	16	5	1	1	0
11:15	83	45.1	39.9	5	0	0	0	0	0	2	15	31	27	8	0	0	0
11:30	72	45.1	39.3	5.6	0	0	0	0	0	4	15	27	18	7	1	0	0
11:45	83	46	39.3	6.6	0	0	0	1	0	2	22	32	13	9	3	1	0
12:00	85	48.9	42.1	6.8	0	0	0	0	0	2	15	19	27	15	4	3	0
12:15	105	45.4	39.9	5.3	0	0	0	0	0	3	18	45	26	11	2	0	0
12:30	80	48	41.8	7	0	0	0	0	1	2	8	29	23	11	3	1	2
12:45	88	46.7	41.3	6.1	0	0	0	0	0	1	10	40	22	10	2	2	1
13:00	98	47.1	41.7	6	0	0	0	0	0	0	17	28	35	13	2	3	0
13:15	88	44.8	39.4	5.9	0	0	0	0	0	3	21	35	20	7	1	0	1
13:30	89	46.6	40.9	6.9	0	0	0	0	2	4	13	23	32	9	4	2	0
13:45	96	47.3	40.8	6.5	0	0	0	0	0	5	14	34	26	8	9	0	0
14:00	85	47.7	40.6	6.5	0	0	0	0	0	6	13	27	21	14	4	0	0
14:15	96	47.6	41.2	6.8	0	0	0	0	0	6	14	27	30	13	4	1	1
14:30	119	45.8	39.8	6	0	0	0	0	0	8	23	38	33	16	0	1	0
14:45	105	48.6	40.1	8	0	0	0	0	0	10	25	30	19	9	6	6	0
15:00	135	45.5	40.3	5.3	0	0	0	0	0	0	27	55	36	13	3	1	0
15:15	116	47.5	39.8	7.5	0	0	0	0	0	3	13	20	25	33	14	8	0
15:30	112	46.2	40.5	5.5	0	0	0	0	0	0	0	25	38	31	17	0	1
15:45	126	45.6	40.8	5.1	0	0	0	0	0	1	21	44	49	14	2	0	0
16:00	135	44.6	39.4	4.9	0	0	0	0	0	5	25	53	44	8	0	0	0
16:15	120	45.5	39.4	6.9	0	0	0	0	6	5	20	40	34	11	3	0	1
16:30	127	44.2	39.1	4.7	0	0	0	0	2	27	61	27	10	0	0	0	0
16:45	153	44.1	39.3	5.1	0	0	0	0	0	1	35	73	33	8	2	0	1
17:00	153	45.2	38.9	6.6	0	0	0	1	3	8	42	35	48	13	2	1	0
17:15	176	45.2	39.4	6.1	0	0	0	0	4	47	71	32	13	7	1	1	1
17:30	152	43.4	38.4	5.2	0	0	0	0	0	3	48	65	27	5	3	1	0
17:45	150	45.6	39.5	6.4	0	0	0	0	0	6	46	36	42	16	2	1	1
18:00	141	45.1	40.1	5.6	0	0	0	0	0	5	24	54	44	8	5	1	0
18:15	136	47.2	40.4	6.3	0	0	0	0	0	3	29	51	28	17	6	2	0
18:30	96	45.6	40.3	5.9	0	0	0	0	0	1	20	39	23	8	3	2	0
18:45	107	44.9	39.6	5.9	0	0	0	0	0	8	17	40	33	5	3	1	0
19:00	83	46.9	39.3	9.4	0	0	3	2	5	3	7	19	29	11	3	1	0
19:15	102	45.2	39.9	6.1	0	0	0	0	0	5	19	38	29	6	3	2	0
19:30	72	45.8	39.1	6.7	0	0	0	0	0	7	19	19	16	8	3	0	0
19:45	69	45.3	38.9	6.3	0	0	0	0	0	5	19	22	14	8	0	1	0
20:00	76	49.5	42.8	6.3	0	0	0	0	0	2	7	21	23	16	6	1	0
20:15	57	48.3	42.1	5.8	0	0	0	0	0	1	8	14	19	13	2	0	0
20:30	51	49.3	43.2	7	0	0	0	0	0	0	5	18	12	12	1	1	2
20:45	47	45	39.7	5.4	0	0	0	0	0	1	11	17	13	4	1	0	0
21:00	59	45.7	41.1	6.5	0	0	0	0	0	1	14	11	25	4	3	0	1
21:15	54	46.9	40.9	5.7	0	0	0	0	0	1	9	19	15	8	2	0	0
21:30	34	48.4	42.2	5.5	0	0	0	0	0	2	16	7	7	2	0	0	0
21:45	36	49.2	41.4	7.4	0	0	0	0	0	2	7	10	6	8	2	1	0
22:00	58	48.8	41.8	6.3	0	0	0	0	0	0	10	21	11	12	3	1	0
22:15	40	49.8	42.5	7.7	0	0	0	0	0	1	5	15	8	6	2	2	1
22:30	29	50.2	43.7	7.6	0	0	0	0	0	1	2	8	9	5	2	1	1
22:45	32	48.6	41.8	6.8	0	0	0	0	0	2	6	4	10	9	1	0	0
23:00	25	47.9	43.1	7	0	0	0	0	0	0	1	11	8	2	1	1	1
23:15	17	58.4	48.8	8.5	0	0	0	0	0	0	3	5	3	2	2	2	2
23:30	19	54.3	46.1	9.3	0	0	0	0	0	0	2	4	6				

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Sat 06-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	16	52.4	45.7	6.2	0	0	0	0	0	0	1	2	6	3	4	0	0
00:15	20	49.5	43	8.5	0	0	0	0	1	0	2	5	5	5	1	0	1
00:30	19	55.1	43	9.8	0	0	0	0	1	3	7	2	2	1	2	1	1
00:45	17	-	47.9	11.4	0	0	0	0	0	2	5	2	1	2	1	4	4
01:00	17	58.4	48.8	8.8	0	0	0	0	0	1	3	1	7	1	2	2	2
01:15	8	-	45.4	7.2	0	0	0	0	0	0	3	1	3	0	1	0	0
01:30	10	47.7	41	7.3	0	0	0	0	1	2	1	3	3	0	0	0	0
01:45	2	-	56	10.6	0	0	0	0	0	0	0	0	1	0	0	1	1
02:00	5	-	38.5	14.2	0	0	0	0	0	1	3	0	0	0	0	0	1
02:15	5	-	44.5	8.3	0	0	0	0	0	1	1	0	2	1	0	0	0
02:30	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0
02:45	4	-	52.3	10.4	0	0	0	0	0	0	1	0	0	2	0	1	1
03:00	2	-	51	17.7	0	0	0	0	0	0	1	0	0	0	0	0	1
03:15	5	-	42.5	6.6	0	0	0	0	0	1	1	1	2	0	0	0	0
03:30	5	-	48.5	14.2	0	0	0	0	0	1	1	1	0	0	0	0	2
03:45	4	-	43.5	6	0	0	0	0	0	0	2	0	2	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	4	-	48.5	4.2	0	0	0	0	0	0	0	1	2	1	0	0	0
04:30	1	-	48.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	2	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
05:00	9	-	45.7	7.2	0	0	0	0	0	0	3	2	2	1	1	0	0
05:15	8	-	47.3	5.3	0	0	0	0	0	0	1	2	3	2	0	0	0
05:30	5	-	50.5	7.7	0	0	0	0	0	0	0	2	1	0	2	0	0
05:45	3	-	53.5	10	0	0	0	0	0	0	0	1	0	1	0	1	1
06:00	5	-	45.5	6.8	0	0	0	0	0	0	2	0	2	1	0	0	0
06:15	7	-	44.2	7.4	0	0	0	0	0	0	3	2	1	0	1	0	0
06:30	9	-	44.1	9.2	0	0	0	0	0	2	1	3	2	0	0	1	1
06:45	9	-	46.3	9.4	0	0	0	0	0	1	1	4	1	0	1	1	1
07:00	16	56.3	48.8	7.3	0	0	0	0	0	0	2	4	5	2	2	2	1
07:15	20	46.8	42.5	6.9	0	0	0	0	0	3	5	8	3	0	0	1	1
07:30	17	54	49.4	7	0	0	0	0	1	0	0	1	9	5	0	1	1
07:45	31	47.5	41.6	6.3	0	0	0	0	3	1	9	11	6	1	0	0	0
08:00	25	49.1	42.7	6.9	0	0	0	0	0	5	5	7	6	1	1	0	0
08:15	36	50.3	43.5	6.9	0	0	0	0	0	5	8	12	6	3	2	0	0
08:30	50	47.9	40.6	6.7	0	0	0	0	2	10	18	9	8	2	1	0	0
08:45	60	46.4	38.8	7.8	0	0	1	0	2	5	9	22	11	7	3	0	0
09:00	51	45.6	41.2	4.8	0	0	0	0	0	4	24	16	5	2	0	0	0
09:15	45	47.7	42.5	6.2	0	0	0	0	1	4	12	18	8	1	0	1	1
09:30	58	47.7	41.9	5.3	0	0	0	0	0	7	19	19	11	2	0	0	0
09:45	87	47.9	41.5	6.2	0	0	0	0	1	17	23	26	17	2	0	1	1
10:00	72	48.8	41.6	6.7	0	0	0	0	1	17	15	21	12	5	1	0	0
10:15	85	46.8	40.2	6.6	0	0	0	0	6	14	31	19	11	2	2	0	0
10:30	75	48.7	42.4	6.2	0	0	0	0	2	9	19	24	17	3	1	0	0
10:45	88	48.1	40.3	7.1	0	0	1	0	4	13	40	13	8	8	1	0	0
11:00	89	50	43	6.6	0	0	0	0	2	11	22	24	20	9	1	0	0
11:15	103	47.5	41	6.1	0	0	0	0	3	19	30	30	17	3	1	0	0
11:30	99	48.3	42.4	6	0	0	0	0	4	7	26	36	23	2	0	1	1
11:45	106	47.6	41.5	6.1	0	0	0	0	2	17	31	34	17	3	2	0	0
12:00	90	48.1	42.6	5.2	0	0	0	0	0	9	24	35	19	3	0	0	0
12:15	107	48.8	42.6	6.1	0	0	0	0	3	9	31	34	24	4	2	0	0
12:30	125	47.3	40.3	6.5	0	0	2	0	5	18	47	28	22	3	0	0	0
12:45	101	45.9	41.5	5.1	0	0	0	0	2	8	37	39	13	1	1	0	0
13:00	109	47.9	40.8	6.6	0	0	0	0	8	19	25	32	21	4	0	0	0
13:15	90	47.7	42.1	6	0	0	0	0	3	7	28	34	12	4	2	0	0
13:30	83	47.3	41	6.1	0	0	0	0	1	15	35	18	8	6	1	0	0
13:45	91	48.4	40.6	9.4	0	0	1	5	2	8	25	30	8	6	3	1	1
14:00	93	49.7	43.3	6.2	0	0	0	0	0	8	28	30	17	7	3	0	0
14:15	90	49.5	42.6	6.9	0	0	0	0	3	11	25	21	23	5	1	1	1
14:30	89	48.3	42.3	6.7	0	0	0	0	3	14	15	38	11	6	1	1	1
14:45	91	47.7	41.1	6.3	0	0	0	0	2	22	18	29	17	2	1	0	0
15:00	96	46.8	40.5	6.3	0	0	0	1	4	16	31	27	14	2	1	0	0
15:15	74	49.2	43	5.9	0	0	0	0	1	0	5	22	21	4	0	0	0
15:30	104	45.9	41.2	5.2	0	0	0	0	2	12	36	39	12	3	0	0	0
15:45	93	49.3	41.1	7.4	0	0	0	0	4	25	19	20	16	7	2	0	0
16:00	101	46.9	40	8.7	0	1	4	0	0	5	11	26	36	13	4	1	0
16:15	89	47.1	40.6	6.3	0	0	0	0	2	20	27	23	14	2	0	1	1
16:30	115	45.8	40.2	6.2	0	0	0	0	8	18	38	35	13	2	0	1	1
16:45	76	50	43.4	7.1	0	0	0	0	2	5	23	23	14	5	2	2	2
17:00	95	47.4	42.2	5.3	0	0	0	0	0	9	30	37	15	3	1	0	0
17:15	92	48.6	42	7	0	0	0	0	2	11	34	24	13	5	0	3	3
17:30	68	48.4	41.1	7.3	0	0	0	0	3	13	22	14	11	2	2	1	1
17:45	69	47.7	41.1	6.4	0	0	0	0	1	14	22	17	12	2	0	1	1
18:00	82	50	43.1	6.5	0	0	0	0	1	6	28	23	14	8	1	1	1
18:15	77	47.1	41	6.8	0	0	0	0	5	9	28	21	9	3	1	1	1
18:30	74	47.5	41.2	6.9	0	0	0	0	2	13	26	19	8	3	2	1	1
18:45	72	47.4	41.1	6.3	0	0	0	0	3	13	18	24	10	4	0	0	0
19:00	97	44.6	38.8	5.9	0	0	0	0	6	27	31	25	6	1	1	0	0
19:15	65	48.8	42.3	6.8	0	0	0	0	0	11	20	17	12	2	2	1	1
19:30	52	49.2	43.4	6.3	0	0	0	0	1	1	18	18	9	3	1	1	1
19:45	36	52.4	43.9	9	0	0	0	0	1	8	5	7	8	4	1	2	2
20:00	38	50.2	43.8	8.6	0	0	0	0	1	9	4	6	14	1	1	2	2
20:15	38	55.8	43	8.8	0	0	0	0	0	8	12	8	3	1	5	1	1
20:30	34	49.4	43.2	6.9	0	0	0	0	0	5	8	10	8	2	0	1	1
20:45	32	50.5	44.3	7.4	0	0	0	0	0	4	7	9	7	3	1	1	1
21:00	36	47.4	40.4	7.4	0	0	0	0	3	8	8	10	4	2	1	0	0
21:15	28	47.6	40.8	7	0	0	0	0	3	3	8	8	4	2	0	0	0
21:30	29	47.9	43.2	7.4	0	0	0	0	1	1	10	11	3	0	2	1	1
21:45	19	-	46.9	10.6	0	0	0	0	0	3	4	3	3	1	2	3	3
22:00	29	46.3	39	9	0	0	0	3	1	6	8	6	3	1	0	1	1
22:15	22	46.5	40.5	8.1	0	0	0	0	1	6	6	5	2	1	0	1	1
22:30	13	52.4	45	6.7	0	0	0	0	0	0	4	5	1	2	1	0	0
22:45	26	50	41.8	8.5	0	0	0	0	2	5	6	6	3	2	2	0	0
23:00	32	49.4	42.7	6.5	0	0	0	0	0	4	11	7	7	2	1	0	0
23:15	35	54.3	46.1	8.3	0	0	0	0	0	4	6	8	8	5	2	2	2
23:30	24	45.5	41.2	6.2	0	0	0	0	1	4	5	11	1	2	0	0	0
23:45																	

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Sun 07-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	34	49	43.4	7.9	0	0	0	0	0	0	3	13	10	4	0	2	2
00:15	22	49.7	42.6	7.9	0	0	0	0	0	1	2	8	5	3	2	0	1
00:30	17	47.6	40	7.1	0	0	0	0	0	1	5	4	3	3	1	0	0
00:45	14	54	44.9	9.2	0	0	0	0	0	0	4	1	2	2	4	1	0
01:00	17	49.7	43.5	8.2	0	0	0	0	0	1	1	5	4	4	1	0	1
01:15	14	-	46.4	10	0	0	0	0	0	0	0	6	3	2	0	0	3
01:30	5	-	55.5	4.6	0	0	0	0	0	0	0	0	0	1	1	3	0
01:45	7	-	46.4	6.5	0	0	0	0	0	0	0	2	1	2	2	0	0
02:00	4	-	44.8	6.4	0	0	0	0	0	0	0	1	2	0	1	0	0
02:15	6	-	49.3	7.4	0	0	0	0	0	0	0	1	1	1	2	1	0
02:30	5	-	46.5	8.4	0	0	0	0	0	0	1	0	1	1	2	0	0
02:45	2	-	63.5	1.8	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	3	-	55.2	3.1	0	0	0	0	0	0	0	0	0	0	2	1	0
03:15	2	-	46	10.6	0	0	0	0	0	0	0	1	0	0	1	0	0
03:30	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	0
03:45	8	-	44.8	7.5	0	0	0	0	0	0	0	3	3	0	1	1	0
04:00	2	-	43.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0	0
04:15	6	-	50.2	8.8	0	0	0	0	0	0	0	1	1	1	2	0	1
04:30	3	-	52.2	11.6	0	0	0	0	0	0	0	0	2	0	0	0	1
04:45	6	-	49.3	6.7	0	0	0	0	0	0	0	1	0	3	1	1	0
05:00	12	49.5	46	7.9	0	0	0	0	0	0	1	2	3	4	1	0	1
05:15	9	-	45.2	8.4	0	0	0	0	0	1	0	1	3	1	3	0	0
05:30	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45	5	-	43.5	7.9	0	0	0	0	0	0	1	1	1	1	1	0	0
06:00	4	-	44.8	8.5	0	0	0	0	0	0	1	0	1	1	1	0	0
06:15	7	-	50.6	7.7	0	0	0	0	0	0	0	0	2	3	0	1	1
06:30	2	-	46	3.5	0	0	0	0	0	0	0	0	1	1	0	0	0
06:45	8	-	41.6	6.1	0	0	0	0	0	0	1	3	3	0	1	0	0
07:00	8	-	41	7.6	0	0	0	0	0	1	1	2	1	3	0	0	0
07:15	14	53	43.9	8.3	0	0	0	0	0	0	2	4	4	1	1	2	0
07:30	11	55.3	45.8	10.9	0	0	0	0	0	0	4	0	0	4	1	1	1
07:45	13	51.9	43.5	7.8	0	0	0	0	0	0	3	2	3	2	3	0	0
08:00	17	50.9	45.6	6	0	0	0	0	0	0	1	3	4	6	3	0	0
08:15	22	50.4	45.3	6.8	0	0	0	0	0	0	2	3	7	7	1	2	0
08:30	20	52.3	45.3	8.1	0	0	0	0	0	0	2	5	4	5	2	1	1
08:45	31	44.7	38.8	5.5	0	0	0	0	0	1	10	9	8	3	0	0	0
09:00	33	48.6	42.1	7.4	0	0	0	1	0	0	4	8	12	5	2	1	0
09:15	41	51.9	42	9.5	0	0	0	0	0	5	7	7	11	4	2	4	1
09:30	28	49.3	41.5	7.4	0	0	0	0	1	0	5	8	6	5	3	0	0
09:45	54	50	43.8	7	0	0	0	0	0	0	6	12	21	8	4	1	2
10:00	37	48.4	41.2	6.6	0	0	0	0	0	1	6	14	8	4	4	0	0
10:15	53	47.1	42	6.7	0	0	0	0	0	1	7	16	19	7	0	2	1
10:30	55	49.1	42.1	6.4	0	0	0	0	0	1	9	14	16	10	5	0	0
10:45	45	49.2	41.6	8.4	0	0	0	0	3	1	7	7	14	9	2	2	0
11:00	59	45.1	39.9	6.1	0	0	0	0	0	2	11	26	13	5	1	0	1
11:15	53	48.3	42.6	6.4	0	0	0	0	0	1	5	16	18	10	1	1	1
11:30	71	45.9	40.3	6	0	0	0	0	0	2	19	14	25	9	2	0	0
11:45	56	51.1	43.5	8.1	0	0	0	0	1	2	1	20	16	7	4	3	2
12:00	80	48.7	41.1	6.5	0	0	0	0	1	2	11	33	12	16	5	0	0
12:15	83	48.1	42.7	5.8	0	0	0	0	0	1	3	31	30	12	4	1	1
12:30	72	47.8	41.3	6	0	0	0	0	0	2	11	23	20	13	3	0	0
12:45	120	48.1	42.5	5.3	0	0	0	0	0	0	11	35	47	20	7	0	0
13:00	69	48.8	42.3	6.5	0	0	0	0	0	0	10	22	20	11	4	1	1
13:15	74	48.1	41.7	6.1	0	0	0	0	0	4	6	24	22	15	3	0	0
13:30	74	47.2	42.3	5.6	0	0	0	0	0	0	6	27	28	6	6	1	0
13:45	70	49	41.9	7.2	0	0	0	0	1	1	13	17	18	15	3	1	1
14:00	73	47.9	42.6	6.4	0	0	0	0	0	1	7	21	28	12	1	1	2
14:15	82	50.2	42.8	8.3	0	0	0	0	0	5	9	26	14	18	5	1	4
14:30	79	49.4	43.8	6.3	0	0	0	0	0	2	1	23	31	14	3	5	0
14:45	67	49.9	42.9	7.6	0	0	0	0	0	4	8	14	18	16	4	2	1
15:00	66	50.5	42.4	7.7	0	0	0	0	0	5	6	21	11	14	8	0	1
15:15	87	47.3	41.8	5.5	0	0	0	0	0	2	7	30	31	13	4	0	0
15:30	90	49.8	42.8	6.2	0	0	0	0	0	0	0	12	25	26	17	10	0
15:45	102	48.7	42.1	6.4	0	0	0	0	1	3	11	34	27	34	19	6	1
16:00	103	48.5	41.6	7.2	0	0	0	0	3	4	10	31	30	18	5	1	1
16:15	105	47.8	41.4	6.9	0	0	0	0	0	3	21	27	33	13	3	5	0
16:30	78	48.6	41.8	6.8	0	0	0	0	0	3	12	21	21	17	2	1	1
16:45	77	49.9	43.2	7	0	0	0	0	0	2	10	16	22	19	6	1	1
17:00	94	45.8	41.1	5.8	0	0	0	0	0	3	9	37	32	9	3	0	1
17:15	72	51.4	44.1	6.9	0	0	0	0	0	0	9	15	21	15	10	1	1
17:30	58	49.2	42.7	7.1	0	0	0	0	0	7	20	18	6	4	1	2	2
17:45	56	52.1	43.7	8.6	0	0	0	0	0	4	4	14	16	8	5	2	3
18:00	65	48.7	43	6.7	0	0	0	0	0	2	5	16	28	7	4	2	1
18:15	55	51.9	42.9	8	0	0	0	0	0	1	10	16	10	8	7	2	1
18:30	52	50.7	43.4	8.1	0	0	0	0	0	2	7	13	11	11	5	1	2
18:45	51	46.9	41	6.9	0	0	0	0	0	2	10	15	15	5	2	2	0
19:00	64	49.7	43.9	6.6	0	0	0	0	0	0	2	25	15	16	1	4	1
19:15	34	50.2	43.9	6.4	0	0	0	0	0	1	2	8	9	10	4	0	0
19:30	38	51.8	44.3	7.7	0	0	0	0	0	2	1	11	9	8	5	1	1
19:45	43	49.9	43.4	6.8	0	0	0	0	0	1	3	13	12	9	4	0	1
20:00	38	48.7	42.4	6.3	0	0	0	0	0	1	4	11	11	9	1	1	0
20:15	35	49.9	43.8	6.7	0	0	0	0	0	1	1	11	10	8	2	2	0
20:30	27	55.3	46.1	9.1	0	0	0	0	0	0	4	5	5	4	2	2	2
20:45	21	52.4	43.7	8.7	0	0	0	0	0	3	1	3	4	5	5	0	0
21:00	27	52.1	46.1	6.9	0	0	0	0	0	0	1	6	6	9	2	3	0
21:15	28	48.8	43	6.9	0	0	0	0	0	0	4	7	9	6	1	0	1
21:30	23	51.1	44.6	7.5	0	0	0	0	0	1	2	4	5	7	3	1	0
21:45	19	44.3	40.6	7.1	0	0	0	0	0	0	5	7	4	1	1	1	0
22:00	16	46.5	40.7	8.3	0	0	0	0	0	2	2	5	4	1	1	1	0
22:15	17	49.3	42.6	7.7	0	0	0	0	0	1	2	4	5	3	1	1	0
22:30	10	51	44.5	7.5	0	0	0	0	0	0	1	2	4	1	1	1	0
22:45	16	52.4	43.8	8	0	0	0	0	0	0	4	2	3	3	4	0	0
23:00	13	52.4	47.3	6	0	0	0	0	0	0	2	3	5	2	1	0	0
23:15	13	53.8	46.2	9.1	0	0	0	0	0	0	1	4	2	2	2	1	1
23:30	15	55.4	48.8	8.2	0	0	0	0	0	1	0	1	3	2	6	2	0
23:45	18	50.5	4														

Site No: 41071402 Site Reference: 41071402
 I-TRAN - SITE 2 WORTING ROAD EAST
 Speed Report-Limit 30 Mph Tue 09-Dec-14 Channel: EASTBOUND

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	8	44.1	5.1	0	0	0	0	0	0	0	0	3	1	4	0	0	0
00:15	4	52.3	2.8	0	0	0	0	0	0	0	0	0	0	1	3	0	0
00:30	6	46.8	6.9	0	0	0	0	0	0	0	0	1	2	2	0	1	0
00:45	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	40.2	5.9	0	0	0	0	0	0	0	1	0	2	0	0	0	0
01:15	2	53.5	14.1	0	0	0	0	0	0	0	0	0	1	0	0	0	1
01:30	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	33.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	3	46.8	3.1	0	0	0	0	0	0	0	0	0	1	2	0	0	0
02:15	2	43.5	1.8	0	0	0	0	0	0	0	0	0	2	0	0	0	0
02:30	1	63.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	3	45.2	3.1	0	0	0	0	0	0	0	0	0	2	1	0	0	0
03:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	23.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	4	49.8	6.4	0	0	0	0	0	0	0	0	0	1	2	0	1	0
03:45	1	48.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:00	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	53.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30	3	43.5	5	0	0	0	0	0	0	0	0	0	1	1	0	0	0
04:45	3	46.8	3.1	0	0	0	0	0	0	0	0	0	1	2	0	0	0
05:00	7	46.4	7.1	0	0	0	0	0	0	0	1	0	2	2	2	0	0
05:15	8	49.1	6.4	0	0	0	0	0	0	0	0	0	3	3	0	2	0
05:30	8	51.6	6.6	0	0	0	0	0	0	0	0	0	2	2	1	3	0
05:45	3	51.8	3.1	0	0	0	0	0	0	0	0	0	0	1	2	0	0
06:00	7	50.6	7.6	0	0	0	0	0	0	0	0	1	1	1	2	2	0
06:15	20	52.3	44.8	8.3	0	0	0	0	0	1	1	4	7	3	2	1	1
06:30	28	50.6	44.2	7	0	0	0	0	0	0	1	12	3	8	3	0	1
06:45	21	47.7	40.9	7.1	0	0	0	0	0	1	4	7	4	4	0	1	0
07:00	29	48.7	41.4	7	0	0	0	0	0	2	4	8	8	4	3	0	0
07:15	56	49.1	41.4	7.1	0	0	0	0	0	3	10	15	13	10	4	1	0
07:30	68	49.9	42.3	7.8	0	0	0	0	0	2	11	20	18	8	6	0	3
07:45	91	45.6	40.2	5.9	0	0	0	1	0	3	13	34	28	10	2	0	0
08:00	74	48	42.2	6.2	0	0	0	0	0	1	8	24	25	11	2	3	0
08:15	83	47.1	40.4	7.8	1	1	0	0	0	3	9	29	24	14	1	1	0
08:30	99	48.8	41.9	7	0	0	0	0	0	3	15	30	29	12	6	3	1
08:45	81	50.4	43.6	7.1	0	0	0	0	1	1	7	18	29	14	9	0	2
09:00	69	49.1	41.8	7.8	0	0	0	0	3	1	10	17	19	13	4	1	1
09:15	46	45.5	39.6	6	0	0	0	0	1	3	6	17	13	6	0	0	0
09:30	65	47.1	41.4	6.6	0	0	0	0	0	0	12	23	18	8	1	2	1
09:45	68	45.2	40.1	6.1	0	0	0	0	0	3	13	23	22	2	5	0	0
10:00	52	49.6	41.5	7.1	0	0	0	0	0	0	14	14	10	8	5	1	0
10:15	58	50.1	43.5	7.1	0	0	0	0	1	1	4	14	19	12	5	1	1
10:30	64	49.1	42.2	7.3	0	0	0	0	0	2	10	17	20	8	4	2	1
10:45	75	46.1	39.5	6.3	0	0	0	0	1	5	12	31	14	10	2	0	0
11:00	82	48.1	41	7.6	0	0	0	0	0	5	18	19	23	10	3	3	1
11:15	81	45.8	39.8	7	0	1	0	0	0	2	17	31	18	6	6	0	0
11:30	98	45.1	40.6	5.2	0	0	0	0	0	1	14	40	34	5	3	1	0
11:45	86	45.7	40.8	6	0	0	0	0	0	6	5	36	27	7	4	1	0
12:00	105	45.4	40.4	5.7	0	0	0	0	0	3	18	37	35	10	1	0	1
12:15	90	45.8	39.9	6.6	0	0	0	0	0	6	17	33	21	8	4	0	1
12:30	98	47.4	41.1	6.1	0	0	0	0	1	1	17	30	29	17	2	1	0
12:45	83	47.2	41.1	6.1	0	0	0	0	0	2	13	29	23	13	2	0	1
13:00	91	48.3	41.6	6.3	0	0	0	0	0	1	18	24	27	15	5	1	0
13:15	65	48.8	41.6	6.9	0	0	0	0	0	3	9	22	13	14	2	2	0
13:30	78	48.6	42.2	6.3	0	0	0	0	1	1	11	17	26	19	2	1	0
13:45	66	50.2	44.4	5.7	0	0	0	0	0	2	17	24	15	6	2	0	0
14:00	88	45.7	41.2	5.9	0	0	0	0	0	2	12	30	32	7	3	2	0
14:15	84	47.6	41.6	5.8	0	0	0	0	1	2	7	29	27	15	3	0	0
14:30	101	48.8	41.7	6.5	0	0	0	0	0	0	17	38	23	13	7	3	0
14:45	129	48.1	40.7	7.1	0	0	0	0	0	7	27	38	31	15	7	4	0
15:00	139	45.3	39.9	5.6	0	0	0	0	0	9	22	46	47	13	2	0	0
15:15	132	45.2	39.8	5.4	0	0	0	0	0	6	21	53	38	12	2	0	0
15:30	122	45.9	40.3	6.1	0	0	0	0	0	8	14	50	32	14	3	0	1
15:45	119	46.5	40.3	5.8	0	0	0	0	0	3	26	39	31	17	3	0	0
16:00	131	45	38.7	6	0	0	0	0	0	10	34	47	25	11	4	0	0
16:15	109	46.1	40.2	5.8	0	0	0	0	0	3	23	38	28	14	3	0	0
16:30	143	44.8	39.3	5.6	0	0	0	0	0	7	29	59	34	12	0	2	0
16:45	165	44.3	38.2	5.7	0	0	0	0	1	10	52	52	38	9	3	0	0
17:00	174	44.2	36.5	10	0	5	9	7	1	3	31	64	43	7	1	2	1
17:15	151	45.6	38.5	7.1	0	0	2	0	1	16	32	49	30	17	4	0	0
17:30	156	45.2	39.2	6.3	0	0	0	0	0	12	35	56	35	11	5	2	0
17:45	157	44.5	38.6	5.6	0	0	0	0	0	11	37	63	31	13	2	0	0
18:00	149	45	38.9	7.3	0	0	4	0	1	6	31	52	40	11	2	1	1
18:15	125	43.6	38	5.8	0	0	0	0	0	13	29	51	25	4	2	1	0
18:30	98	47.8	40.7	6.4	0	0	0	0	0	4	17	36	20	16	4	1	0
18:45	93	47.7	41.9	6.3	0	0	0	0	0	4	9	26	34	16	2	1	1
19:00	88	45.7	40	6.3	0	0	0	0	0	10	9	29	28	9	3	0	0
19:15	71	48.9	41.4	7.6	0	0	0	0	0	5	14	14	21	10	5	1	1
19:30	66	48.5	42.4	5.8	0	0	0	0	0	1	6	21	22	11	5	0	0
19:45	51	48.7	42.5	5.8	0	0	0	0	0	0	6	15	17	9	4	0	0
20:00	77	46.7	41	6.2	0	0	0	0	0	3	11	27	23	7	6	0	0
20:15	59	46.4	41.9	5.9	0	0	0	0	0	1	8	14	26	8	1	0	1
20:30	51	47.3	41.7	5.2	0	0	0	0	0	0	8	13	19	11	0	0	0
20:45	43	49.8	42.6	7.6	0	0	0	0	0	3	4	11	12	8	4	0	1
21:00	44	46.9	40.9	6.8	0	0	0	0	0	0	12	12	5	2	0	1	0
21:15	42	48.8	42.2	6.3	0	0	0	0	0	1	5	12	15	4	5	0	0
21:30	38	50.7	42.8	7.5	0	0	0	0	0	0	7	10	11	4	3	3	0
21:45	25	48.8	42.5	6.8	0	0	0	0	0	0	5	8	5	1	1	0	0
22:00	43	48.6	40.9	7.4	0	0	0	0	0	2	7	18	8	2	4	2	0
22:15	25	50.2	44.7	6.6	0	0	0	0	0	1	1	4	8	2	1	0	0
22:30	22	51.5	44.6	8.3	0	0	0	0	0	0	2	6	7	3	2	0	2
22:45	20	48.5	42.3	7	0	0	0	0	0	1	1	8	5	3	1	1	0
23:00	19	54.3	45.1	8.8	0	0	0	0	0	1	1	6	2	3	4	2	0
23:15	14	54.5	44.6	10.1	0	0	0	0	0	0	4	2	2	2	2	1	1
23:30	12	53.1	46	6.7	0	0	0	0	0	0	1						

APPENDIX C

Local Plan Inset Map

APPENDIX D

Distribution Model

i-Transport Project No ITB10233

i-Transport Project Title - Worthing House, Worthing

Residential Gravity Model

2011

Location	Time (mins)	Total Population	P/T	P/T^2	% of total	Car driver mode split		% of Car Driver	First Route	%	Secondary Route	%	Third Route	%	Fourth Route	%	% of Non-commuting trips (54%)	
Aldermaston	22	30,520	1,387	63	2.0%	91.0%		1.8%	3.1%	B3400 (E)		Roman Way		A339 (W)		-		1.7%
Andover	35	49,629	1,418	41	1.3%	85.7%		1.1%	1.9%	B3400 (W)		-		-		-		1.0%
Basingstoke	8	29,706	3,713	464	14.4%	58.7%		8.5%	14.7%	B3400 (E)		Worthing Road		Worthing Road		B3400		8.0%
Bramley	18	8,424	468	26	0.8%	88.4%		0.7%	1.2%	B3400 (E)		Roman Way		A339 (E)		-		0.7%
Brighton Hill	13	7,164	551	42	1.3%	45.5%		0.6%	1.0%	B3400 (E)		Worthing Road		Worthing Road		B3400		0.6%
Buckskin	4	22,039	5,510	1,377	42.7%	40.4%		17.3%	30.1%	B3400 (E)		Worthing Road		Buckskin Lane		-		16.2%
Chineham	16	33,771	2,111	132	4.1%	73.4%		3.0%	5.2%	B3400 (E)		Roman Way		A339 (E)		-		2.8%
Fleet	37	35,656	964	26	0.8%	87.6%		0.7%	1.2%	B3400 (E)		Worthing Road		Worthing Road		B3400		0.7%
Hatchwarren	13	8,971	690	53	1.6%	54.5%		0.9%	1.6%	B3400 (E)		Worthing Road		Worthing Road		B3400		0.8%
Hook	23	8,334	362	16	0.5%	87.6%		0.4%	0.7%	B3400 (E)		Worthing Road		Worthing Road		B3400		0.4%
Kingsclere	14	7,423	530	38	1.2%	77.8%		0.9%	1.6%	B3400 (E)		Roman Way		A339 (W)		-		0.9%
Newbury	33	31,019	940	28	0.9%	85.5%		0.8%	1.3%	B3400 (E)		Roman Way		A339 (W)		-		0.7%
Oakley	5	5,476	1,095	219	6.8%	63.2%		4.3%	7.5%	B3400 (W)		-		-		-		4.0%
Overton	10	6,273	627	63	1.9%	71.4%		1.4%	2.4%	B3400 (W)		-		-		-		1.3%
Reading	45	155,698	3,460	77	2.4%	71.2%		1.7%	3.0%	B3400 (E)		Roman Way		A339 (E)		-		1.6%
Rushmoor	40	93,807	2,345	59	1.8%	89.5%		1.6%	2.8%	B3400 (E)		Worthing Road		Worthing Road		B3400		1.5%
Tadley	15	15,424	1,028	69	2.1%	95.0%		2.0%	3.5%	B3400 (E)		Roman Way		A339 (E)		-		1.9%
Whitchurch	18	6,748	375	21	0.6%	81.3%		0.5%	0.9%	B3400 (W)		-		-		-		0.5%
Winchester	34	49,971	1,470	43	1.3%	77.2%		1.0%	1.8%	B3400 (E)		Worthing Road		Buckskin Lane		-		1.0%
Winklebury	5	9,141	1,828	366	11.3%	72.5%		8.2%	14.3%	B3400 (E)		Roman Way		-		-		7.7%
Total		615,194	30,873	3,222	100.0%	<i>from census data</i>			100.0%									54.0%

First Route	%	Second Route	%	Third Route	%	Fourth Route	%		
B3400 (E)	87.3%	Roman Way	33.3%	A339 (W)	6.0%	-	77.9%		
B3400 (W)	12.7%	-	12.7%	-	27.0%	B3400	22.1%		
		Worthing Road	54.0%	Worthing Road	22.1%				
				A339 (E)	13.0%				
				Buckskin Lane	31.9%				
Total	100.0%	Total	100.0%	Total	100.0%	Total	100.0%		
	54.0%	B3400 (E)	47.1%	Roman Way	18.0%	A339 (W)	3.2%	-	42.0%
		B3400 (W)	6.9%	-	6.9%	-	14.6%	B3400	12.0%
				Worthing Road	29.2%	Worthing Road	12.0%		
						A339 (E)	7.0%		
						Buckskin Lane	17.2%		
Total	54.0%	Total	54.0%	Total	54.0%	Total	54.0%	Total	54.0%

Worting Residents

% Destination Split (exc WFH)	Car Only % Destination	Broad Destination	Total People	Works from Home	Underground	Train	Bus	Taxi	Motorcycle	Car Driver	Car Passenger	Bicycle	On Foot	Other	Car Driver % Split	First Route	Second Route	Third Route	Fourth Route	% Commuting Trips
2.3%	3.1%	Aldermaston	67	0	0	0	1	0	4	61	1	0	0	0	3.1%	B3400 (E)	Roman Way	A339 (W)	-	1.4%
32.7%	28.7%	Basingstoke	970	0	0	2	158	5	6	569	81	46	102	1	28.7%	B3400 (E)	Worting Road	Worting Road	B3400	13.2%
0.9%	1.3%	Bracknell	27	0	0	1	0	0	0	25	1	0	0	0	1.3%	B3400 (E)	Roman Way	A339 (E)	-	0.6%
1.5%	1.9%	Bramley	43	0	0	1	0	0	0	38	3	1	0	0	1.9%	B3400 (E)	Roman Way	A339 (E)	-	0.9%
1.1%	0.8%	Brighton Hill	33	0	0	0	1	0	0	15	7	1	9	0	0.8%	B3400 (E)	Worting Road	Worting Road	B3400	0.3%
9.0%	5.5%	Buckskin	267	0	0	0	9	1	1	108	17	9	121	1	5.5%	B3400 (E)	Worting Road	Buckskin Lane	-	2.5%
15.6%	17.2%	Chineham	463	0	0	1	35	1	1	340	45	25	14	1	17.2%	B3400 (E)	Roman Way	A339 (E)	-	7.9%
1.5%	1.9%	East Hampshire	45	0	0	0	2	0	2	37	1	0	3	0	1.9%	B3400 (E)	Worting Road	Worting Road	B3400	0.9%
0.6%	0.7%	Eastleigh	17	0	0	0	1	0	0	13	2	0	1	0	0.7%	B3400 (E)	Worting Road	Buckskin Lane	-	0.3%
0.6%	0.8%	Guildford	18	0	0	0	0	0	0	16	2	0	0	0	0.8%	B3400 (E)	Worting Road	Worting Road	B3400	0.4%
3.5%	4.6%	Hart	105	0	0	6	1	1	1	92	4	0	0	0	4.6%	B3400 (E)	Worting Road	Worting Road	B3400	2.1%
2.2%	1.8%	Hatchwarren	66	0	0	0	9	1	1	36	10	3	6	0	1.8%	B3400 (E)	Worting Road	Worting Road	B3400	0.8%
0.3%	0.4%	Kingsclere	9	0	0	0	1	0	0	7	1	0	0	0	0.4%	B3400 (E)	Roman Way	A339 (W)	-	0.2%
3.3%	2.1%	London	99	0	1	47	3	0	1	42	2	0	2	1	2.1%	B3400 (E)	Worting Road	Worting Road	B3400	1.0%
1.9%	2.4%	Newbury	55	0	0	1	2	0	0	47	4	0	1	0	2.4%	B3400 (E)	Roman Way	A339 (W)	-	1.1%
0.6%	0.6%	Oakley	19	0	0	0	4	0	0	12	3	0	0	0	0.6%	B3400(W)	-	-	-	0.3%
1.7%	2.1%	Other - East	51	0	0	0	2	0	0	42	7	0	0	0	2.1%	B3400 (E)	Worting Road	Worting Road	B3400	1.0%
3.2%	4.1%	Other - North	94	0	0	5	1	0	1	81	5	0	1	0	4.1%	B3400 (E)	Roman Way	A339 (W)	-	1.9%
1.1%	1.4%	Other - South	34	0	0	2	0	1	0	28	2	0	1	0	1.4%	B3400 (E)	Worting Road	Buckskin Lane	-	0.7%
0.7%	1.0%	Other - West	21	0	0	0	1	0	0	19	0	1	0	0	1.0%	B3400(W)	-	-	-	0.4%
1.2%	1.3%	Overton	35	0	0	1	3	0	2	25	3	0	1	0	1.3%	B3400(W)	-	-	-	0.6%
2.5%	2.6%	Reading	73	0	0	15	1	0	0	52	4	0	1	0	2.6%	B3400 (E)	Roman Way	A339 (E)	-	1.2%
1.3%	1.7%	Rushmoor	38	0	0	0	0	0	0	34	3	1	0	0	1.7%	B3400 (E)	Worting Road	Worting Road	B3400	0.8%
0.7%	1.0%	Tadley	20	0	0	0	1	0	0	19	0	0	0	0	1.0%	B3400 (E)	Roman Way	A339 (E)	-	0.4%
0.9%	1.2%	Test Valley	28	0	0	0	1	0	0	24	2	0	1	0	1.2%	B3400(W)	-	-	-	0.6%
0.5%	0.7%	Whitchurch	16	0	0	0	0	0	0	13	1	0	2	0	0.7%	B3400(W)	-	-	-	0.3%
1.9%	2.2%	Winchester	57	0	0	5	0	1	2	44	5	0	0	0	2.2%	B3400 (E)	Worting Road	Buckskin Lane	-	1.0%
5.4%	5.9%	Winklebury	160	0	0	1	17	0	4	116	9	4	9	0	5.9%	B3400 (E)	Roman Way	-	-	2.7%
1.1%	1.3%	Wokingham	33	0	0	1	0	0	2	26	2	1	1	0	1.3%	B3400 (E)	Roman Way	A339 (E)	-	0.6%
100.0%	100.0%		2963	0	1	89	254	11	28	1981	227	92	276	4	100.0%					46.0%

Check 2,963 0 1 89 254 11 28 1,981 227 92 276 4

	First Route	Second Route	Third Route	Fourth Route	
B3400 (E)	95.3%	Roman Way	41.0%	A339 (W)	9.9%
B3400(W)	4.7%	-	4.7%	-	10.6%
		Worting Road	54.3%	Worting Road	44.6%
			A339 (E)	25.2%	
			Buckskin Lane	9.7%	
Total	100.0%	Total	100.0%	Total	100.0%
46.0%	B3400 (E)	43.8%	Roman Way	18.9%	A339 (W)
	B3400(W)	2.2%	-	2.2%	-
			Worting Road	25.0%	Worting Road
				A339 (E)	11.6%
				Buckskin Lane	4.5%
Total	46.0%	Total	46.0%	Total	46.0%

ITB10233 - Worting House, Worting - Distribution Model

Summary

First Route	%	Second Route	%	Third Route	%	Fourth Route	%
B3400 (E)	91.0%	Roman Way	36.8%	A339 (W)	7.8%	-	67.5%
B3400 (W)	9.0%	-	9.0%	-	19.4%	B3400	32.5%
		Worting Road	54.2%	Worting Road	32.5%		
				A339 (E)	18.6%		
				Buckskin Lane	21.7%		
Total	100.0%	Total	100.0%		100.0%		100.00%

i-Transport Project No ITB10233

i-Transport Project Title - Worting House, Worting

Worting Employees

% Destination Split (exc WFH)	Car Only % Destinat	Broad Destination	Total People	Works from Home	Underground	Train	Bus	Taxi	Motorcycle	Car Driver	Car Passenger	Bicycle	On Foot	Other	Car Driver % Split	First Route	Second Route	Third Route	Fourth Route
14.0%	12.4%	Basingstoke	85	0	0	0	8	1	0	53	12	2	9	0	12.4%	B3400 (E)	Worting Road	Worting Road	B3400
0.7%	0.9%	Bracknell	4	0	0	0	0	0	0	4	0	0	0	0	0.9%	B3400 (E)	Roman Way	A339 (E)	-
2.0%	2.6%	Bramley	12	0	0	0	0	0	0	11	1	0	0	0	2.6%	B3400 (E)	Roman Way	A339 (E)	-
3.6%	4.5%	Brighton Hill	22	0	0	0	1	0	0	19	1	0	1	0	4.5%	B3400 (E)	Worting Road	Worting Road	B3400
28.0%	21.4%	Buckskin	170	0	0	0	3	0	0	91	12	7	56	1	21.4%	B3400 (E)	Worting Road	Buckskin Lane	-
12.3%	13.6%	Chineham	75	0	0	0	9	0	0	58	4	3	1	0	13.6%	B3400 (E)	Roman Way	A339 (E)	-
0.8%	1.2%	East Hampshire	5	0	0	0	0	0	0	5	0	0	0	0	1.2%	B3400 (E)	Worting Road	Worting Road	B3400
1.8%	2.6%	Hart	11	0	0	0	0	0	0	11	0	0	0	0	2.6%	B3400 (E)	Worting Road	Worting Road	B3400
3.5%	2.6%	Hatchwarren	21	0	0	0	2	0	0	11	2	1	5	0	2.6%	B3400 (E)	Worting Road	Worting Road	B3400
1.8%	2.3%	Kingsclere	11	0	0	0	0	0	0	10	0	0	1	0	2.3%	B3400 (E)	Roman Way	A339 (W)	-
0.2%	0.2%	Newbury	1	0	0	0	0	0	0	1	0	0	0	0	0.2%	B3400 (E)	Roman Way	A339 (W)	-
4.6%	5.6%	Oakley	28	0	0	0	1	0	1	24	1	0	1	0	5.6%	B3400(W)	-	-	-
2.5%	2.8%	Other - East	15	0	0	1	0	0	1	12	1	0	0	0	2.8%	B3400 (E)	Worting Road	Worting Road	B3400
2.1%	2.6%	Other - North	13	0	0	2	0	0	0	11	0	0	0	0	2.6%	B3400 (E)	Roman Way	A339 (W)	-
2.0%	2.1%	Other - South	12	0	0	1	0	1	0	9	1	0	0	0	2.1%	B3400 (E)	Worting Road	Buckskin Lane	-
1.0%	1.2%	Other - West	6	0	0	0	0	0	0	5	0	0	1	0	1.2%	B3400(W)	-	-	-
2.5%	3.3%	Overton	15	0	0	0	0	0	0	14	0	0	1	0	3.3%	B3400(W)	-	-	-
1.0%	1.4%	Reading	6	0	0	0	0	0	0	6	0	0	0	0	1.4%	B3400 (E)	Roman Way	A339 (E)	-
1.2%	1.6%	Rushmoor	7	0	0	0	0	0	0	7	0	0	0	0	1.6%	B3400 (E)	Worting Road	Worting Road	B3400
1.8%	1.9%	Tadley	11	0	0	0	1	0	0	8	2	0	0	0	1.9%	B3400 (E)	Roman Way	A339 (E)	-
1.5%	2.1%	Test Valley	9	0	0	0	0	0	0	9	0	0	0	0	2.1%	B3400(W)	-	-	-
1.0%	0.7%	Whitchurch	6	0	0	0	0	0	0	3	1	0	2	0	0.7%	B3400(W)	-	-	-
2.1%	3.1%	Winchester	13	0	0	0	0	0	0	13	0	0	0	0	3.1%	B3400 (E)	Worting Road	Buckskin Lane	-
7.4%	6.1%	Winklebury	45	0	0	0	3	0	0	26	4	3	9	0	6.1%	B3400 (E)	Roman Way	-	-
0.8%	1.2%	Wokingham	5	0	0	0	0	0	0	5	0	0	0	0	1.2%	B3400 (E)	Roman Way	A339 (E)	-
100.0%	100.0%		608	0	0	4	28	2	2	426	42	16	87	1	100.0%				

Check	608	0	0	4	28	2	2	426	42	16	87	1	First Route	Second Route	Third Route	Fourth Route				
													B3400 (E)	87.1%	Roman Way	32.9%	A339 (W)	5.2%	-	72.3%
													B3400(W)	12.9%	-	12.9%	-	19.0%	B3400	27.7%
														Worting Road	54.2%	Worting Road	27.7%			
																A339 (E)	21.6%			
																Buckskin Lane	26.5%			
													Total	100.0%	Total	100.0%	Total	100.0%	Total	100.0%



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