Transport and Environment Committee

10.00am, Tuesday, 7 June 2016

George Street Experimental Traffic Regulation Order, Concluding Report and Design Principles

Item number	8.4
Report number	
Executive/routine	
Wards	11 - City Centre

Executive Summary

Between July 2014 and August 2015 the Council introduced an Experimental Traffic Regulation Order (ETRO) on George Street. This partially pedestrianised the street, introduced a cycle lane, and tested the transport implications and wider impacts of these measures on all users of the street and the surrounding area.

Quarterly public stakeholder meetings were held, and these sought changes to the trial layout where critical issues and solutions were agreed. An independent research company was procured to undertake 1,200 stakeholder interviews, capturing any seasonal differences and changes of sentiment during the year-long trial. These processes helped to build a spirit of engagement, trust and confidence in the process amongst a wide range of stakeholders, which had often held competing views about the best use of the street in the past. Once a level of confidence amongst stakeholders was established by the project, an independent firm of landscape architects, planners and civil engineers was procured, towards the end of the trial period, to develop a series of Design Principles for the long term layout of the street. This report provides the Committee with details of the trial outcomes and proposed Design Principles.

Links

Coalition Pledges	P24, P28, P31
Council Priorities	CP6, CP8, CP9, CP11, CP12
Single Outcome Agreement	SO1, SO4

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Report

George Street Experimental Traffic Regulation Order, Concluding Report and Design Principles

1. Recommendations

1.1 It is recommended that the Committee:

1.1.1 approves the Design Principles contained in Appendix 1;

1.1.2 authorises officers to explore the most appropriate procurement options in order to expedite the delivery of these next design steps, securing best value for the Council and ensuring the appropriate design and technical expertise required, to develop the Design Principles into a Stage D design, that would be brought back to the Committee for approval as a proposed Traffic Regulation Order; and

1.1.3 notes the positive contribution that the trial approach brought to design discussions for this public realm project, specifically as a means of encouraging engagement from a wide range of stakeholders.

2. Background

2.1 On 29 April 2014, the Transport and Environment Committee approved an ETRO for George Street. This was to introduce a two-way cycle lane, to close part of the street to traffic, and provide extra space for pedestrians on each block.

2.2 The trial ran from July 2014 to August 2015. This provided the opportunity to learn from the experience of two summer festivals, and seasonal variations, in terms of footfall, the use of the street, perceptions of what had worked and what had not worked well, and impacts on the street and the surrounding neighbourhood.

2.3 The proposed layout was not promoted as a blueprint for the future of the street. It was based on the layout which stakeholders considered had worked well during a shorter trial during the 2013 summer Festival. Its purpose was to act as a starting point for a detailed design discussion, where a quarterly gathering of stakeholders would provide feedback, suggestions and learning from the trial layout, as a means of developing an appropriate, long term design for the street.

2.4 This project was the first time the Council had employed an ETRO as a design tool. To maximise the potential benefits from the trial, the Council needed to foster trust and engagement from stakeholders, which had previously expressed competing views on the preferred use or layout of the space.

2.5 The outcomes from the trial are outlined in detail in Appendix 1 (proposed Design Principles) and Appendix 2 (the research report), which were both signed off as an accurate and acceptable record by Stakeholder Groups representing a broad range of interests. Those two reports are appended in their original format. Section 3 of this Committee report also outlines learning points about the use of an ETRO as a design tool.

3. Main report

3.1 The George Street trial ran from July 2014 to August 2015. Before the street layout had been altered, the first action taken by the project was to procure an independent research company, in a competitive tendering process. George Street is a street where there are a multitude of different users of the space, who often consider they are competing with other users for priority. It was important for the Council to act as an impartial arbiter in the initial stages of the project, to build trust and confidence across all stakeholders in the trial and its decision-making process, and to generate the conditions where a shared agenda could emerge for everyone.

3.2 A core purpose of the trial was to establish an empirical, independent and credible evidence base from the outset. That then allowed discussion, suggestions, criticisms and decision-making to be made on an objective, not subjective, basis.

3.3 The trial had established a new, temporary layout for the street. Importantly, the trial arrangement was never promoted as a blueprint for the future layout of the street. Instead, the trial layout was presented as a starting point for a design discussion. It was intended to provide a baseline against which the stakeholder group could test out the strengths and weaknesses of the layout provided by the ETRO. The end goal of this process of trialling, testing and finessing was to help all stakeholders participating in the group to work towards an appropriate long term design for the street.

3.4 Without an ETRO trial, the risk was that the design discussion about George Street would have been reduced to a narrower question, where stakeholders would have a view on whether they preferred the new layout or the old layout. By using an ETRO to run a trial, and by holding quarterly stakeholder meetings, testing out different aspects of the street layout, and making changes on key learning points as the trial progressed, the nature of the discussion changed significantly. It moved away from the question of 'do you prefer this layout or that layout?' and became "what do we have to do together to achieve the maximum potential for this space?" A more forward-looking, shared agenda was then able to emerge around this question once trust and confidence in the trial process had been established.

3.5 Three aspects of the ETRO were central to establishing trust and confidence: the research package (which was independent and comprehensive); the quarterly stakeholder groups (where groups were able to see tangible results of their influence from an early stage); and the independence of the design process, led by Ironside Farrar.

3.6 Firstly, the research company, Research Resource, were contracted to undertake 100 interviews per month. Stakeholders wrote, finessed and signed off the initial questionnaire as a group. The questionnaire was available to be altered or finessed further at every quarterly stakeholders' meeting. This ensured that the questions being asked would reflect the interests and concerns of all stakeholders, with nothing missed out. Given the potential for mistrust or competition amongst different stakeholder groups, it was an important early gathering point where a more constructive forward-looking shared agenda and trust could begin to emerge.

3.7 The research company reported back on a quarterly basis to the stakeholder group. In doing so, the company was asked to send its quarterly update reports directly to stakeholders, unedited and without Council officials or Elected Members having sight of them in advance. That was important for trust within the stakeholder group. The research company's concluding report is attached to this report as Appendix 2. Given that it represents the views of 1,200 users of George Street during the trial year, it was a significant consideration in the development of the proposed Design Principles that are attached as Appendix 1.

3.8 The second aspect of the ETRO trial that helped to generate trust and confidence amongst stakeholders was the success and tangible influence of the Quarterly Stakeholder Group Meetings. A case study example is provided in Appendix 3 that outlines why the Stakeholder Group was important and influential during the ETRO.

3.9 The stakeholder group met every three months in the Assembly Rooms on George Street, with each meeting attracting a capacity audience that led to standing room only, such was the level of engagement, concern and interest in the ETRO and the long term design. The meetings were open to all, with no invitation required, and the group comprised a mixture of experts and locals, including:

- interested members of the public;
- Essential Edinburgh;
- New Town and Broughton Community Council;
- transport groups;
- public transport and taxi operators;
- Living Streets;
- the Emergency Services;
- cycling groups;

- the George Street Association;
- disability groups;
- Edinburgh World Heritage Trust;
- the Cockburn Association;
- tourism bodies;
- Elected Members; and
- officials from the Council's Planning, Transport, Local Neighbourhood, Economic Development, Events and Public Safety teams.

3.10 The work of the Stakeholder Group helped the project to conclude the types of circumstances where an ETRO trial can be a very effective design tool. It can be an effective design tool in a major or important civic space, which is a trafficked area, and which has a composite range of different stakeholders, which compete for priority within the space, where it can help to reach agreement on the best use and layout of the space in the long term.

3.11 The key to a successful ETRO outcome is to involve stakeholders in a meaningful way:

- to have stakeholders identify the issues that the trial will explore and test;
- to ensure the trial project receives sufficient authority and autonomy to allow it to act on any findings that emerge (such as the decking and marquees example in Appendix 3);
- to hold regular meetings of the stakeholder group, so that any learning is captured and identified regularly, ensuring any issues can be addressed in good time;
- to ensure transparency in the collection and presentation of data which improved trust and credibility within the trial; and
- to work with authoritative, independently-sourced empirical data, to ensure there is objectivity in the decision-making process.

3.12 Aside from the comprehensive independent research work and the success of the Quarterly Stakeholder Group, the third crucial element of the ETRO project, in terms of generating trust, a shared agenda and a forward-looking outcome from the trial, was the appointment of an independent design firm. Following a public procurement process, Ironside Farrar was appointed to direct the discussion towards generating Design Principles for the long term layout of the space.

3.13 Ironside Farrar drew heavily on the input that the 1,200 or more stakeholders had brought, as well as factoring in the wider City Centre Vision and the work of Jan Gehl Architects "Edinburgh - Public Space Public Life" which was published in 2011. Two further public design meetings, or charettes, were held where stakeholders had the opportunity to feed in their views directly to the design team. An independent and representative steering group was created to oversee Ironside Farrar's Design Principles work.

3.14 The steering group comprised the New Town and Broughton Community Council (2 representatives); Essential Edinburgh (1 representative); Cockburn Association (1); Edinburgh World Heritage Trust (1); George Street Association (1); and one representative each from the Council's Planning and Transport divisions. The group was chaired by the Council's City Centre Programme Manager, who had overseen the ETRO from the start, to provide continuity.

3.15 The steering group represented a wide range of interests and viewpoints, and it is encouraging to report that, after much discussion and finessing over time, the Design Principles were approved unanimously by that independent steering group. The Design Principles are contained in Ironside Farrar's report, which forms Appendix 1 to this report.

3.16 Ironside Farrar's report contains most of the learning, feedback and sets out a future strategic direction for the street. The street should be a world class space, using the highest quality materials that help reflect a distinctive Edinburgh quality. It recognises that the space has a multitude of uses, and these change seasonally throughout the year. It proposes that the layout of the public realm on George Street can and should be designed in a way that enables different uses at different times of the year, facilitating the summer and winter Festivals, which bring considerable attention to the street both nationally and internationally, but focussing on the needs of retail, hospitality, local residents and the transport network at other times of the year. Priority within the space should be given to pedestrians, then cyclists, then movement such as public transport and motorists, and servicing and maintenance functions.

3.17 There were a number of additional learning points arising from the trial for the Council that were not captured in Ironside Farrar's report, though. These are contained in Appendix 4, which outlines how an ETRO approach to key public realm decisions can result in a more efficient investment of time and resources for a council. It also details learning that emerged from the ETRO in relation to buses, the management of the street during Festival periods, street clutter, car parking revenues, traffic displacement, and the impact that an enlarged pedestrianised space had on increasing footfall and repeat visits to the space, as well as how it improved the safety of the space for businesses, residents, cyclists and pedestrians.

3.18 The precise layout and materials used in improving the street will be the subject of a detailed design, should Committee approve the Design Principles in Appendix 1 of this report. Further issues will be addressed at the detailed design stage, including the treatment of junctions, the statues, the symmetry of the street, how the street functions for those with a disability, car parking levels, loading and unloading facilities, servicing and maintenance, bus and taxi facilities, cycle facilities, motorcycle facilities and pavement widths.

3.19 Should Committee accept the recommendations in this report, an appropriate design resource would be procured to develop a detailed design for the future layout of George Street, using the Design Principles contained in Appendix 1 as a guidance. The detailed design would be brought to Committee in the winter of 2016/17 for approval. An approved design would be promoted as a Traffic Regulation Order. Officials will explore a wide range of potential sources of funding, and phasing options, for the delivery of the final design. These will be reported to Committee alongside the detailed design for the street.

4. Measures of success

4.1 A detailed design for the future layout of George Street will be brought to Committee as a proposed Traffic Regulation Order before February 2017.

4.2 The detailed design will reflect the Design Principles laid out in Appendix 1.

4.3 Future Experimental Traffic Regulation Orders undertaken in Edinburgh will draw upon the learning gathered from the George Street ETRO, outlined in this report and its appendices, as a means of engaging stakeholders in the design process.

5. Financial impact

5.1 Should Committee approve the Design Principles, attached in Appendix 1, and authorise officers to progress the procurement of a design team to develop these Design Principles into a Stage D detailed design that would be promoted as a Traffic Regulation Order (TRO), there would be a cost to the Council for that detailed design work.

5.2 It would be in a future report to Committee, containing the detailed design as part of a TRO, that Council officials would indicate the likely cost of implementing the scheme, and how that public realm project would be expected to be funded. Funding sources that will be considered include the Council's cycling budget, for the introduction of the cycle facility; the transport capital budget which is invested in the fabric of the city's public realm; plus a range of additional national and European funding sources including European Structural Funds, supporting Smart Growth and Sustainable Growth objectives; sources of finance that support developments in areas with important Heritage considerations, at local and national level, and as a centrepiece of the UNESCO World Heritage Site; as well as other appropriate public, private and third sector funding sources that may emerge in due course.

5.3 The ETRO trial was allocated a budget of £300,000. Three competitive tendering processes were undertaken. The research work was central to the project achieving its learning outcomes, and was allocated a maximum budget of £25,000. The contract awarded to Research Resource was for £12,000, which represented a considerable saving on anticipated costs. The independent design work was also allocated a maximum budget of £25,000, and the contract awarded to Ironside Farrar was for £21,649.90, which represented good value for money. The crucial research work from many local residents' point of view was the traffic counting in the New Town. This was procured competitively, in a public tender process, and local residents were then placed in charge of the locations of the electronic counting sensors and equipment. Clearview Traffic were awarded the contract for £15,230. The remainder of the budget was spent on the necessary paint, signage, rubber kerbs and barriers. Stakeholders had highlighted that it was important not to use metal Mills Barriers, as those are not appropriate for an attractive World Heritage Site space or to high end retailers or local residents. Instead, the project commissioned wrought iron planters, that were made in Edinburgh, by apprentices at the Inch Nursery, using recyclable materials, overseen by skilled craftsmen. The project spent its £300,000 budget, but has left a legacy of £50,000 worth of reusable materials for the Transport department in terms of kerbs and planters. The design process, traffic counts and research work have produced a valuable baseline of information on how people use Edinburgh city centre that the stakeholder group identified was not in place previously.

6. Risk, policy, compliance and governance impact

6.1 There is no significant compliance, governance or regulatory risk or implications expected as a result of approving the recommendations in this report.

6.2 The Design Principles report (in Appendix 1) and the independent research report (in Appendix 2) were both approved by an independent steering group and Stakeholder Group prior to inclusion in this report. They are considered, by a wide range of stakeholders, to be an accurate reflection of the ETRO trial, and of the discussion that has taken place in developing the Design Principles in Appendix 1.

7. Equalities impact

7.1 A full Equality and Rights Impact Assessment (ERIA) was carried out during the development phase of the project. This was an ongoing process and was revisited at each meeting of the quarterly Stakeholder Group.

7.2 Key considerations during the trial included ensuring that any rubber kerbs used, to separate parked cars from the cycle lane, contained white flashes so as to be sufficiently visible to ensure the safety of cyclists, car drivers and pedestrians.

7.3 All business owners who sought to animate the street space with decking and marquees were required to provide ramp access to and from the pavement.

7.4 Disabled parking access was provided on every block in the central reservation parking area. This area became the nearest part of the road network carriageway to the enlarged pedestrian area.

7.5 Two issues were recorded arising from this, and were addressed with disability groups. Firstly, during the trial the enlarged pedestrian space still carried the appearance of a road, as the trial did not change the levels or look of the former road carriageway. This was a source of confusion for some disabled drivers, which would have been greatly lessened if the newly-enlarged pedestrian area had been changed in appearance more. Given budgetary constraints that was not possible within the trial period, but as part of a long-term detailed design that issue would be successfully addressed.

7.6 The second issue was that the area that where vehicles were banned from was not entirely given over to pedestrians. The part nearest the central reservation (and nearest to disabled parking) was a two-way cycle lane. Anecdotally, the quarterly Stakeholder Group meetings were told this combination led to an increase in the number of conflict situations between cyclists and those with a disability, who were attempting to cross from the car parking area to the pedestrian space. A combined two-way cycle lane, located on one side of the street, has been ruled out as a design solution for George Street in the long run. The cycle facility will be laid out on a more conventional symmetrical basis of eastbound cyclists on the north side of the street and westbound cyclists on the south side, greatly reducing and mitigating the impact of this issue which was identified during the trial.

7.7 The contents, analysis or recommendations described in this report do not detract from the delivery of the three General Equality Duties or infringe upon any of the ten areas of rights.

8. Sustainability impact

8.1 The impacts of the design process and the ETRO trial in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered during the trial period.

8.2 The ETRO encouraged a reduction in carbon emissions on George Street by reducing the number of cars on the street, and in encouraging public transport providers to use the spaces that were maintained for them.

8.3 The significant levels of engagement witnessed in the attendance levels at all of the quarterly Stakeholder Group meetings were encouraging, as the Council works to achieve a Sustainable Edinburgh through environmental good stewardship, building stronger communities, and reducing inequality.

8.4 There was a clear positive sentiment expressed by visitors to George Street within the findings of the independent research company, whose report is contained in Appendix 2. Figures recorded by electronic footfall counters on George Street show that, for the Februaries of 2014, 2015 and 2016, the greatest number of visitors to George Street during these years was in 2015, when the ETRO was in place and an extended space was given over to pedestrians. These figures appear to demonstrate that the trial on George Street contributed towards Edinburgh's prosperity and created a safer space for locals and visitors alike to enjoy.

9. Consultation and engagement

9.1 Stakeholder engagement was placed at the centre of the ETRO trial. A wide range of stakeholders, described in section 3 and in Appendices 3 and 4 of this report, were encouraged to give their views and to take control of key aspects of the testing and learning processes.

9.2 The collective Stakeholder Group met quarterly and set the questionnaire that would be asked of 1,200 users of the street. That ensured every angle that was important to the participating stakeholders was covered.

9.3 An independent research company was appointed by the Council, and reported into the Stakeholder Group, not to the Council. That meant the Stakeholder Group, which included members of the public as well as those from various interest groups, would receive the quarterly update report from the research company, at the same time as Council officials and Elected Members. There was no editing of information or checking of content prior to publication. This helped to generate trust and confidence in the trialling approach and the ETRO process as a credible, valuable design tool.

9.4 The reports by the independent research company (Appendix 2) and the Design Principles report by Ironside Farrar (Appendix 1) were both approved and signed off by the broad range of stakeholders, as an accurate reflection of discussions and a reflection of the many areas of design where agreement has now been fostered. For that reason both reports are attached and reproduced as Appendices to this report without undergoing any editing or alteration from the Council.

10. Background reading/external references

10.1 Building a Vision for the City Centre, Transport and Environment Committee, 19 March 2013

10.2 Building a Vision for the City Centre - Consultation Outcome, Transport and Environment Committee, 29 October 2013

10.3 George Street Experimental Traffic Regulation Order, Transport and Environment Committee, 29 April 2014

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11. Links

Coalition Pledges	P24 – Maintain and embrace support for our world-famous festivals and events.
	P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the city.
	P31 - Maintain our City's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.
Council Priorities	CP6 - A creative, cultural capital
	CP8 - A vibrant, sustainable local economy
	CP9 - An attractive city
	CP11 - An accessible connected city
	CP12 - A built environment to match our ambition
Single Outcome Agreement	SO1 – Edinburgh's economy delivers increased investment, jobs and opportunities for all.
	SO4 – Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 - Design Principles for George Street (Ironside Farrar)
	2 - Concluding Report on Stakeholder Interviews During The George Street ETRO (Research Resource)
	3 - Case Study from Stakeholder Group
	4 - Learning Arising from George Street ETRO for the City of Edinburgh Council
	5 - Financial Impact of the ETRO Trial on Parking Revenues on George Street and Surrounding Streets
	6 - Traffic Counts on Heriot Row, Abercromby Place and Surrounding Streets During the George Street ETRO

GEORGE STREET

A Special Place

FINAL REPORT | MAY 2016

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For and on behalf of:-
The City of Edinburgh
Council

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Thanks are given to the Steering Group , for their help & support in preparing this report.

GEORGE STREET

Design Principles Study

Executive Summary

George Street forms a key axis within James Craig's First New Town Plan. The street has the potential and opportunity to re-establish its primacy as a destination within the city contributing more strongly to the city's economy, place quality and environment.

This report has been developed, with key city stakeholders and public input, to set key design principles to inform the future investment in public realm, its operation and management. This represents the first stage in developing design proposals that will support major public realm investment.

A shared vision is emerging through the engagement process that supports a transformation of George Street into a multi-functional space that can address the needs of the City's local residents, visitors and businesses and create a place of strong and distinctive appeal. This will enable:

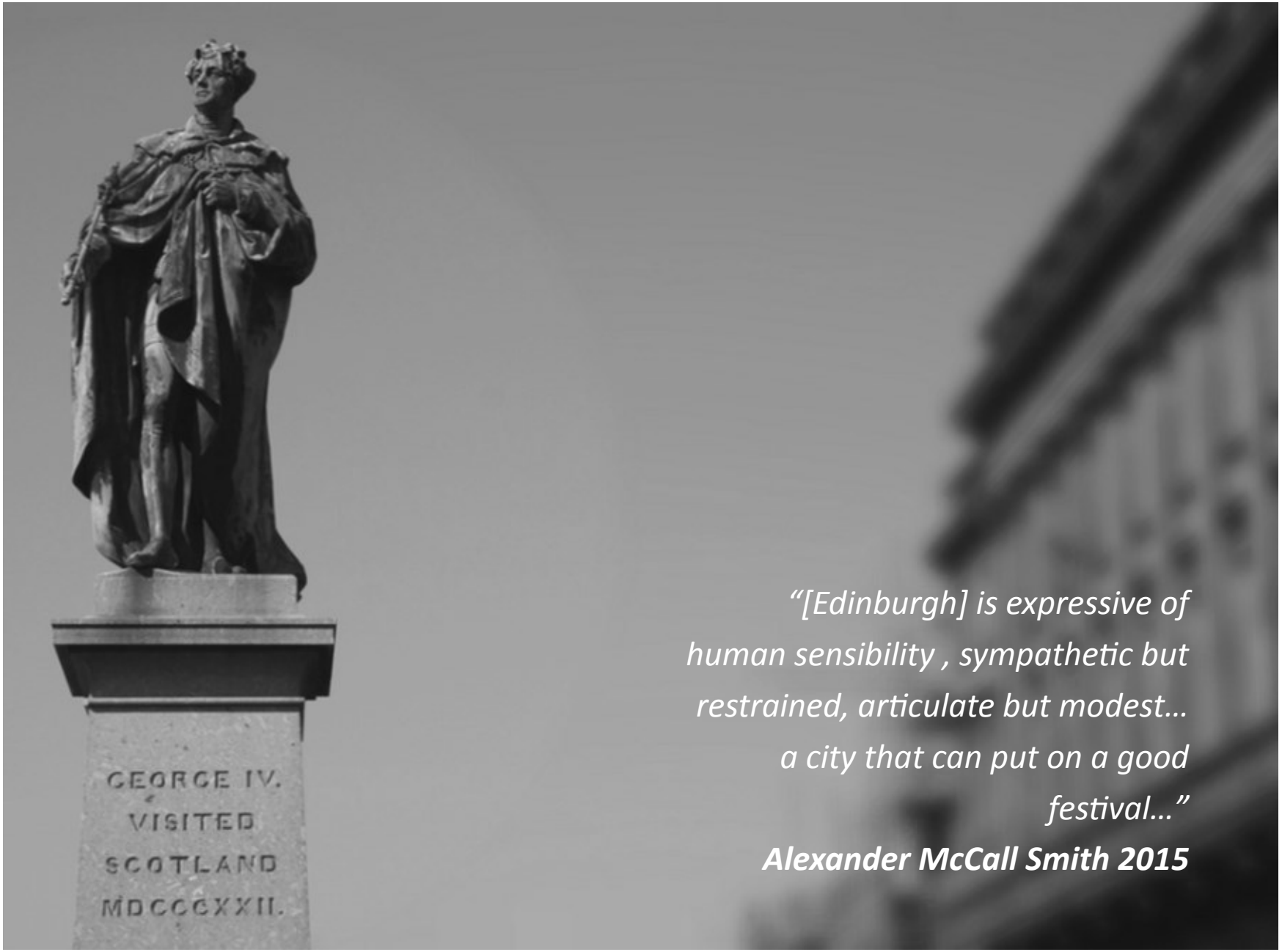
George Street to form the centrepiece of Edinburgh's civic street-space in a manner that celebrates its special qualities, re-establishes it's primacy within the New Town, and offers a dynamic animated and distinctive civic destination of world-class quality and appeal.

The design principles are essentially broad based. They reflect the need to respect the special qualities of place, enhance a unique internationally recognised built heritage and re-balance the role of the street in favour of pedestrians, cyclists and wider street experiences and activity.

A clear commitment is required fro CEC to progress this project. This should reflect best practice in place-making and create a new capacity within the street to build an appealing civic quality. This should seek to actively maintain vibrant mixed use activity (retailing / leisure/ residential/ hotels/ offices / services); support a dynamic street events programme; enable outdoor café culture and facilitate seasonality of use to ensure George Street as a destination expresses and celebrates the unique and distinctive personality of the city.

Delivery will require a phased approach in both funding, design, construction and future management. Implementation over a 6 year period may be anticipated with funds in the region of £26.4M- £28.6M (capital cost) required to support delivery.

There is significant work required to develop the illustrative principles of this report through a fully detailed and sequential design process, in which CEC are committed to continue a high level of engagement as the project moves forward.



"[Edinburgh] is expressive of human sensibility , sympathetic but restrained, articulate but modest… a city that can put on a good festival…"

Alexander McCall Smith 2015

Introduction

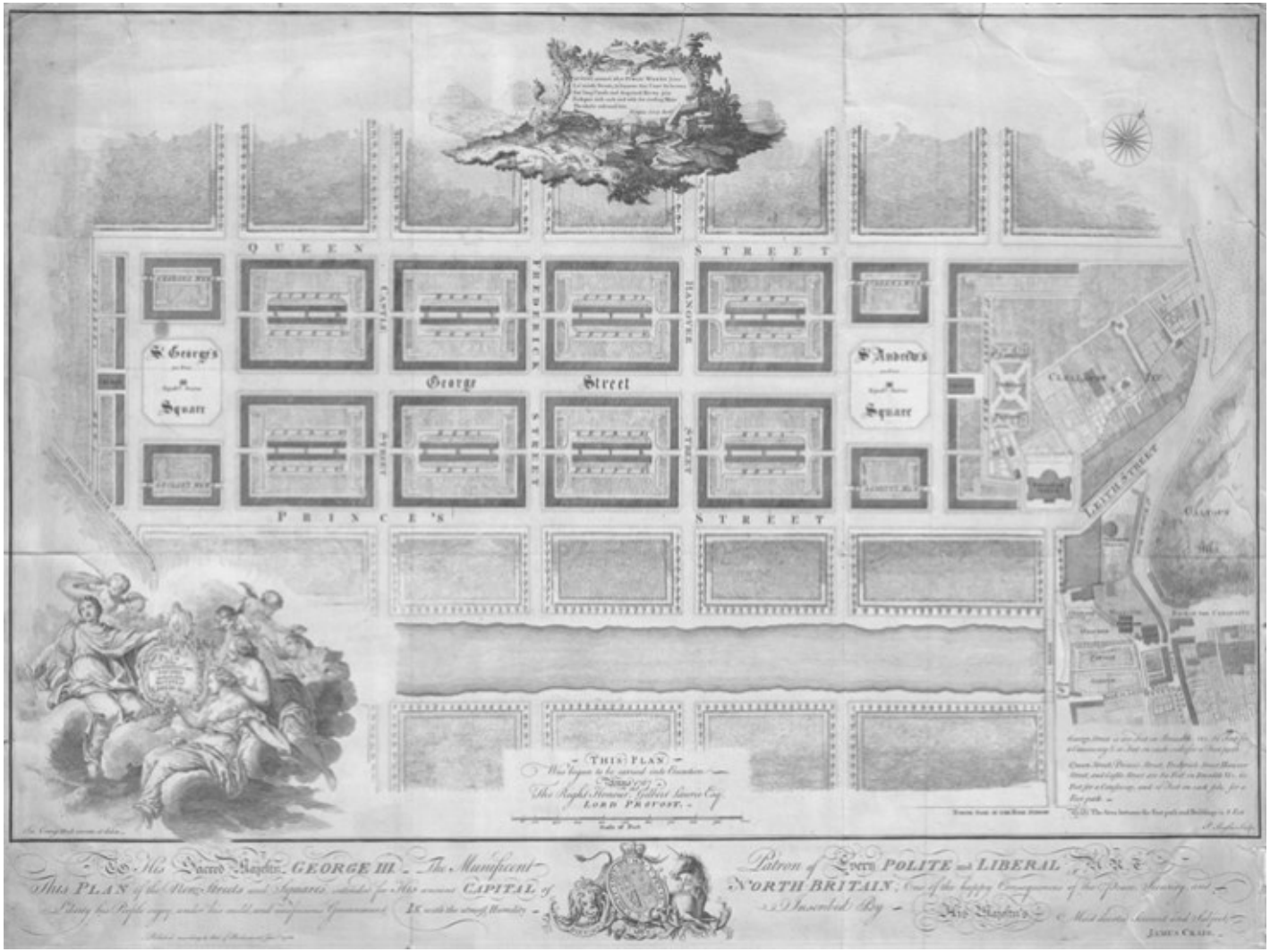
Key Summary:

- *City of Edinburgh Council commissioned study coordinated with Key Stakeholder Group*
- *Place-Making is seeking to define vision and design principles*
- *Advanced within a commitment to engagement and charrette style design workshops*
- *Promoting investment in George Street as a Special Place within the City*

The City of Edinburgh Council is seeking to establish design principles and options for George Street to shape the future place-making of George Street following the end of the year long (September 2014 – September 2015) Experimental Traffic Regulation Order (ETRO).

This Design Principles Study will establish and illustrate a range of design principles agreed by a Steering Group and through wider stakeholder engagement to guide the development of options and future detailed design of George Street. Engagement with stakeholders (residents / businesses / user groups) is a key part of the study.

The study is recognised as providing interim reporting and may be further developed or extended to develop a full 'George Street Design Brief' providing a full RIBA Stage C Conceptual Design for future design development.



In December 1767 James Craig went to London to seek the approval of King George III for the Edinburgh New Town Plan. The main streets were then named Princes, George and Queen Streets, and the smaller lanes Rose and Thistle Streets after the symbols for England and Scotland. The squares at either end of the plan were known as St Andrew's and St George's, which was later re-named as Charlotte Square after the Queen. Originally envisaged as a residential street George Street has evolved and changed to reflect changing needs and demands over time.

Place Context

Key Summary:

- *Prime street within the First New Town Plan and World Heritage Site designation*
- *World-class place quality, street and urban setting*
- *Edinburgh's 'prime' specialist retail, restaurant and evening economy destination*
- *A special place with significant potential to contribute to Edinburgh City Vision*

Edinburgh as Scotland's capital is inscribed as a World Heritage Site based on its historic Old Town and New Towns which are recognised as being of international importance. Edinburgh's New Town was first designed in 1767, and is the largest complete example of town planning from the Georgian period anywhere in the world. George Street is the key armature of James Craig's First New Town Plan connecting St Andrew Square and Charlotte Square.

George Street supports a wide range of City functions. It has a key role for residents, commerce, events and tourism and is a key element in the city centre movement network that supports active travel. It is an important 'destination' in the experience of the city and has critical economic, cultural, and functional roles that shape Edinburgh's national and international profile.

George Street is home to some of Edinburgh's highest quality retailing; restaurants, hotels and services. This mixed use balance of retail and dining is a significant part of place appeal; driving footfall and sustaining role as a key city centre destination. Planning Policy to retain quality retail alongside other uses will be critical in supporting destination development.

George Street needs to be considered within the context of Building a Vision for the City Centre (2013); the City Centre Pubic Realm Vision; Edinburgh Re-visited: Public Space Public Life (2010); Edinburgh Public Realm Strategy (2009); Old and New Towns of Edinburgh World Heritage Site Management Plan; forthcoming Public Spaces Manifesto and the lessons learnt from the George Street Experimental Regulation Order [ETRO] (2014)

SWOT Analysis

A SWOT Analysis was undertaken through the engagement and consultation to share a broad understanding of the strengths, weaknesses, opportunities and threats facing George Street. In summary these include:

Key Strengths

- backbone and the key axis of James Craig's First New Town Plan
- established partnership of public and private sector interests
- diversity of commercial activity including evening economy
- profile of the street – gateway / thoroughfare / destination
- mixed-use activity (retail / café / licensed leisure / hotels / offices / residential)
- well preserved and high quality historic architecture and statues – an exceptionally high quality built environment

Key Opportunities

- enable the street to function as a 'street piazza' and new vibrant city destination
- re-define the street around people
- ensure place that supports accessibility and mobility
- promote stronger commercial investment around premium mixed-use activity
- create a public infrastructure that is adaptable, welcoming and addresses user needs
- make street more inclusive, welcoming and safe for all users
- reinforce the historic qualities of the street and the hierarchy of the First New Town Plan

Key Weaknesses

- absence of clear vision and strategy for street as public realm
- lack of public investment
- constrained accessibility / mobility / poor user safety / legibility
- micro-climate and winter levels of activity
- levels of footfall / animation / activity / flexibility
- dominance of car
- poor quality paving and street clutter

Key Threats

- progressive loss of commercial investment to stronger locations
- reduced investment in building fabric / place quality
- adverse impact of St James Quarter (1.7 million square feet of mixed retail/leisure/ hotel & residential development / 1,600 parking spaces)
- reduced quality of user experience with resulting reduced footfall
- lack of recognition of capacity to enhance city / ad-hoc - low quality interventions

Key Findings

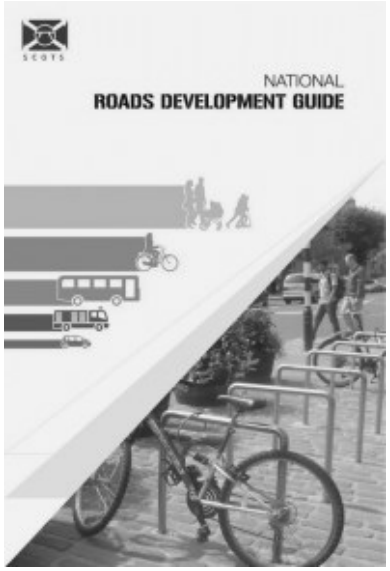
A review of earlier studies, consultations and engagement with varied stakeholders and evidence collected through the monitoring of the ETRO have highlighted the following:

Key Issues

- importance of developing Edinburgh's word-class profile
- embracing the international competitive city agenda, creating living streets and re-balancing core streets around people, active travel, leisure activity and events
- strengthening and enhancing the World Heritage site
- building definitive place quality and strong distinctive experiences that extend appeal, increase footfall, drive mixed-use commercial activity and enhance city centres

Key Needs

- re-balancing movement to favour people, place and active travel
- protecting and enhancing heritage quality and architectural setting
- supporting business activity and investment that flows from spending/footfall
- creating a more inclusive, safer pedestrian and cycle environment
- eliminating non-supportive place activity and through traffic
- supporting City Centre investment, economic activity and place appeal


NATIONAL
ROADS DEVELOPMENT GUIDE


Active Travel Strategy Guidance
July 2010
sustrans
TRANSPORT SCOTLAND
The Scottish Government


A Policy Statement for Scotland
designing streets


CREATING PLACES
A policy statement on architecture and place for Scotland
The Scottish Government

Key Trends

Creating Places; Designing Streets, and Place-making sets out the Scottish Government policy and guidance to promote place quality that confidently expresses Scotland's unique and special qualities and celebrates our heritage and opportunities for the future.

Cities and urban centres are changing. New urban thinking around people, environment active travel, lifestyle quality, heritage value and the support for low carbon futures and sustainable lifestyle choices are all important themes. In terms of trends George Street needs to consider:

- Re-thinking ideas about access and mobility within the City and support for active travel and cleaner, safer, more accessible and inclusive environments
- Increasing street dynamic that supports cafe-culture; al-fresco dining, events, street activity and the evening economy to enhance the experience of place
- Building broader partnerships of interests that collectively can sustain successful places and re-invest in the fabric, place quality and facilities that animate vibrant streets and places

Place as Destination

Café Culture

Animated Places

Active Travel

Evening Economy

Local Community

Public engagement event; initial consultation held at the Roxburghe Hotel, 3rd August 2015

Engagement

Key Summary:

- *Engagement and stakeholder participation supported through consultation*
- *Key user and interest groups involved in early objective setting*
- *Open public consultation held with 2 main events*
- *Well supported consultation has shaped a clear consensus around principles*

The City Council is committed to engagement in developing a vision and setting design principles for George Street. A number of existing stakeholder groups have a direct interest in George Street, these include:

Steering Group

A multi-disciplinary George Street Steering Group has been established with stakeholder representatives facilitating early contact and the participation of key user groups, local interests to assist in shaping principles and priorities. The Group is chaired by the City Centre Programme Manager.

Steering Group Representatives
The New Town & Broughton Community Council
The Cockburn Association
The City of Edinburgh Council (Planning & Transport)
Edinburgh World Heritage
Essential Edinburgh
The George Street Association

Wider Civic/User Interest Groups
Civic / Church / Public Services
Commercial & Business interests
Building / Land owners
Taxi / Public Transport operators
Disability Forums
Spokes / Sustrans / Living Streets
Public Interest Groups
Local residents

"Excellent consultation process", *says Ross Haston Managing Director at Hamilton & Inches, George Street,* ***"Engaging, well thought through & clearly interpreted. Well done to 'IF' team indeed!."***

Public engagement event; Emerging Principles held at Assembly Rooms, 2nd October 2015

Engagement & Consultative Meetings

A design workshop format with drop-in events has been developed to extend consultation and facilitate opportunity for stakeholders to express views, meet the design team and explore opportunities. The main events have been:

One-to-One Meetings:

- Essential Edinburgh
- The George Street Association
- Sustrans / Spokes / Living Streets Scotland
- The City of Edinburgh Council: Transport Policy and Planning Manager/ Strategic Planning Officer / Built Environment & Placemaking Manager

City of Edinburgh Council Member Briefing 25 Sept 2015:

- Cllr Hinds/ Cllr Perry/ Cllr Munro

Public Engagement Events:

- Initial Consultation Roxburghe Hotel 3rd August
- Emerging Principles Assembly Rooms 2nd October

Questionnaire / Consultee Inquiry

- 220+ Consultee points/issues/recorded notes and submissions

Stakeholder Engagements:

- Enterprising Edinburgh, AGM
- New Town & Broughton Community Council, Members Meeting
- The George Street Association General Meeting

Key Issues Raised through Consultation

Key Issues

- Quality/ Protection of heritage / Conservation
- Access / Connections
- Prioritisation of Users; Cyclist /Pedestrian/ Car Owner / Public Transport User
- Context / Significance of place
- Detail / Design direction

Secondary Issues

- Pollution
- Importance of Consultation

Strong Preferences

A broad range of views have been expressed., views include all sides of any issue :

- VISION: tradition/balance of life & business & visitors/unique civic quality
- ETRO: successful/ unsuccessful/ abandon/only suitable for festival/confusing
- PEDESTRIAN ACCESS: important/ widths satisfactory/not wide enough
- PUBLIC TRANSPORT: Prioritise/pick up points important/retain local buses
- MARQUEES: remove/eyesores/ visual clutter/unnecessary
- MOVEMENT : prioritise safe environments for cyclists & pedestrians
- VEHICLES: through route/no through route/more traffic/less traffic/ no traffic/
- PARKING: Retain/Not a priority/echelon best/motorbike/retain resident & disabled parking
- QUALITY: Civic quality/ natural materials/sustainable improvement / commercialisation detrimental/needs to offer quality / proper investment
- CYCLING : Segregate routes/ improve EW connections/conflict to pedestrians
- CONTEXT : consider wider area/critical connections / traffic model required / City needs to re-think City centre access
- TREES: trees /soften space/ leafy street/ trees like in European streets /not characteristic of New Town street design
- EVENTS: relief for St Andrew Sq. / inappropriate/ restrict Festivals.

George Street Vision

To transform George Street into the centrepiece of Edinburgh's City Centre civic street-space in a manner that celebrates its special qualities, re-establishes its primacy within Edinburgh's New Town and offers a dynamic, animated and distinctive destination of world-class quality and appeal.

Vision & Objectives

Key Summary:

- *Enhancements to George Street will be transformational re-establishing the primacy of the street within the First New Town Plan and respecting World Heritage Site designation*
- *With world-class place quality George Street can be recognised internationally as a unique civic destination of outstanding quality and appeal*
- *Protect the role of the street as the natural home of Edinburgh's premier specialist retailers and restaurants, and promote as a destination serving day and evening economies*
- *Dynamic, animated and distinctive, George Street offers potential to deliver Edinburgh City Vision*

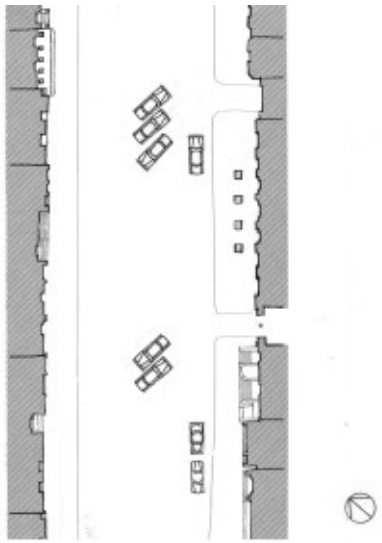
To secure the vision George Street will need commitment to new investment in the public realm; rebalanced transport movements to reduce traffic flows and support active travel; developed initiatives with partners that promote civic activity, street animation, café culture and events; and innovation around street management.

The over-arching objectives are to transform George Street to present and:

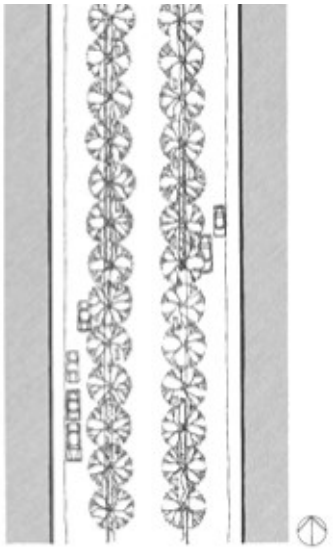
1. Celebrate a premium world-class street destination that captures the unique and special qualities of Scotland's capital city and First New Town animated through a contemporary street dynamic
2. Develop a premier civic, retail and leisure place that offers a distinctive appeal based on a special and distinctive quality of place, the quality of the offer and the animation created around its activity and attraction
3. Promote a key 21st century street offering connections (movement / active travel / digital / smart technology) that allow users to connect to civic infrastructures meeting modern lifestyle and business needs

International bench marking

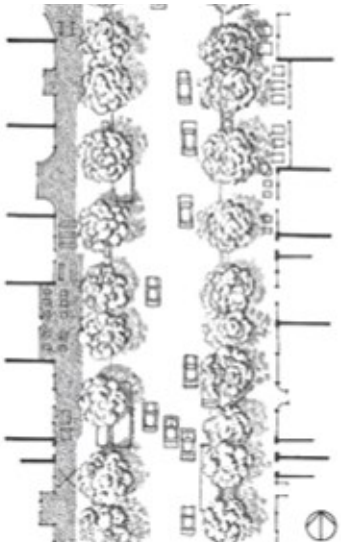
Benchmarking illustrates a range of streets, of similar scale/ proportion to George Street; all of which are recognised as being successful, of international importance and high standing. Whilst contexts are unique, their special qualities of place are relevant in so far as they all secure World Class streetscape.



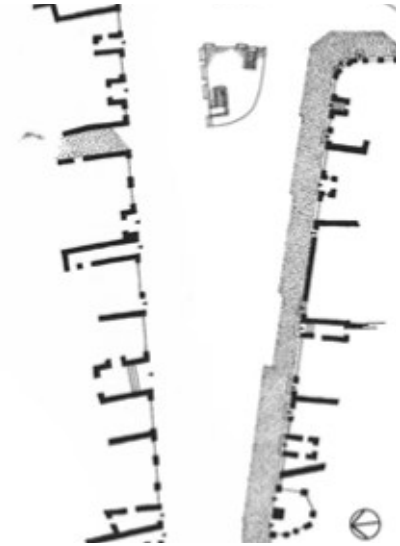
George Street



Las Ramblas



Boulevard Saint-Michel



Strøget

Transformed as a destination within the city, George Street will be a place that is:

- world-class and world renowned
- cherished for its special qualities, character and distinctiveness
- connected with the narrative of the New Town and the European Enlightenment
- where people meet / observe city life, have a coffee / al fresco lunch / do business / celebrate place / discourse and take time to experience and enjoy the city
- inclusive, accessible to all, safe, clean, diverse and adaptable

Transforming every-day, functional streets into special and unique public places requires engagement and skilled designers who are good listeners, good observers and advocates capable of addressing the conflicting wishes of stakeholders into a transformational vision that builds a changed perception of place and secures a new understanding of urban places.

Design Principles

Key Summary:

- *Design principles and conceptual Design Framework should be defined at outset*
- *Engagement and key stakeholder agreement should build an early, broad based consensus*
- *Place enhancement and respect for context will define the schemes distinctive character*
- *Outcomes will be strongly linked to Edinburgh City Vision*

To build world-class quality places design must address the need for a more people focussed, enterprising and appealing experience of the city. This requires a shift in understanding around movement priorities, contextual value and the role and value of civic space and public realm.

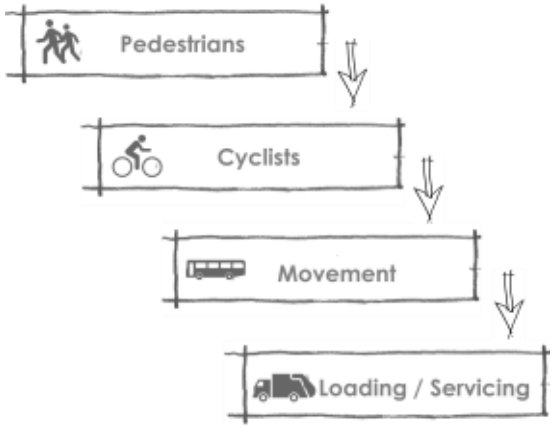
To secure transformational change the following design principles need to be developed within a structured design led process that is led by clarity of objectives and a quality of design response. The principles are:

Setting Priorities:

The Study has identified a range of aspirations, ambitions and user needs for George Street and these each have specific spatial requirements.

Priorities and the level of provision for uses differ across different stakeholder groups. Given all user needs can be accommodated the priority in forward planning and design should be to provide:

1. **High Quality Pedestrian Environment** that allows for safe access, comfortable movement and Outdoor Cafes / Dining
2. **Safeguards a quality dedicated Cycle Route** creating an east-west connection
3. **Provides access for Public Transport** / taxi's / Loading and Servicing
4. **Retains Short-Stay Parking** albeit with planned reductions and displacement to side streets



RESPECTFUL *to The SPECIAL QUALITIES OF PLACE*
Enhance the unique heritage, setting and quality of the street

- Unique and special setting and architecture
- Respect the symmetry and highlight defining elements of legibility
- Protect and enhance the historic value, legacy and character
- Celebrate and strengthen signature elements of the New Town Plan

ACCESSIBLE *for ALL*
Ensure accessibility and safety for all and promote active travel modes

- Place pedestrians first and create accessible, safe, barrier free streetscape
- Ensure street is well connected to wider networks across modes / users
- Reduce and manage parking to support/encourage vibrant street activity
- Prioritise walking, cycling, public transport and social activity

ADAPTABLE *going FORWARD*
Build a civic infrastructure that allows for future adaptation and change

- Address changing needs, seasonal needs and use
- Design for sustainable, resource efficient outcomes
- Build an infrastructure that offers long term adaptability and durability
- Promote phased delivery that allows for progressive change

ANIMATED *by ACTIVITY*
Secure activity through commerce, tourism and event management

- Ensure strong commercial/building interfaces contributing to street-life
- Encourage licensed pavement al fresco dining and café culture
- Create appeal in terms of place to engage, observe, dwell, enjoy
- Create a diversity of events / one-off activities / incidental animation

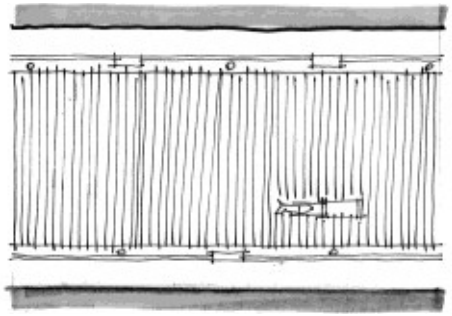
EDINBURGH *and WORLD CLASS*
Ensure streetscape protects & enhances the distinctiveness of Edinburgh

- Define a strong distinctive quintessentially Edinburgh image and identity
- Promote vibrancy in terms of contemporary European character
- Define highest quality streetscape standards & minimise clutter
- Develop street as a city destination

MANAGED *for SUCCESS*
Develop partnerships engage with stakeholders to build shared ambition

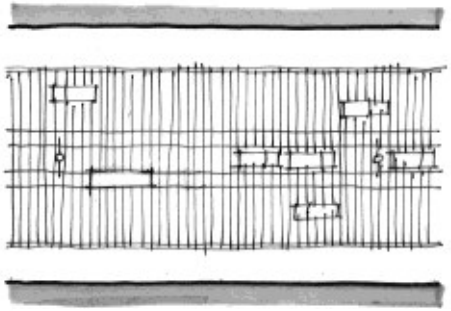
- Develop parallel programmes for animation, events and seasonal City Dressing
- Control Quality of ancillary elements through design & monitoring
- Ensure materials are durable, robust and offer long term durability
- Develop quality mechanism for maintenance and streetscape management

1820s



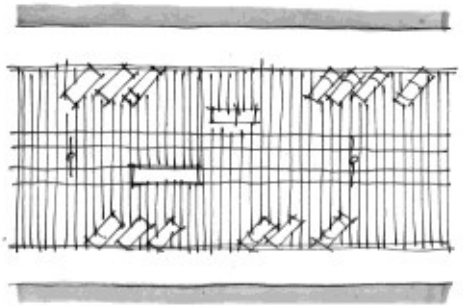
Simplicity of a wide street

1920s



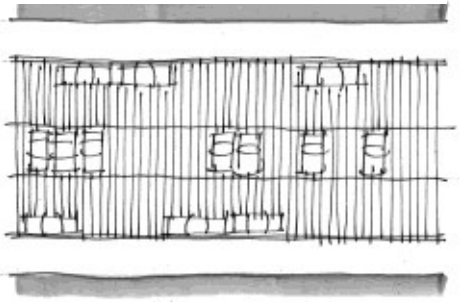
Trams along centreline

1950s



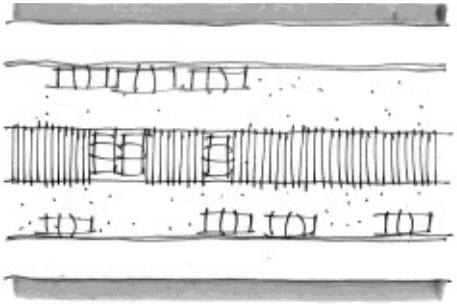
Trams with echelon parking to edges

1959



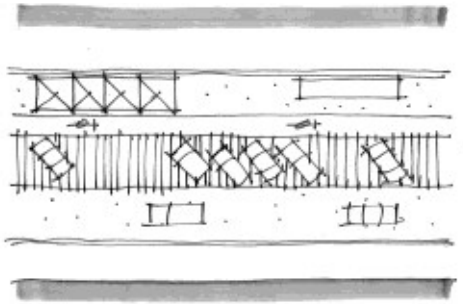
Trams replaced with central parking

1967



Resurfacing of carriageways

2015



Experimental TRO : symmetry is lost

Street symmetry

As the central axis of James Craig's symmetrical New Town Plan, George Street was designed with a strong sense of symmetry. The ETRO marked the first major move away from a symmetrical street arrangement.

Special Qualities of Place

The truly unique qualities of the street must not be lost, key design objectives are structured around respecting and building upon place quality:

Symmetry Derived from Craig's initial plan; reinstate the clarity of simple street symmetry & alignment along a central axis.

Views & Vistas: Retain the deliberate framing of views & vistas & central position of statues within the street.

Proportion Reference the original 'grand proportion' of street width, wide generous street & narrow pavements along building edges

Identity: Retain classical grandeur and simplicity allowing architectural/place quality to shine through – avoid permanent street structures/ pavilions/ proliferation of elements contributing to street clutter

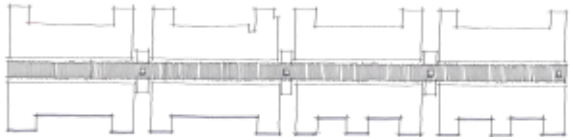
Street Form: A street which is subdivided into 4 equal' blocks', retain a consistent end-to-end sense of street continuity

Trees: Street trees not to be introduced, respecting essence of New Town Plan & clarity of built form which frames views and places vegetation carefully contained within the designed gardens/ set piece of both St Andrew & Charlotte Squares

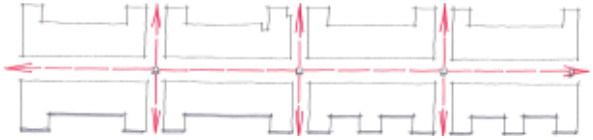
Materials: Use contemporary sandstone slabs, whin/basalt kerbs & road setts - referenced to original character of New Town streetscape materials palette, size & proportions

Climate: Respond to issues of aspect & climate, addressing the appeal of south facing aspect/ need for shelter/less appealing nature/ occasional benefit of shade

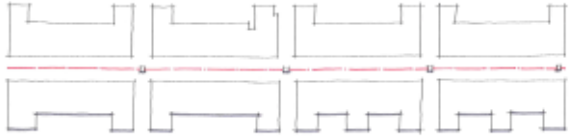
Integrity: Adopt a contemporary design approach avoiding a design pastiche, particularly important in lighting & street furniture.



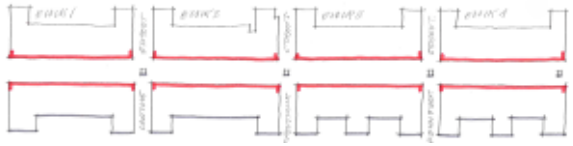
Reinstate Uniformity & Simplicity



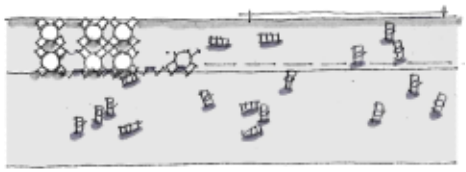
Retain Key View & Vistas

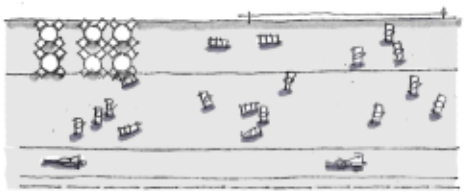


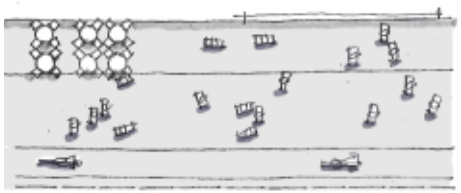
Retain Symmetry along Central Axis

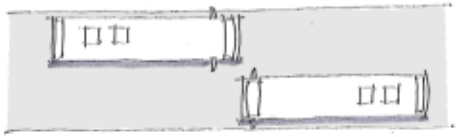


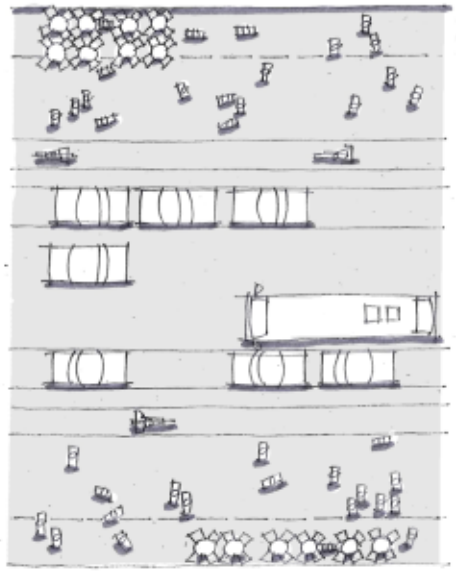
Retain Proportion & Street Rhythm

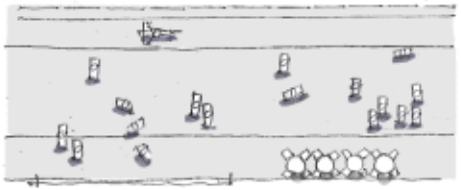


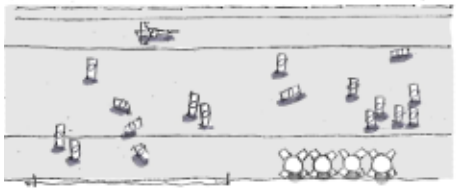










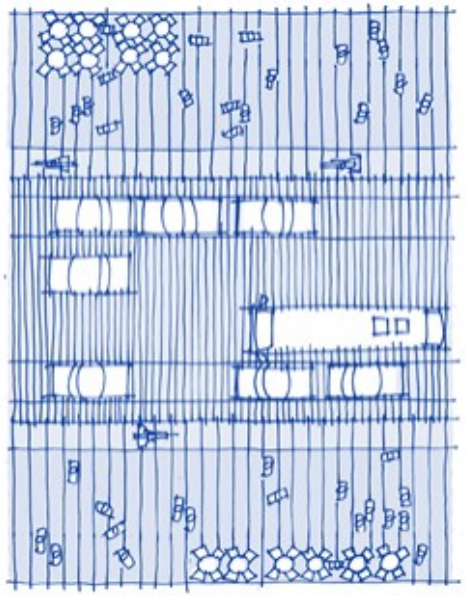


pedestrian + cyclist + carriageway + parking

Accessibility

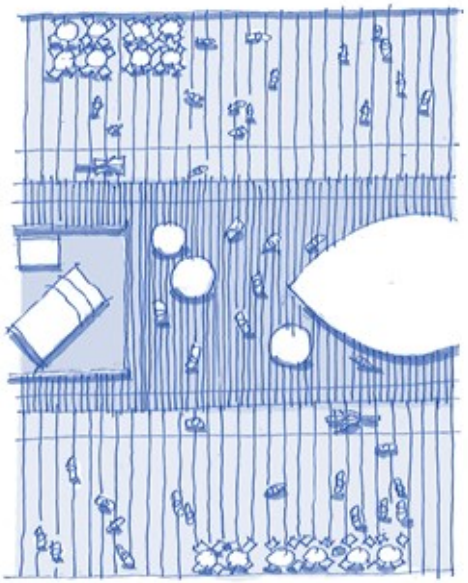
Design objectives seek to establish a new sustainable priority for access in support of the Designing Streets hierarchy. Realisation of this will be an evolving process. The delivery of 'shared space', whilst may become a long term outcome within the current road hierarchy, is not an early objective. Significant change in balance of use is required to realise, higher proportions of pedestrians & significant reduction to traffic is required to generate a place that can successfully operate in a truly shared sense. The following core principles have been established to inform the way forward:

Pedestrians	Increase 'pavement' widths to prioritise the needs of pedestrians & encourage higher footfalls. Greater pedestrian space alongside building facades, will provide safe walking zones supporting a mix of building edge activity & variable pace/ movement.
Cycling	Designated as a 'Quiet Route' a slow, safe family-friendly cycle route is required, located separate to traffic, without significant segregation, conflict with safety of pedestrians is to be avoided by discouraging cycle speeds. Improved connectivity into wider network will be necessary at both east & west ends of the street to support use & appeal
Public Transport	Not a key public transport corridor, a level of access to sustainable travel choice, either on George Street or accessible from adjacent streets will be retained
Taxis	Access is important to support activity, however an east – west through route is not recommended.
Servicing	Access during peak hours is to be discouraged through TRO restrictions, a long term return to rear property servicing (via lanes) is to be encouraged, supported by future policies restricting vehicle size within city centre environs. Restriction to servicing times (night time servicing) to be advanced as early measure.
Residents	On street access for residents will be required, the level of resident's parking is low and will be accommodated within future parking provision.
Private Cars	Accessibility and on street parking in current times is important to support business and activity, and to animate the street in quiet winter periods when footfall is low. However recognising a greater move towards/ advancement of future sustainable transport modes & technologies a programme to gradually reduce parking capacity is envisaged. Short term parking-neutral changes can be achieved through increasing parking capacity on adjoining cross streets to ensure the street remains well served with parking within walkable distances.
Blue Badge Parking	Providing fully accessible environments is important, access & parking for disabled users will be retained, location of ample designated parking bays will be accommodated.



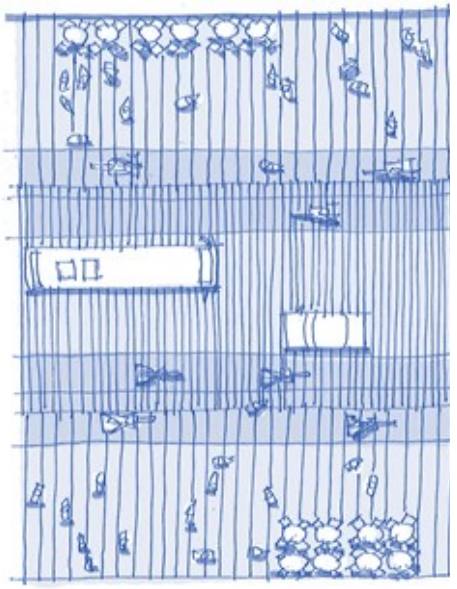
all users

30m wide street can accommodate all users and offer flexibility for future management



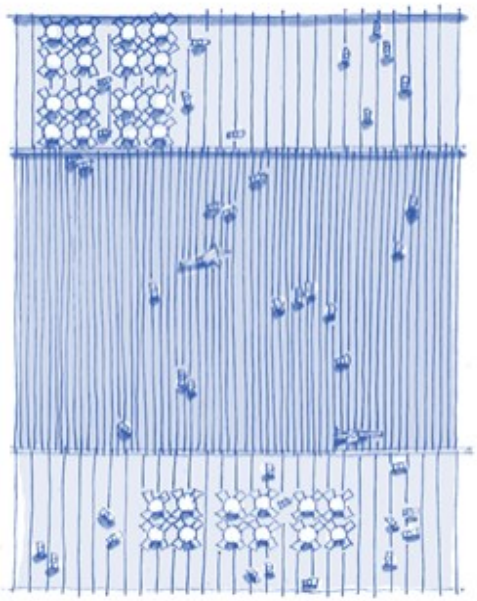
event space

Seasonal events can be programmed within the street whilst retaining pedestrian / cycle needs



reduced parking

Management of parking needs wider consideration with parking reduction offering a stronger, cleaner, safer environment



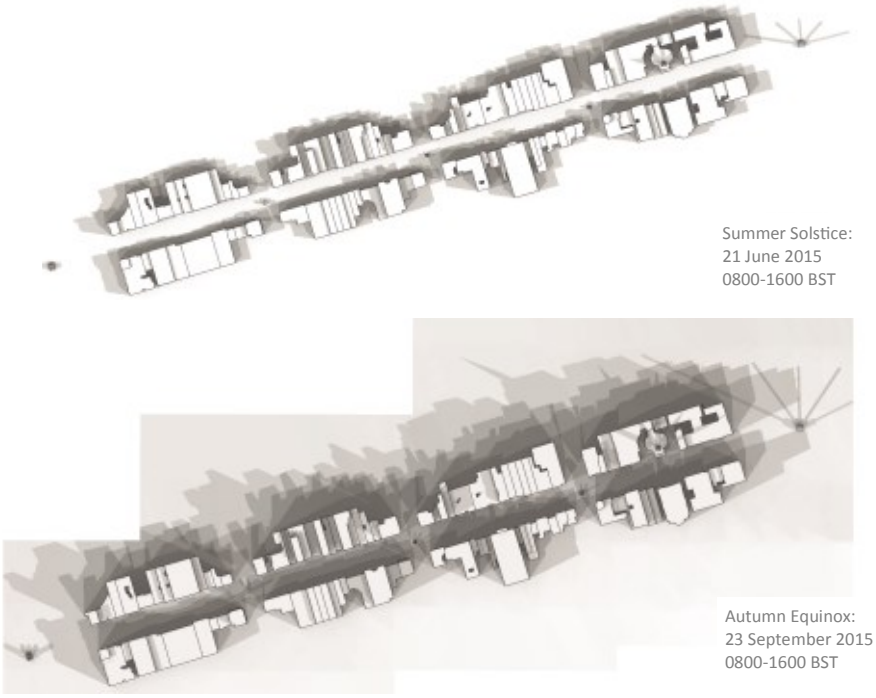
vehicular free

A pedestrian central space environment could be created as a temporary or permanent feature

Adaptability

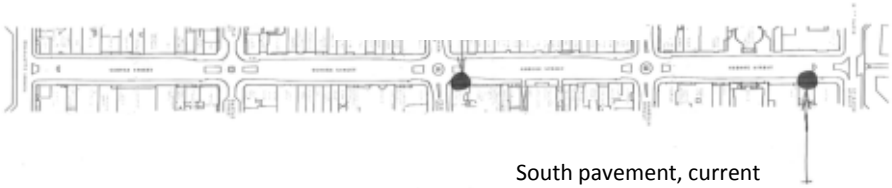
Investment in new public realm must seek to deliver an enduring infrastructure, with capability & durability to functioning for well over a 100 year lifespan. Future-proofed design, addressing flexibility, adaptation and robustness is paramount:

Flexibility	Basic infrastructure capable of addressing changing needs of an evolving city centre. Change can be accommodated and phased transition towards shared space/ pedestrianised space can be progressed as needs allow.
Seasonality	Seasonal use and activity varies greatly, temporary/ seasonal events will be accommodated through adaptations to street management & TROs and supported through simple, flexible approach to street design & layout.
Connectivity	Street pattern is fully integrated within surrounding network, providing flexibility in infrastructure and ability to accommodate changes to how network is used (closure on a block by block basis)
Parking	Layout, kerbing, surfacing and arrangement of on-street parking along carriageway edges will be such that seasonal/ incremental removal is easily achieved to offer fully useable quality streetscape integrated with & extending from the edges of existing 'pavement' areas.
Servicing	Construction and layout accommodates front servicing by large vehicles for as long as this continues, full emergency and maintenance access, without compromise to design ambitions
Efficiency	Future proof all existing and future utility needs to safeguard investment, investment in quality and highly durable materials and construction which are durable and minimise maintenance



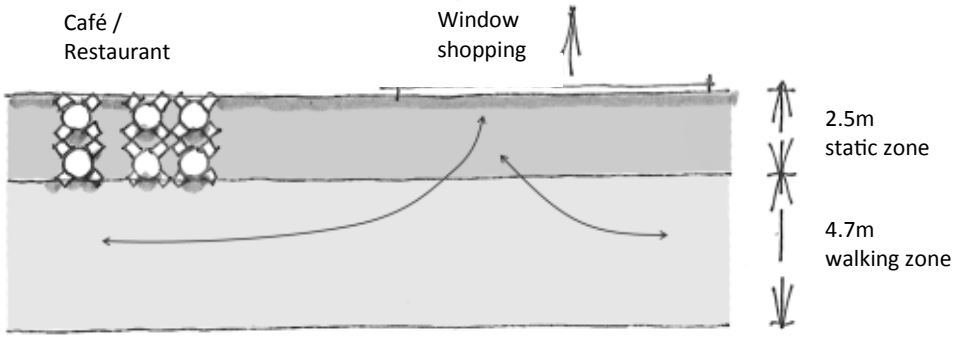
Northern (south facing) pavement open to sun throughout summer and for a large part of spring and autumn. Southern pavement is often in shade receiving solar gains only in the late afternoons of summer months

South pavement, current
Busiest footfall at
weekend: 1,100/hr



South pavement, current
Busiest footfall at
weekdays: 900/hr

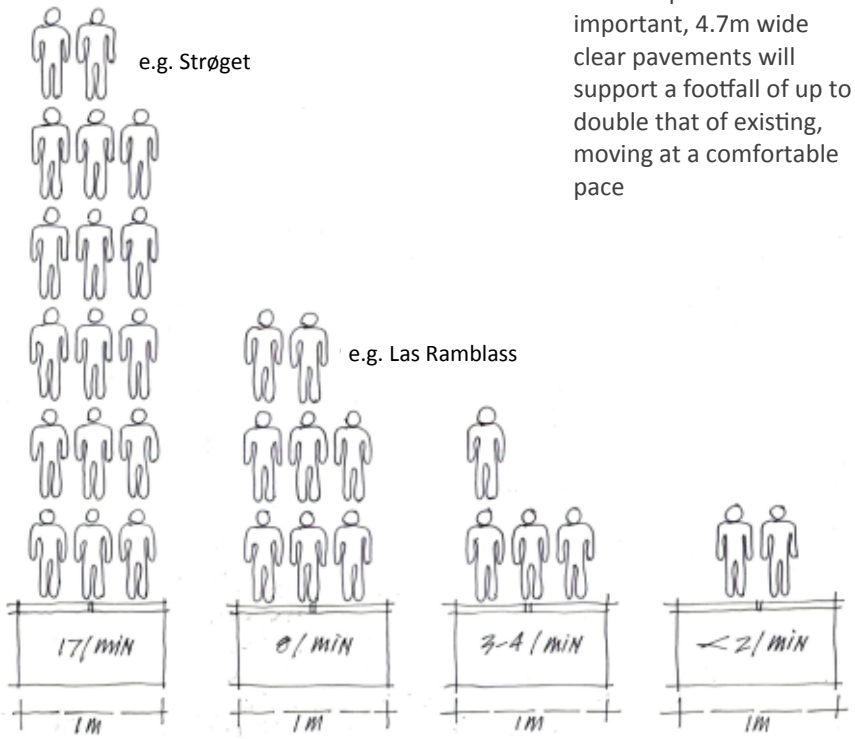
Footfall, street animation & café / al fresco dining are an increasing trend and require space



Pavement widths are critical in higher footfall areas to support mixed-use activities

street pace

- Width of pavement determines street pace
- Variable pace is important, 4.7m wide clear pavements will support a footfall of up to double that of existing, moving at a comfortable pace



High *Comfortable* *Not crowded* *Empty*

Animation

People are the lifeblood of our cities, we therefore need to place people at the centre of our design process:

Footfall	Increase pavement space, prioritise pedestrian access and connections to promote & encourage greater footfall, building on the trend established through the ETRO. Achieve pavement widths that will accommodate double the level of use within initial phase & build in capacity to incrementally extend pedestrian space as demand dictates.
Vehicles	Within periods of low footfall it is recognised that vehicle access will bring a level of animation & natural surveillance important to the vitality of the space, thus vehicle access will be retained as required to ensure a consistent level of activity & use.
Destination Building	Secure as Edinburgh's high-end retail & leisure destination and major civic space, quality of environment & street appeal will encouraging greater dwell time promoting the street as a place to shop, eat, meet, socialise and spend time in
Building Interface	Increase space for frontage activity and better access to/along building lines, create better indoor-outdoor interfaces to promote ease of commercial/ leisure use & activity
Events	Extend the city's limited outdoor venue offer, providing a fully serviced, accessible, easy to use & robust locus for events, design for segmental closure of street allowing for periodic event use and activity at a variety of scales.

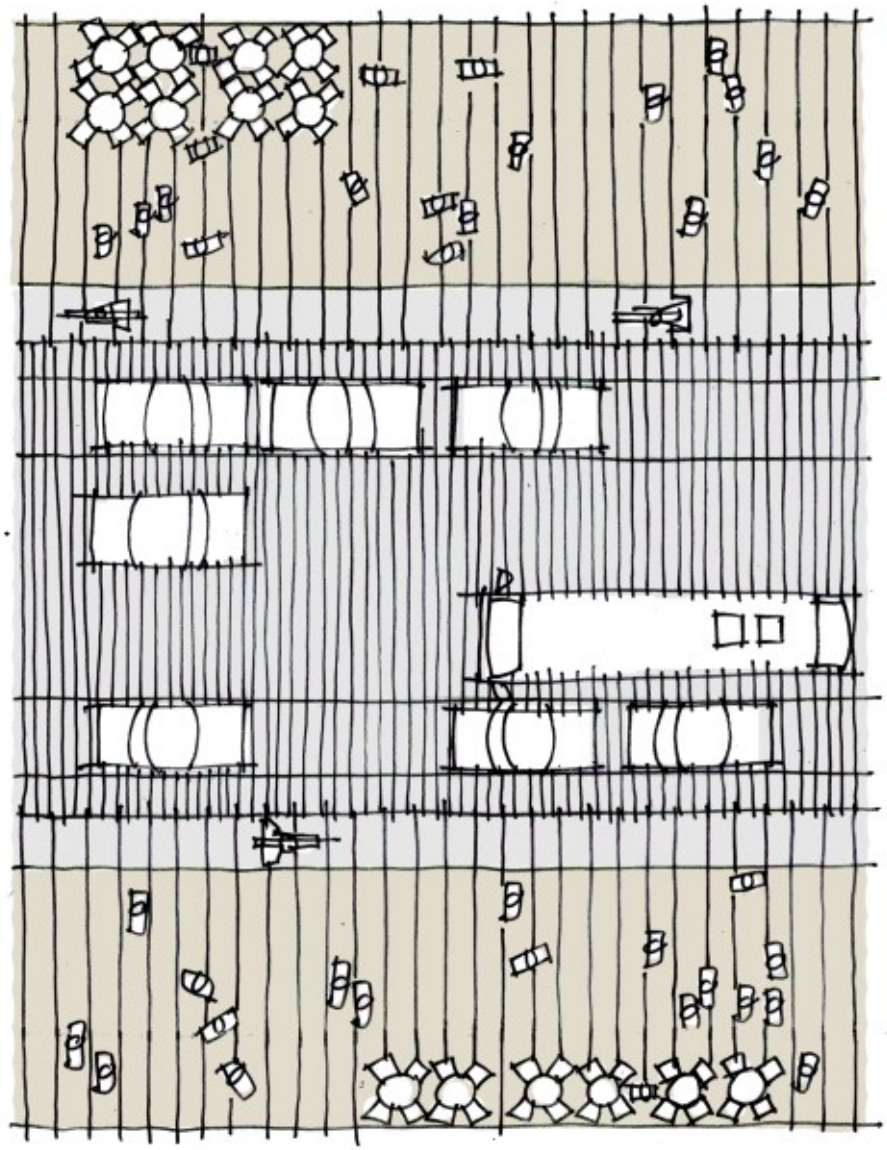
Edinburgh and World Class

We must treasure what is precious about George Street to deliver a public realm of exemplar quality:

World Heritage Site	Respect heritage and unique qualities of place, embracing the past and enhancing the future; ensuring form, character and detail of proposals are carefully reference to and developed within the spirit of Craig's street plan and the quality of the architectural setting; conserving, supporting and strengthening UNESCO WHS Status
International Quality	Benchmark with best of international street design, secure appropriate level of skills, investment, and workmanship to deliver proposals befitting one of Scotland's primary streets.
Contemporary	Secure contemporary street environment commensurate with highest of international standards yet retaining strong local reference, building on unique identity and expressing clear sense of place.
Sustainability	Adopt a fully sustainable approach supporting business, tourism, environmental, citizen and local resident issues. Continue to promote sustainable travel choices and progress through open engagement with all stakeholder, residents, community and citizens.
Ambition	Set the highest standards of design, skills and resources to secure quality outcomes which the city fully supports and can to be proud of.

Design detailing

Future design stages need to carefully consider how materials, levels and detailing support a simple mixed-use streetscape.



Managed for Success

Ensuring design quality is protected and maintained by careful control & consideration of ancillary operational street elements and all temporary/ short term/ seasonal interventions.

Quality Cleansing & Maintenance regime	Street cleansing regimes established to maintain street environment to highest quality; managed through regular programme of inspections, fully equipped and resourced response units operating to fast response times.
Controlling Clutter	Application of rigorous controls to minimise street clutter reducing/ restricting sign & lining requirements of traffic management (TROs), embracing innovative changes to public transport infrastructure—flexible bus stops (no shelters required) integrated street furniture systems (litter bins/ banners/ signage / IT)
Design Led animation & City Dressing	Adopting a design led—quality driven approach to all temporary streetscape elements (lighting/ banners/ shelters/ structures) incorporate discrete integrated power supplies/sockets/ support infrastructure into permanent works, improving quality & avoiding need for intrusive / poor quality temporary elements.
Quality Control Monitor	Adoption of quality control checking systems to review all temporary proposals prior to implementation

Design Recommendations

The Design Principles respond to key findings of engagement & contextual analysis, recognise and address special qualities of place to create appealing & liveable street. Balancing needs of all users whilst respecting historic context is fundamental to further development of design. The key elements can be summarised as:

- **Wider pavements**
  Extending symmetrically from building edges, both sides of street, to achieve widths of approx. 7.2m. Detailed widths will be addressed at future design stages based on user needs/ to ensure appropriate levels of use.

- **Reduced vehicular access & parking**
  Setted surfacing should be considered to induce low traffic speeds and discourage through traffic from using George Street. It will be important to maintain vehicle flow through the key north - south route along Hanover Street. **'**Carriageways' of at least 6.6m width should be provided to allow for 2 way traffic, with parallel parking zones aligned along both north and south edges in place of the current central parking.

- **Enhanced cycling**
  2m wide cycle routes separated from the carriageway located either side of street at edge of footway with 0.5m buffer offering protection alongside parked cars, with needs of pedestrian safety/ avoidance of conflict fully addressed.

- **Prioritised Junctions**
  Pedestrian & cycle movement along George Street prioritised at all north - south intersecting street junctions, in a manner which is compatible with maintaining vehicle flow through the key north - south route along Hanover Street. Detailed modelling & transport assessments will be required to address.

- **Promoted café / dining**
  Capacity for a 2.5m 'static zone' on pavements, immediately adjacent to building frontages, providing for easy to service on-street active use**.**

- **Retained public transport**
  'Carriageway' widths supporting two way bus access with 'on street ' bus stops as traffic calming measure. Non-stopping services are re-routed.

- **Progressive parking management**
  On street parking capacity reduced on a phased/ seasonal basis as capacity on nearby streets increases/ travel patterns evolve.

- **Adaptable & Flexible streetscape**
  Street furniture, road markings, low/no vertical edgings and surfacing designed & constructed for fully adaptable and interchangeable pedestrian/ cycle/ vehicle/ event use.

- **Accessible**
  Segregated movement, defined using 'urban braille' (texture & colour contrast) techniques provide a street which is safe & fully accessible, addressing the wide & varying needs of all users

- **Appealing & Safe**

  Furniture, lighting, materials & design detail developed to enhance place qualities and setting, night-time access considered to ensure high level of natural surveillance.

- **Animated**
  Seasonal change in access and management to ensure high levels of street footfall, activity & use are maintained through out the year (events/ cafes/ parking).

Illustration of Design Principles & Recommendations

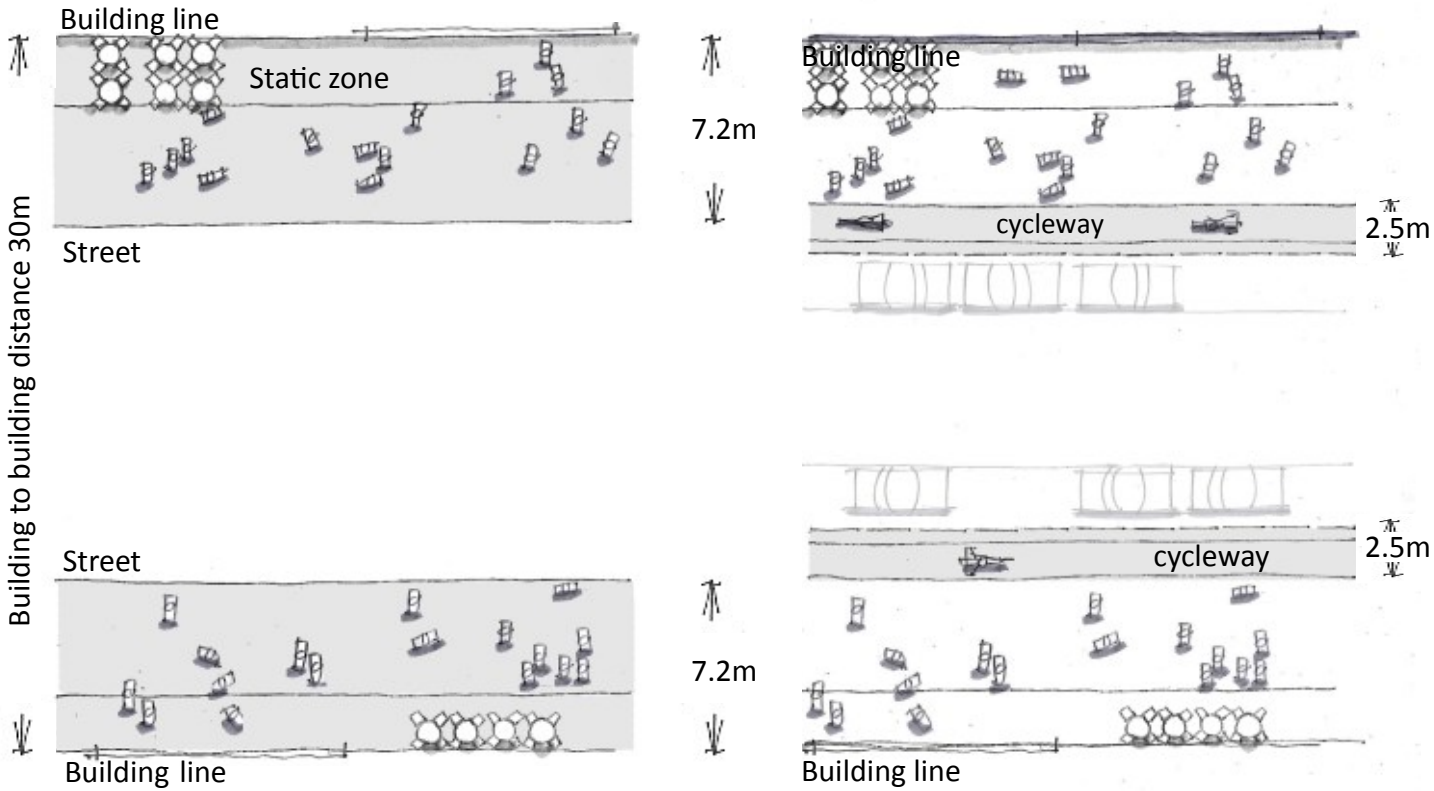
The engagement with the Steering Group, stakeholders and special interest groups have focussed on sketch material developed to illustrate the application of the Design Principles in the context of George Street.

We have sought to avoid developing either a theoretical / academic urban design study or a benchmark, international reference type study both of which have been considered and reviewed previously. Rather we have sought to develop and encourage debate around 'illustrative but realistic and deliverable concepts' that illustrate the principles and ensure a more informed debate.

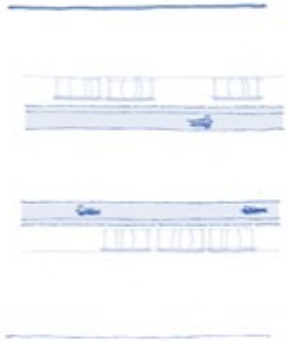
Much further work in survey & investigation, design development, engagement and dialogue is required to bring forward proposals for implementation.

Application of Design Principles

The following gives an illustration of the how principles might be applied, it is noted that these do not represent design layouts. Pavement widths will be increased , full details will be addressed at future design stages based on detailed review of all user needs. Cycle lanes, whilst separate, are not necessarily segregated, the level of definition and positioning all requires careful development. Road widths are to be determined in detail with CEC Transport. Kerbside parking/ blue badge parking/ loading/ bus stops to be developed to achieve high level of flexibility.



Edge of Footway
Cycleway
Option 1



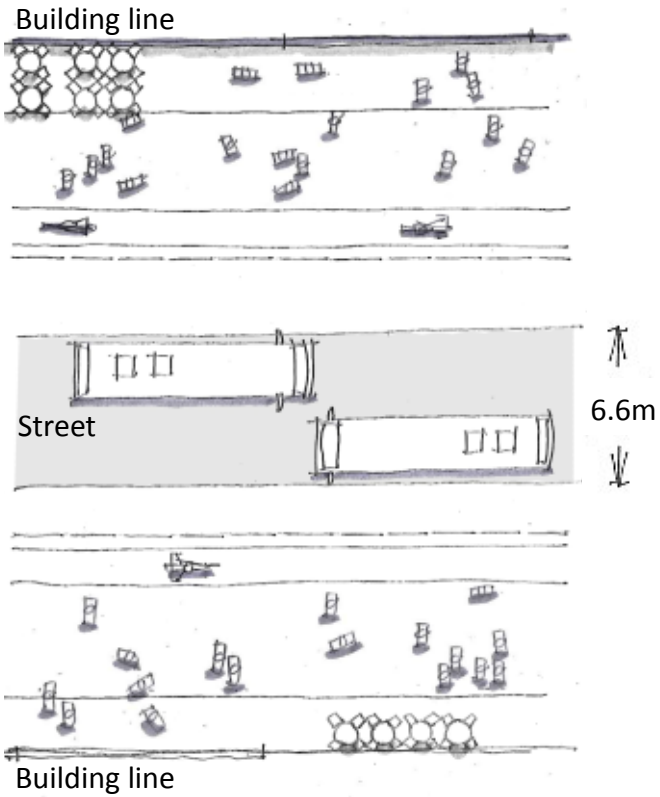
On carriageway
cycle lane
Option 2

pedestrian

Pedestrian pavements need to offer safe access and mobility and support both retail and restaurant / café activity. Footways of approx. 7.2m width should be slabbed

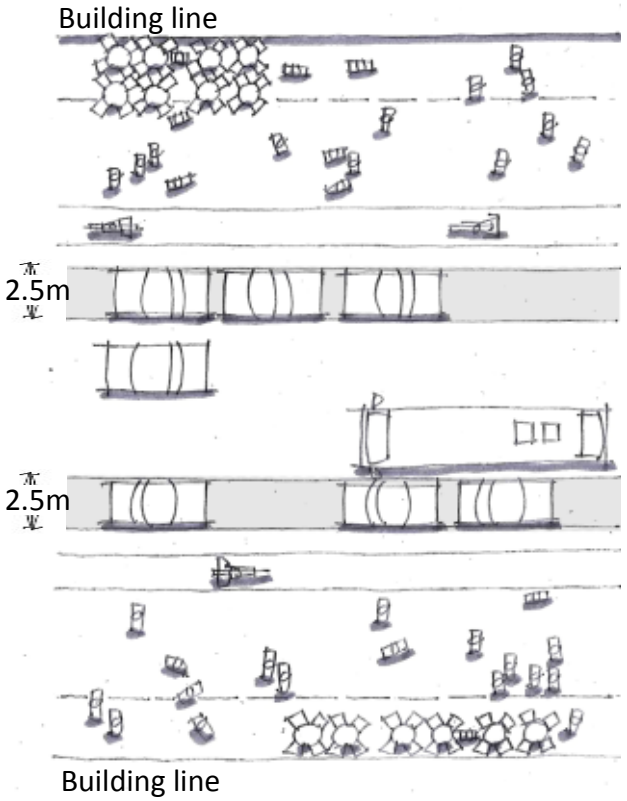
cyclist

Cycle provision needs to offer safe cycling environments for all within dedicated cycle routes. Options exist for cycle lane routing and require minimum 1.5m lane plus 0.5m buffer



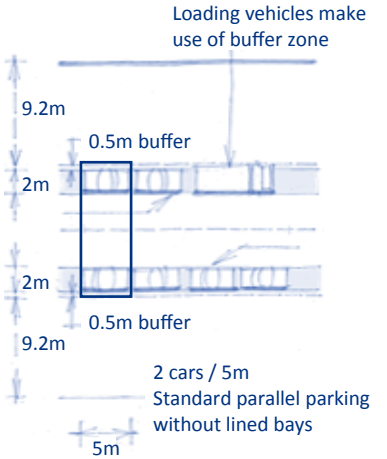
movement

Public transport and vehicular access needs to be retained to support servicing of the centre. Simple, legible two-way movement is proposed requiring a street width of 6.6m.

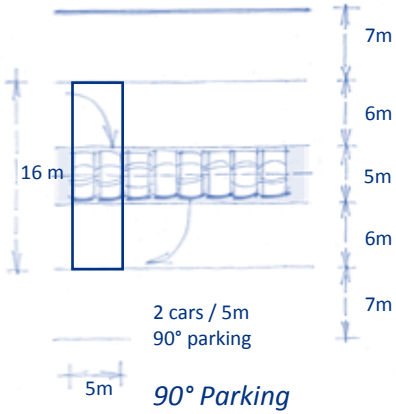


parking / waiting

Capacity exists for parallel parking within the street carriageway. Seasonally or reflecting wider policy, parking provision may be adjusted within street blocks. Flexible DDA parking and loading space will be required.



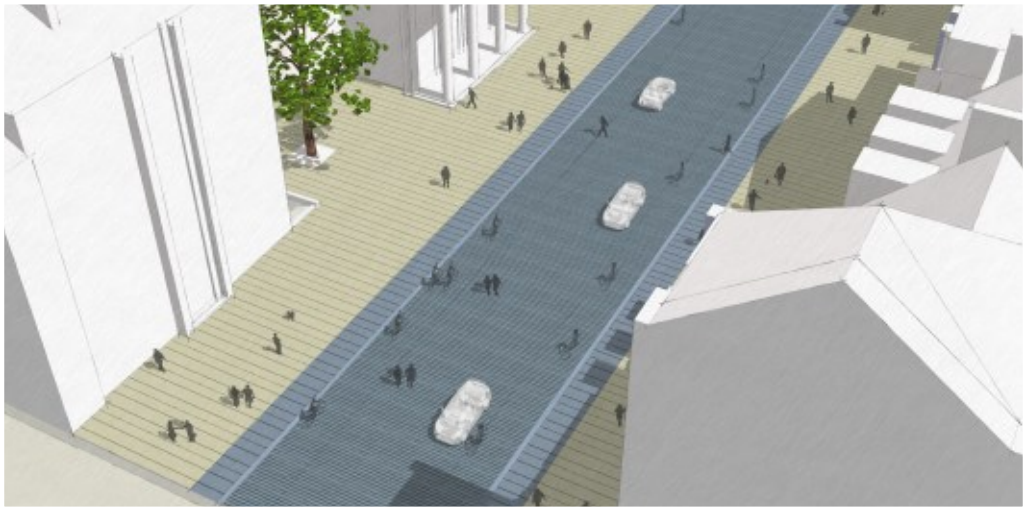
Parallel Parking
Road space / car = 29m²

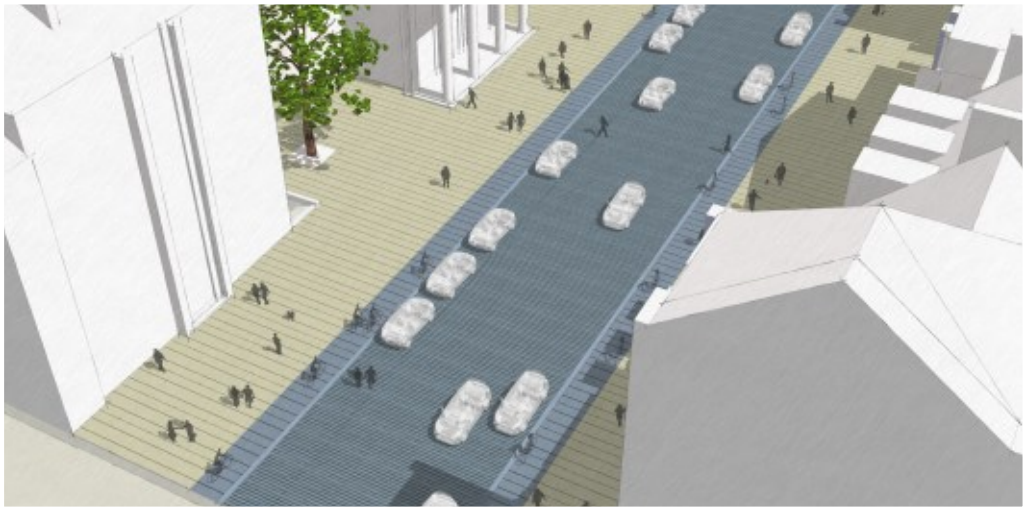


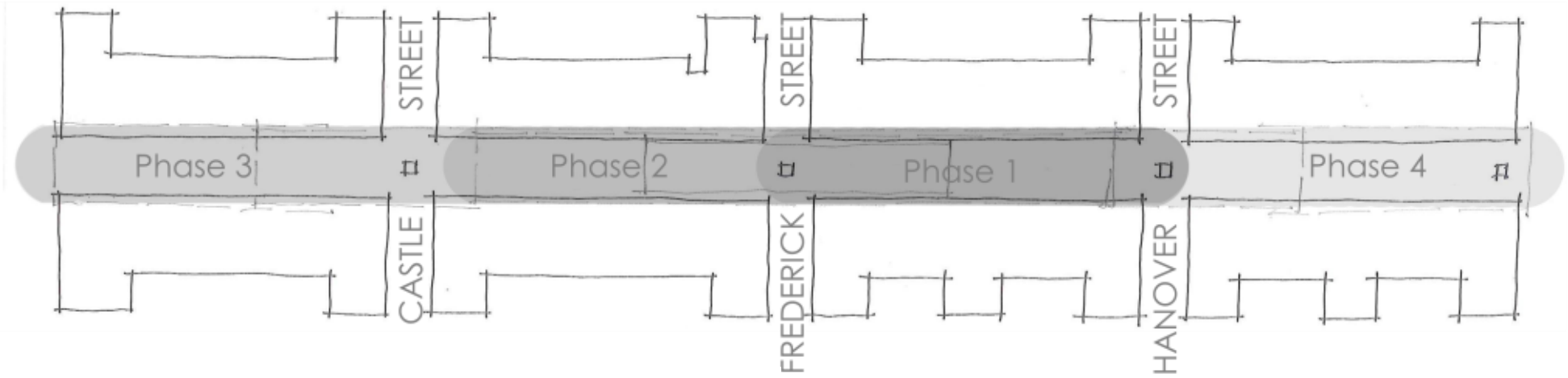
90° Parking
Road space / car = 40m²

The street can be designed to accommodate on street parking during early years until adjacent on street supply can accommodate, or until future travel patterns / modes reduces reliance on the private car/ demand for parking

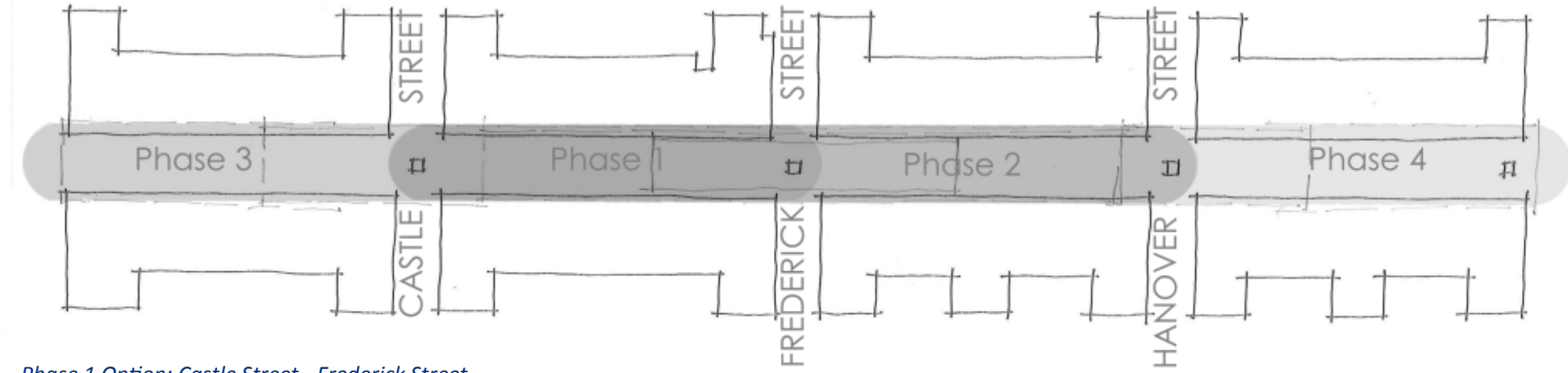
Emerging Ideas







Phase 1 Option: Frederick Street - Hanover Street including Assembly Rooms



Phase 1 Option: Castle Street - Frederick Street

Delivery, Costs & Phasing

PHASING

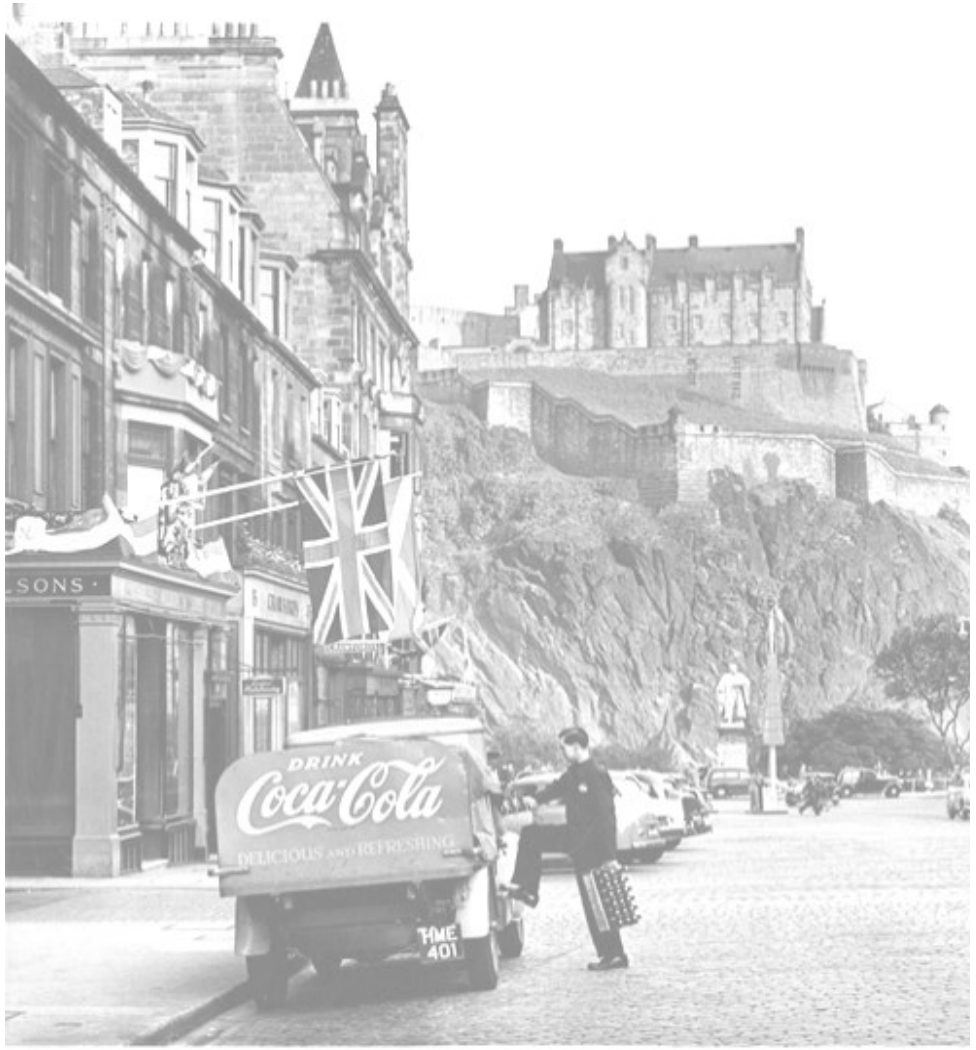
George Street Enhancement is a major scheme and would be a major investment for the City Council. The Strategy has reviewed two Phasing Options. These are high level delivery strategies that will require further dialogue with CEC Transportation / Planning and Project Delivery Team through the next stages of the project.

Stage 1: 2016
Advance Outline Design (RIBA Stage C+) Building on the principles outlined in this report to secure a scheme proposal that is technically robust and capable of assessment in terms of costs, risks, governance and delivery mechanism. This would include transportation modelling and conclusion of the network strategy for the central area.
This would inform strategy for delivery and confirm the eligibility of the scheme under the Edinburgh and South East Scotland City Regional Deal.

Stage 2: 2017
Promote orders and other necessary measures to implement a revised Traffic Management regime within George Street and associated route corridors that reflects the proposals for George Street and facilitates implementation. This would allow for early implementation of active travel / cycleway provisions as interim measures.

Stage 3: 2017
Develop Detailed Design (Stage E) and other essential studies and engagement activity to secure a detailed approval and consents for the scheme.

Stage 4 2018—2022
Final Design & Documentation, Procurement and Implementation of works delivered in phases to secure full completion of public realm works end-to-end by end 2022



Hi -Level Budget Cost Provision

This George Street scheme is at a very early design assessment stage. Robust cost assessment would require a Stage C Outline Concept Scheme Design to allow cost budgeting; assess scope and forward contingencies and risks and provide a foundation for cost planning and phasing.

A benchmark cost assessment has been undertaken to set an informed budget.
This assesses the total order of capital cost at circa £26.4—£28.6 million funded by the public sector and considered to offer a potentially eligible strategic project within the Edinburgh and South East Scotland City Regional Deal.

Expenditure would be over a 6 year, 4 phase implementation programme with the main capital expenditure between 2018 and 2022

Note: * 2015 Unit rate of approx. £1,100/m2 is based on major City Centre public realm scheme outturn costs in Scotland (in quality natural materials). All costs should be verified as part of Outline Design development (Stage C)

Economic Benefits- GVA Contribution

The George Street scheme will act as a catalyst for investment across the City Centre securing additional visitor numbers, footfall, spend and associated investment and employment.

Total GVA benefits are considered to be substantial and although out with the scope of this design study should be advanced following Stage C Designs to assess economic value and capacity of the scheme to contribute to the city economy.

Economic impact (taking due account of deadweight, displacement and multipliers) and any best value and appropriate sensitivity analyses should be undertaken at this time.

Project Governance

The George Street design assessment is at an early stage. The Project Manager for this study has been the Town Centre Manager. No review has been undertaken on the governance and management arrangements. It is recommended that a Directorate and Senior Officer Manager is tasked with advancing the next steps to ensure that the project aligns with a wider programme of activity being delivered across the city.

City of Edinburgh Council

George Street ETRO Survey

September 2015

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City of Edinburgh Council

George Street ETRO Survey

Contents

Report written by: Rosemary Stafford

Date: 07/09/2015

Reviewed by: Elaine MacKinnon/ Lorna Shaw

Date: 10/09/2015

EXECUTIVE SUMMARY

INTRODUCTION

Research Resource were commissioned by the City of Edinburgh Council to undertake research into the George Street Experimental Traffic Regulation Order (ETRO) survey. A total of 1200 in street interviews were completed with visitors to George Street between September 2014 and August 2015,

In order to ensure that a sample of the full range of visitors to George Street was achieved, an average of 100 interviews completed each month, with interviews undertaken on different days the week (including weekends), different times of the day (including evenings) and spread across all 4 blocks of George Street. Respondents were stopped on a 'next to pass' sampling methodology. Minimum targets were set each month to ensure that the overall data could be analysed with confidence in terms of New Town residents, cyclists and drivers.

The key objective of the research was to understand visitors to George Street with the aim of providing information on:

- The profile and reasons for visiting George Street;
- The attitudes towards George Street generally;
- Visitor view on the ETRO changes specifically
- Thought on the future of George Street.

This executive summary details the key findings from the research.

VISIT INFORMATION

- The survey opened by asking respondents how frequently they visit George Street. Over 4 in 10 respondents (42%) visit George Street at least once a week, 23% visit George Street fortnightly or monthly and 35% visit George Street less than once per month.
- All respondents were asked where they had come from on their visit to George Street on the day of interview. The vast majority (65%) had come from their home, 23% had come from their work and 9% from a hotel.
- The main reasons for visiting George Street included browsing or window shopping (41%), non-food shopping (33%), dining or eating in a restaurant or bar (30%) and meeting friends and family (25%).
- When asked how long they intended to spend in George Street, 11% of respondents said they were just passing through, 37% were intending to spend less than 3 hours in the area, 37% intended to spend between 3 and 7 hours and 7% intended to spend 8 or more hours in George Street.

- In terms of the main form of transport used to get to George Street on that occasion, one in four respondents (25%) stated they travelled by foot, 24% travelled by train, 19% travelled by bus, 16% travelled by car, 11% travelled by bicycle, 4% travelled by tram and 2% travelled by taxi.
- The most commonly used parking locations for those travelling into the city centre by car were on George Street (38%), at the St James Centre (19%) and on Charlotte Square (17%).

PERCEPTIONS AND EXPERIENCE OF GEORGE STREET

- All respondents were asked to rate how important or unimportant various attributes were on their decision to visit George Street. For analysis purposes the proportion of respondents rating each of these aspects as very or fairly important and very or fairly unimportant has been combined. The most important attributes for respondents overall were identified as being:
    - The feeling of safety on George Street (98%);
    - The ease of access to shops or businesses (95%);
    - The quality or range of shops and businesses available (95%);
    - The ease of walking about on George Street (94%);
    - Cleanliness (93%).
- Following on from this, respondents were asked how good or poor they considered each of these aspects to be on George Street. For analysis purposes the proportion of respondents who rated these aspects as very good or good has been combined, as has the proportion of respondents who rated these poor or very poor. Overall, respondents rated George Street highly for the majority of aspects with satisfaction levels being highest regarding:
    - Feeling of safety (100%)
    - Quality and range of shops and businesses (99%)
    - Ease of walking about on George Street (98%)
    - Ease of access to shops and businesses (98%)
    - Accessibility and ease of movement for buggies or prams (97%)
    - Overall appearance and attractiveness (97%)
    - The range of activities available (96%).

    On the other hand, satisfaction was significantly lower with regards to:
    - The ease of parking (60%)
    - The amount of parking available (60%)
    - The availability of bike parking facilities (81%).

CYCLISTS

- The questionnaire included a section for only those who cycle on George Street. In terms of frequency of cycling, just under 9 in 10 respondents (89%) stated they cycled on at least a weekly basis.
- Four in ten cyclists stated that they now cycle more since the introduction of cycle lanes (40%), just 1% said they now cycle less and 59% said their cycling habits have not changed.
- In terms of how cyclists most commonly use George Street, over 6 in 10 respondents (61%) said they travelled along the length of George Street, 35% stated they simply cross over George Street as part of a longer journey and 4% said that this varies.
- Satisfaction with various aspects of the cycling experience on George Street was high with over 8 in 10 respondents being satisfied with:
    - Clarity of segregation of cycle and parking areas (82%);
    - Safety of the 2 way cycle lane (82%)
    - Feeling of safety when cycling along George Street (80%)

  On the other hand, satisfaction levels fell below 80% with regards to:
    - Feeling of safety at junctions/ intersections along George Street (78%);
    - Feeling of safety or the change from one side of the street to another for the 2 way cycle lane (74%);
    - Clarity for cyclists at junctions/ intersections along George Street (73%);
    - Clarity for cyclists of the change from one side of the street to another for the 2 way cycle lane (72%).
- Respondents were asked for their suggestions as to what they felt could be done to improve cycling on George Street. The majority of comments were regarding improvements to signage and road markings (30%), pedestrianising the whole area (23%) and for more bicycle parking facilities (18%).

PERCEPTIONS OF CHANGE IN GEORGE STREET

- Respondents were told that “A number of changes had been made to George Street on a trial basis including increased pedestrian space, a two way cycle path and a one way traffic system on George Street. These changes were all temporary are were being trialled until September 2015.” They were then shown a picture of George Street as was prior to the trial changes.

- The majority of survey respondents were of the opinion that these changes to George Street had improved the overall appearance of George Street (61%). On the other hand, 1 in 10 respondents (10%) felt the changes had made no difference, 9% felt the appearance had got worse and 20% were unsure.
- The main reasons given for feeling the appearance of George Street has improved was where respondents felt the area was now more attractive and a nicer place to visit (39%) or that there was now more space to walk or cycle and that there was now a more relaxed atmosphere (18%).
- Where respondents felt the appearance of the neighbourhood had got worse, this tended to be where respondents commented on traffic congestion and longer journeys as a result of the changes (31%), that the covered outside seating areas looked shabby or took up too much space (29%), where respondents preferred it the way it was before (28%) or where respondents felt the area looks unfinished or untidy (24%).
- Respondents were asked whether or not the changes to George Street have met the desired project outcomes. The majority of respondents were in agreement that the area is now more attractive (69%), there has been an improvement to pedestrian experience (64%), the changes encourage people to walk more (56%) and that the changes encourage people to spend more time in George Street (52%).
- Very few people disagreed that the project outcomes had been met with respondents being most likely to disagree that the area is now more attractive (13%) and 12% disagreeing that the changes have resulted in an improved pedestrian experience.
- With regards to the cycling outcomes the majority of respondents answered don't know for each of these. However, 38% were in agreement that the changes have resulted in an improved experience for cyclists (3% disagreement) and 34% were in agreement that the changes have encouraged people to cycle more (3% disagree).
- The vast majority of respondents (72%) were of the opinion that the changes to George Street have made no difference in the likelihood of them visiting George Street. More respondents said they were 'more likely' to visit George Street (22%) than were 'less likely' (3%).
- Over half of respondents (56%) were of the opinion that the changes to George Street have made their visit more enjoyable. On the other hand, 35% stated this has made no difference, 5% said the changes have made their visit less enjoyable and 4% were unsure.
- All respondents were asked for their suggestions in terms of what could be done to improve George Street. Over 6 in 10 respondents did not have any suggestions for improvement (62%) and a further 5% stated they preferred it the way it was. On the other hand, 4% said they would prefer the area to be fully pedestrianised, 4% said they would like to see landscaping improvements and 4% suggested affordable or more parking spaces.

- Just under two thirds of survey respondents said they would support or strongly support the idea of introducing pedestrianised spaces on George Street for seating, outdoor dining or cultural activities. On the other hand, 7% opposed or strongly opposed this, 19% neither supported nor opposed this and the remaining 8% were unsure.
- When asked about when pedestrianised areas should be made available on George Street, just under half of respondents (47%) said this should be all the time (permanent), 12% said in summer only, 8% said in summer and winter festivals and 6% said never.
- With regards to the availability of car parking on George Street, over 4 in 10 respondents (43%) felt it was very or fairly important that car parking continues to be available on George Street, 10% said it was neither important nor unimportant and 12% said it was very or fairly unimportant.

1. INTRODUCTION, BACKGROUND AND OBJECTIVES

1.1. Introduction

This report represents and discusses the findings to emerge from research commissioned by the City of Edinburgh Council on the George Street Experimental Traffic Regulation Order (ETRO).

1.2. Background

The City of Edinburgh Council is committed to improving the pedestrian experience in the city centre, as well as to promoting sustainable travel options such as walking and cycling. As part of this commitment, the Council installed increased pedestrian space, a two-way cycle path and a one-way traffic system on George Street on a time-limited trial basis.

The scheme was initially trialled for one month in August 2013, during the Edinburgh Festival. Subsequently, a design was worked up and approved as an Experimental Traffic Regulation Order (ETRO) at Transport and Environment Committee on 29 April 2014 to run a trial for 12 months, between Festival 2014 and Festival 2015. Installation work began on 25 June 2014, and was completed in time for the Festival in 2014.

During the trial, some businesses animated part of the newly-created space with decking, marquees, tables and chairs, introducing more of a café culture feel to the street. Car parking is being maintained during this trial.

As well as being a primary shopping street, with hotels, bars and restaurants, George Street is also a residential street. The aim of the trial is to improve the pedestrian experience for people who live, work, visit, shop, dine and travel on George Street.

One of the overriding aims of the design was for it to be safe, for cyclists, pedestrians, drivers, the visually-impaired, those with other disabilities, for businesses when loading and unloading and for local residents. The safety aspect will require to be tested and monitored throughout.

As an ETRO is time limited, only temporary materials could be used during the trial period. These include only rubber kerbs on parking bays, planters, paint and necessary street signage.

An ETRO provides a greater degree of flexibility than most other types of TRO. It allows for any issues that emerge during the trial to be analysed and addressed during the trial period, without having to wait until the end of the time period. As such, during this period, a monthly programme of research was carried out in order to inform the review and development of the ETRO.

Consultation took place with a wide range of interest groups before the trial arrangement was placed before Committee. These groups included local community councils, businesses, residents' groups, cyclist groups, Living Streets, taxi firms, bus companies, disability groups, the Edinburgh World Heritage Trust, Historic Scotland and the Emergency Services. These groups were then invited to form the stakeholder group that met in September 2014, December 2014 and March 2015. The stakeholder group, at these meetings, received presentations on the results of the visitor research for the preceding 3 months.

1.3. Objectives

The overarching aims of the visitor research were to understand: (i) what worked well; (ii) what did not work well; and (iii) if a more permanent scheme was to be taken forward what changes would people like to see to the street layout.

Specifically, the research sought to understand

- the impact of a semi-pedestrianised layout on the streetscape and attractiveness of George Street;
- understand where respondents travelled from, how they travelled to George Street, the purpose of their visit, and how important car parking or other transport alternatives are for people who use George Street;
- assessing the safety and effectiveness of the new transport arrangements, specifically the cycle lane arrangements, the parking arrangements, and layout of the pedestrian space, including for disabled groups;
- assessing if there is support for an emerging café culture;
- testing out views on if a more permanent public realm layout was desired.

It is against this background that Research Resource were commissioned to carry out research into the George Street ETRO Survey.

2. METHODOLOGY

2.1. Research method

The survey was undertaken utilising an in-street methodology with visitors to George Street. An interviewer led methodology, such as an in-street methodology, allows the interviewer to build up a rapport with the respondent, ensuring that the questionnaire is answered in full and allowing explanation of the necessity for asking personal data, providing high quality output and a positive interviewing experience.

Each month, interviewers were given a target of 100 interviews to achieve and this covered a total of 5 interviewer shifts with interviewers aiming to achieve 20 interviews per shift. Interviewers shifts were allocated to cover the four blocks of George Street (Block 1: Charlotte Square to North Castle Street, Block 2: North Castle Street to Frederick Street, Block 3: Frederick Street to Hanover Street and Block 4: Hanover Street to St Andrew's Square) and were designed to ensure coverage of daytime and evening shifts, and weekday and weekend shifts.

Furthermore, for each shift interviewers were given minimum quotas to ensure that within their 20 interviews they achieve at least:

- 2 interviews with new town residents;
- 2 interviews with cyclists
- 2 interviews with respondents who have driven into the city.

Thereafter, interviews were carried out using a next to pass sampling process at their specified location.

2.2. Questionnaire design

After consultation with City of Edinburgh Council, a draft survey questionnaire was designed in partnership between Research Resource and the City of Edinburgh Council. In designing the questionnaire it was essential that the survey should be no longer than 10 minutes to ensure that the survey was not overly onerous to deliver given the in-street methodology.

On creation of the draft survey a small pilot was undertaken to test the questionnaire to ensure that the survey was understood by the respondent as well as being easy to administer from the perspective of the interviewer. Additionally the pilot identified how easy or difficult it may be to meet the target quotas which have been established. Furthermore, it allowed us to highlight and understand George Street visitor reaction to the research and willingness to participate in addition to the ease with which respondents can spontaneously respond to the questions asked.

A report on the pilot was provided verbally to the City of Edinburgh Council and confirmed by email with any recommendations in terms of amendments to the questionnaire. The survey was then signed off by representatives at the City of Edinburgh Council in advance of fieldwork.

2.3. Sample size

In total, 1200 interviews were achieved to the survey. The following tables detail the response profile in terms of interviewer location, month, and day/ time of the week:

Interview profile by location	
Quarter	**No. of interviews**
Location Block 1 - Charlotte Square to North Castle Street	286
Location Block 2 - North Castle Street to Frederick Street	284
Location Block 3 - Frederick Street to Hanover Street	310
Location Block 4 - Hanover Street to St Andrew Square	320

Interview profile by month	
Quarter	**No. of interviews**
September 2014	100
October 2014	100
November 2014	100
December 2014	99
January 2015	100
February 2015	100
March 2015	100
April 2015	99
May 2015	101
June 2015	102
July 2015	100
August 2015	99

Interview profile by day of the week	
Quarter	**No. of interviews**
Monday	140
Tuesday	139
Wednesday	160
Thursday	141
Friday	141
Saturday	279
Sunday	200

Interview profile by time of the day	
Quarter	**No. of interviews**
Before 12pm	136
12pm-4pm	621
After 4pm	443

2.4. Interviewing and quality control

Prior to commencing with fieldwork, all interviewers working on the project received a formal briefing to ensure that they understood the purpose of the exercise and were fully aware of the requirements of the questionnaire and fieldwork programme. It also allowed interviewers to ask any questions that they may have and ensures consistency throughout the fieldwork process, even where the survey is being administered by a number of different interviewers.

All interviewing was undertaken by Research Resource's highly trained and experienced field force, all of whom are highly experienced in undertaking customer satisfaction surveys for Housing Associations and Local Authorities. A total of **10% of each interviewer's work was back checked to ensure that interviews have been completed accurately and in line with ISO 20252 standards.**

2.5. Presentation and interpretation of survey results

This report details the findings of the survey for City of Edinburgh Council overall. Survey data will be analysed and reported on in a number of ways including analysis of residents vs non-residents, for cyclists, car users, New Town residents, seasonality and by demographic. Where any particular trends or issues are found for any one key group, this is detailed in the survey report.

In reading this report, a number of points should be noted in relation to respondent characteristics:

Age and gender

The table below shows the age and gender profile of respondents to the survey. As can be seen below 45% of interviews were undertaken with males and 55% with females. With regards to the age profile of all respondents, 33% were aged 16-34, 43% were aged 35-54, 24% were aged 55 and over.

Age and gender profile			
	Overall	Male	Female
Base	1200 (100%)	540 (45%)	660 (55%)
16-24	10.4%	8.9%	11.7%
25-34	22.8	25.4%	20.8%
35-44	24.7%	22.4%	26.5%
45-54	18.3%	19.4%	17.4%
55-64	12.3%	10.9%	13.5%
65-74	9.1%	10.2%	8.2%
75+	2.1%	2.8%	1.8%
Refused	0.1%	-	0.2%

Disability

Overall, 5% of respondents to the survey had a disability. When considering these results it is also worth noting that as age increases, the proportion of respondents considering themselves to have a disability also increases. For example those aged 55 and over were significantly more likely to have a long term illness or disability (19%) than respondents aged 16-34 (0%).

Disability analysed by age				
	Overall	16-34	35-54	55+
	1200	399	516	284
Have a disability	5.1%	-	1.6%	18.7%
Do not have a disability	94.9%	100%	98.4%	81.3%

Home location

A geographical analysis has been undertaken on the basis of respondents' home location. As can be seen below 13% lived locally to George Street within the New Town area of Edinburgh, 41% lived elsewhere in Edinburgh, 13% lived in a surrounding local authority areas e.g. Fife, West Lothian, Mid Lothian, East Lothian and Borders, 22% lived elsewhere in Scotland and 12% lived outside of Scotland. Please note that for this question respondents were asked where they lived, and for example whether they self-identified with living in the New Town area.

Throughout the report analysis has been undertaken on the basis of Edinburgh residents (54%) compared to those who lived out with Edinburgh (46%).

Home location			
		No.	**%**
Edinburgh resident	Within New Town area	154	12.8%
	Elsewhere in Edinburgh	491	40.9%
	Total Edinburgh residents	**645**	**53.8%**
Non Edinburgh resident	Surrounding local authority	150	12.5%
	Elsewhere in Scotland	264	22.0%
	Outside Scotland	140	11.7%
	Total Non-Edinburgh residents	**554**	**46.2%**
Refused		**1**	**0.1%**

Transport type

In line with the objectives to the survey, transport is a key analysis variable for the City of Edinburgh Council and as mentioned earlier, minimum quotas were set for interviewers to ensure that a sufficient response was achieved for those who cycle or have driven into the city centre so that these two sub groups could be analysed with a high degree of confidence. As can be seen below the number of responses achieved for each of these two respondent categories exceeds the minimum targets that were set for the survey.

Transport type		
	No.	**% of overall response**
Cyclists	126	10.5%
Car users	191	15.9%

Please note that significantly more Edinburgh residents (18%) were cyclists than non-Edinburgh residents (2%). In terms of car usage those who lived elsewhere in Scotland were most likely to be car users (27%).

Seasonality

An important point in relation to the home location of respondents is the impact of Seasonality. Throughout the report analysis has been undertaken on the basis of each of the 4 seasons along with the results for August (the Festival month) being analysed separately. As can be seen in the table below, the geographical profile of respondents varies greatly during the festival month and in the summer months with more respondents being interviewed who are visiting George Street from outside of Scotland.

Season						
	Overall	Autumn (Sept 14 - Oct 14)	Winter (Nov 14 - Feb 15)	Spring (Mar 15 - May 15)	Summer (June 15 - July 15)	Festival month (Aug 15)
Base	**1200**	**199**	**399**	**300**	**202**	**99**
Within the New Town area of Edinburgh	12.8%	13.0%	11.5%	12.3%	14.9%	15.2%
Elsewhere in Edinburgh	40.9%	46.0%	42.9%	36.7%	41.6%	34.3%
Surrounding local authority areas	12.5%	14.0%	13.3%	11.7%	12.9%	8.1%
Elsewhere in Scotland	22.0%	17.0%	23.1%	27.7%	15.8%	23.2%
Outside Scotland	11.7%	9.5%	9.3%	11.7%	14.9%	19.2%

NB 1 respondent refused to give their home location

2.6. Report Structure

This document details the key findings to emerge from for the City of Edinburgh Council's George Street ETRO survey. The report structure is detailed as follows:

Chapter 3. Visit information

Chapter 4. Perceptions and experience of George Street

Chapter 5. Cyclists

Chapter 6. Perceptions of change in George Street

Appendix 1: Survey questionnaire

Appendix 2: Technical report summary

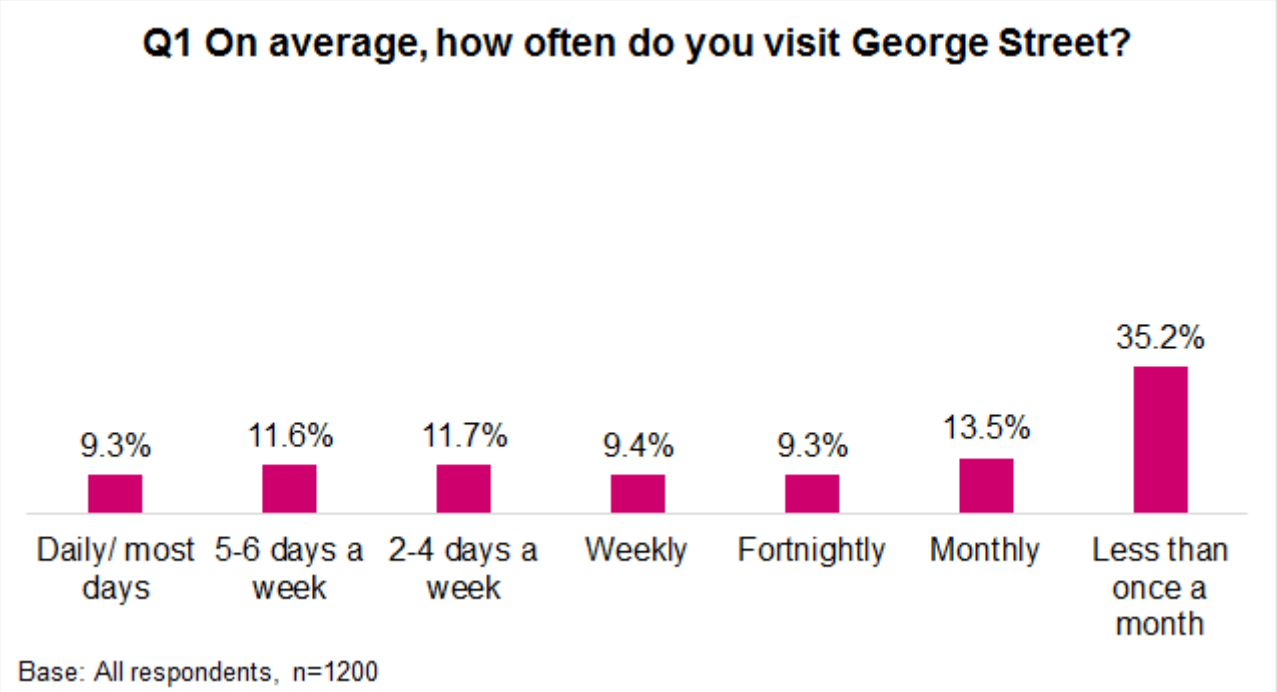
Appendix 3: Data tables

Appendix 4: Open ended responses

3. VISIT INFORMATION

3.1. Frequency of visiting George Street (Q1)

The survey opened by asking respondents how frequently they visit George Street. As can be seen in the chart below, over 4 in 10 respondents (42%) visit George Street at least once a week, 23% visit George Street fortnightly or monthly and 35% visit George Street less than once per month.



Further analysis of this question reveals frequent visitors to George Street (i.e. visit George Street on at least a weekly basis) were most likely to have the following characteristics:

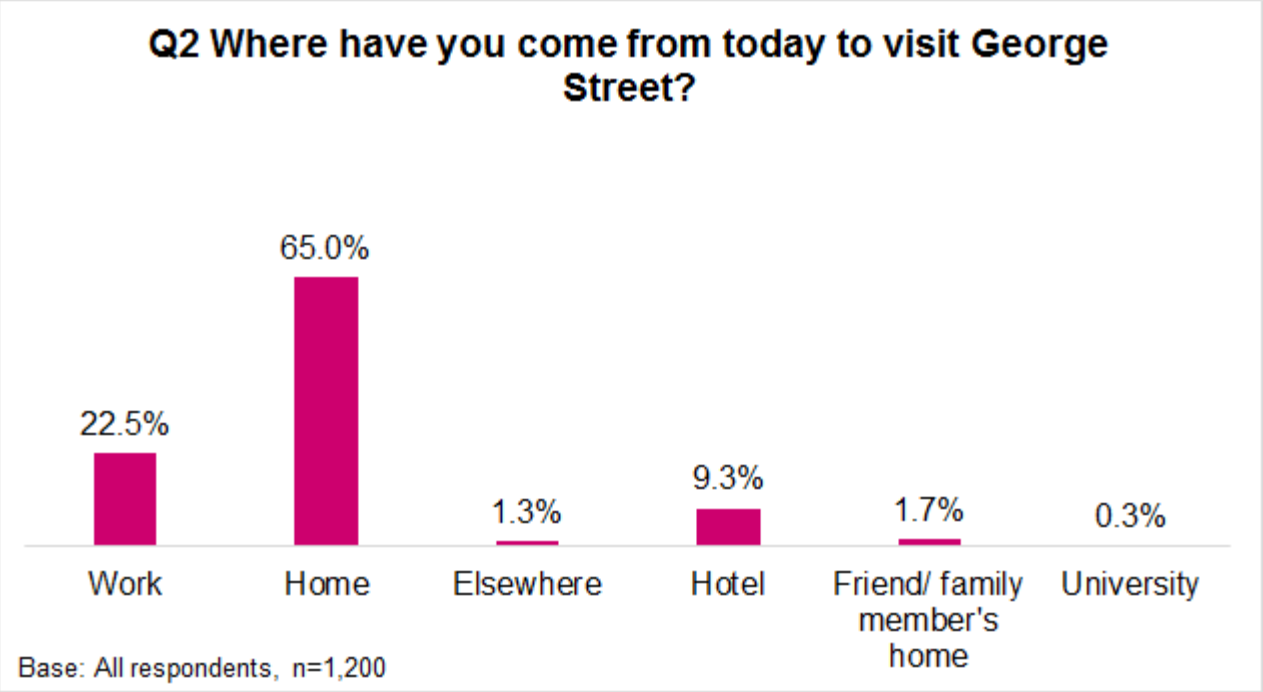
- Cyclists (89%)
- Lived in the New Town area (94%)
- Edinburgh residents (70%)
- Male (48%)
- Aged 16-34 (52%)
- Had visited George Street on the day of interviewing for the purposes of work (78%), food shopping (85%), personal business (66%)

On the other hand, those who said they visited George Street less than once a month had the following characteristics:

- Car user (42%)
- Non Edinburgh residents (67%)
- Aged 35 and over (38%)
- Had visited George Street on the day of interviewing for the purposes of sightseeing (95%), non-food shopping (52%), window browsing (54%) and dining (51%).

3.2. Start location (Q2)

All respondents were asked where they had come from on their visit to George Street on the day of interview. The vast majority (65%) had come from their home, 23% had come from their work and 9% from a hotel.



Further analysis by transport method reveals that car users were significantly more likely to have said they had come from their home (87%) than non-car users (61%). On the other hand cyclists were significantly more likely to have come from their work when visiting George Street (46%) than non-cyclists (20%).

Analysis by season indicates that during the autumn months (34%) respondents were more likely to have said they were coming from their work than in winter (23%), spring (18%), summer (20%) and during the festival month (17%). Respondents were also more likely to have said they had come from a hotel in the summer (16%) and festival month (14%).

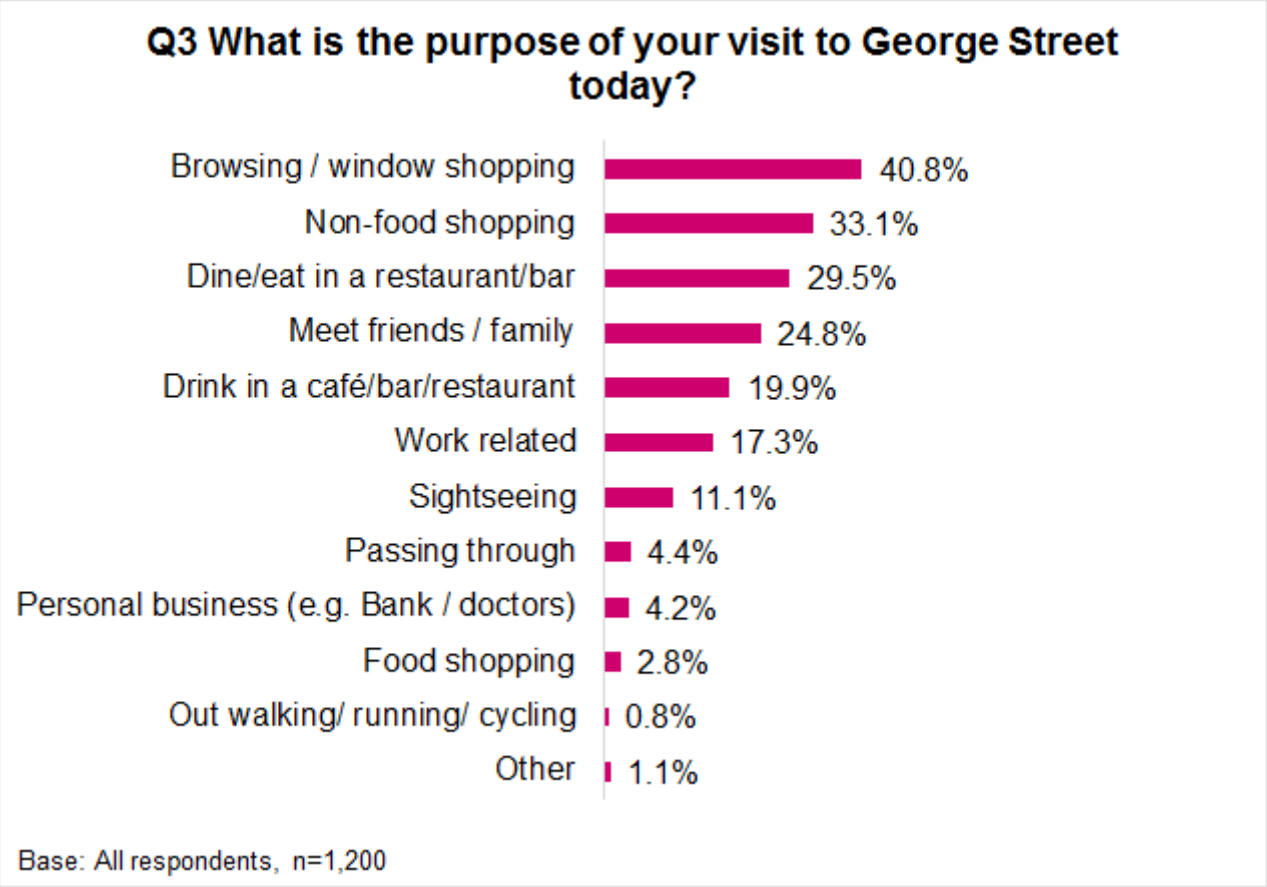
Edinburgh residents were almost twice as likely to have come from their work (29%) than non-Edinburgh residents (15%). Furthermore, non-Edinburgh respondents were significantly more likely to have come from a hotel (20%) than Edinburgh residents (0%).

Gender based analysis indicates that males were more likely to have come from work (28%) than females (18%). Females were more likely to have come from their home (69%) than males (60%).

Those aged 55 and over were significantly less likely to have visited George Street from their work (7%) and were most likely to have said they had come from their home (81%).

3.3. Purpose of visit (Q3)

The main reasons for visiting George Street included browsing or window shopping (41%), non-food shopping (33%), dining or eating in a restaurant or bar (30%) and meeting friends and family (25%).



The following points make reference to the specific characteristics of respondents who were significantly more likely to have said they were visiting George Street for each of these reasons.

- Those who had visited George Street for **non-food shopping** were most likely to display the following characteristics:
  - Car users (49%)
  - Non-Edinburgh residents (46%)
  - Female (39%)
  - Aged 35-54 (38%)

- Respondents who said they were visiting George Street for **browsing/ window shopping** were most likely to have the following characteristics:
  - Non-Edinburgh residents (60%)
  - Female (50%)
  - Aged 35-54 (46%)

- Those who were on George Street for **work related reasons** were most likely to have the following characteristics:
    - Cyclist (36%)
    - Edinburgh residents (21%)
    - Male (22%)
    - Aged 16-34 (27%)

- Where respondents said they were visiting George Street to have a **drink in café/ bar/ restaurant** were most likely to have the following characteristics:
    - Car users (38%)
    - Non-Edinburgh residents (38%)
    - Non-Edinburgh residents (24%)
    - Aged 55+ (37%)

- Respondents who said they were **passing through** George Street were most likely to be:
    - Cyclists (25%)
    - New Town residents (10%)
    - Edinburgh residents (8%)

- Those who were visiting George Street **to visit friends/ family** were most likely to be:
    - Female (28%)
    - Aged 55+ (37%)

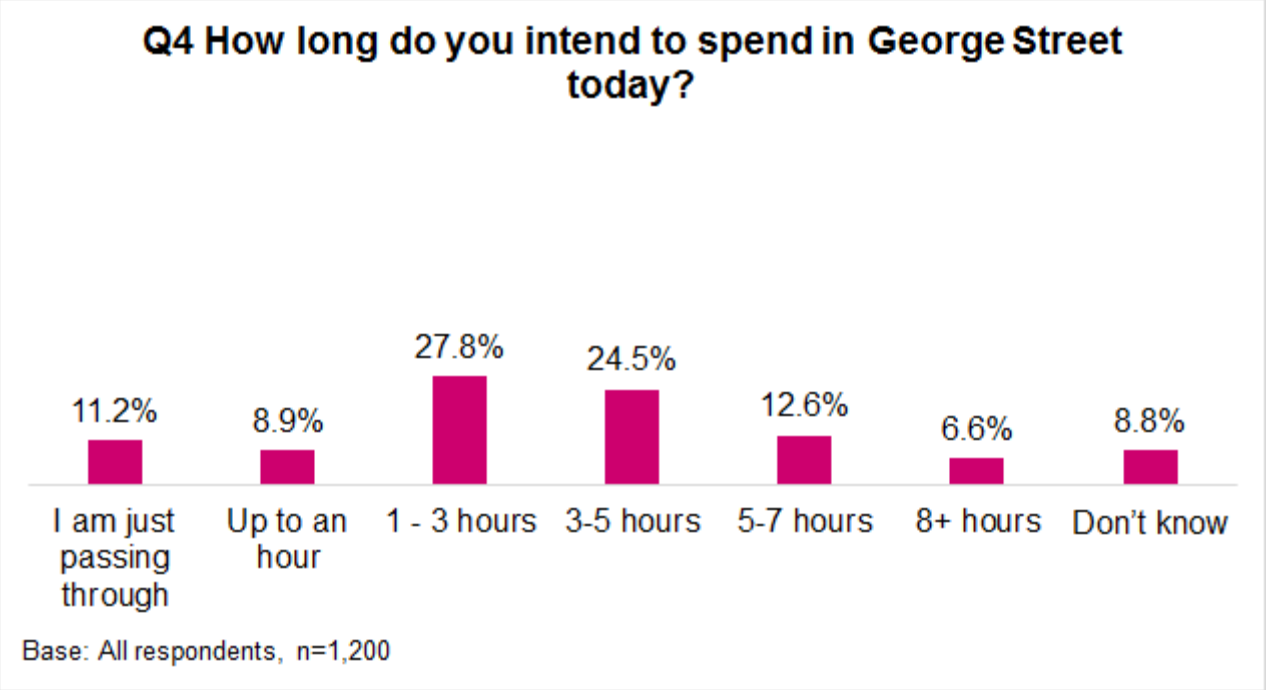
- New Town residents were most likely to be visiting George Street for **food shopping** (8%)
    - New Town residents (8%)

- Cyclists were most likely to be visiting George Street for **personal business such** as a bank or doctors appointment (13%).

- Non Edinburgh residents were significantly more likely to be visiting George Street for **sightseeing** purposes (23%)

3.4. Intended length of stay in George Street (Q4)

When asked how long they intended to spend in George Street, 11% of respondents said they were just passing through, 37% were intending to spend less than 3 hours in the area, 37% intended to spend between 3 and 7 hours and 7% intended to spend 8 or more hours in George Street.



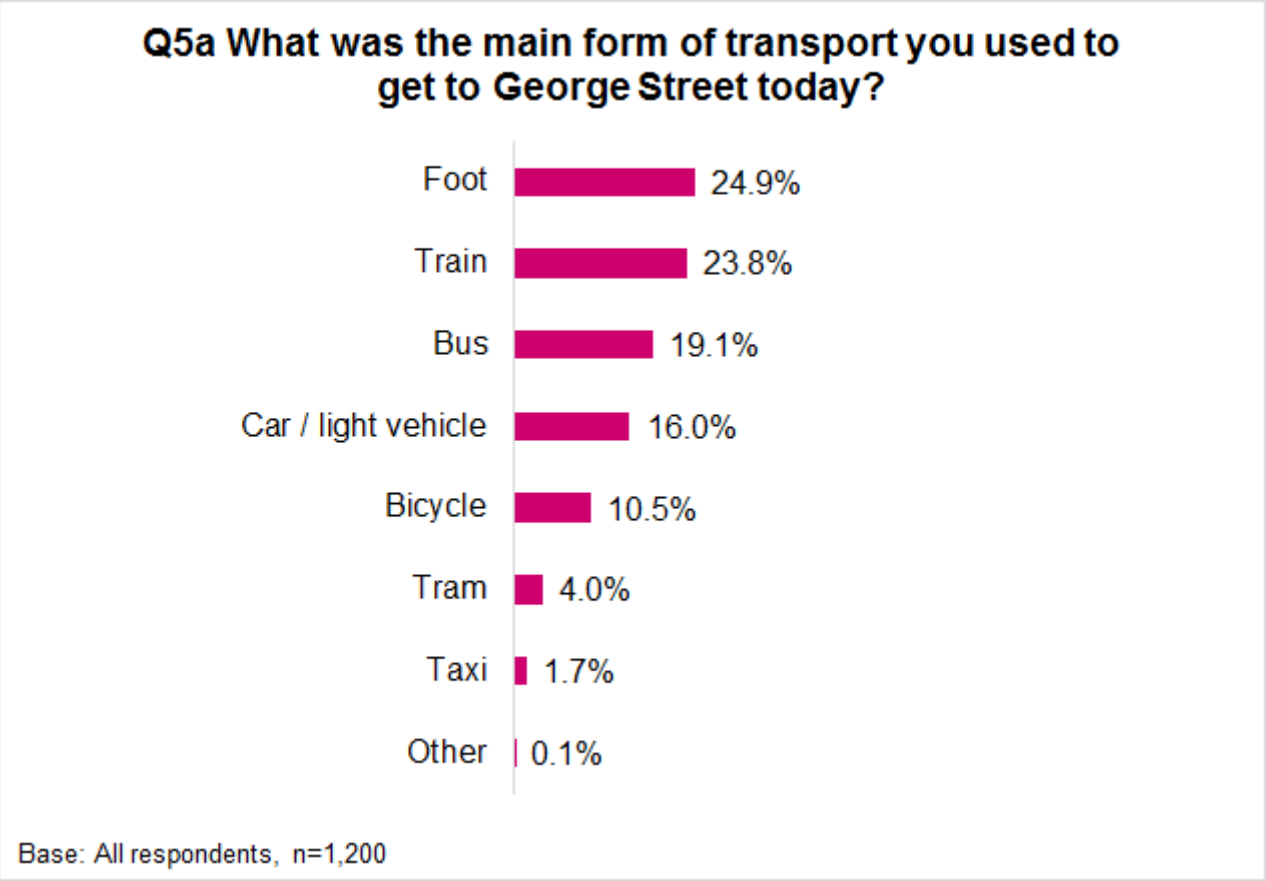
Those who were passing through were most likely to be:

- Cyclists (58%)
- New Town residents (25%)
- Interviewed during the festival month (16%)
- Edinburgh residents (18%)
- Male (17%)
- Aged under 55 (13%)

On the other hand, those who were intending to spend 8 or more hours were most likely to be interviewed during the summer months (11%) and aged 16-34 (11%).

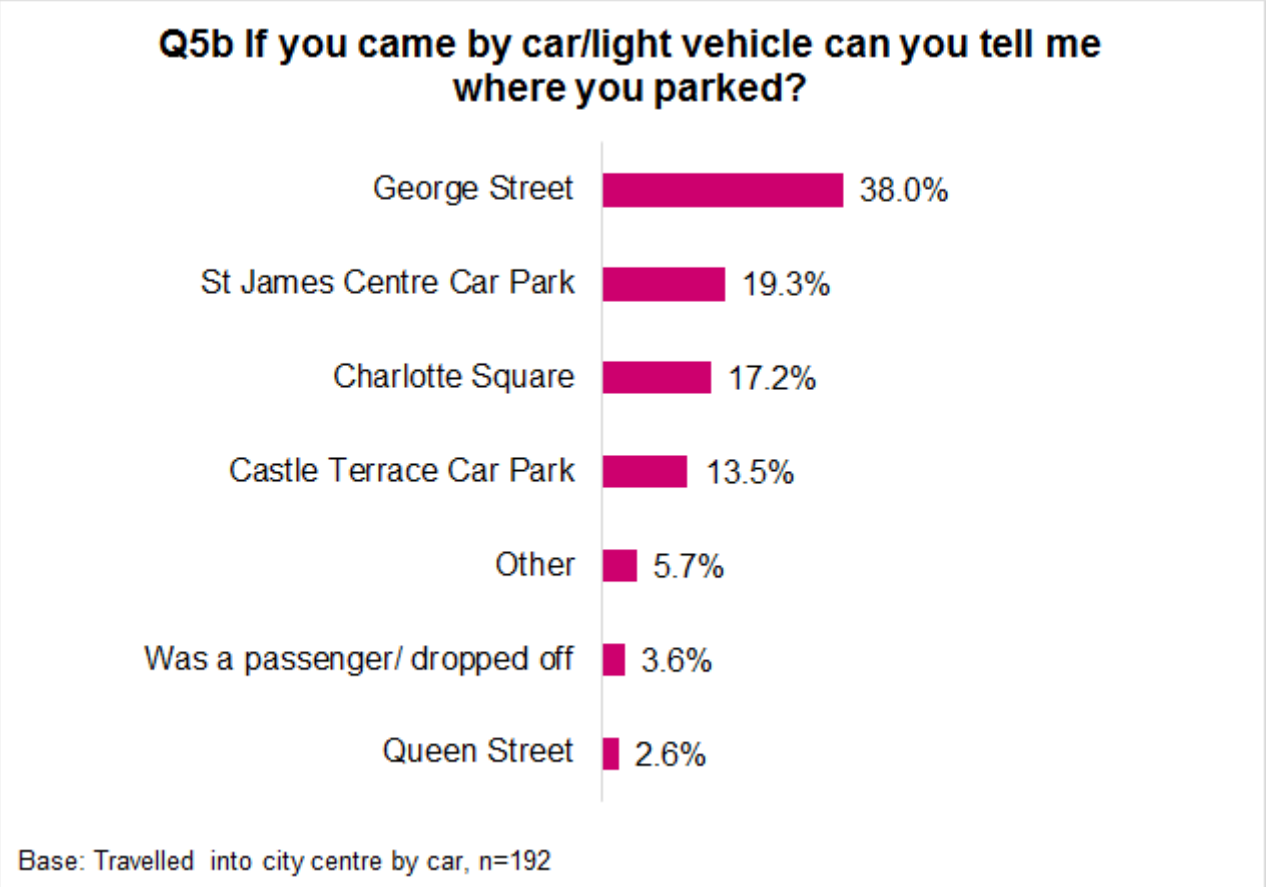
3.5. Main form of transport (Q5a)

Respondents were asked about the main form of transport they used to get to George Street on that occasion. One in four respondents (25%) stated they travelled by foot, 24% travelled by train, 19% travelled by bus, 16% travelled by car, 11% travelled by bicycle, 4% travelled by tram and 2% travelled by taxi.



3.6. Parking location (Q5b)

Those who had travelled by car or light vehicle to George Street were asked where they had parked. The most popular parking locations were on George Street (38%), at the St James Centre (19%) and at Charlotte Square (17%).

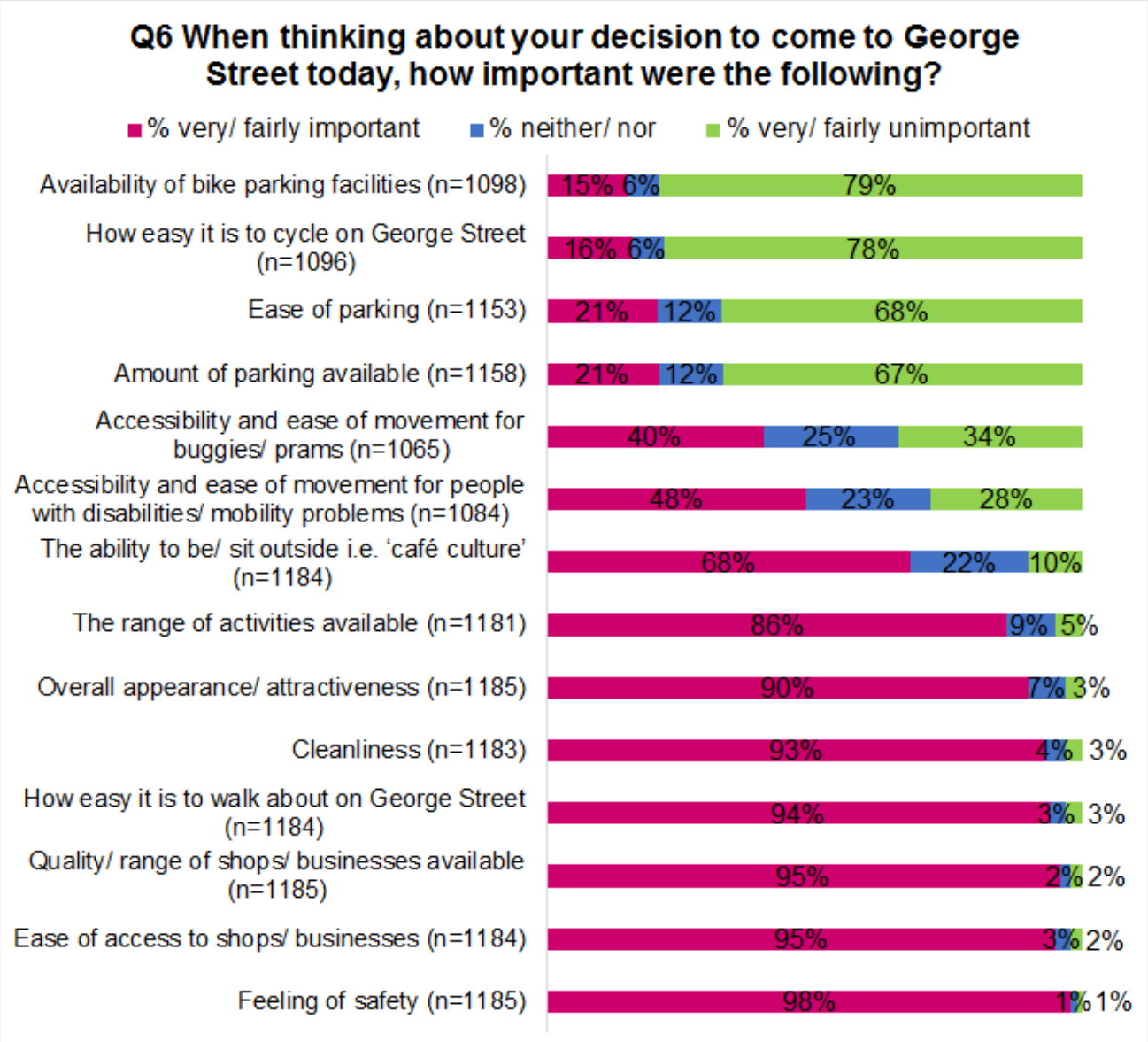


4. PERCEPTIONS AND EXPERIENCE OF GEORGE STREET

4.1. Visitor priorities (Q6)

All respondents were asked to rate how important or unimportant various attributes were on their decision to visit George Street. For analysis purposes the proportion of respondents rating each of these aspects as very or fairly important and very or fairly unimportant has been combined. The most important attributes for respondents overall were identified as being:

- The feeling of safety on George Street (98%);
- The ease of access to shops or businesses (95%);
- The quality or range of shops and businesses available (95%);
- The ease of walking about on George Street (94%);
- Cleanliness (93%).

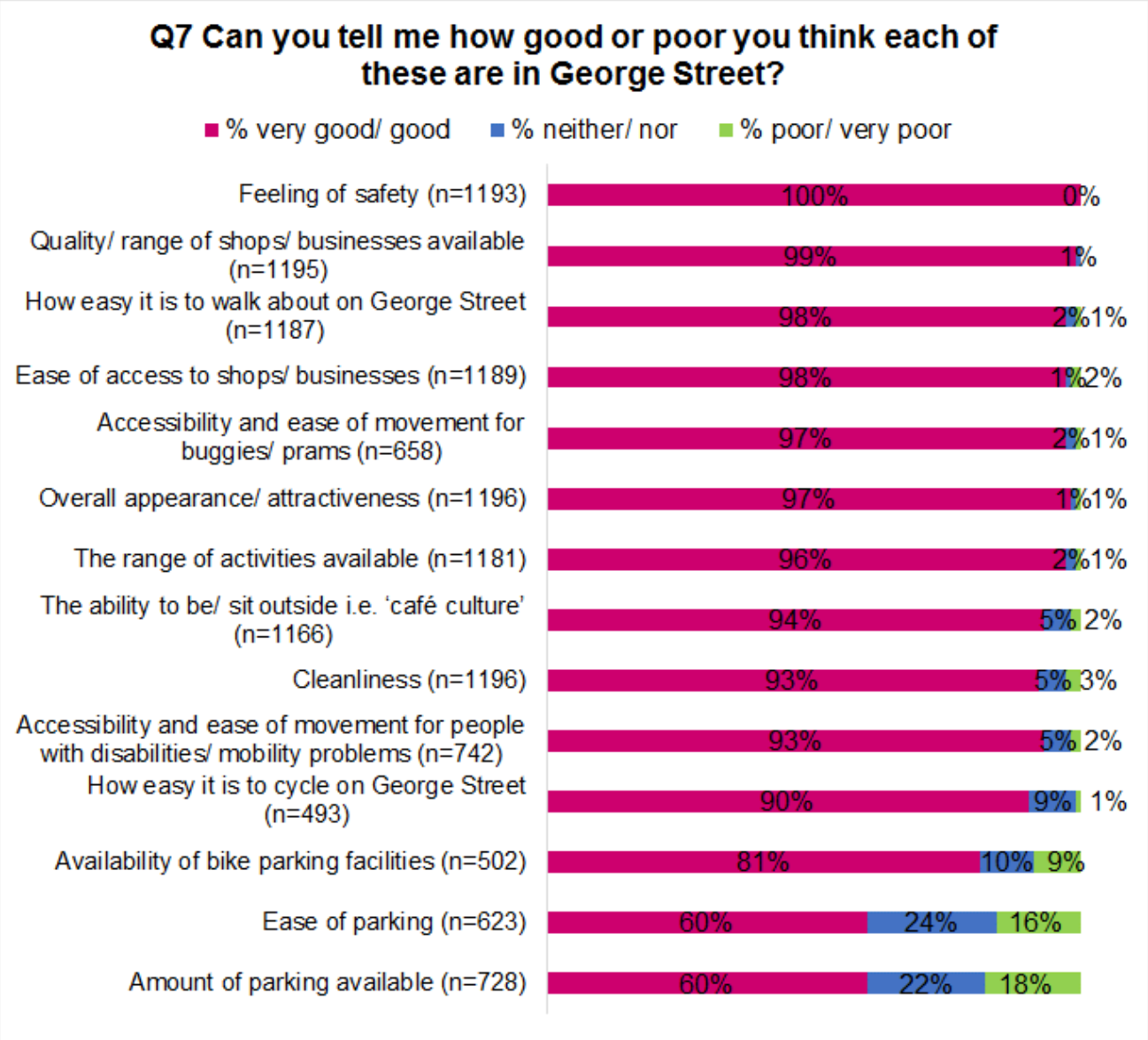


The diagram below shows any significant differences by various respondent characteristics, highlighting the key groups who were significantly more likely to have said any of these aspects were very or fairly important. For example, with regards to the overall appearance and attractiveness of George Street were most likely to live in surrounding local authorities or elsewhere in Scotland, female and aged 55 and over.

Overall appearance/ attractiveness	•Surrounding local authorities (93%), live elsewhere in Scotland (94%); female (94%); aged 55+ (94%).
Cleanliness	•Interviewed during the summer (98%); female (96%); aged 55+ (95%).
Amount of parking available	•Car user (86%); interviewed during the autumn (39%); live elsewhere in Scotland (27%); aged 55+ (31%).
Ease of parking	•Car user (87%); aged 55+ (32%).
Ease of cycling on George Street	•Cyclist (94%); New Town residents (22%); interviewed in Autumn (33%); Edinburgh residents (24%); male (23%); 16-34 (22%)
Availability of bike parking facilities	•Cyclist (90%); New Town resident (22%); Autumn (34%); Edinburgh residents (22%); male (22%); 16-34 (21%).
Ease of walking about on George Street	•New Town residents (98%); interviewed during the dummer (98%) and festival month (96%); female (97%); aged 55+ (98%).
Accessibility for people with disabilities/ mobility problems	•Car user (60%); New Town resident (56%); interviewed during the autumn months (71%); Edinburgh resident (52%); aged 55+ (66%); Have a disability (87%).
Accessibility for buggies/ prams	•Car user (51%); New Town residents (47%); interviewed during autumn (69%); female (43%); aged 16-34 (41%) and aged 35-54 (43%);
Ease of access to shops/ businesses	•Female (97%).
Quality/ range of shops/ businesses available	•Female (98%).
The range of activities available	•Interviewed during festival month (94%); female (89%).
The ability to be/ sit outside	•Interviewed in the Autumn (83%) and in Summer (85%); live outside of Scotland (76%); female (73%); aged 16-34 (73%);
Feeling of safety	•No significant differences.

4.2. Visitor satisfaction (Q7)

Following on from this, respondents were asked how good or poor they considered each of these aspects to be on George Street. For analysis purposes the proportion of respondents who rated these aspects as very good or good has been combined, as has the proportion of respondents who rated these poor or very poor. Overall, respondents rated George Street highly for the majority of aspects with satisfaction levels being highest regarding a feeling of safety (100%), quality and range of shops and businesses (99%), ease of walking about on George Street (98%), ease of access to shops and businesses (98%), accessibility and ease of movement for buggies or prams (97%), overall appearance and attractiveness (97%) and the range of activities available (96%). On the other hand, satisfaction was significantly lower with regards to the ease of parking (60%), the amount of parking available (60%) and the availability of bike parking facilities (81%).



An in-depth analysis has been undertaken for each of these aspects for each of these aspects. The diagram below shows any respondent groups for each question who were most likely to have rated each of these aspects as **very or fairly good**. For example, where respondents rated the overall appearance and attractiveness of George Street as very or fairly good they were most likely to be non-Edinburgh residents, female and aged under 55.

Overall appearance/ attractiveness	•Non-Edinburgh residents (99%), female (98%); aged under 55 (99%).
Cleanliness	•Non-Edinburgh residents (96%); aged under 55 (95%).
Amount of parking available	•Cyclists (71%); Non-Edinburgh residenst (67%); aged 16-34 (69%).
Ease of parking	•Non-Edinburgh residents (67%); aged 16-34; interviewed in Spring (67%), summer (69%) and during the festival month (67%).
Ease of cycling on George Street	•Interviewed during the spring (94%) and summer (94%); non-Edinburgh residents (94%); ahed 16-34 (93%).
Availability of bike parking facilities	•Non-Edinburgh residents (91%); aged under 55 (83%).
Ease of walking about on George Street	•Aged under 55 (98%).
Accessibility for people with disabilities/ mobility problems	•Interviewed during the summer months (97%); non-Edinburgh residents (96%); aged 16-34 (97%).
Accessibility for buggies/ prams	•Aged 16-34 (98%).
Ease of access to shops/ businesses	•No significant differences in overall satisfaction.
Quality/ range of shops/ businesses available	•No significant differences in overall satisfaction.
The range of activities available	•Interviewed during the festival months (100%);
The ability to be/ sit outside	•Non-Edinburgh resident (96%); aged 16-34 (97%).
Feeling of safety	•No significant differences in overall satisfaction.

A similar analysis has been undertaken on the basis of those who rated each of these aspects as **very or fairly poor**. For example, the proportion of respondents who rated the overall appearance and attractiveness of George Street as very or fairly poor was highest for those who were interviewed during the summer months and aged 55 and over.

Overall appearance/ attractiveness	•Interviewed in summer (5% dissatisfied); aged 55+ (4%).
Cleanliness	•Car users (7%); aged 55+ (6%)
Amount of parking available	•Car users (31%); interviewed during the winter (24%); aged 55+ (27%)
Ease of parking	•Car users (24%); aged 55+ (22%)
Ease of cycling on George Street	•No significant differences.
Availability of bike parking facilities	•Cyclists (21%); New Town residents (15%); interviewed during the summer (13%) and festival month (12%); Edinburgh residents (14%).
Ease of walking about on George Street	•No significant differences.
Accessibility for people with disabilities/ mobility problems	•Car users (4%);
Accessibility for buggies/ prams	•Car users (4%).
Ease of access to shops/ businesses	•Car users (4%); interviewed during the spring (5%).
Quality/ range of shops/ businesses available	•No significant differences.
The range of activities available	•No significant differences.
The ability to be/ sit outside	•Car users (4%)
Feeling of safety	•No significant differences.

4.3. Gap analysis (Q6/7)

To put the results into context a gap analysis has been undertaken to show the difference between how important the various attributes are for respondents visiting George Street and how satisfied respondents are with these attributes. By comparing importance and satisfaction scores gap analysis can be used to identify key priorities for improvement.

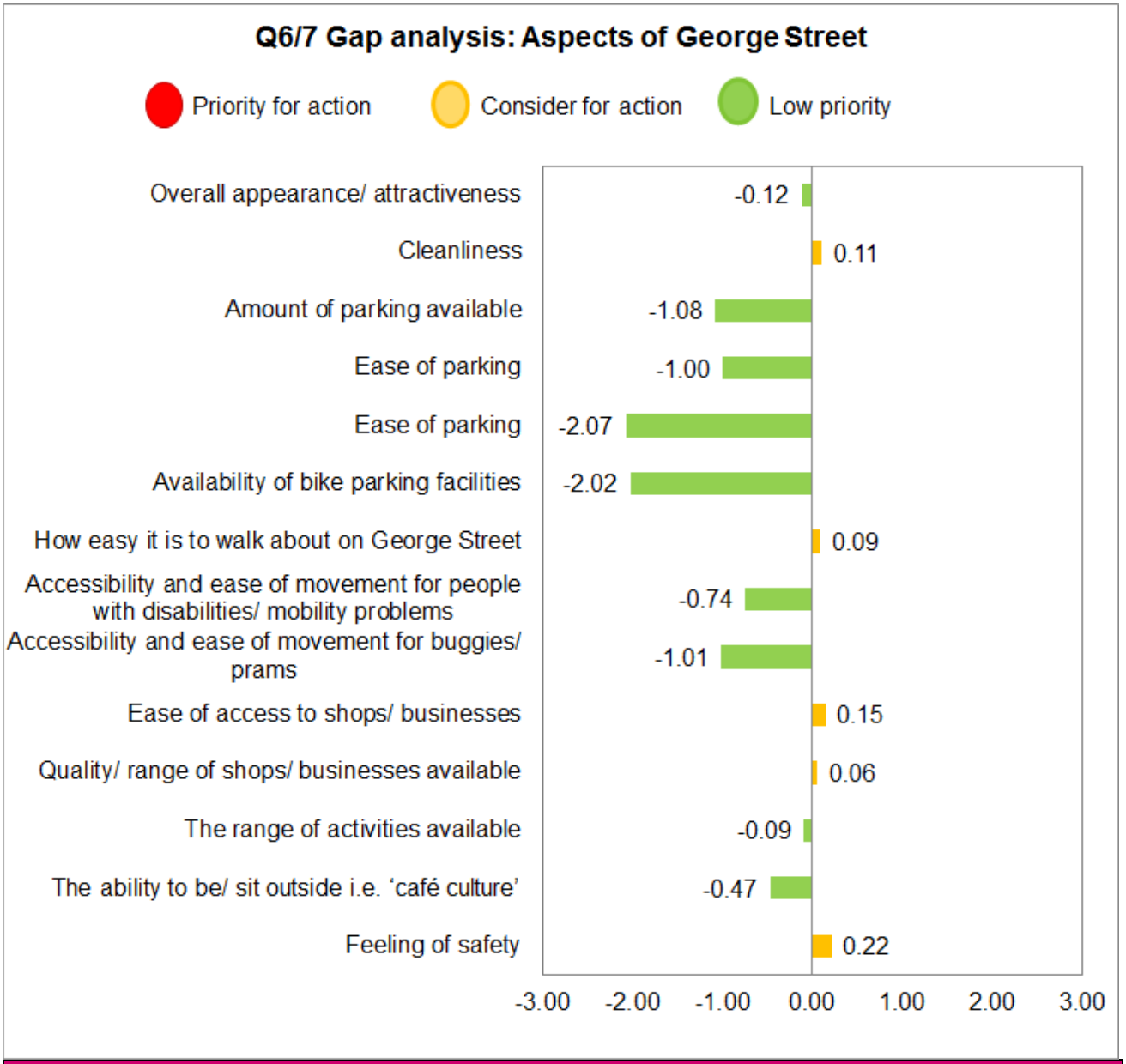
As detailed at 4.1 respondents were asked to rank how important various aspects of their visit to George Street were to them using a 5 point importance scale where respondents answered very important, this was given a value of 5, and where respondents said very unimportant this was given a value of 1. Respondents were also given the option to select 'don't know' if they were unable to express an opinion. Where respondents did express an opinion using the 5-point scale, a mean importance score was calculated for each result.

Respondents were also asked to rank how good or poor various aspects of their visit to George Street were, using a similar 5-point scale where respondents said each aspect was very good this was given a value of 5 and where respondents answered very poor this was given a value of 1. As with the importance questions, where respondents expressed an opinion using the 5-point scale, a mean satisfaction score was calculated for each result.

Gap Analysis is calculated by subtracting the mean score for satisfaction from the mean score for importance. The resultant 'Gap Analysis Score' therefore represents the difference between respondents' satisfaction with a particular aspect of the service and how important that aspect of the service is to them. In order to allow for valid Gap Analysis, it is necessary for the sample of respondents answering each 'satisfaction' and 'importance' question to be consistent i.e. those respondents who expressed satisfaction with a particular aspect of the service are then asked how important that aspect of the service is to them. For the purposes of this report it has therefore been necessary to filter out respondents who did not answer both the satisfaction and importance questions for each aspect of the service.

The findings of the Gap Analysis have been highlighted in a traffic light system where red indicates a priority for action. This has been allocated to a Gap score of 1 or greater. Amber indicates that this aspect should be considered for action and has been allocated to a Gap score of between 0 and 1. Green indicates low priority and has been allocated to negative Gap scores (where the mean score for satisfaction exceeds the mean score for importance).

As can be seen in the following chart, no areas have been identified as being priorities for action. However, the cleanliness of George Street, the ease of walking about on George Street, ease of access to shops and businesses, the quality and range of shops and businesses available and the feeling of safety were all areas which the Council should consider for action.

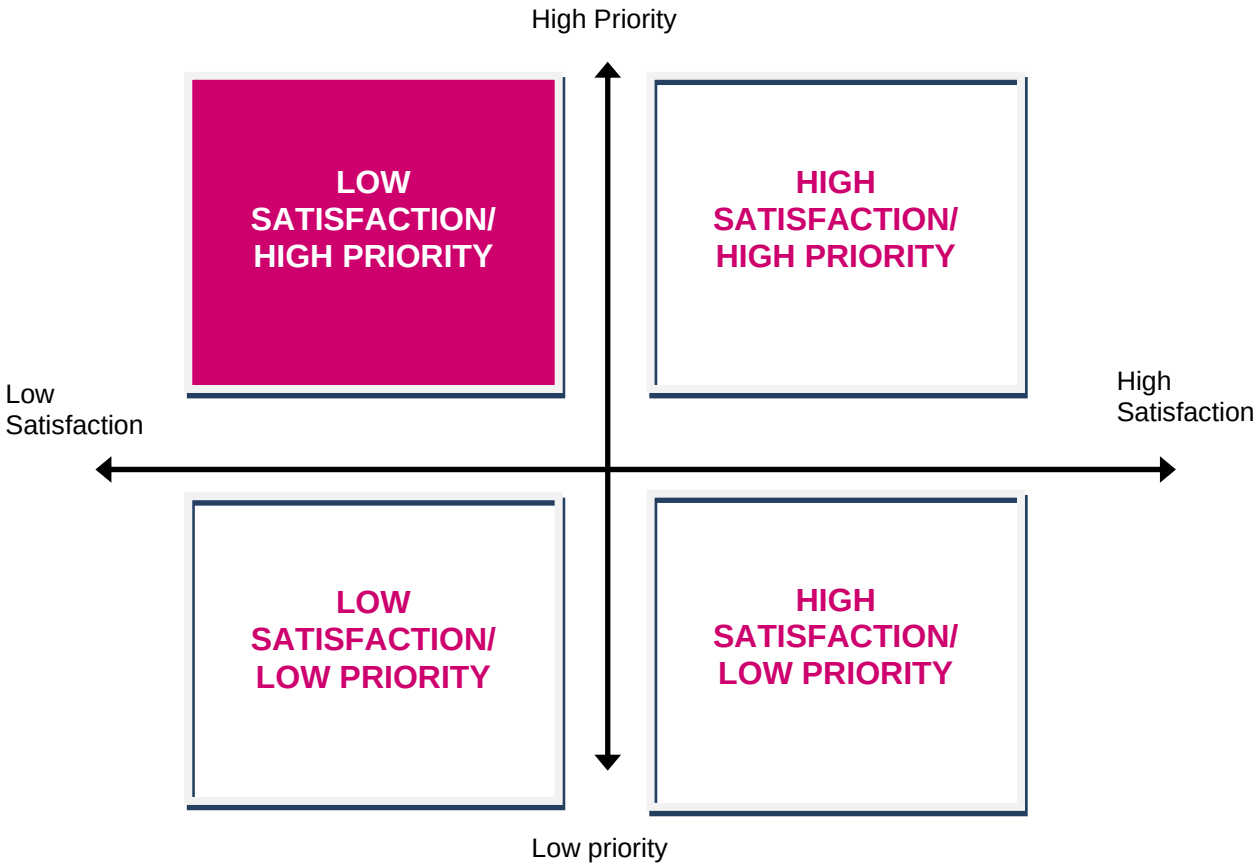


Gap analysis of various aspects of George Street

	Base	Mean importance	Mean satisfaction	Gap
Overall appearance/ attractiveness	1182	4.44	4.56	-0.12
Cleanliness	1180	4.57	4.46	0.11
Amount of parking available	712	2.60	3.68	-1.08
Ease of parking	609	2.73	3.73	-1.00
Ease of parking	484	2.45	4.52	-2.07
Availability of bike parking facilities	493	2.36	4.38	-2.02
How easy it is to walk about on George Street	1174	4.51	4.42	0.09
Accessibility and ease of movement for people with disabilities/ mobility problems	723	3.72	4.46	-0.74
Accessibility and ease of movement for buggies/ prams	641	3.56	4.57	-1.01
Ease of access to shops/ businesses	1176	4.58	4.43	0.15
Quality/ range of shops/ businesses available	1182	4.66	4.60	0.06
The range of activities available	1165	4.36	4.45	-0.09
The ability to be/ sit outside i.e. 'café culture'	1153	3.92	4.39	-0.47
Feeling of safety	1180	4.74	4.52	0.22

4.4. Prioritisation analysis (Q6/7)

In order to provide some sort of direction to the City of Edinburgh Council with regard to action planning, a prioritisation analysis was undertaken for the various aspects of George Street. The prioritisation analysis plots customers' view of the quality of these aspects against the importance of these aspects. These are then set upon a chart which comprises four quadrants, as shown below:

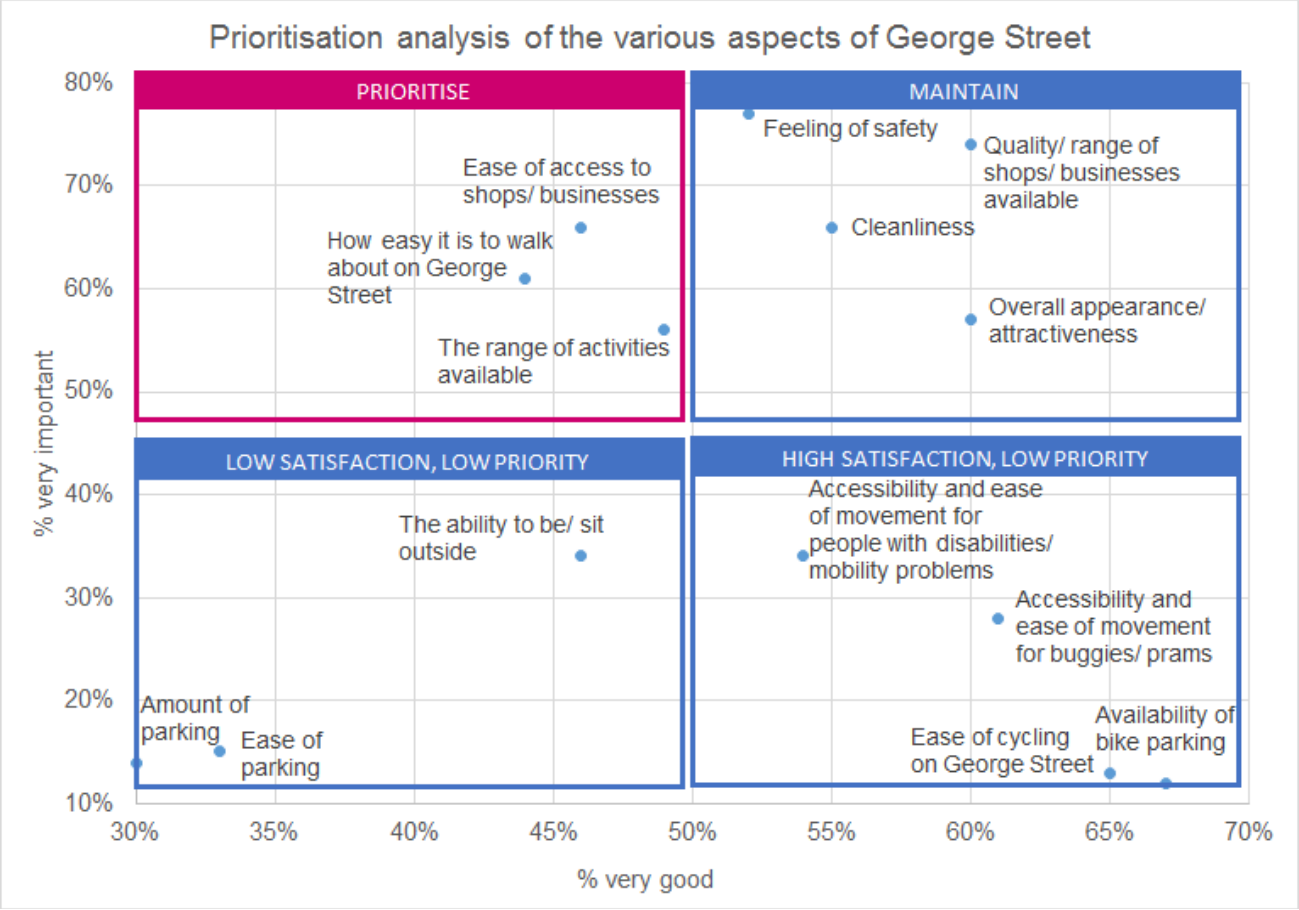


As shown, each box indicates a different level of priority and satisfaction. The top right box indicates high satisfaction, high priority, which is the most desirable box to be in. The bottom right box indicates low priority, high satisfaction. This is also a positive outcome and a position which City of Edinburgh Council should try to maintain. The bottom left box indicates low satisfaction, but also lower priority. It is naturally desirable to attempt to increase satisfaction, however if resources are limited, these are the areas which should be given lower priority.

Finally, the top left box indicates low satisfaction, high priority. It is within these areas that the City of Edinburgh Council should place resources and effort in terms of improvements. Increases in satisfaction in these aspects are likely to yield the greatest increase in customer satisfaction.

Prioritisation analysis has been undertaken utilising a list of aspects of George Street in terms of both importance and satisfaction. Within each of these categories, respondents were asked to rate their satisfaction on a 5 point satisfaction scale. For analysis purposes, the proportion of respondents who rated each aspects as 'very good' has been plotted against the proportion of respondents rating each aspect as 'very important'.

The following chart illustrates the outcomes of the prioritisation analysis for each aspect. As shown below ease of access to shops and businesses, ease of walking about on George Street and the range of activities available have all been identified as being areas of lower satisfaction and higher priority and areas that the City of Edinburgh Council may wish to consider when developing their future action plans.



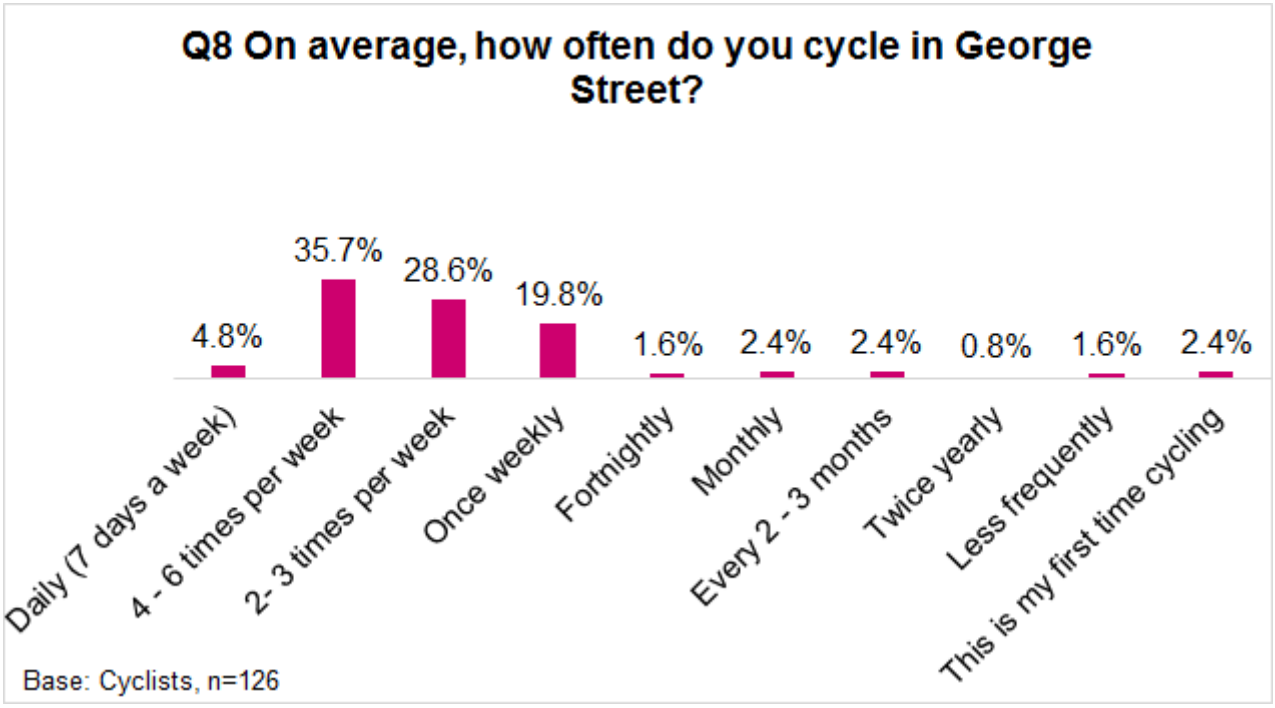
5. CYCLISTS

5.1. Frequency of cycling on George Street (Q8)

The questionnaire included a section for only those who cycle on George Street. In terms of frequency of cycling, just under 9 in 10 respondents (89%) stated they cycled on at least a weekly basis.

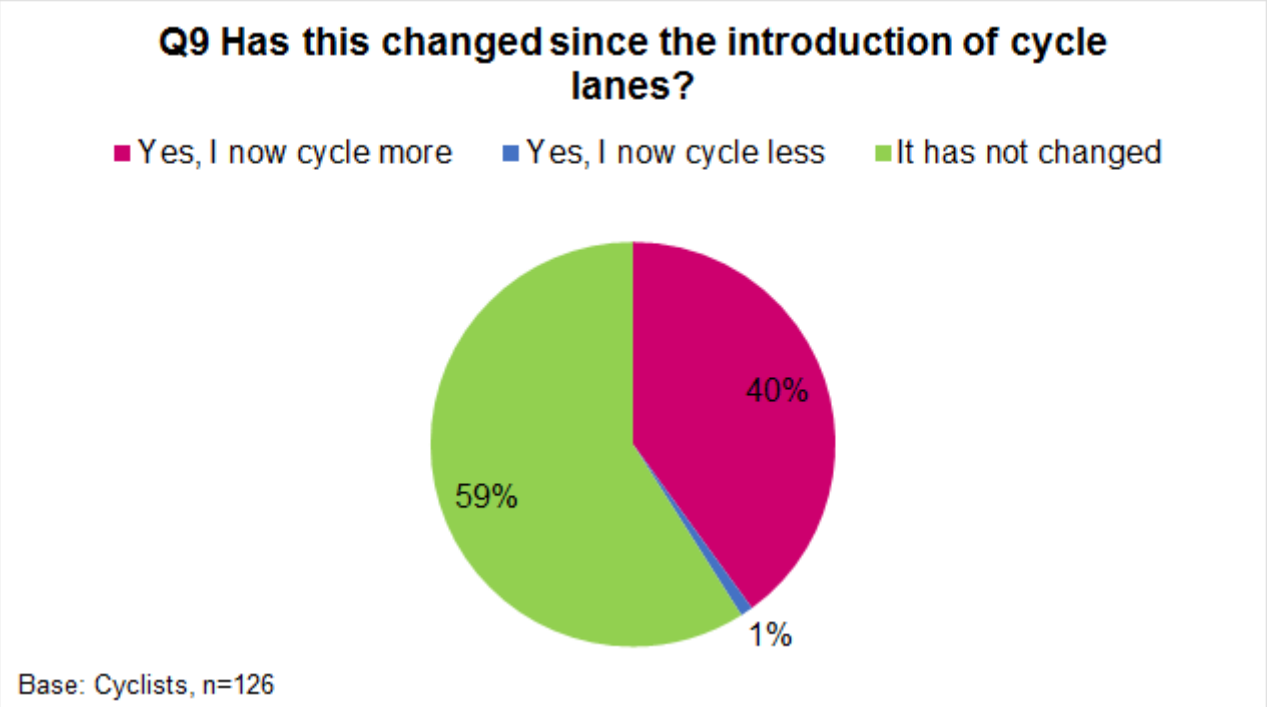
Respondents who were on George Street for work purposes (69%) were significantly more likely to have said they cycle at least 4 times a week than all other respondents (69%). On the other hand, those who were sightseeing were most likely to have said they cycle less frequently than once per month (67%).

It should be noted that the vast majority of cyclists are Edinburgh residents, therefore the results to this question, and subsequent questions asked of cyclists do not vary significantly by the home location.



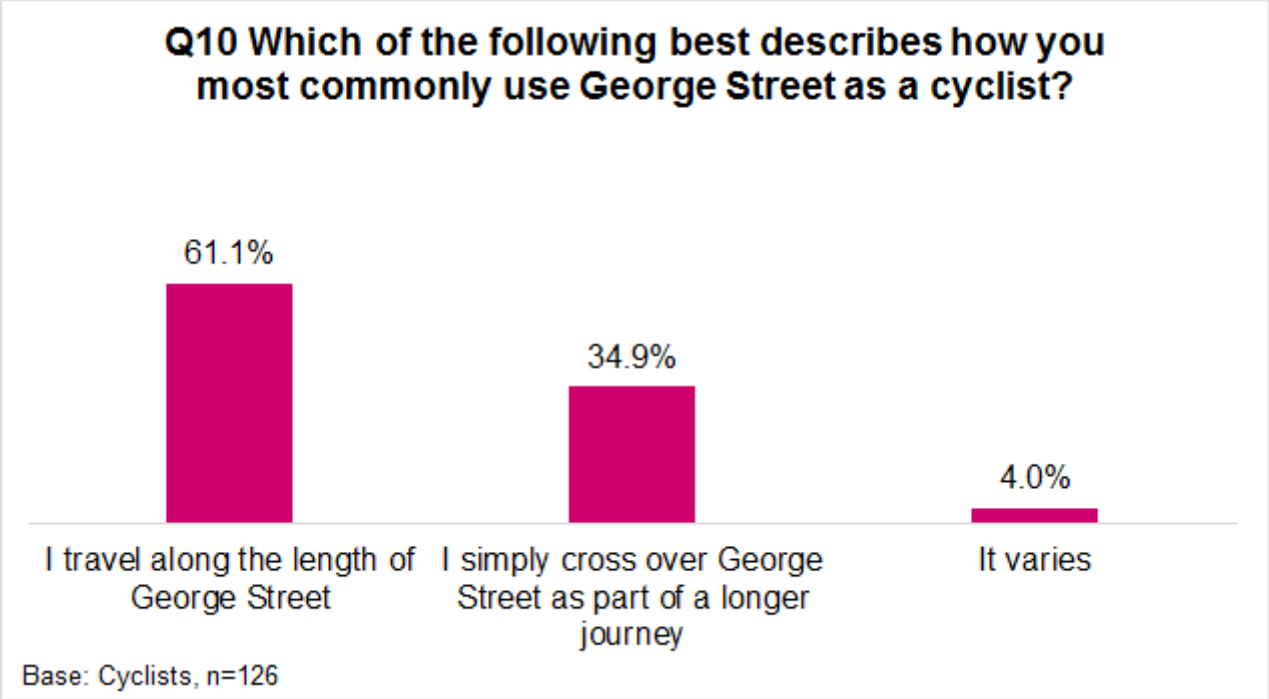
5.2. Change in cycling habits since the introduction of cycle lanes (Q9)

Four in ten cyclists stated that they now cycle more since the introduction of cycle lanes (40%), just 1% said they now cycle less and 59% said their cycling habits have not changed.



5.3. How cyclists use George Street as a cyclist (Q10)

In terms of how cyclists most commonly use George Street, over 6 in 10 respondents (61%) said they travelled along the length of George Street, 35% stated they simply cross over George Street as part of a longer journey and 4% said that this varies.



5.4. Satisfaction with various aspects of cycling experience on George Street (Q11)

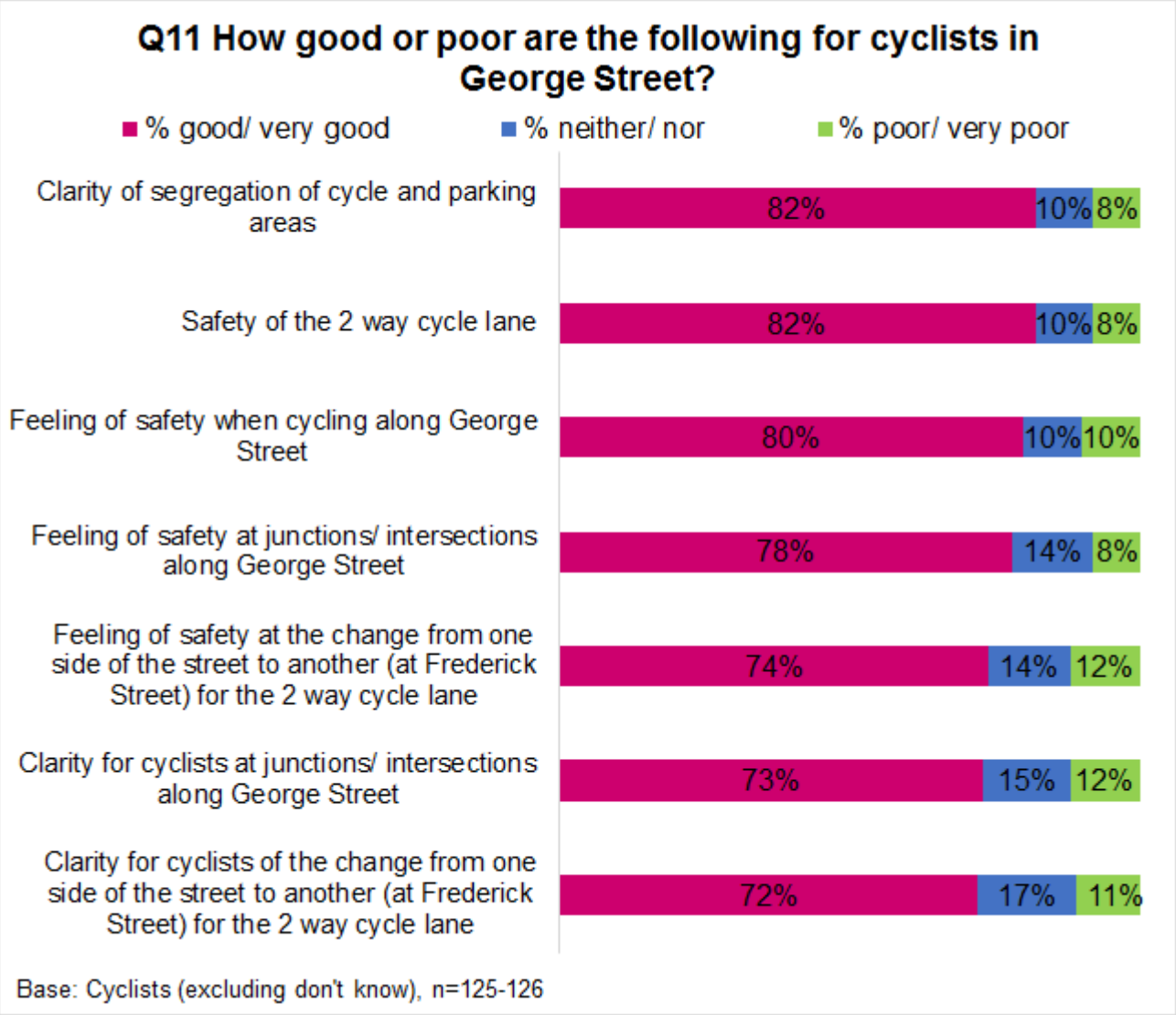
Satisfaction with various aspects of the cycling experience on George Street was high with over 8 in 10 respondents being satisfied with:

- Clarity of segregation of cycle and parking areas (82%);
- Safety of the 2 way cycle lane (82%)
- Feeling of safety when cycling along George Street (80%)

On the other hand, satisfaction levels fell below 80% with regards to:

- Feeling of safety at junctions/ intersections along George Street (78%);
- Feeling of safety or the change from one side of the street to another for the 2 way cycle lane (74%);
- Clarity for cyclists at junctions/ intersections along George Street (73%);
- Clarity for cyclists of the change from one side of the street to another for the 2 way cycle lane (72%).

Generally, cyclists interviewed during the summer months were most likely to be satisfied with these aspects.



Any comments provided by cyclists to this question were recorded verbatim and coded into common themes for analysis. Comments provided by cyclists tended to be regarding clarity of segregation of cycle and pedestrian areas (21%), where respondents comments on an improvement for cyclists travelling on George Street (19%) and where respondents said they were now used to the changes or frequently cycle on George Street (8%). A full list of the verbatim comments provided to this question can be found in the appendix.

Q11h Comments made regarding any of the above		
Base: Cyclists, n=126	**No.**	**%**
Clarity of segregation of cycle and pedestrian areas	26	20.6%
General feeling of improvement for cyclists	24	19.0%
Used to the changes now/ use it regularly	10	7.9%
Feeling of safety at junctions/ intersections along George Street	9	7.1%
Clarity for cyclists of the change from side of the street to another (at Frederick Street) for the 2 way cycle lane)	9	7.1%
Improvements to signage required in general	9	7.1%
Difficulty cycling when busy/ excess traffic/ only cycle when it's not busy	8	6.3%

Feeling of safety at the change from side of the street to another (at Frederick Street) for the 2 way cycle lane	7	5.6%
Now feels safer to cycle in Edinburgh/ George Street	7	5.6%
Clarity for cyclists at junctions/ intersections along George Street	6	4.8%
Clarity of segregation of cycle and parking areas	5	4.0%
Feeling of safety when cycling along George Street	5	4.0%
Safety of the 2 way cycle lane	5	4.0%
Would prefer cycle lanes to be all down the one side	5	4.0%
Outside seating areas too close to cycle lanes	5	4.0%
More cycle parking bays required	4	3.2%
Would prefer cycle lane to be on both sides	2	1.6%
Other	17	13.5%
No comments given	29	23.0%

5.5. Cyclist suggestions for improvement (Q12)

Respondents were asked for their suggestions on what they felt could be done to improve cycling on George Street. A total of 77 respondents provided suggestions to this question and these comments have been coded into common themes and listed in the table below. The majority of comments were regarding improvements to signage and road markings (30%), pedestrianising the whole area (23%) and for more bicycle parking facilities (18%).

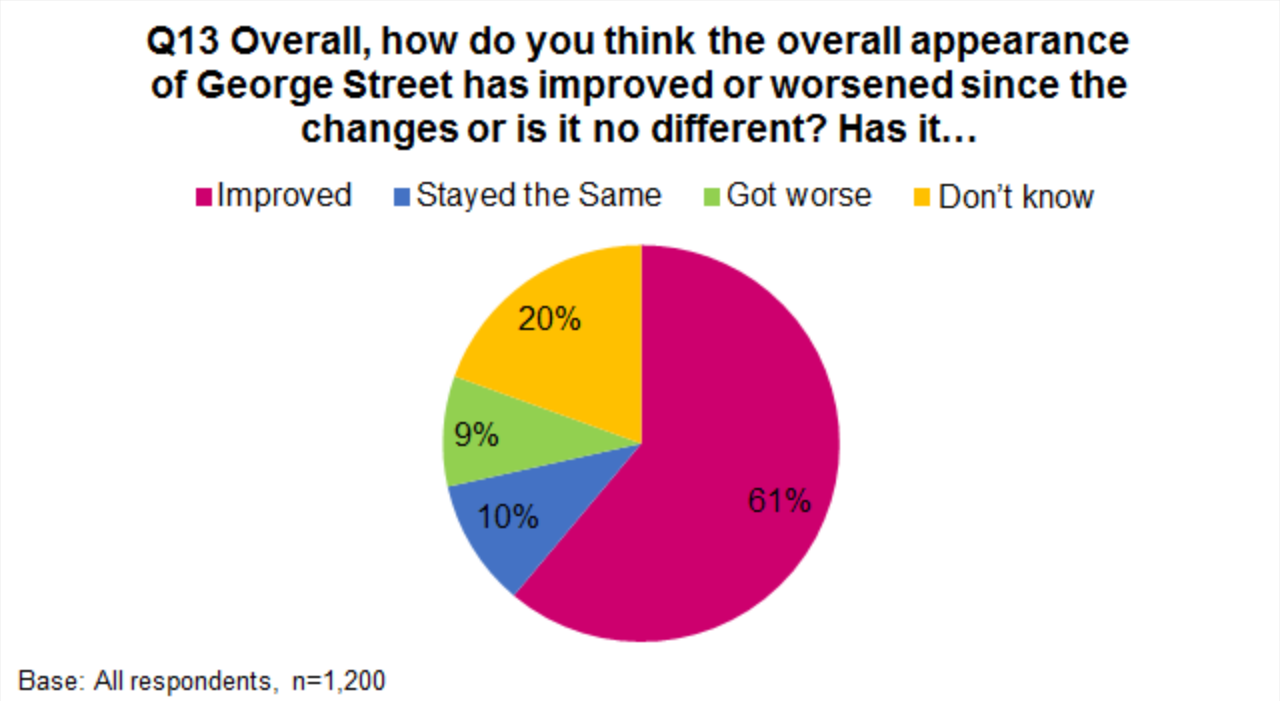
Q12 Do you have any suggestions for improvement on George Street for cyclists?		
Base: Gave suggestions, n=71	**No.**	%
Improvements to signage/ road markings/ make more noticeable/ colour coded	21	29.6%
Pedestrianise the whole area	16	22.5%
More bicycle parking	13	18.3%
Cycle lanes all on one side	8	11.3%
Lanes look shabby/ need to be maintained	7	9.9%
More space between tents/ seating areas and lanes	6	8.5%
Cycle lanes on both sides	5	7.0%
Should have consulted with cyclists prior to changes	5	7.0%
Make it permanent	5	7.0%
Pedestrians are a hazard for cyclists/ pedestrians are a problem	5	7.0%
Cycle lanes with kerb/ barriers to stop pedestrianise	4	5.6%
Everything looks temporary/ unfinished/ make decision whether to pedestrianise or not	4	5.6%
Lanes should flow the same as car lanes	3	4.2%
Take away car parking	3	4.2%
Wider lanes	2	2.8%
Other	6	8.5%

6. PERCEPTIONS OF CHANGE IN GEORGE STREET

6.1. Overall appearance (Q13/14)

A number of changes have been made to George Street on a trial basis including increased pedestrian space, a two way cycle path and a one way traffic system on George Street. These changes were all temporary are were being trialled until September 2015.

The majority of survey respondents were of the opinion that these changes to George Street have improved the overall appearance of George Street (61%). On the other hand, 1 in 10 respondents (10%) felt the changes had made no difference, 9% felt the appearance had got worse and 20% were unsure.



New Town respondents and those who lived in Edinburgh were significantly more likely to have given an opinion on the changes to the overall appearance with 71% of New Town respondents and 64% of respondents living elsewhere in Edinburgh stating the appearance or attractiveness of George Street has improved. These respondents were most likely to be of the opinion that the changes have worsened the overall appearance in George Street (both 14%).

Q13 Change to the overall appearance of George Street analysed by home location						
	Overall	New Town	Elsewhere in Edinburgh	Surrounding local authority	Elsewhere in Scotland	Outside Scotland
Base	**1200**	**154**	**491**	**150**	**264**	**140**
Improved	61%	71%	64%	73%	53%	43%
Stayed the Same	10%	9%	14%	11%	9%	2%
Got worse	9%	14%	14%	6%	4%	-

Don't know	20%	6%	9%	10%	34%	55%

In terms of seasonality, those who were interviewed in autumn (78%) and in summer (76%) were significantly more likely to have said the overall appearance of George Street has improved compared to those who were interviewed in winter (51%), spring (60%) and during the festival month (42%). However, please note that while those who were interviewed during the festival month were least likely to have said that the appearance of George Street had improved, they were also most likely to have said that they were unsure (30%) along with a high proportion of respondents during this month stating the appearance had got worse,

Q13 Change to the overall appearance of George Street analysed by seasonality						
	Overall	Autumn (Sept 14 - Oct 14)	Winter (Nov 14 - Feb 15)	Spring (Mar 15 - May 15)	Summer (June 15 - July 15)	Festival month (Aug 15)
Base	**1200**	**200**	**399**	**300**	**202**	**99**
Improved	61%	78%	51%	60%	76%	42%
Stayed the Same	10%	8%	14%	9%	5%	15%
Got worse	9%	3%	12%	11%	6%	12%
Don't know	20%	12%	24%	20%	13%	30%

Further analysis by transport method reveals that cyclists were significantly more likely to have said the changes to George Street have improved the overall appearance of the area (85%), while car users were most likely to have said the appearance has got worse (23%).

In terms of the demographic profile of respondents, females (64%) and those aged 16-34 (70%) were most likely to have the opinion that the changes have improved the appearance and attractiveness of the area. On the other hand, respondents aged 55 and over (21%) were most likely to have said that this has worsened.

All respondents who felt the appearance of George Street **had improved** were asked to provide more detail as to why they felt this way. The open ended comments provided to this question have been coded into common themes for analysis purposes. As can be seen in the table below, the main reasons for being of the opinion that the changes to George Street have improved the appearance of the area were where respondents felt the area was now more attractive and a nicer place to visit (39%), that there was now more space to walk or cycle and that there was now a more relaxed atmosphere (18%). A full list of the comments provided to this question can be found in the appendix.

Q14 If improved, why do you say this is the case?		
Base: Said appearance had improved, n=733	**No.**	**%**
Area looking nicer/ more attractive/ better place to visit	287	39.2%
More space to walk/ cycle	168	22.9%
Relaxed atmosphere	128	17.5%
Not as much traffic/ less congestion/ safer	102	13.9%
Like being able to sit outside	65	8.9%
Cosmopolitan atmosphere/ cultured	61	8.3%
Great facilities available e.g. shopping/ restaurants/ bars	56	7.6%
Can cycle safely/ easier to cycle/ good cycle lanes	52	7.1%
More people/ more of a buzz	50	6.8%
Nice landscaping/ plants etc	33	4.5%
Like the information boards	25	3.4%
Looks cleaner/ tidier	25	3.4%
Friendlier people/ user friendly	25	3.4%
Feels safer walking/ safer environment	22	3.0%
Great for tourism/ tourists	17	2.3%
Easy accessibility/ more accessible	17	2.3%
Traffic noise reduced/ is quieter	14	1.9%
Less fumes/ pollution/ cleaner air	13	1.8%
More families/ more child friendly	7	1.0%
Due to the one way traffic system	2	0.3%
Other	65	8.9%

Those who answered that the area was **looking better or a nicer place to visit** were most likely to be car users (51%), female (43%) and interviewed during the winter (46%) and in autumn (48%).

Respondents who were interviewed during the festival month were most likely to have made positive comments about the **landscaping** in George Street (21%).

Analysis by age reveals that respondents aged 16-34 were most likely to have said the area had improved due to there now being **a more relaxed atmosphere** (23%) and this was significantly more than those aged 35-43 (15%) and aged 55 and over (12%).

Almost all respondents who said that they **can cycle more safety** or commented on cycle lanes were cycling through George Street on the day of interview.

More respondents who were interviewed during the spring (33%) and summer (31%) cited that there is now **more space to walk or cycle**. Furthermore, non-Edinburgh residents were significantly more likely to have given this reason (29%) than respondents who lived in Edinburgh (18%).

Where respondents felt the appearance of the neighbourhood had **got worse**, this tended to be where respondents commented on traffic congestion and longer journeys as a result of the changes (31%), that the covered outside seating areas looked shabby or took up too much space (29%), where respondents preferred it the way it was before (28%) or where respondents felt the area looks unfinished or untidy (24%).

Q14 If got worse, why do you say this is the case?		
Base: Said appearance had worsened, n=108	**No.**	**%**
Longer journeys due to traffic congestion/ disruptions/ tailbacks/ jams	33	30.6%
Tents look shabby/ ruining the look of the street/ take up too much space	31	28.7%
Don't like it/ fine the way it was	30	27.8%
Area looks unfinished/ untidy	26	24.1%
Parking issues e.g. not enough/ too expensive to park	19	17.6%
Taking away history of George Street/ Edinburgh	13	12.0%
Outside sitting areas being unused	6	5.6%
Businesses losing money/ can't unload deliveries	5	4.6%
Cycle lanes not being used/ take up too much road/ causing confusion	5	4.6%
Not accessible for disables/ wheelchair users	2	1.9%
Taxis take longer/ can't get picked up/ dropped off where you want	2	1.9%
Other	14	13.0%

Car users were significantly more likely to have cited **parking issues** as their reason for feeling the appearance of the area had got worse (34%) than non-car users (6%).

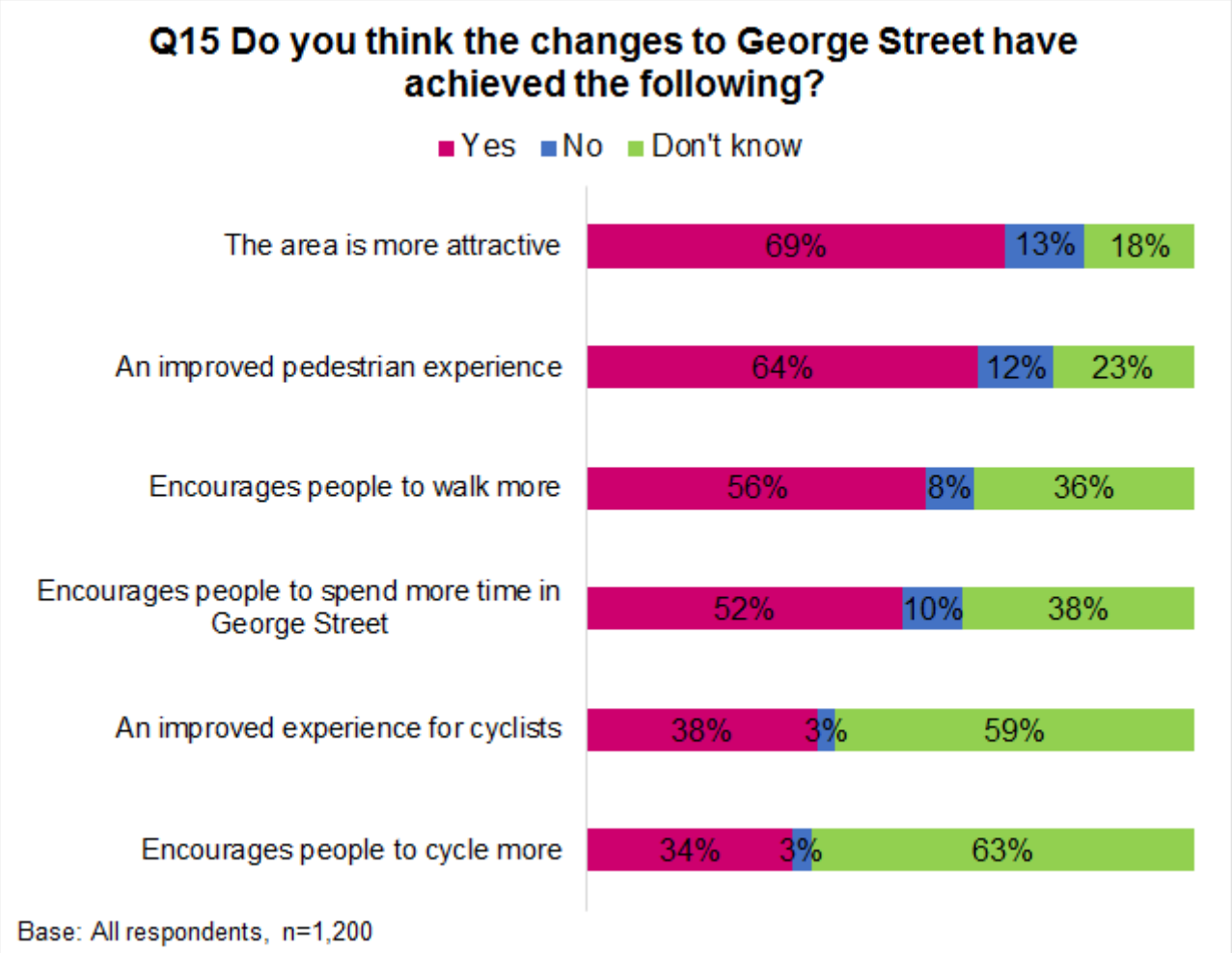
Females were more likely to have given the reason '**I don't like it/ it was fine the way it was**' (39%) than males (17%).

6.2. Achievement of project objectives (Q15)

Respondents were asked whether or not the changes to George Street have met the project outcomes. The majority of respondents were in agreement that the area is now more attractive (69%), there has been an improvement to pedestrian experience (64%), the changes encourage people to walk more (56%) and that the changes encourage people to spend more time in George Street (52%).

Very few people disagreed that the project outcomes had been met with respondents being most likely to disagree that the area is now more attractive and 12% disagreeing that the changes have resulted in an improved pedestrian experience.

With regards to the cycling outcomes the majority of respondents answered don't know for each of these. However, 38% were in agreement that the changes have resulted in an improved experience for cyclists (3% disagreement) and 34% were in agreement that the changes have encouraged people to cycle more (3% disagree).



The following points highlight the key differences in opinion for these statements when analysed by the various respondent characteristics.

The area is more attractive:

Where respondents agreed with this statement they were most likely to be:

- Cyclists (87%)
- Interviewed during the autumn (89%)
- Living in surrounding local authority areas (81%)
- Aged 16-34 (76%)

On the other hand, respondents who disagreed with this statement they were most likely to be:

- Car users (21%)
- New Town residents (21%)
- Interviewed during the festival month (24%)
- Aged 55+ (29%)
- Have a disability (41%)

An improved pedestrian experience:

Where respondents agreed with this statement they were most likely to be:

- Cyclists (80%)
- Interviewed during autumn (79%)
- Living in surrounding local authority areas (75%)
- Aged 16-34 (70%)

On the other hand, respondents who disagreed with this statement they were most likely to be:

- Car users (20%)
- New Town residents (19%) and those who lived elsewhere in Edinburgh (19%)
- Interviewed during the festival month (21%)
- Aged 55+ (26%)
- Have a disability (43%)

An improved experience for cyclists:

Where respondents agreed with this statement they were most likely to be:

- Cyclists (83%)
- Interviewed during the summer (57%)
- Surrounding local authority areas (53%)
- Aged 16-34 (42%) and aged 35-54 (45%)

The level of disagreement to this question did not vary significantly by the various respondent characteristics.

Encourages people to walk more

Where respondents agreed with this statement they were most likely to be:

- Cyclists (73%)
- New Town residents (64%), those who lived elsewhere in Edinburgh (61%) and in surrounding local authorities (65%)
- Interviewed during the summer (76%)
- Aged 16-34 (65%)

On the other hand, respondents who disagreed with this statement they were most likely to be:

- Car users (15%)
- Interviewed during the festival month (15%)
- Aged 55 and over (17%)
- Have a disability (25%)

Encourages people to cycle more

Where respondents agreed with this statement they were most likely to be:

- Cyclists (83%)
- Interviewed during the summer (57%)
- Living in surrounding local authority areas (46%)
- Aged 16-34 (39%) and aged 35-54 (38%)

On the other hand, respondents who disagreed with this statement they were most likely to be:

- New Town residents (5%)

Encourages people to spend more time in George Street

Where respondents agreed with this statement they were most likely to be:

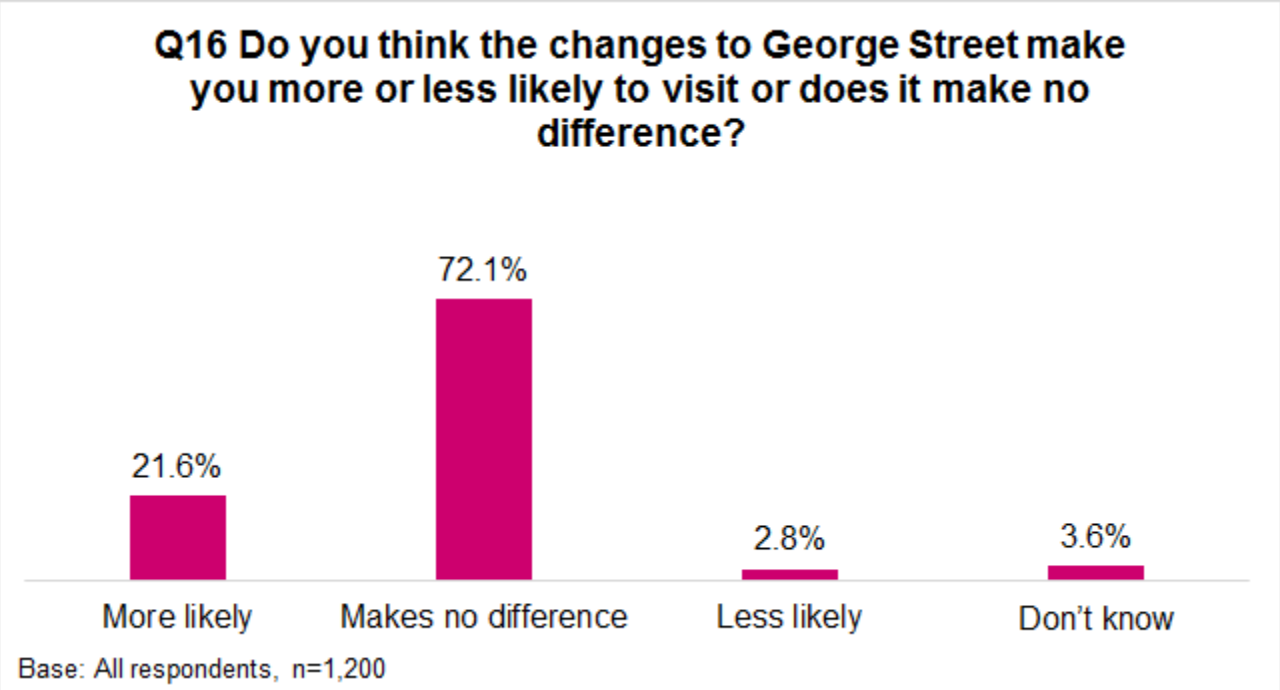
- Cyclists (71%)
- Interviewed during the autumn (75%) and in the summer (74%)
- Lived in surrounding local authority areas (64%)
- Aged 16-34 (59%)

On the other hand, respondents who disagreed with this statement they were most likely to be:

- Car users (20%)
- New Town residents (17%)
- Interviewed during the festival month (16%)
- Aged 55+ (20%)
- Have a disability (30%)

6.3. Impact of changes (Q16)

The vast majority of respondents (72%) were of the opinion that the changes to George Street have made no difference in the likelihood of them visiting George Street. More respondents said they were more likely to visit George Street (22%) than were less likely (3%).

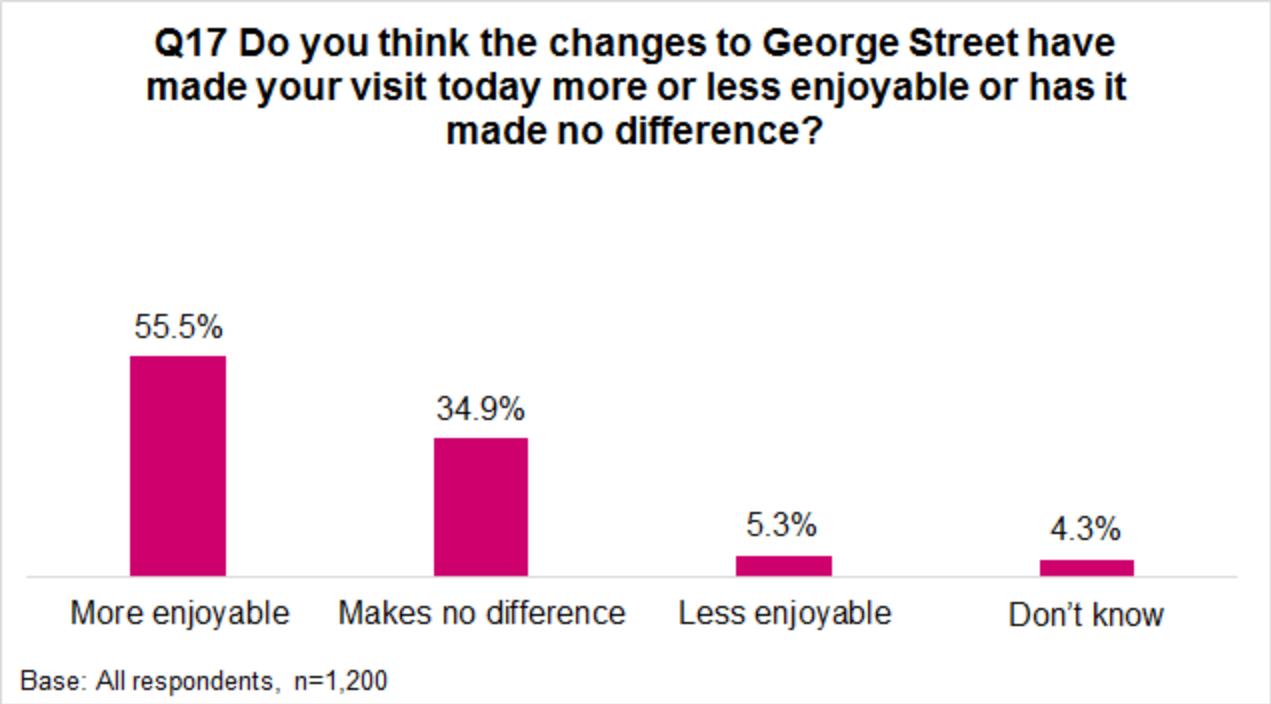


Those who said the changes to George Street would make them more likely to visit George Street were most likely to be cyclists (37%), Edinburgh residents (27%), interviewed during the autumn (37%) and aged 16-34 (27%).

On the other hand, those who said the changes to George Street would make them less likely to visit George Street were most likely to be car users (10%) and respondents aged 55 and over (8%).

6.4. Whether the changes have made visits to George Street more or less enjoyable (Q17)

Over half of respondents (56%) were of the opinion that the changes to George Street have made their visit more enjoyable. On the other hand, 35% stated this has made no difference, 5% said the changes have made their visit less enjoyable and 4% were unsure.



Those who said the changes to George Street had made their visit more enjoyable were most likely to be cyclists (71%), those who lived in surrounding local authority areas (65%), were interviewed during the autumn (70%) and summer months (68%) and were aged 16-34 (64%).

However, where respondents said the changes to George Street had made their visit less enjoyable this tended to be car users (16%), those who lived in Edinburgh (9%), were interviewed during winter, spring and during the festival month (all 7%) and were aged 55+ (14%).

6.5. Suggestions in terms of further changes or improvements to George Street (Q18)

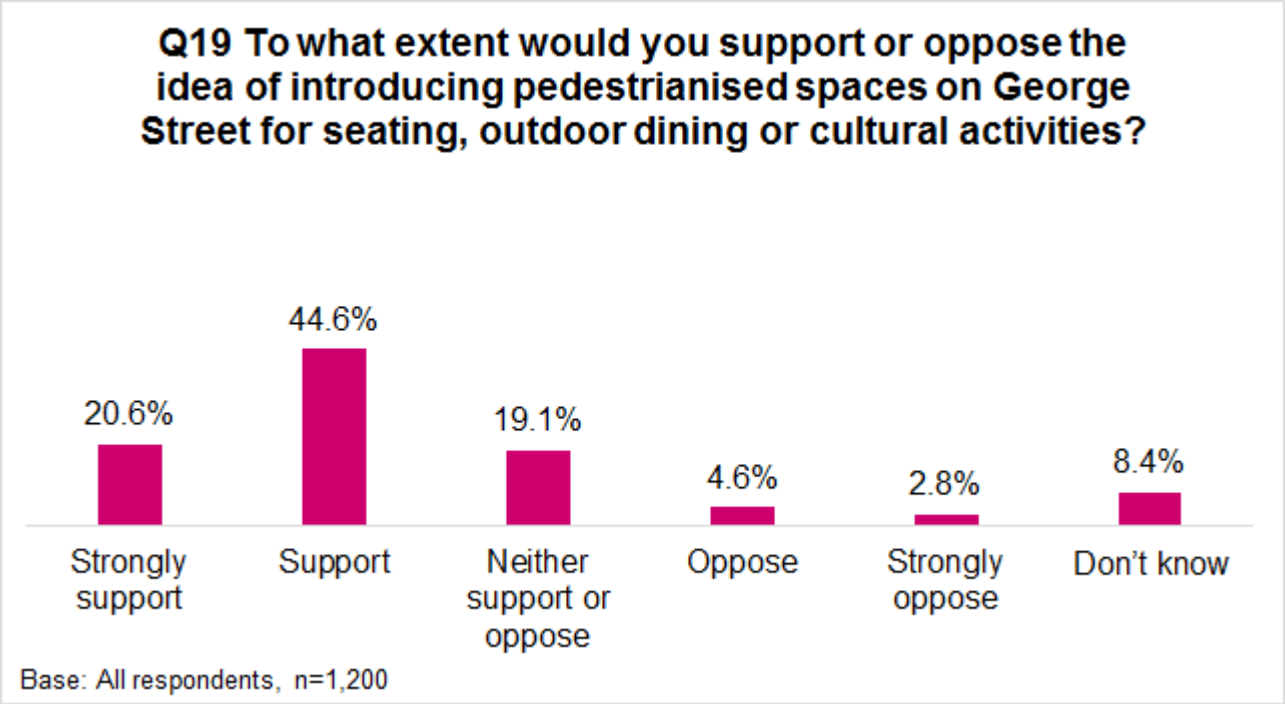
All respondents were asked for their suggestions in terms of what could be done to improve George Street. Over 6 in 10 respondents did not have any suggestions for improvement (62%) and a further 5% stated they preferred it the way it was. On the other hand, 4% said they would prefer the area to be fully pedestrianised, 4% said they would like to see landscaping improvements and 4% suggested affordable or more parking spaces. A full list of the open ended responses provided to this question can be found in the appendix.

Q18 Do you have any suggestions in terms of how George Street could be changed or improved?		
Base: All respondents, n=1,200	**No.**	%
No suggestions for improvement	747	62.3%
Preferred it the way it was	63	5.3%
Pedestrian only area	52	4.3%
Improved landscaping e.g. trees/ flowers/ street lamps	49	4.1%
Affordable parking/ more parking spaces	42	3.5%
Street entertainment e.g. street artists/ stalls	37	3.1%
Make changes permanent	36	3.0%
Keep the area clean/ clean up litter	36	3.0%
Keep improving it/ maintaining the changes	35	2.9%
Improve pavements	25	2.1%
Should only change in the summer or at festivals/ wasted in the winter	24	2.0%
Ban cars altogether	19	1.6%
Have more seating areas	16	1.3%
Keep traffic flowing/ don't have too many re-routes/ diversions	14	1.2%
Improved signage for pedestrians/ cyclists e.g. more noticeable/ colour coded	14	1.2%
Cycle lanes at the side of the road/ at each side	12	1.0%
More bicycle parking spaces	11	0.9%
More cafes selling coffee/ cakes	9	0.8%
More family friendly	8	0.7%
Improvements to outside restaurants, they can look a bit shabby	8	0.7%
Remove parking	6	0.5%
Cycle lane should be down the centre of the street	5	0.4%
More shops/ wider variety of shops	3	0.3%
Lower prices at bars	2	0.2%
Other	99	8.3%

Car users were significantly more likely to have suggested more affordable parking or more parking spaces (14%) than non-car users (1%).

6.6. Opinions on introducing pedestrianised spaces on George Street (Q19)

Just under two thirds of survey respondents said they would support or strongly support the idea of introducing pedestrianised spaces on George Street for seating, outdoor dining or cultural activities. On the other hand, 7% opposed or strongly opposed this, 19% neither supported nor opposed this and the remaining 8% were unsure.

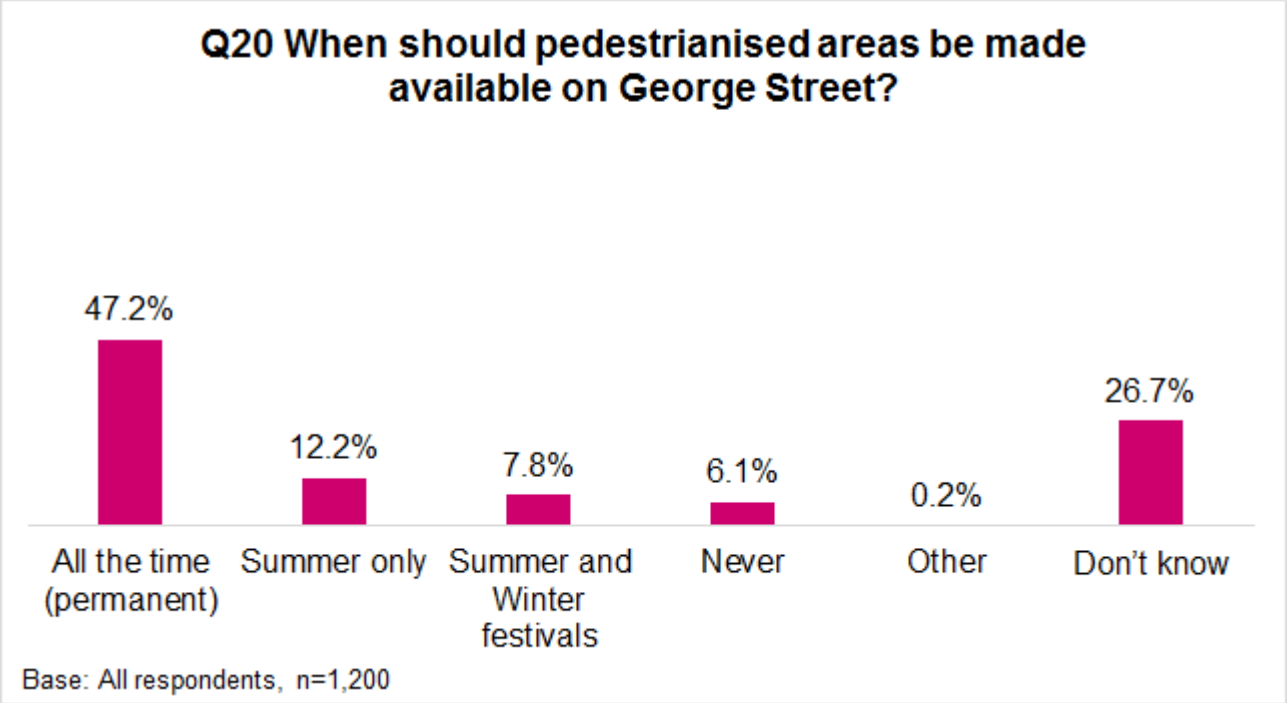


Most likely to support the introduction of pedestrianised spaces on George Street were cyclists (89%), those who live in surrounding local authorities (75%) and in all other areas of Edinburgh excluding New Town (70%), were interviewed in autumn (81%) and in summer (82%) and were aged 16-34 (75%).

However, those who were most likely to oppose this were car users (18%), New Town respondents (12%), respondents interviewed in winter (10%) and during the festival month (11%), males (9%), and those aged 55 and over (20%).

6.7. Opinions on when pedestrianised areas should be made available (Q20)

When asked about when pedestrianised areas should be made available on George Street, just under half of respondents (47%) said this should be all the time (permanent), 12% said in summer only, 8% said in summer and winter festivals and 6% said never.

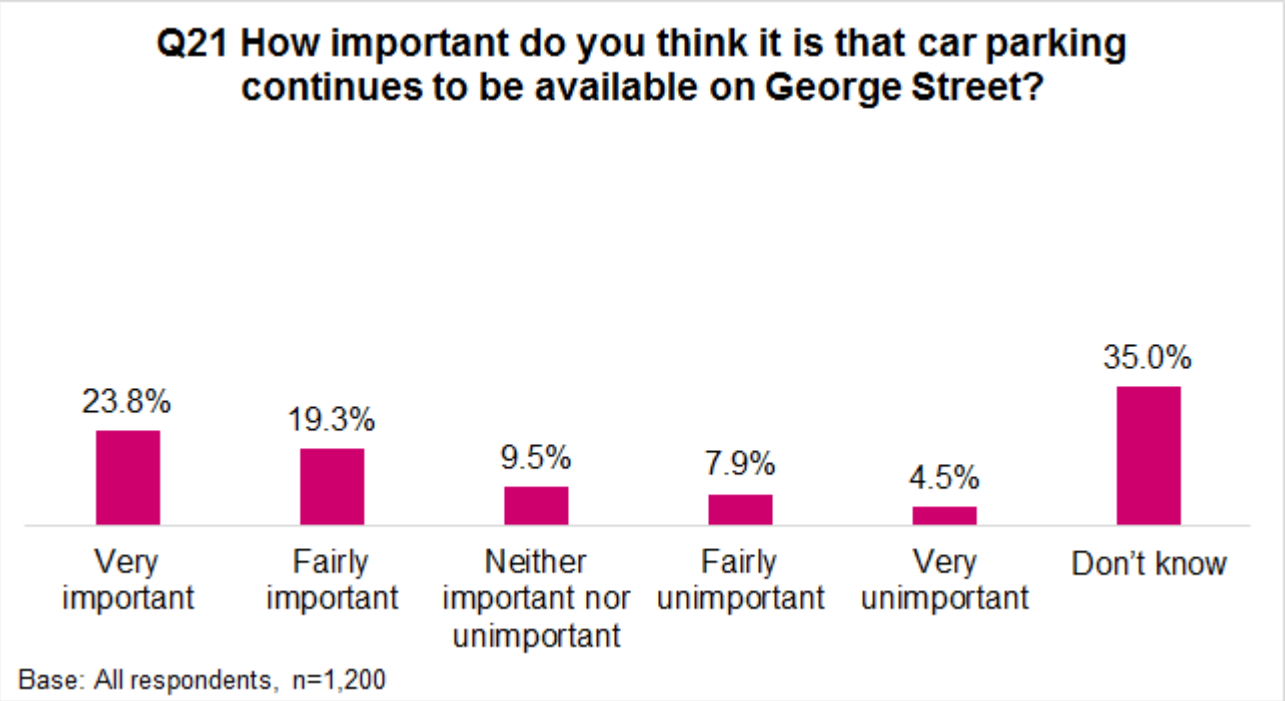


Those who were most likely to have said pedestrianised areas should be made available on George Street all the time were most likely to be cyclists (87%), those who lived in surrounding local authority areas (63%), respondents interviewed during the autumn (73%) and in summer (64%) and respondents aged 16-34 (55%).

On the other hand, respondents who said that pedestrianised should never be made available were most likely to be car users (15%), those who lived elsewhere in Edinburgh (10%), were interviewed during the festival month (11%) and were aged 55+ (18%).

6.8. Views on the availability of car parking on George Street (Q21/22)

With regards to the availability of car parking on George Street, over 4 in 10 respondents (43%) felt it was very or fairly important that car parking continues to be available on George Street, 10% said it was neither important nor unimportant and 12% said it was very or fairly unimportant.



Those who were most likely to have said that it was important that car parking continues to be available on George Street were car users (85%), interviewed during the autumn (51%) and were aged 55 and over (56%).

Those who were most likely to have said that it was unimportant that car parking continues to be available on George Street were most likely to have been cyclists (39%) and were interviewed during the summer (20%).

Edinburgh residents were significantly more likely to have given an opinion on this (i.e. fewer respondents answering don't know) and therefore had a higher proportion of respondents stating this was important (47%) and that it was unimportant (17%) than non-Edinburgh respondents (38% stated important and 7% stated unimportant).

Appendix 1: Survey questionnaire

Project number	**P668**
Project name	**CEC George Street ETRO Survey**

Respondent name **Record in capitals**																			
Address **Record in capitals**																			
Postcode **Record in capitals**																			
Telephone Number																			

[INTERVIEWER: CLOSE INTERVIEW BY READING OUT STATEMENT]
"Thank you very much for your help. Can I assure you once again that the information you have given will be treated as absolutely confidential and will only be used for the purposes of genuine market research."
INTERVIEWER DECLARATION:
I declare that this interview was carried out according to instructions, within the Market Research Society's Code of Conduct, and that the respondent was not previously known to me.

Interviewer No:		**Name:**	
Questionnaire No		**Signature:**	
On quota:		**Date:**	
Edited by:		**Duration**	
Backchecked by:			

Date: WRITE IN DD/MM/YY FORMAT	
Time WRITE IN HH:MM FORMAT	

Location	Location Block 1 – Charlotte to Castle	1
	Location Block 2 – Castle to Frederick	2
	Location Block 3 – Frederick to Hanover	3
	Location Block 4 – Hanover to St Andrew Square	4

Quota:

	Tick if in quota
New Town Resident	
Cyclist	
Car user (driven to city centre today)	

INTERVIEWER - READ OUT:
"Good morning/ afternoon/ evening. I'm _____ from Research Resource. I am conducting a survey on behalf of the City of Edinburgh Council with users of George Street. I wonder if you could spare a few minutes to answer some questions - your answers will, of course, be treated with the strictest confidentiality. In particular, your personal details will not be passed to any third party".

YOUR VISIT TODAY

Q1 **On average, how often do you visit George Street?**

Q2 Where have you come from today to visit George Street?

Work	1
Home	2
Elsewhere (please specify)	3

Q3 **SHOWCARD** What is the purpose of your visit to George Street today? **CODE ALL THAT APPLY**

Food shopping	1
Non-food shopping	2
Browsing / window shopping	3
Work related	4
Personal business (e.g. Bank / doctors)	5
Dine/eat in a restaurant/bar	6
Sightseeing	7
Meet friends / family	8
Drink in a café/bar/restaurant	9
Other (**please specify**)	10

Q4 **SHOWCARD** How long do you intend to spend in George Street today?

I am just passing through	1
Up to an hour	2
1 – 3 hours	3
3-5 hours	4
5-7 hours	5
8+ hours	6
Don't know	7

Q5 **SHOWCARD** What was the **main** form of transport you used to get to George Street today? ONE ONLY

Car / light vehicle	1	**Ask Q5b**
Bus	2	Go to Q6
Train	3	
Foot	4	
Bicycle	5	
Motorcycle	6	
Taxi	7	
Tram	8	
Van/HGV	9	
Other (specify)	10	

Q5b **If you came by car/light vehicle can you tell me where you parked?**

George Street	1
St James Centre Car Park	2
Castle Terrace Car Park	3
Charlotte Square	4
Other (please specify)	5

PERCEPTIONS AND EXPERIENCE OF GEORGE STREET TODAY

Q6 **SHOWCARD - TICK START AND ROTATE ORDER When thinking about your decision to come to George Street today, how important were the following?**

		Very important	Fairly important	Neither / nor	Fairly unimportant	Very unimportant	Don't Know
A	Overall appearance/ attractiveness	1	2	3	4	5	6
B	Cleanliness	1	2	3	4	5	6
C	Amount of parking available	1	2	3	4	5	6
D	Ease of parking	1	2	3	4	5	6
E	How easy it is to cycle on George Street	1	2	3	4	5	6
F	Availability of bike parking facilities	1	2	3	4	5	6
G	How easy it is to walk about on George Street	1	2	3	4	5	6
H	Accessibility and ease of movement for people with disabilities/ mobility problems	1	2	3	4	5	6
I	Accessibility and ease of movement for buggies/ prams	1	2	3	4	5	6
J	Ease of access to shops/ businesses	1	2	3	4	5	6
K	Quality/ range of shops/ businesses available	1	2	3	4	5	6
L	The range of activities available	1	2	3	4	5	6
M	The ability to be/ sit outside i.e. 'café culture'	1	2	3	4	5	6
N	Feeling of safety	1	2	3	4	5	6
O	Clarity of segregation between cycle and pedestrian areas						

Q7 **SHOWCARD – TICK START AND ROTATE ORDER Can you now tell me how good or poor you think of each of these are in George Street?**

		Very good	Good	Neither / nor	Poor	Very Poor	Don't Know
A	Overall appearance/ attractiveness	1	2	3	4	5	6
B	Cleanliness	1	2	3	4	5	6
C	Amount of parking available	1	2	3	4	5	6
D	Ease of parking	1	2	3	4	5	6
E	How easy it is to cycle on George Street	1	2	3	4	5	6
F	Availability of bike parking facilities	1	2	3	4	5	6
G	How easy it is to walk about on George Street	1	2	3	4	5	6
H	Accessibility and ease of movement for people with disabilities/ mobility problems	1	2	3	4	5	6
I	Accessibility and ease of movement for buggies/ prams	1	2	3	4	5	6
J	Ease of access to shops/ businesses	1	2	3	4	5	6
K	Quality/ range of shops/ businesses available	1	2	3	4	5	6
L	The range of activities available	1	2	3	4	5	6
M	The ability to be/ sit outside i.e. 'café culture'	1	2	3	4	5	6
N	Feeling of safety	1	2	3	4	5	6
O	Clarity of segregation between cycle and pedestrian areas	1	2	3	4	5	6

CYCLISTS ONLY [OTHERS GO TO Q13]

Q8 On average, how often do you cycle in George Street?

Daily (7 days a week)	1
4 – 6 times per week	2
2– 3 times per week	3
Once weekly	4
Fortnightly	5
Monthly	6
Every 2 – 3 months	7
Twice yearly	8
Less frequently	9
This is my first time cycling	10

Q9 Has this changed since the introduction of cycle lanes?

Yes, I now cycle more	1
Yes, I now cycle less	2
It has not changed	3

Q10 Which of the following best describes how you most commonly use George Street as a cyclist? [TICK ONE ONLY]

I travel along the length of George Street	1
I simply cross over George Street as part of a longer journey	2
Other (please specify)	3

Q11 **SHOWCARD How good or poor are the following for cyclists in George Street?**

		Very good	Good	Neither / nor	Poor	Very Poor	Don't Know
A	Clarity of segregation of cycle and parking areas	1	2	3	4	5	6
B	Feeling of safety when cycling along George Street – ie interaction with pedestrians and cafes during the length of each block & with traffic & people at junctions	1	2	3	4	5	6
C	Safety of the 2 way cycle lane	1	2	3	4	5	6
D	Feeling of safety at junctions/ intersections along George Street	1	2	3	4	5	6
E	Feeling of safety at the change from one side of the street to another (at Frederick Street) for the 2 way cycle lane	1	2	3	4	5	6
F	Clarity for cyclists at junctions/ intersections along George Street	1	2	3	4	5	6
G	Clarity for cyclists of the change from one side of the street to another (at Frederick Street) for the 2 way cycle lane	1	2	3	4	5	6

INTERVIEWER: CAPTURE ANY COMMENTS MADE REGARDING ANY OF THE ABOVE, PLEASE NOTE BELOW REFERRING TO THE LETTER OF THE STATEMENT THEY MADE COMMENT ON

Q12 Do you have any suggestions for improvement on George Street for cyclists?

PERCEPTIONS OF CHANGE IN GEORGE STREET

Q13 **[**SHOW PICTURE OF BEFORE IN GEORGE STREET] A number of changes have been made to George Street on a trial basis including increased pedestrian space, a two way cycle path and a one way traffic system on George Street. These are currently temporary and are being trialled until September 2015. Overall, how do you think the overall appearance of George Street has improved or worsened since the changes or is it no different? Has it… **[INTERVIEWER: NB IF RESPONDENT STATES SOME ASPECTS HAVE IMPROVED AD SOME WORSENED, CODE BOTH AND ASK FOR SPECIFICS RE WHAT HAS IMPROVED AND WHAT HAS WORSENED]**

Improved	1	*Go to Q14*
Stayed the Same	2	*Go to Q15*
Got worse	3	*Go to Q14*
Don't know	4	*Go to Q15*

Q14 If improved or worsened why do you say this is the case?

Improved	
Got worse	

Q15 **Do you think the changes to George Street have achieved any of the following?**

		Yes	No	Don't know
A	The area is more attractive	1	2	3
B	An improved pedestrian experience	1	2	3
C	An improved experience for cyclists	1	2	3
D	Encourages people to walk more	1	2	3
E	Encourages people to cycle more	1	2	3
F	Encourages people to spend more time in George Street	1	2	3

Q16 **Do you think the changes to George Street make you more or less likely to visit or does it make**

no difference?

More likely	1
Makes no difference	2
Less likely	3
Don't know	4

Q17 **Do you think the changes to George Street have made your visit today more or less enjoyable or has it made no difference?**

More enjoyable	1
Makes no difference	2
Less enjoyable	3
Don't know	4

Q18 Do you have any suggestions in terms of how George Street could be changed or improved?

Q19 **To what extent would you support or oppose the idea of introducing pedestrianised spaces on George Street for seating, outdoor dining or cultural activities?**

Strongly support	1
Support	2
Neither support or oppose	3
Oppose	4
Strongly oppose	5
Don't know	6

Q20 **When should pedestrianised areas be made available on George Street?**

All the time (permanent)	1
Summer only	2
Summer and Winter festivals	3
Never	4
Other (please specify)	5
Don't know	6

Q21 How important do you think it is that car parking continues to be available on George Street?

Very important	1

Fairly important	2
Neither important nor unimportant	3
Fairly unimportant	4
Very unimportant	5
Don't know	6

Q22 Thinking about parking in more detail, which of the following comes closest to describing your view? [ONE ONLY]

Car parking should stay as it is just now	1
Car parking on George Street should be reduced with replacement parking provided on Castle Street and Frederick Street nearby	2
Car parking on George Street should be removed with replacement parking provided on Castle Street and Frederick Street nearby	3
Car parking on George Street should be reduced with no replacement parking provided	4
Car parking on George Street should be removed with no replacement parking provided	5
Don't know/ no opinion	6

ABOUT YOU

Q23 **Gender**

Male	1
Female	2

Q24 **Which of the following age bands do you fall into?**

16-24	1
25-34	2
35-44	3
45-54	4
55-64	5
65-74	6
75+	7

Q25 Do you have a long term illness or disability which impacts on your day to day activities?

Yes	1
No	2

Q26 Can you please confirm your postcode?

Q27 Is that….? [INTERVIEWER READ OUT]

Within the New town area of Edinburgh	1
Elsewhere in Edinburgh	2
Surrounding local authority area e.g. Fife, West Lothian, Borders	3
Elsewhere in Scotland	4
Outside Scotland (please state which country)	5

Q28 **We will be holding discussion groups to talk about the changes to George Street in more detail. These will about 90 minutes and will be held in a central Edinburgh location. The dates and times have not yet been agreed. Participants will receive a £20 incentive for taking part and to thank you for your time. Even if you say yes now, you can say no later. Would you be interested in being contacted to receive some more details about this?**

Yes (Collect telephone number for contact)	1
No	2

THANK AND CLOSE

Appendix 2: Technical report summary

TECHNICAL REPORT SHEET – QUANTITATIVE RESEARCH

Project number	**P668**
Project name	**City of Edinburgh Council George Street ETRO Survey**
Objectives of the research	A key objective of the trial, and requirement of the project funding, was to undertake a robust evaluation and monitoring programme. The results of this evaluation and monitoring will provide conclusions on the success of the project. These will, in broad terms, ask three questions of the trial: (i) what worked well; (ii) what did not work well; and (iii) if a more permanent scheme was to be taken forward what changes would people like to see to the street layout.
Target group	Visitors to George Street, Edinburgh.
Target sample size	A target of 100 interviews each month from September 2014 to August 2015, equating to 1200 overall in total.
Achieved sample size	1200 interviews were achieved.
Date of fieldwork	Fieldwork was undertaken between September 2014 and August 2015.
Sampling method	Furthermore, for each shift interviewers were given minimum quotas to ensure that within their 20 interviews they achieve at least: ■ 2 interviews with new town residents; ■ 2 interviews with cyclists ■ 2 interviews with respondents who have driven into the city. Thereafter, interviews were carried out using a next to pass sampling process at their specified location.
Data collection method	All responses were recorded on a paper questionnaire and the data entered into a survey analysis package by a team of data processors.
Response rate and definition and method of how calculated	Not applicable.
Any incentives?	Not applicable.

Number of interviewers	5
Interview validation methods	A total of 10% of each interviewer's work was back checked to ensure that interviews have been completed accurately and in line with ISO 20252 standards.
Showcards or any other materials used?	Yes, showcards used as per the questionnaire.
Weighting procedures (if applicable)	Not applicable.
Estimating and imputation procedures (if applicable)	Not applicable.
Reliability of findings	Not applicable.

Appendix 3: Data tables

Q6 – Importance of various aspects on decision to visit George Street (don't know category excluded)

Q6 When thinking about your decision to come to George Street today, how important were the following?						
Respondents	**Base**	**Very unimportant**	**Fairly unimportant**	**Neither/ nor**	**Fairly important**	**Very important**
Availability of bike parking facilities	1098	52.8%	26.0%	6.0%	2.6%	12.5%
Ease of parking	1096	52.0%	26.2%	6.2%	2.2%	13.4%
Ease of parking	1153	41.3%	26.4%	11.6%	5.8%	14.9%
Amount of parking available	1158	40.8%	26.2%	12.1%	6.5%	14.4%
Accessibility and ease of movement for buggies/ prams	1065	16.5%	17.9%	25.4%	12.0%	28.1%
Accessibility and ease of movement for people with disabilities/ mobility problems	1084	14.9%	13.6%	23.3%	14.2%	34.0%
The ability to be/ sit outside i.e. 'café culture'	1184	3.0%	6.8%	22.0%	34.0%	34.1%
The range of activities available	1181	2.5%	2.6%	8.9%	30.4%	55.6%
How easy it is to walk about on George Street	1184	1.3%	1.8%	2.6%	33.1%	61.2%
Quality/ range of shops/ businesses available	1185	1.1%	1.0%	2.4%	21.4%	74.1%
Ease of access to shops/ businesses	1184	1.0%	1.2%	2.5%	29.4%	65.9%
Overall appearance/ attractiveness	1185	0.4%	3.0%	6.7%	32.5%	57.5%
Cleanliness	1183	0.4%	2.1%	4.0%	27.6%	65.9%
Feeling of safety	1185	0.2%	0.7%	0.8%	21.8%	76.5%

Q7 Satisfaction with various aspects of George Street (don't know category excluded)

Q7 Can you tell me how good or poor you think each of these are in George Street?						
	Base	Very unimportant	Fairly unimportant	Neither/ nor	Fairly important	Very important
Ease of parking	623	3.0%	13.2%	23.6%	27.6%	32.6%
Amount of parking available	728	2.7%	15.7%	21.6%	30.1%	29.9%
Availability of bike parking facilities	502	1.0%	8.0%	10.0%	13.7%	67.3%
How easy it is to cycle on George Street	493	0.8%	0.4%	9.1%	24.7%	64.9%
Overall appearance/ attractiveness	1196	0.3%	1.2%	1.2%	37.2%	60.2%
Ease of access to shops/ businesses	1189	0.2%	1.5%	0.6%	51.4%	46.3%
Accessibility and ease of movement for buggies/ prams	658	0.2%	0.9%	2.4%	35.4%	61.1%
Accessibility and ease of movement for people with disabilities/ mobility problems	742	0.1%	1.8%	4.7%	38.9%	54.4%
The range of activities available	1181	0.1%	1.0%	2.5%	47.5%	48.9%
Quality/ range of shops/ businesses available	1195	-	-	0.6%	39.6%	59.8%
Feeling of safety	1193	-	-	0.3%	47.6%	52.1%
Cleanliness	1196	-	2.8%	4.7%	37.2%	55.4%
The ability to be/ sit outside i.e. 'café culture'	1166	-	1.5%	4.6%	47.6%	46.2%
How easy it is to walk about on George Street	1187	-	0.5%	1.9%	53.3%	44.3%

Appendix 4: Open ended responses

Other comments captured regarding the various aspects of George Street:

- *Would be better if cycle lane was on each side, make it safer.*
- *Not had any problems. Easier to cycle in George Street, feel safer.*
- *Pedestrians stray to cycle lanes, oblivious of our presence. Have had several near misses (accidents) as a result. Have to cycle around the 'pop-up' restaurant extensions in the street. This can be unsafe and also lengthens my journey time along the street.*
- *Frequently help foreign cyclists to understand the signage. They could be made clearer/ earlier to prepare them for the changes.*
- *Not sure how to access from Charlotte Square, this can be confusing. Can be a problem at times since pedestrians constantly stray into cycle lanes. Dangerous when prams and small children wander ahead of adults.*
- *Should have cycle lane on both sides.*
- *The signage and paintwork is poor. The fact you have to change over is a pain.*
- *With just being on one side, pedestrians don't always notice you and get a bit scared. There's still work ongoing so you're on and off your bike quite a lot.*
- *Cycle lane on one side.*
- *Having to change sides is a nuisance. Pedestrians walk over and go in lanes, they don't care.*
- *Regular cyclists can follow the signs with ease but I don't know about novice cyclists. I think it may be difficult for them changing from one side of the street to the other.*
- *Definitely has improved for cyclists.*
- *I'm fine with it now because I do it all the time, but the change from one side of the road to the other was very confusing at first and will be for new users to the road.*
- *Cycle lanes are welcome and I think they've done a good job to accommodate everybody.*
- *I've been cycling for years and it is getting safer, although I'm a little apprehensive about the trams.*
- *Cycling in Edinburgh is getting better.*
- *No worse or better than any other cycle lanes.*
- *No consideration is given by pedestrians/ motorists. They think cyclists are a nuisance. Can be quite daunting during busy times.*
- *Pedestrians always walk on cycle paths. They show no consideration to cyclists.*
- *No difference from any other cycle lanes. Depends on cyclists themselves whether confident or not.*
- *It is getting safer because pedestrians are beginning to understand what it means and keeping it clear. During the festival it was so busy pedestrians used the cycle lanes as footpaths.*
- *Roads are improving everywhere for cyclists and Edinburgh as a whole have great improvements.*
- *I've had no problem, good experience.*
- *Lanes are not big enough, pedestrians keep walking on them. Having to change sides is silly, hasn't been thought about thoroughly enough.*
- *No comment.*
- *Happy with the changes, makes it safer.*
- *No issues.*

- *Pedestrians are worse than cars, they think they can walk where they like.*
- *Lanes are a little tight and too close to outside seating cafes. I don't cross over lanes; I just stay on the one lane all the way down. Too much hassle.*
- *Pedestrians take no notice of cycle lane and walk over it, even when cyclists are on it. Traffic is backed up a lot down towards Queen Street. It is hard to get through traffic sometimes. No signage informing of change over.*
- *Only just started cycling so can't comment. I only do it when it's not so busy.*
- *Only issue is pedestrians walking over lanes and surfacing of lanes in places.*
- *You don't feel safe when cycling at times because people walk over the lanes crossing over to the other side of the street. Is not good for inexperienced drivers.*
- *No issues.*
- *Need cycle signs. No one takes notice of lanes. Crossing over at busy roundabout makes no sense at all, not safe for drivers. Would cycle more.*
- *If I didn't feel safe I wouldn't cycle. There is not enough signage and information letting people know about this. Some of the junctions are heavily congested due to traffic re-directed on side streets.*
- *No consideration by pedestrians. Silly that you have to cross over at a busy junction, only cycle at weekend when it's less busy.*
- *Loose stones on cycle lanes. Pedestrians walk over lanes; take no notice even when you ring your bell. Lanes are obscured by tents. Best if it was all on one side.*
- *Much better now.*
- *It's much better to be able to cycle but clarity of lanes could be better. Not as good as other cycle paths.*
- *Okay now that I am used to the route. Be better if all on one side.*
- *Experienced cyclist so I don't find any real issues. Outside seating areas are too close to cycle lanes and not enough bike parking facilities.*
- *No issues. Better place to cycle now I know what I'm doing.*
- *Not enough space between outside restaurants, too close. Pedestrians just walk over lanes, no consideration. Busy at junctions, but same everywhere. Not enough bike parking.*
- *No issues, big improvement to George Street.*
- *Not enough signage for pedestrians and cyclists regarding lanes. Pedestrians just walk over lanes and take no notice of cyclists.*
- *Such a difference. Makes cycling to work more enjoyable.*
- *Not enough parking facilities. It took me a while to be comfortable cycling on George Street, find it easier now I know what I am doing.*
- *Better cycling experience.*
- *Good cycling experience.*
- *I'm comfortable cycling here.*
- *I brought my bike today because it's good to cycle in Edinburgh (all over Edinburgh) compared to other places.*
- *Travel all the time so know it like the back of my hand.*
- *Think it's all well signposted. It's consistent throughout Edinburgh.*
- *None.*
- *I've been doing that so long I can do it with my eyes shut.*
- *Edinburgh city is improving cycling facilities in general all round.*
- *Pedestrians are always on their phones, not looking. They are more of a hazard than cars.*
- *I'm not the most confident of cyclists, so the more cycle lanes the better.*

- *None.*
- *It is much better now. Less congested as there are fewer cars.*
- *Dangerous at times, goes against traffic. Lanes are not clear enough and obscured. Not enough signs.*
- *Happy with changes, whole concept is a positive idea from Edinburgh Council. Need to keep up with other tourist attractions.*
- *Don't think they've done enough research into cycle lanes, should have spoken to cyclists first. I cycled before lanes were introduced and see no benefit at all of the lanes I don't cross over. Just use length of street.*
- *Can be quite busy and if you're not an experienced cyclist, you could get stressed. Should be one cycle lane down the whole street.*
- *Can get really busy as peak times and very daunting. So much traffic is coming through side streets. There isn't enough signage and pedestrians don't show any courtesy. Changing over is pointless, most cyclists don't change over.*
- *Better than it was, more signs now. Pedestrians take no notice of cyclists, walk over lanes. Outside seating areas too close to lanes. Junctions are dangerous.*
- *Very happy with changes. Much more cyclist and pedestrian friendly.*
- *None.*
- *Edinburgh overall is catering to cyclists.*
- *Fewer cars, no need except for disabled people. Public transport is second to none in Edinburgh.*
- *No cars at all would be safer.*
- *Going from East to West roundabout, round it to go straight through is not clear and unsafe. Post invisible, not well thought through. West End of George Street is not effective lane.*
- *Too many zebra crossings.*
- *Lanes should flow the same as cars, confusing for cyclists and pedestrians. Too many pedestrian crossings. Need more traffic lights.*
- *No issues or concerns. Cycle more now.*
- *Don't feel safe enough at busy times. Spit you out at junctions where traffic doesn't normally emerge. It's fine if you're an experienced cyclist.*
- *Used to it now so no concerns. Only cycle at weekends when it is quieter. Not keen on signage and no entry boards, tacky and poor looking. Makes it look temporary and unfinished.*
- *Area has progressed with trial. More signs needed, however the boards get in the way as they are too clumpy and leave little space. It's calmed down now, was a nightmare at first. Bus drivers and cyclists know what they are doing now.*
- *Pedestrians walk over lanes and don't care about cyclists. At busy periods, junctions can be too much. Need to be experienced cyclist for this.*
- *Only cycle at weekends or holidays, not cycled during busy periods. Lanes are a little narrow. Boards are an eyesore and all over the place.*
- *Ideal for cyclists.*
- *I am used to it I could do it with my eyes shut. Definitely safer for cyclists now.*
- *Although changeover at Frederick Street is clearly signed, I still feel unsafe crossing at this point. Car users/ busses don't pay enough attention to cyclists here.*
- *Not aware until today that the cycle lane was 2 way. Always travel in one direction only along the street. Will now use it more often in both directions.*
- *No complaints.*

- *Feel safer now than at the beginning, know what I'm doing now and pedestrians are more aware of lanes now.*
- *Use entire length of street and be aware that people walk into cycle lanes because they feel safe in the side of the street without vehicles.*
- *No comments, short of time.*
- *Have to be very careful, aware of public and vehicles crossing here, compared to the relaxed ride elsewhere on the street.*
- *Need more cycle parking bays? This would be easily achieved by removing a couple of car parking spaces at several points in the street and replacing with up to 8 cycle bays, in each case.*
- *Yes, catering for more cyclists. There is no reason for cars in Edinburgh City, except for disabled.*
- *I'm that used to it, I do it without thinking.*
- *No problems.*
- *The change to the other side of the street could be confusing for cyclists who don't know the area.*
- *No complaints now I have worked it out.*
- *Clarity of segregation of cycle and pedestrian areas is difficult to understand. Not quite sure of the 2 way cycle lane, stay in one lane.*
- *Lights system - cars and cycles at the same time is poor.*
- *None.*
- *It can get really busy. It's a little daunting at first. Changeover can be risky.*
- *Changes are good. Very positive way forward for cyclists.*
- *I don't give it much thought, but I'm pleased with the route.*
- *No issues.*
- *I don't even think about it now.*
- *I use it regularly so I'm familiar with it.*
- *Cycle lanes have confused and created dangerous situations for cyclists, pedestrians and motorists.*
- *North Castle Street junction is a little confusing first time round.*
- *Any improvement for cyclists is a step in the right direction.*
- *It has improved.*
- *The 2 way lanes are fine once you get used to them. Initially it was a little confusing, with some cyclists using them and others not.*
- *No issues.*
- *Not enough room/ space. Lanes aren't too busy. The more you use it, the easier it becomes.*
- *No complaints.*
- *No complaints. Family cycle.*
- *The lanes aren't clear enough, pedestrians walk all over them. The junctions are safe enough.*
- *I didn't like it at first but now I use it and I feel more confident.*
- *Too much furniture outside, seating areas take up too much space. Signs are always in the way, must be better signs.*
- *No issues now. Didn't like it at first as hard to get used to. Fine with it now.*

Q12 Do you have any suggestions for improvement on George Street for cyclists?

- *Would be better if cycle lane was on each side, make it safer.*
- *Make it on both sides and pedestrianise whole area.*
- *Clear divisions between pedestrian and cycle path areas. Bright coloured paint and cats eyes (green/ red/ yellow) which cannot be easily missed on the road. Signs to both pedestrians and cyclists to keep to their separate areas. Kerb stones at either side of path so that pedestrians need to change street level when walking to remind them they are out of their area.*
- *More obvious lines between cyclists and pedestrians, they just walk into cycle paths. More cyclists parking and signposted earlier to allow cyclists to factor this parking into their plans. High level and clear visibility bike signs would be good at parking spots all along the street.*
- *Stop pedestrians moving into cycle lanes by keeping separate e.g. barriers. During festival time bars popped up in cycle lane and no re-direction for cyclists, left to navigate around tented bars and stray into traffic which is unsafe.*
- *Cycle lane on both sides.*
- *If it's all pedestrianised then there should be cycle lanes on both sides. It can be quite daunting depending on traffic flow.*
- *The cycle lanes look shabby. They need a bit more thought put in to them and need looked after. They should pedestrianise the whole area as it's really confusing at present.*
- *Keep lanes clean and maintain them. Cycle lane on one side.*
- *Signs stating rules for cycle lanes. Cycle lane all on one side. Keep lanes clean.*
- *No, I think they've done the best they can.*
- *Maybe cycle lanes only with barriers up each side so pedestrians won't use it on both sides of the street, one way up and one way down. This gives clear boundaries between pedestrians and cyclists.*
- *Apart from banning all cars, I think it works as it is.*
- *No, I think they've done the best to accommodate everybody.*
- *No! Don't like the crossover. Cyclists get it but pedestrians don't.*
- *Make sure lanes are properly maintained, including signage. Surfaces become over used.*
- *It's not really the lanes themselves, as they are clear to cyclists. It's other people that are the problem.*
- *More signage and cycle lane all on one side as it's confusing.*
- *Possibly asking cyclist opinions before setting them up.*
- *No, they've done the best they can.*
- *Wider lanes. Clearer signage. Cycle lane all on one side.*
- *Don't know what else they could do.*
- *No, I drive as well so I understand sometimes you need a car but Edinburgh City is no place for it.*
- *No, they've done a good job.*
- *No! Problems with cycle lanes are everywhere. Just need to get on with it.*
- *More signage. Cycle lane down one side. No need for being pedestrianised during winter time as outside restaurants aren't used as much.*
- *Don't know how to solve that problem as it always happens on cycle lanes.*
- *Should have spoken to cyclists before implementing change.*
- *Should have consulted with cyclists prior to starting.*
- *Pedestrianise whole area, no point half and half.*

- *Make it pedestrianised.*
- *Positive cyclists - profile cycling. Links aren't as good as they could be, not as good as other cycle paths.*
- *Maintain lanes and more signage.*
- *More signage and clarification between lanes. Paint them so they are more noticeable.*
- *Cycle lanes need to be colour coded so they are more noticeable to pedestrians.*
- *Make it permanent.*
- *More signage and pedestrianise whole area.*
- *Make it permanent.*
- *More bike parking facilities.*
- *No, it's fine. I'm happy with the changes.*
- *No, I think they've got the balance right.*
- *Not sure, this is the first time I've been by bike but it's been great. We've parked up here for an hour or two.*
- *I cycle everywhere so I would be very happy with no cars in Edinburgh City centre but I realise that doesn't suit everywhere.*
- *No not really.*
- *No, I think they've got a good balance and are not excluding drivers.*
- *None.*
- *No, think they have the right balance.*
- *Car free. I love cycling where there are no cars.*
- *Lane down one side of street and whole area pedestrianised.*
- *More bike parking facilities.*
- *Lanes are too close to restaurants (tents). There is no point in doing something half heartedly, do more research.*
- *Either pedestrianise whole area or don't, it doesn't work. Causes more traffic congestion in other streets, which don't have cycle lanes.*
- *Clearer signage. Whole area pedestrianised. Lane on one side of street and maintain lanes.*
- *More lanes and more noticeable, colour coded. Take away parking, make pavements bigger and have outside seating areas on pavements.*
- *Make it permanent.*
- *The right balance has been reached.*
- *Pedestrians are less careful than drivers.*
- *Even less cars would be great.*
- *Would like to attend focus group and provide feedback.*
- *Flow same as vehicles. Colour coded lanes.*
- *Lanes should flow the same as cars, confusing for cyclists and pedestrians. Too many pedestrian crossings. Need more traffic lights.*
- *Allow cyclists to flow freely down both lanes, or just one lane for cyclists.*
- *Proper signs. More parking facilities for bikes. Bit more space between tents and lanes.*
- *Get rid of temporary fixtures and make cycle lanes permanent. More bike parking facilities.*
- *More parking facilities. Make whole thing pedestrianised. Take away boards, put proper signage in. Paint lanes so they are more noticeable. Everything looks temporary, needs to be done properly.*
- *Looks unfinished. Decide whether or not to make it permanent. It's confusing at the moment.*
- *No, think it's safe for cyclists as it is.*

- *Pedestrians are more of a hindrance than cars. They think because it is car free they can walk along and sometimes you are travelling at speed.*
- *Stop parking at normal lanes at left hand side of road please (cars park here and shouldn't). Roundabouts are dangerous for cyclists. Changing from one side of road to another at Frederick Street.*
- *Cyclists and cyclists who are also car users are 2 different groups, they think differently as to whether the area is safe or not. Cycle lights on traffic lights would be a good idea. Don't go further; half length of street is enough. Park bike and browse in shops.*
- *No, think that it's really good that they're trying to make it cycle friendly.*
- *Not really. Think it should stay like this, no point in going back.*
- *Separate pedestrians/ cyclists by a kerb so that pedestrians are aware of a different 'zone' when they have to step over the kerb/ stone/ line.*
- *Lane wide enough for cyclists. Could give more signage to pedestrians to indicate cycle lane. Run on cycle path - safe, when not on bicycle. Could encourage more people to use lane (in front of car bays) to run along street.*
- *More cycle parking bays along length of street.*
- *Cyclist/ pedestrian clarity. Pedestrians treat entire side of street as their own. Need increased awareness of cyclist usage, for concern of both parties.*
- *No, the balance is good.*
- *No, happy as it is.*
- *Make it completely car free.*
- *No, it's fine as it is.*
- *More bike parking facilities.*
- *Make decision to pedestrianise or not. City isn't built for both.*
- *Take away parking for cars and provide more cycle parking.*
- *More bike parking facilities.*
- *Make it all on one side of the street, too complicated crossing over.*
- *More bike parking facilities.*
- *Simplification with regards to traditional highway code rules.*
- *More designated cycle areas.*
- *Pedestrians are more of a hindrance than cars. Cars know the rules of the road, walkers don't.*
- *No, I think they've got a fair balance.*
- *More parking facilities. Lanes could be maintained more. A little cluttered with signs at each end.*
- *The lanes need to stand out more and the signs get in the way at the end of lanes.*
- *More bike parking facilities. Make lanes more noticeable. Less furniture as it is cluttered.*

Q14a Reasons given for feeling the appearance of George Street has got better

- *Don't know.*
- *Much nicer shopping experience. Would be good in nice weather to sit outside and eat.*
- *Makes it easier to cycle around.*
- *Looks better, cleaner.*
- *More cultured, vibrant and busier.*
- *More people and definite buzz about the area.*
- *Enjoy visiting area more, especially on nice days. Great to be able to sit out.*
- *Whole area is more attractive, better buzz. Spend more time eating/ drinking after work.*
- *Dining facilities and area looks better/ vibrant.*
- *Looks better. Feels easier to visit, less stressful.*
- *Much nicer place to visit. Great to sit out when it is sunny.*
- *Easier to cycle and good cycle routes. More cosmopolitan.*
- *Area looks nicer. Outside areas are good.*
- *Safer to walk about. Relaxed atmosphere.*
- *Used by families more than other areas. Nice to see prams/ buggies moving at a leisurely pace along the street.*
- *Far more cosmopolitan atmosphere. More young people and families around. More walkers and cyclists relaxing in bars/ cafes.*
- *Easier to walk along street. Far more pleasant than Princes Street, too many 'down market' shops there now and too congested.*
- *Like the walk along the street, more relaxed compared to Rose Street or Princes Street.*
- *Like the 'people mix' of the street, nice experience just to walk along. Prefer the buzz as Princes Street and Queen Street are too quiet/ boring.*
- *Easier to walk along with pram/ buggy. Feeling of safety with children, don't watch them as much as they run ahead.*
- *Aware of more space to walk freely, without bumping into other pedestrians.*
- *More relaxed experience of walking along the street, it's quieter.*
- *Far more relaxed, cosmopolitan atmosphere in the street and the city in general.*
- *More people walking and cycling on George Street. More continental atmosphere in the street, people sitting/ eating outside which is nice.*
- *Places to cycle away from trams and buses in Princes Street. Feel more relaxed as a cyclist on George Street.*
- *I like safe cycling, so the one way traffic system has improved my cycle experience in this area of the city.*
- *One way traffic system has made the street much more pedestrian friendly; don't check each way anymore to see what traffic is coming my way. Also less fumes/ pollution.*
- *Kerb stones no longer thought about. Just move along the road freely. Aware of more families walking in the street with prams, this is nice.*
- *Feel more relaxed walking from one end of the street to the other. Less noise from buses and cars, aware of cleaner air.*
- *Can be dropped off/ picked up by friends in a car but then feel relaxed walking along the street. Don't need to walk far with high heels on at night. Quality of the restaurants/ bars is good but prices are high.*

- *Pedestrian friendly. Leave work for breaks and enjoy standing in the street and watching passers-by. They are more relaxed, not dodging traffic or running across roads as in the past.*
- *Paving improved! Pavement itself (surface) unchanged but feeling of more space to walk/ move around without trying to avoid prams/ wheelchairs.*
- *Not as much car pollution. Used to be busy but notice the difference, much quieter now.*
- *Can spend whole day in one street shopping, when visiting bar/ restaurants. Don't need to be squashed on Princes Street or shout to friends above the traffic noise elsewhere in the city.*
- *Looks nicer and is quieter. Nice feeling. Relaxing to walk.*
- *Looks a lot nicer, cosmopolitan.*
- *Looks better, more up to date. Nicer place to visit.*
- *More places to sit and eat.*
- *Easier to visit, not as congested.*
- *Availability to sit outside. Nicer.*
- *Much nicer place to go for drinks/ dinner.*
- *Looks better, less stressful and got a buzz about it.*
- *Looks a lot better, come here more now for food and drink.*
- *Love the boards that they've put up. Much better feel to the area, it is busier.*
- *Looks better although restaurants outside could be better looking.*
- *Easier to cycle, not as much traffic. Good having cycle lanes.*
- *Great when weather is good, more cultured. Love street information and not as much traffic.*
- *Changes are really good. Great being able to sit outside. Less traffic. Busier, nicer and vibrant.*
- *Cleaner, more information. Pleasant experience.*
- *There is a buzz about it, especially when weather is good. More attractive.*
- *Nicer, cleaner and looks better. You want to spend more time here.*
- *Safer, less traffic. Information boards are really good.*
- *Better place to come to, more to do/ look at.*
- *Nicer, busier, more atmosphere/ buzz about area.*
- *More buzz, better for young people.*
- *Feels more cosmopolitan, trendy.*
- *Looks cleaner, better to walk about. Not as much traffic.*
- *More people, more buzz.*
- *More of a buzz about it. Nicer place to spend time.*
- *Make it look more permanent.*
- *A lot nicer, better place to come and visit.*
- *Better buzz, busier.*
- *Looks nicer, better feel and vibe about the area.*
- *Easier to visit, better facilities. Cycle lanes good.*
- *Whole place looks and feels better.*
- *Nicer, cleaner and great being able to sit outside in good weather.*
- *More socialising.*
- *Looks better, it's colourful and bright instead of dull and dreary.*
- *I have noticed a big difference since my last visit. The place looks fab and there's a buzz about the area.*

- *I can see an improvement, there's a more relaxed cultured atmosphere.*
- *It looks cleaner. The boards with information and history are a great idea.*
- *I have always loved George Street, it's much better than Princes Street. It's cleaner, busier and there's more to see and do.*
- *It's busier with more people walking. There's more stuff to look at and to do. I'm not too keen on cycle lane being on one side.*
- *It definitely looks better. Cycle lanes are a good addition. Makes it easier to travel but could still be improved.*
- *The atmosphere and buzz. It's cleaner. If the above changes were made it would be a lot better.*
- *Great atmosphere. It's bustling with people and buskers/ music. It's vibrant and a great area.*
- *It's nice and more attractive/ pleasant. It's great to sit outside and enjoy food and wine.*
- *It was always nice but parking is easier now. It feels safer and the whole area looks great with information, history boards and plants.*
- *Not sure it just seems better. It's less stressful and there's more buzz.*
- *I don't know. It's nicer and cleaner. The pop-up restaurants are great.*
- *I can notice a difference. The area gets better every time I visit.*
- *Its appearance has definitely improved. There's more of an atmosphere and it's more relaxing.*
- *It's less hassle. It's better without so much traffic. There's a great atmosphere - it's charming and alive.*
- *More to do and look at. Able to sit outside in restaurants in good weather.*
- *Place was looking run down before. It's brought life back into it again.*
- *Cleaner/ nicer and more attractive.*
- *Lovely/ attractive and better atmosphere.*
- *Vibrant scenery with flowers and boards.*
- *More of a buzz. Cycle lanes are good but could be better.*
- *More enjoyable. I like the history/ information boards.*
- *Makes you want to come and sit and relax.*
- *More buzz and more to see and do.*
- *Looks better.*
- *Area looks nicer. However, cyclists show no consideration for pedestrians.*
- *More festive, less boring looking.*
- *Too many cars in the city, it's gridlocked. Nice to walk about without the fear of being run over.*
- *From an aesthetic point of view, it looks great.*
- *It looks great and has a relaxed atmosphere. A festival feeling.*
- *More accessible to everybody. Good bike parks and looks great.*
- *Much more accessible and easy to move around.*
- *More space.*
- *Looks more spacious.*
- *Much better for dining and shopping.*
- *It looks nicer as it is now. It is easier to get about.*
- *It looks great and I love sitting outside.*
- *More space to walk about.*
- *Just looks better.*

- *No need for cars in the city centre. Public transport is excellent in Edinburgh.*
- *Feels much more cosmopolitan.*
- *Feels a nice place to be, more relaxed atmosphere.*
- *Cycle lanes are welcomed everywhere.*
- *It looks better.*
- *It's more like Rose Street now and the shelters are great. Creates a great atmosphere.*
- *Just looks nicer.*
- *I like the feel and the atmosphere of the place. I was here during the festival and I loved it here.*
- *Just looks better.*
- *Just looks lovely now.*
- *Much easier to get about.*
- *Just like the look of it.*
- *Less cluttered looking.*
- *More cosmopolitan looking.*
- *A lot more space to move about.*
- *More relaxed and not expecting cars to back out on you from the middle of the street.*
- *Just looks a lot nicer.*
- *I don't drive so I'm not bothered, it looks great though. A few people have been moaning about it but I think it looks much better.*
- *Nice feel to the place.*
- *More accessible.*
- *Good to visit. A lot less traffic and more relaxed atmosphere.*
- *Much better for getting around on foot. Don't know how drivers feel though.*
- *I think cars should be barred from the city centre, unless for disabled or deliveries. Public transport is excellent here so heading in the right direction.*
- *Easy to get up and down now.*
- *I love the conservatories outside, especially in this rain.*
- *Just love it. The outside dining is perfect for watching the world go by. Hopefully it's warm enough in winter.*
- *Definitely looks better. Parking anywhere in Edinburgh is a hassle, so it makes no difference here.*
- *Looks great and more pleasant to walk about, especially at weekends when it is so busy we need the space.*
- *More choice and I like sitting outside.*
- *Improved for walking, shopping and looks better.*
- *Looks better and easier to get around.*
- *It looks nothing like the picture, much more modern.*
- *Better for walking about.*
- *More spacious.*
- *Great for tourists and a day out.*
- *More going on, a lot more space.*
- *Eat out areas look good and information/ history boards are a nice touch.*
- *Busier and more of a buzz. Easier to cycle.*
- *Area looks more up to date. It looked old and boring before.*
- *Couldn't offer anything further.*

- *Appearance is better and calmer.*
- *Area is more stylish, attractive and cultured.*
- *More to look at, more cultured and vibrant. Nice atmosphere.*
- *Nice place to visit, friendly and buzzing. Better relaxed atmosphere.*
- *More vibrant and cultured. Flowers all along are great.*
- *You can see the difference. It looks cleaner and more to see and do.*
- *Not sure, it just is. Visit more now for social reasons.*
- *Cleaner and more cultured. Looks great. Not as manic with traffic now.*
- *Visit a lot more now. The place was looking tired/ dated. A lot more buzz/ excitement about it now.*
- *Calmer. More appealing, vibrant.*
- *It looks better but not happy with the cycle lanes.*
- *More relaxing/ calmer. Fresh/ vibrant place to visit now.*
- *Looks cleaner. Can tell effort has been put in to make it look nicer.*
- *Has needed this for ages. Makes the place look more interesting, looks alive again.*
- *I spend more time here after work now. Just seems more inviting.*
- *Fresh, nicer and interesting.*
- *More to look at. Cultured. Nice to be able to sit out if you want.*
- *Better place to visit, more up to date looking.*
- *Looks fantastic, more upmarket looking.*
- *Don't know, can see a difference though.*
- *Cleaner. Plants and boards are good. Looks great.*
- *It definitely looks better and has created a good atmosphere at festival time.*
- *Feels safer and less congested.*
- *Just looks so much more spacious.*
- *Spacious. More cosmopolitan. Ideal meeting place. Love the glass houses, watching the world go by.*
- *I live relatively close by so the less cars in the city the better. Makes for a more pleasant atmosphere.*
- *Good feel to it. It is very pleasant to walk about in, especially on nice days like these.*
- *Just looks better.*
- *Room for more people.*
- *Better feel to it and easy to cross roads etc.*
- *I've always liked George Street but now it feels much more spacious. There's no need for cars in an area like this.*
- *Very modern and up to date looking.*
- *Cleaner, stylish looking.*
- *I like the glass restaurants.*
- *Very modern looking, a welcoming feel.*
- *Think it looks better with all the cars gone.*
- *Looks less grey, brightens it up.*
- *Looks great, better without cars. There are plenty of car parks.*
- *Better, I like it and shops aren't too expensive.*
- *Cultured, vibrant. More of a buzz about the place.*
- *Relaxing, calmer and vibrant.*
- *Has improved look of area. More cultured, cosmopolitan.*

- *Such a big difference, it looks fabulous. Much better to go shopping, want to spend more time here.*
- *Better atmosphere, great during festival time as whole place is bouncing.*
- *More attractive looking, cleaner, inviting.*
- *Looks good. Ability to sit outside and relax. Very chilling.*
- *Looks better, more to look at. Plants/ boards make it greener and more interesting.*
- *Nicer experience, not so much traffic. Pop up restaurants, good to be able to sit and watch people.*
- *Looks great. Plants and boards make it more scenic.*
- *Calmer, not as much traffic. Less stress although causes lots of chaos elsewhere.*
- *Feel safer cycling and feel there are many more cyclists now.*
- *Safer to cycle.*
- *Very pleasant coming here now. Often meet friends here now as it's more convenient for us all.*
- *Easier to move through.*
- *Looks more upmarket.*
- *Great, love the atmosphere.*
- *I would never bring my car to Edinburgh, there is no need and it feels good not dodging traffic.*
- *Looks nicer, more room to walk.*
- *No need for cars in Edinburgh city centre. Public transport is second to none.*
- *More spacious.*
- *Good atmosphere especially on a nice day.*
- *I like the wider pavements.*
- *Looks much better, more space and good atmosphere.*
- *I'm quite happy you can't park here. I like the feel of it and there is plenty of parking elsewhere, albeit too expensive.*
- *On a nice day it's great, I was here at the festival and it's good. You can't feel the change on a day like this.*
- *Easy to ride and park. Just much easier.*
- *Much more space and less congested.*
- *Fewer cars. Public transport is excellent in Edinburgh. There is no reason for cars, unless you are disabled.*
- *Looks much better. People are not all fighting for spaces and not congested with cars.*
- *Not as hectic.*
- *Just looks much better, less cluttered.*
- *Love the glasshouses, even in this weather.*
- *Looks great.*
- *More spacious.*
- *Information/ history boards are a great thing. Plants are ok, although are looking shabby now.*
- *Looks great. The dome is fantastic. More effort is put into the area.*
- *Area looks good, especially at night time. Feel safer walking through.*
- *Doesn't look as dull.*
- *Better atmosphere. Great at night when you can spill out onto the roads and not have to worry about traffic.*

- *So different from a couple of months ago. More to see and much calmer/ relaxed.*
- *Appearance it a lot better.*
- *Looks good just now with all the lights, very festive. Still lacks atmosphere though.*
- *Better atmosphere. Nicer to look at.*
- *More attractive, especially just now - very festive.*
- *Cleaner. Not so many people drive here now so it's easier to get parked.*
- *Really did need something done, it was dull and boring. Now livelier looking and attractive now.*
- *Much better place to go shopping/ dining. Not so good for traffic jams though.*
- *Looks good, but still lacks something. Don't know what though.*
- *Visit more as it's more relaxing and peaceful without horns beeping, angry drivers.*
- *Always loved George Street but improvements have made it look even better.*
- *Cleaner. More things to look at. Nice to have facility to sit outside.*
- *Although it looks better, could have spent a little more money on it. Looks dated and shabby.*
- *Was great when it first started. It will be fantastic when summer comes again.*
- *Getting there but still needs some work.*
- *Can see changes, they are trying. It was really good during the summer but now seems to be like it was before.*
- *More attractive. Great place for socialising.*
- *More of a buzz about the place, safer to walk about.*
- *Looks great.*
- *Much more attractive looking, nice to see more greenery.*
- *Looks better.*
- *Can see what they're trying to achieve and reasons why but they have a long way to go.*
- *Looks cultured/ vibrant. More European.*
- *More attractive than last time. Festive, more calm as not so much traffic now.*
- *Place is fantastic looking. It needed refreshed as it was dull and boring looking. Not good for businesses as they can't get deliveries as easily.*
- *Big difference since last year. Only problem is it took forever to get here due to traffic.*
- *Fantastic place to visit. Can see the difference in the street.*
- *Appearance is much better; tents aren't the best as they look temporary. Glass structures would be better.*
- *Vibrant, cultured and more European.*
- *Looks better, more effort put into it.*
- *More of an atmosphere instead of being dreary.*
- *Looks better. Could be maintained better though.*
- *Looks good, can see a big difference. Don't know if motorists would agree though.*
- *More attractive. It was nice at the end of summer, vibrant.*
- *Always a nice place to visit, but trees and information boards make it look better.*
- *Looks better and user friendly.*
- *More effort has been put in to make it look good.*
- *Looks better.*
- *More relaxed atmosphere.*
- *Much better now, nicer place to visit.*
- *Greater sense of space.*
- *Accessibility is better.*

- *More attractive.*
- *More relaxed and friendlier, particularly when weather is better.*
- *Calmer, great for cyclists (husband cycles).*
- *Looks better.*
- *Great outdoor seating. Can relax and watch world go by. Good to attract tourists.*
- *Looks good, but some outside seating looks poor. Information boards and greenery are good.*
- *Looks more attractive, particularly during festival times.*
- *Changes are marvellous.*
- *Better place to walk and cycle. Less stressful and more relaxing.*
- *Looks better, less boring.*
- *Great idea, lovely place to visit.*
- *Ability to sit outside is good, although not used very much at the moment. Will be excellent in the spring/ summer.*
- *Done very well with improvements.*
- *Vibrant. Outside seating is great addition. More to look at.*
- *Good idea. No real impact on work.*
- *Great for tourists.*
- *Less traffic. More places to sit outside, good in summer.*
- *Looks good. Less traffic and feels safer.*
- *Caters for everyone and great for tourism.*
- *Looks great. Can relax, drink and eat whilst watching people.*
- *Easier to cycle.*
- *Much better for pedestrians and cyclists. Option to eat outside is good. Not as much parking though.*
- *Better for tourists, more informative. Information about history of George Street and buildings is excellent. Will be great when weather improves.*
- *Better for cyclists. More to see and more options. Is very cosmopolitan.*
- *More variety of things to do. Looks more attractive.*
- *Great big difference. Lots of praise from customers.*
- *More choices. Improved look of street. Not getting full benefit of changes though.*
- *More cosmopolitan. Great for tourists.*
- *Looks good.*
- *Looks better. Ability to sit outside in summer will be good.*
- *More options. History/ information boards are worth reading. Plant pots are a nice touch.*
- *More cycle/ pedestrian friendly.*
- *Big improvement to George Street.*
- *Much better. Looks good and more options.*
- *Plant pots and information boards are a nice touch.*
- *George Street was dull and tired looking. This has brought it back to life again.*
- *Car free. Business is good. Less stressful. Long way to go to make it European though.*
- *Looks a little better. Long way to go though.*
- *Cycle lanes and less traffic.*
- *More European looking. It is livelier and fresher. More for tourists to see/ look at.*
- *Improved for cyclists, I now cycle more as I know where I'm going.*
- *Looks fabulous.*

- *Much calmer and relaxed. Can walk about more freely. Great for tourists.*
- *More to look at. Great for tourists. Information boards are a great idea.*
- *Street looks better, more effort made to it. However, taxis can't always drop you where you want to go or pick you up.*
- *Improving every time I come. Not had the full benefits of outside restaurants yet.*
- *Calmer, not as much traffic. Can see it being a good place to be during the summer.*
- *Less busy, especially during tourist season. However there's too much congestion for driving.*
- *More cosmopolitan.*
- *Looks more vibrant. More to look at e.g. information boards. Nice place to visit.*
- *It looks better but more could be done. Is not finished yet.*
- *Love the outside cafes and restaurants, great for people watching.*
- *Definitely nicer to look at and healthier to be in.*
- *Fewer cars, more suited to walking about.*
- *It's great, good atmosphere. Well laid out.*
- *Better for moving around, my wife is disabled and the pavements are better.*
- *Looks less busy, more relaxing.*
- *Generally a nice place to visit. Just pleasant to walk about.*
- *Not so cluttered looking.*
- *Easier to get about, a lot less traffic.*
- *A great place to come at night. I think it looks great at night time, especially on weekends.*
- *Less busy, as a cyclist you know where the traffic is coming from.*
- *Room for everybody. It's clearly posted for cycling which is the way forward.*
- *Like the idea of less traffic however a lot of rubbish has not been collected or gathered up.*
- *More space for walking but there's too much congestion and there is a problem with rubbish uplifts. Cafes and bars using other people's bins are causing problems.*
- *Looks better, easier to get around. Don't think it's as busy since the changes.*
- *I like the look of it; I don't drive so I don't care about car parking.*
- *Looks better, easier to get around.*
- *It's now a great meeting place as you feel as though you're sitting outside but sheltered against the weather.*
- *More cosmopolitan, it suits Edinburgh although I have never seen anybody in the glass cafes.*
- *A lot less congested and safer. Making full use of the street.*
- *More spacious, safer to walk about in.*
- *Prefer it. Transport system is great in Edinburgh, really not much need for cars unless you are disabled.*
- *I like the glass bars, especially during the festival or on nice days.*
- *Always liked here anyway, it's more spacious I suppose.*
- *Prefer pedestrian areas, more spacious. It feels safer and looks better.*
- *There's a lot less traffic and cycle lanes are more defined.*
- *Cycling in general is improving all the time.*
- *Less traffic, easier to get about.*
- *Cleaner, fresher environment. Safer to walk in relaxed manner/ browse.*
- *Walking and cycling is so much quieter now. A more pleasurable experience.*

- *More footfall! People would search it out and use it if they can walk in a safe area and relax in "clean" air.*
- *More relaxed atmosphere to walk around a pleasant area of the city centre (as tourist).*
- *Less busy. A nicer place to walk (compared to Princess Street).*
- *Looks nicer with more pedestrians rather than cars. Cleaner air quality.*
- *More relaxed atmosphere.*
- *Less traffic, more people. Safer environment for them to relax and walk around, especially families.*
- *Like the new outdoor cafes.*
- *Like the new atmosphere the street cafes give to the area.*
- *Less traffic, more space.*
- *I love the look of it. It reminds me of being on holiday.*
- *Much easier to get about, especially with a pram.*
- *Looks better, more roomy and less congested looking.*
- *Much less traffic, more room for cyclists.*
- *More spacious, less cluttered looking.*
- *Wider, safer feeling.*
- *More pleasant to shop in. Relaxed, not so busy with traffic.*
- *Just more pleasant, easier to walk about.*
- *You can walk more freely, more places to stop and sit.*
- *Less traffic. I never use the cafes here so it doesn't affect me. They're too expensive.*
- *More cosmopolitan that goes with the type of shops available here.*
- *I don't know how well the cafes are used in the winter but they're great for the festival.*
- *Looks nicer. Sometimes you just need to bring the car and the parking is limited.*
- *Easier for cyclists, more space.*
- *Definitely looks better, not so congested.*
- *Improved for walking and night life. You don't need a car in Edinburgh.*
- *Just very pleasant to visit. Clean, looks good.*
- *More spacious, great for walking about.*
- *More relaxing, more in tune with Edinburgh and how I think of it.*
- *Less traffic.*
- *A great place to socialise, although it always was. It now has a more European feel to it, especially in summertime.*
- *More to visit and not dense with traffic.*
- *More modern looking and less busy.*
- *Less traffic and pleasant to sit in, even in bad weather.*
- *It's not as busy looking, more pedestrian friendly I would say.*
- *Looks double in size, you can appreciate how wide it is.*
- *Less traffic and more pleasant to visit.*
- *More room and feels safer.*
- *Safer for cyclists.*
- *Better all round for pedestrians and cyclists. Plenty of public transport in the city.*
- *Looks nicer for tourists, especially during the festival.*
- *It's improved for pedestrians, but if I had brought the car I don't know if I would be saying that.*
- *Less cluttered looking.*

- *A nice place to spend hours and great for socialising.*
- *The fewer cars in the city the better. Have a good public transport network.*
- *More pavement space, nice to move about in.*
- *Hard to say today, but in the summer it's great. More continental looking.*
- *Looks better. Calmer and more chilled.*
- *More attractive and friendlier. More to look at, good for tourists.*
- *Looks fantastic and friendlier.*
- *It's a good start but I think they have some way to go to really achieve what they want.*
- *Looks better. Easier to walk about. Calmer and more cosmopolitan.*
- *Happy with changes, whole concept is a positive idea.*
- *Trying to achieve cafe culture but done it at wrong time. No point during winter, you can't get the benefits. Reserve opinion until Summer.*
- *Greenery, plants are good. Like information boards.*
- *Like greenery and cafe culture idea, but tents look shabby and uninviting.*
- *More thought put into it, like the concept of it. Looking forward to seeing what it's like in the summer.*
- *Idea is there but long way to go. More greenery.*
- *Area looks more attractive, was very boring before.*
- *A lot more spacious.*
- *Easier to get about and more relaxed.*
- *Very spacious.*
- *A nice street to be in, good for shopping and socialising.*
- *Looks a lot cleaner.*
- *Relaxing/ calmer. More to look at. Makes it more interesting.*
- *More European and good for tourists. More choice, user friendly.*
- *Easier to walk about. Peaceful/ calmer. Flowers and information boards good touch. Ability to sit outside and enjoy the sunshine.*
- *Looks nicer and calmer. Better place to visit.*
- *Is okay, can see reasons for it. Didn't get benefit during the winter. Hopefully people will make use of it now.*
- *Moving forward with the times. More cosmopolitan. Good cafe culture.*
- *More pedestrian friendly. Able to sit out and enjoy the sunshine.*
- *Looks good, friendlier and inviting.*
- *A pleasure to be in. Feels good and easier to get around.*
- *Looks great, especially on a day like today as everybody's out.*
- *More spacious, better for me because I'm disabled.*
- *For the amount of people here, you would need that space.*
- *Much more space, pleasant to be in.*
- *Less congested looking.*
- *More space for pedestrians. Nicely set out.*
- *Much more attractive, fitting for Edinburgh.*
- *Just much more pleasant to go through.*
- *Less congested.*
- *I love the glass houses, something different.*
- *Easier to get by.*
- *Easier to get about and a safer environment.*

- *More relaxed and a nicer place to visit.*
- *Better looking than before.*
- *Better atmosphere now.*
- *Obvious improvement visually.*
- *A more relaxed feel to it.*
- *Much better, less cluttered looking.*
- *Easier to get about, more spacious.*
- *Nicer feel to it. On a good day, it's ideal to just sit here watching the world go by. No point in that with heavy traffic.*
- *Safer to walk about in, especially when it is this busy.*
- *From the picture, it's a big improvement. Just a nice street to visit.*
- *More cycling and pedestrian friendly.*
- *Looks more spacious and less cluttered.*
- *Easier to get around.*
- *More pleasant to sit around in.*
- *Easier to get about now.*
- *Wider looking and more space.*
- *Looks nicer and has a safer feel to it.*
- *Good feel to it. Great atmosphere.*
- *Looks very good. Nice place to spend the day.*
- *Looks less cluttered.*
- *Looks better but not as convenient when you need to bring the car.*
- *More spacious and cosmopolitan looking. Creates a good, cafe culture.*
- *More pleasant to visit on days like these. I used to go to Rose Street but prefer here now.*
- *Good vibe to it and less cluttered with cars.*
- *A nice atmosphere.*
- *More spacious.*
- *Nice place for sitting in and staying a while.*
- *Less traffic and pollution.*
- *Looks better and cleaner.*
- *Plants/ greenery/ boards are good. User friendly.*
- *Looks better and more European.*
- *Nicer and feels safer to walk around.*
- *Looks better. Flowers are nice.*
- *Lot more choice and pedestrian friendly.*
- *Better to cycle, more friendly. Looks better.*
- *Relaxing and less stressful. Looks better.*
- *More attractive. More cosmopolitan. Good cafe culture.*
- *Place looks better and pedestrian friendly.*
- *Better atmosphere. Looks good and choicer.*
- *Looks better.*
- *Positive for cyclists. More enjoyable now.*
- *Not keen on tents as they take up too much space. Do like the changes though.*
- *Good changes. More attractive and nice greenery.*
- *Can see benefits of cafe culture and more chilled. Relaxing atmosphere.*
- *Seems more vibrant/ pretty.*

- *More attractive and laid back. Easier to walk about.*
- *Better atmosphere. More options and friendlier.*
- *Definitely has a better feel and look to the street. Calmer and better atmosphere.*
- *Looks good. Like the fact you can sit outside in the sunshine after work.*
- *User friendly and more vibrant. Good atmosphere and more chilled. Cafe culture.*
- *Looks more European and user friendly.*
- *Looks better, was very dated and boring before. City Centre needs this, particularly during festival period.*
- *Looks better and safer to walk in.*
- *Nice to see changes being used, a lot more cyclists and customers eating outside. Better atmosphere.*
- *More cosmopolitan, moving with the times.*
- *More attractive. Better place to visit.*
- *Good for summer, can sit in sun and relax.*
- *Outside seating is great, can watch what's going on. Less stressful with limited traffic.*
- *Can see benefits now outside areas are being used. More options and more chilled.*
- *More relaxing and more to look at.*
- *Looks less congested.*
- *A lot less traffic about. Feels safer.*
- *Safer and more pleasant to be in. Easier for people with prams etc.*
- *Safer for everybody.*
- *More spacious and great to spend time in.*
- *Just looks better. Nice eating areas.*
- *Better without all the traffic.*
- *More continental.*
- *Fewer cars.*
- *More spacious.*
- *Easier to get about.*
- *Good place to watch the world go by.*
- *More space and pleasant to sit in.*
- *A nicer place to shop because of less traffic.*
- *Easier to get about and more upmarket.*
- *Looks better and people spend more time here, especially on good days.*
- *Very much improved. Less congested so healthier and more pleasant to sit in.*
- *Pedestrianised makes me feel safe/ relaxed. Like wide street space, easy to move around and pass people safely.*
- *Like atmosphere in street. Like ability to browse/ window shop in an upmarket area, without the hustle and bustle of Princes Street feeling.*
- *More relaxed experience taking pram into street. It's quieter.*
- *More space for families with children in prams.*
- *More relaxed in street while using pram. Can put child out of pram on occasions and don't feel unsafe doing so.*
- *Far easier to travel length of George Street and much faster.*
- *Less likely to get hassle from pedestrians. They respect the cyclist due to road markings.*
- *Easier to move around street, from one end to the other. More space available, less crowded than other areas, such as Princes Street.*

- *More relaxed atmosphere. Not conscious of looking both ways as often when crossing over road/ junctions. Child friendly.*
- *Would appear to be more pedestrian orientated now, compared to in the past. Good for walking and relaxing in the area.*
- *Looks less busy than in the past, more space for pedestrians and less for vehicles. This seems to be a good idea.*
- *Like new street layout with cafes, very continental atmosphere.*
- *Quieter area to wander along at our own pace.*
- *Improved since last visit. Now aware of clear diversions in street for pedestrians/ cyclists and aware of feeling more relaxed on this side of the street.*
- *Quieter, safer street to walk along since last visit. Able to relax, admire the skyline more and take in the ambient nature of the area.*
- *Pedestrian and people friendly feeling in street now. Nice, light and spacious feel to it.*
- *Quiet area compared to Princes Street. Like this area to walk along, don't bump into people. There is more space.*
- *Improved in summer, especially at book festival time. Far more relaxed atmosphere in the area, especially in the evenings.*
- *Easier to walk about. Calmer. Looks fresher and more up to date, rather than boring.*
- *More European.*
- *Looks more attractive.*
- *Starting to see benefit now it's summer. Seemed a waste in winter, outside areas weren't used.*
- *Moving forward with changing times. Looks better and more inviting. Good for tourists.*
- *Looks nicer and cleaner.*
- *Changes are positive, need to move forward. Place looks more cosmopolitan and is much better to walk about in.*
- *More attractive. More to see and more options.*
- *Plants/ information boards good for tourists, more effort. Looks more European and cafe culture.*
- *More spacious and becoming.*
- *Nicer, more relaxed place to spend time since my last visit to Edinburgh (before current changes).*
- *Nice area which represents Edinburgh as a historical city very well.*
- *Much quieter, calmer street than in the past. Much more pleasant place to walk/ browse.*
- *Nice, relaxed atmosphere in area.*
- *Much quieter area and a much safer area to cycle than alternative routes such as Princes Street, which is chaotic.*
- *Much nicer place to cycle, run and visit than in the past.*
- *Much more relaxed environment since pedestrianised on one side of street.*
- *Much nicer environment along the length of the street. Feels quieter, even when busy.*
- *Like layout of street. Much more pleasant shopping, walking and browsing experience than in the past.*
- *Much more relaxed place to walk/ visit especially compared to the buzz of Princes Street.*
- *Less traffic, so there is more space for cyclists and pedestrians to relax and enjoy using the street.*
- *Like the ambience of the street. A much more relaxed and pleasant place to be now since pedestrianised at one end.*

- *Standard of outlets - keep upmarket. More shops rather than offices now - gives a consumer friendly feel rather than a business orientated feel to the area.*
- *More relaxed and friendly environment. More continental feel about street - like it a lot.*
- *Much quieter, safer place to ride to work. Encourages increased use of bicycle.*
- *Much more pleasant and safer experience using area to travel to/ from work daily. Encourages me to cycle in city centre and leave car at home.*
- *Like the new layout, much safer and more relaxing space to spend time in the city centre.*
- *Less cluttered, safer, nicer environment, especially on nice days like this.*
- *You can come here for a day out now. Much less fumes when you're sitting out in the sunshine.*
- *A great atmosphere on days like this, which is spoiled when there is too many cars.*
- *Much more spacious.*
- *Better to visit. Safer to walk about.*
- *Just looks better overall.*
- *More continental and pleasant looking.*
- *Easy to walk around in.*
- *More pleasant to look at and be in.*
- *Looks a lot better and less pollution.*
- *More rooms in general and much less congested.*
- *More pleasant to visit.*
- *A nicer feel to it.*
- *Much easier to access the shops.*
- *Certainly looks better, but I don't live here so I don't know how inconvenient it is.*
- *More upmarket feel to it.*
- *Anything that makes cycling easier and safer is welcome.*
- *Feels safer.*
- *Less cluttered.*
- *More spacious.*
- *It's like a different place. Definitely enhanced the street.*
- *Much more spacious. Makes it enjoyable to sit in.*
- *A lot better, free to move around.*
- *More spacious.*
- *A pleasant street to visit and relax. Can spend much more time here now.*
- *More cafe culture.*
- *Easier to get about and more spacious for cyclists.*
- *Better to sit around and people watch.*
- *Generally looks better and safer to visit.*
- *I know for some it's a nuisance not bringing the car, but it's much better for everyone else.*
- *We don't need all these cars; the transport system is more than adequate.*
- *Better to visit, especially on days like these. This is when you really appreciate it.*
- *Lets people spend more time here and enjoy it.*
- *Much better to be in, not so many car fumes.*
- *A lot more spacious and great seating areas.*
- *Much better, not so congested looking.*
- *Easier to move around in.*
- *Lets you appreciate the street more and easier to get around.*

- *Put too much better use.*
- *Looks more spacious.*
- *Looks better.*
- *Like being able to sit outside.*
- *Greener, calmer. The ability to sit out in the sun is great.*
- *User friendly and good for tourism industry.*
- *Cyclists and pedestrian friendly.*
- *Nicer place to come to every day - calmer. Sense of culture now, more European.*
- *Good in parts. It's always been a good street.*
- *Friendlier - better for pedestrians and tourists as there is more to see.*
- *Looks better and have more choice.*
- *Quieter and better ambience.*
- *Quieter and peaceful.*
- *More attractive. Greenery. More tourist friendly.*
- *Like Dobbies Garden seating area and information boards. Much calmer and chilled.*
- *Has gone down well. Wasn't sure at first but can now see benefits.*
- *More attractive.*
- *More pedestrian space, less traffic and quieter. Step in the right direction.*
- *It's the first time I've noticed the benefits of the changes - much more enjoyable.*
- *Pedestrian friendly, more space and greener.*
- *More pedestrianised and cafe culture is great. Greenery and outside seating area.*
- *More cyclist friendly.*
- *Quieter and easier to walk about.*
- *Calmer, less congested. Environmentally friendly also.*
- *More greenery.*
- *More attractive.*
- *Better for tourists, user friendly and looks nicer.*
- *Looks better and more of an atmosphere.*
- *Calmer, better atmosphere. More choice.*
- *Really like the concept of what they are trying to do and definitely all for it.*
- *I cycle more now.*
- *More user friendly. Better for tourists. Like the greenery.*
- *Very positive way forward for cyclists.*
- *More relaxing. Easier to walk about. Friendlier.*
- *Better to sit around.*
- *More pleasant to be in.*
- *Less traffic.*
- *I love coming here just to do nothing.*
- *More spacious.*
- *More spacious.*
- *Easier to get about.*
- *More pleasant to visit.*
- *More spacious.*
- *Looked far too congested before.*
- *Easier to move around in.*
- *More spacious.*

- *A better atmosphere, pleasant to be in.*
- *Much better, especially on days like these, when you just want to lounge about.*
- *Easier to get around.*
- *Less traffic.*
- *Just looked totally full of cars before. Much better now.*
- *Looks much better and better to move around in.*
- *Looks better and more room to move about.*
- *Easier to get about.*
- *Less congested.*
- *Good atmosphere.*
- *Good atmosphere.*
- *Just generally better.*
- *Easier to get about.*
- *More spacious.*
- *Much better without traffic.*
- *More spacious.*
- *Much safer looking and a nice atmosphere.*
- *Looks easier to get about now.*
- *Less polluted.*
- *Pleasant to be in.*
- *Easier to get about.*
- *Nice ambience.*
- *Think it looks much better and easier for getting around.*
- *Easier to get about. Less traffic.*
- *Better for cyclists - easier to get about.*
- *Easier to get around. Better for visiting.*
- *More cosmopolitan.*
- *Generally cleaner looking.*
- *More accessible and cafes on street is good.*
- *Better for pedestrians and cyclists. Attractive with outside cafes.*
- *Safer for cyclists and pedestrians.*
- *Better for cyclists. Fewer cars.*
- *Less traffic and better quality shops.*
- *More European with street cafes.*
- *Pedestrian areas. Flower displays. Cafe culture area - quite European.*
- *Less traffic. Feels safer.*
- *More pleasant to walk down.*
- *Less traffic. Better for pedestrians.*
- *More cafes and pedestrian culture, but not enough.*
- *More of a buzz about it. Good shops.*
- *Fewer cars.*
- *Much less traffic and outside eating.*
- *Less congested.*
- *Less congested. Easier for pedestrians.*
- *More continental. Street cafes. Like flowers. Less traffic.*
- *Fewer cars. More decent shops. Cafe culture.*

- *Made it easily accessible.*
- *Looks more attractive. There is a buzz about the area now.*
- *Easier for pedestrians and less traffic.*
- *Looks better. Better access for pedestrians.*
- *Improved for pedestrians.*
- *Makes cycling safer.*
- *Less congested.*
- *The idea of it is good. For tourists it's good, plenty of places to visit.*
- *More seating. Looks better without cars.*
- *I think everybody knows not to bring your car to Edinburgh. It looks better.*
- *More enjoyable to spend time here, especially on the only nice day of the year.*
- *I think fewer cars in the centre can only be a good thing for the environment.*
- *Easier for cyclists but still considering the need for some cars.*
- *Easier for walking about and safer.*
- *Better without all the cars. Easier to walk about.*
- *Better atmosphere. Continental feel.*
- *In the evenings, it's a pleasure to sit in a glasshouse watching the world go by.*
- *Better for cyclists.*
- *The ability to sit outside and enjoy the weather is great.*
- *Vibrant/ alive looking. Like the greenery. Needs more flowers though.*
- *Greener, friendlier and livelier.*
- *Better atmosphere. More relaxing. Great during summer.*
- *Looks good. Like the greenery/ flowers.*
- *Looks greener and friendlier. More to see and more options.*
- *User and cycle friendly. Looks more European.*
- *It's great at the moment, the place is buzzing.*
- *It's friendlier, more inviting and less boring.*
- *It looks good. It's greener, there's more choice and it's less busy.*
- *There are a lot more options. The seating areas outdoors are good. I like the flowers/ greenery.*
- *It looks good. There's a better atmosphere.*
- *It's user friendly. You can take kids right through on bikes.*
- *It's calmer, I like the flowers and being able to sit outside and enjoy lunch with people. However there are too many boards and more traffic elsewhere.*
- *It's better for cyclists.*
- *It looks great. I can see the benefits now but it was pointless during the winter.*
- *It looks great; it's colourful and has a lot more atmosphere.*
- *I like the concept but I think they are a long way from what they are trying to achieve. It's much unfinished. It's calmer, relaxing and more enjoyable.*
- *It's very attractive. It looks good.*
- *It's more cosmopolitan and user friendly. The atmosphere is calmer/ better.*
- *It's calmer and there's more choice. It's good for cyclists.*
- *More greener like plants. Outside dining.*
- *More attractive. Been great when weather is good.*
- *More attractive and friendlier. Less boring.*
- *Cleaner/ fresher. More to do, more choice. Better for cyclists.*

- *Looks good. Great place to visit.*
- *Better for cyclists, friendlier and less busy.*
- *Great to be able to dine in the sun. Great for tourists.*
- *More attractive, friendlier and greener.*
- *Much better for cyclists. Looks more attractive/ cosmopolitan.*

Q14b Reasons given for feeling the appearance of George Street has got worse

- *Total nightmare for drivers, as well as trams takes longer to get anywhere. Although, area does look nicer.*
- *Not as much parking, nightmare to drive to.*
- *Parking/ driving is difficult and longer to get there. Not enough parking facilities.*
- *I like to park in George Street because I'm staying close by and if you park after a certain time at night, you can stay there to a Sunday. It influences my decision of where to stay and where to come when I'm in Edinburgh.*
- *Parking is worse, far too expensive. Should reduce the costs or have day passes for visitors.*
- *Not enough parking. Makes journey longer and more stressful.*
- *Traffic disruptions.*
- *Traffic congestion is worse than it was. Pedestrians think they rule the whole area now.*
- *Traffic congestion and tail backs. Takes forever to get home from work.*
- *Not enough parking and traffic congestion. Haven't done anything to make roads or footpaths better.*
- *Takes longer to get home due to traffic disruptions.*
- *Cycle lanes take up most of the road. It's confusing when it changes over. No consideration for pedestrians.*
- *As a driver, it causes so much disruption to everyday lives.*
- *Nightmare to cycle and drive now. Put it back to the way it was.*
- *Too many tailbacks/ jams. Takes longer to get here.*
- *Can't get close to places that you need to get to, not enough parking.*
- *Get rid of lanes, pointless. No need for it, you can't move about as much.*
- *Lost its character, tents are shabby looking. Place looks unfinished.*
- *Ruin the look of George Street, no need for cycle lanes as nobody uses them.*
- *Not enough loading spaces, cars park in loading bays. Can't get into businesses.*
- *Too much traffic in Princes Street and Queen Street. Congested these areas instead.*
- *Tents and plants are shabby looking. No need for them during winter. Whole thing is a waste of money.*
- *Looks unfinished and poor appearance overall.*
- *Makes travelling to work longer due to one way routes.*
- *Poor looking, it was fine the way it was. Side streets are congested with traffic.*
- *Looks unfinished. Tents ruin look of street. Some disabled spaces were removed.*
- *Deliveries can't get into businesses as easily and tail backs are worse.*
- *Tents obscure lovely buildings. It was lovely as it was.*
- *Outside restaurants are sitting unused and making area look poor. It's taking away George Street history.*
- *Not being kind to motorists. Major impact to other roads in the city. Looks shabby and it's taking away George Street history.*
- *Takes look away from George Street and ruining the history of it. Trying to make it European.*
- *Taking away history of Edinburgh. Trying to make it a place it is not.*
- *Ruined look of street. It didn't need all this.*
- *Should leave things the way they were. Trying to change too much in a lovely city.*
- *More traffic congestion in side streets. Cars can't get in here. Need to be dropped off further down the street.*

- *Not impressed. Don't think it had done anything for George Street, apart from causing businesses to lose money and more traffic congestion.*
- *Causing too much congestion elsewhere, disrupts traffic flow and people lives. Takes much longer to get home.*
- *Ruined look of street. Obscure beautiful cultured buildings.*
- *Outside seating lying empty takes away look of street. Rubbish lying about also.*
- *Ruined the history of George Street, taken away what it's about. Outside restaurants are a shambles.*
- *Total inconvenience. Waste of public money.*
- *Causing traffic disruption to side streets. Ruined the look of the street.*
- *More inconvenient. Pressure on Queen Street which was not designed for such traffic.*
- *Can't see the benefits. Disrupts traffic. It's pointless until the summer.*
- *It's already hard to park in Edinburgh, it's alright if you know the place but I only visit a few times a year.*
- *Made use of pavements. I've brought the car before and spent more time trying to park than shopping.*
- *Buses get backed up and have to wait. This can delay my journey and causes stress as the delay can cause me to miss other connections.*
- *Takes taxis much longer to uplift/ drop off fares as they have to use additional streets for access.*
- *Not enough parking in city centre, especially for families with buggies.*
- *Destroyed concept of new town. Would like street back to the way it was without parking spaces or cafes on street. Historical setting.*
- *Don't like street cafes, take up too much room and you have to walk around them when the street is busy.*
- *Lot of confusion as a pedestrian due to cycle arrangements. Should take all vehicles away on one side of the street.*
- *For business purpose parking is necessary and this street has the width to cope with it.*
- *Tents are horrific. They are untidy and ruin street.*
- *Decking is cheap and tacky tents are an eyesore.*
- *Don't like the changes. Is poor looking, unfinished and unkempt.*
- *Amateurish and shabby. Unfinished and uninviting. Ruined look of George Street.*
- *Don't like it, ruined a good street. No need for all this. Tents are ugly and lying empty, total eyesore.*
- *Can't see benefits of changes, no outside restaurants seating available. Less parking and looks unfinished. Causes more driving stress.*
- *Ruined street, taken away the culture and history. No need for it at all. Causing unnecessary traffic congestion.*
- *Ruined street, tents are ugly. Ruined history and character of street.*
- *Harder to get dropped off to where you want to go. Not adequate for those in wheelchairs.*
- *Traffic congestions, worse elsewhere. Driving into the city was bad enough.*
- *Don't like tents, ruin look of street. Street has lost history as tacky looking.*
- *No need for, this whole thing is nonsense. Waste of tax payer's money.*
- *Don't like changes, it was fine the way it was. Should have spent money on fixing pavements.*
- *Stop/ start change over takes much longer to get there and pick people up. Not accessible for disabled people.*

- *Ruined street. Tents are hideous and can't see buildings.*
- *Harder to find parking space and very confusing for drivers.*
- *Don't like outside seating, it obscures buildings. Looks unfinished.*
- *Area is awful. Ruined look of it. Tents are ridiculous and too big.*
- *Don't like all the boards and signage, looks terrible. Makes the street look untidy.*
- *Too much clutter, particularly when it's busy. Pavements are uneven.*
- *Ruined street. Obscured buildings with unsightly tents and street furniture.*
- *Traffic congestion in side streets. Less safe, confusing for drivers. Area looks poor and boards are hideous.*
- *Don't like what they've done. No benefit to anyone.*
- *Don't like it. Tents obscure buildings. Was fine the way it was.*
- *Too much consideration for cyclists. Not thought about the impact for other road users, traffic disruption.*
- *Less parking. Tacky tents. Plant pots shabby. Area is untidy looking.*
- *Poor looking, shabby and messy. Ruined street. Not accessible for drivers.*
- *Ruined look of street. Changes are poor and rushed looking, no thought put into it.*
- *Shabby looking. Ruined history of street. Can't see buildings now. More cluttered looking.*
- *Traffic disruptions.*
- *Can't get taxi's to drop you off where you need to go. You need to walk which is fine, if you have no health issues.*
- *Don't like it. Looks poor/ unfinished/ temporary. Too much furniture everywhere.*
- *Ruined street - looks poor and unkempt and furniture sitting empty.*
- *Don't like what they have done. Not enough thought has been put in and what the impact would be in other areas.*
- *Don't like it - it's ruined the street. Place is messy and overcrowded. Ruined architecture.*
- *Too much congestion and advertising is cluttering up the street. It was better before.*
- *Ban cyclists and parking and it would be better.*
- *No bus route through it.*
- *Lost dignity. Too many cafes and outdoor seating.*
- *Not easy to access to with car. Not enough parking. Too much clutter.*
- *Premium street ruined. Not trailed properly. Don't think of businesses.*
- *More traffic going up and down side streets.*
- *It's a compromise which has tried to please small minorities, which has ended up annoying everybody.*
- *I preferred it as it was. It's not as clean now and you don't get a clear view. Just don't like it.*
- *Ruined street. Now cluttered and messy.*
- *Don't like it, cluttered and not enough space. Ruined look of area.*
- *You can't see the buildings. It's messy and cheap looking.*
- *I don't like it.*
- *It's a shambles, messy and unfinished.*
- *There is less parking and too much traffic congestion elsewhere.*
- *I don't like what they've done, it's not the same.*
- *It's ruined the street. You can't see the beautiful buildings for the outside seating area.*
- *Don't like it, ruined the culture and history of the street. Too much stuff and is a mess/ unkempt.*
- *Not keen, preferred it the way it was. Traffic is congested everywhere.*

- *Ruined look and history of street. Can't see buildings.*

Appendix 3 – Case Study Example – Decking & Marquees on George Street

How using an ETRO can generate trust and confidence in the design process, by engaging stakeholders, and providing an opportunity to evidence, through actions, that the project is listening and capable of acting on the evidence it is gathering.

1.1When the George Street ETRO was given committee approval, and before the ETRO had become active, a Stakeholder Group was invited to form. This was open to all, including members of the public, as well as expert groups representing disability groups, Heritage interests, the Emergency Services, transport groups representing the views of cyclists, walkers, public transport, taxis, motor cyclists, the Road Haulage Association, and others representing the local community, local business interests, tourism, and there was representation from Elected Members and senior officials from a range of Council departments.

1.2 The stakeholder group met every three months in the Assembly Rooms on George Street, with each meeting attracting a capacity audience that led to standing room only, such was the level of engagement, concern and interest in the ETRO and the long term design of the street.

1.3 The inaugural meeting of this group was one where a legacy of mistrust was articulated. Different participant groups mentioned that they had concerns and fears for the project, given previous negative experiences they may have had with other stakeholders or with the Council itself. All participants were able to express this, and they had the opportunity to express their positive hopes for the process too.

1.4 The inaugural meeting sought to begin the process of building trust and a shared agenda by outlining that, for a trial to be meaningful, and for it to help us learn what we need to learn, it needed to produce a robust, credible, empirical and independent evidence base. To assist with this, the first gathering of the Stakeholder Group asked the group to work collectively to agree the framing of the questionnaire, that would be put before 1200 users of the street. This was a useful first step towards building trust, understanding and consensus across the wide range of stakeholders, but the key transformative breakthrough came at the second meeting of the group.

1.5 At that point, three months into the trial, one issue had emerged that eclipsed all others for the Stakeholder Group. There was nearly universal agreement that the decking and marquees that had been placed on the street by hospitality businesses had not been a success in terms of place making. There was also a fear and perhaps a cynicism from some stakeholders that the ETRO trial would not be a genuine learning process, meaning that if the businesses wanted something then they would get it, regardless of the wider negative feedback. The trial's handling of the decking and marquees issue was therefore greatly anticipated in advance of the meeting, and had become the acid test, in many stakeholder's eyes, of whether the ETRO approach of trial, test and finesse had value and credibility as an approach to the long term design and layout.

1.6 The marquees were not a part of the Council's ETRO trial. They were a separate test that the businesses had brought to the trial, having received a time limited planning consent. Pointing to the fact that similar marquee structures are used in other Medieval UNESCO World Heritage Site cities, like Valetta, some businesses had a long held view that having year-round outdoor dining facilities, remote from the bar or restaurant, would successfully animate the street and bring life to the space.

An ETRO test provided the opportunity to test out that long-held theory and to assess it for seasonality, for its impact on the nearby Listed Buildings, and to assess if such an approach was compatible with putting on major events safely in George Street.

1.7 The trial had commenced in August 2014, with the first meeting of the Stakeholder Group having taken place in advance of the trial commencing (allowing the Group to frame the questionnaire and air any fears, concerns or interests before any work had taken place). However, the second meeting of the Stakeholder Group took place in December 2014. It would be the first meeting since the trial went live, and the first gathering where there was any feedback or data to analyse (as this group was presented with the independent research and feedback from the first 300 interviews, taken in September, October and November). The project manager listened carefully to the views in the room. It also took into account the independent research feedback, which comprised answers to questions framed and agreed by all stakeholders. The project also took into account information from Public Safety officials and the Emergency Services, who had experienced difficulty putting on the 2014 Light Night celebrations, when a record crowd of 28,000 attended the Christmas Lights switch on.

1.8 Given all of that objectively-sourced information, the project and the stakeholder group concluded that the structures had been too inflexible for major events to be held safely, and had represented a crush hazard, as they could not be removed. Aside from criticisms of their appearance, by being incapable of removal upon request, they had failed a key test of principle, as they had become a commercial use of civic space, hindering a key civic event

1.9 The meeting then concluded quickly, in light of that feedback, that the structures were not appropriate for George Street in the long run. The project acted upon the findings. Even at that early stage in the trial, just three months into a year-long trial, the Council wrote to businesses and gave them notice to remove the decking and marquee structures, making clear that these would not be permitted in the long run.

1.10 An ETRO is a useful approach to a design process on a key street, where there are competing users for the space, because such a decision does not need to go back to a committee or incur delays. The decision can be taken immediately, under the auspices of the ETRO, and that became the key transformative moment for most stakeholders. It helped to build trust and confidence in the process. Stakeholders were able to recognise it as a credible and valuable design process, that was interested in listening and learning, bringing competing parties together, and looking beyond short term criticisms or point-scoring between competing parties. Instead the ETRO sought to achieve a valuable long-term outcome, that began not by asking “do you like the trial layout?” It began the conversation by asking the question 'what is the maximum potential of this space, and how do we achieve that together?'

1.11 Importantly, the remainder of the trial continued to monitor all aspects of the trial and the issues highlighted in the mutually-agreed questionnaire. One of the key messages that emerged, following the 1200 interviews that took place across the year, was that the principle of enlivening the space on George Street was very widely supported. The decking and marquee structures were not supported and were not considered to be the appropriate means to achieve that. Also, a clear view emerged, through the testing and trialling process, that having any tables and chairs remote from the host business outwith Festival time is not supported as a practical or desirable solution for

the street. The principle of animation on the street, with outdoor dining as a part of that, on the pavement next to the host premises, is one that has been captured as a key outcome of the trial, and this is reflected in the Design Principles produced by Ironside Farrar.

Appendix 4 – Learning points for the Council arising from the George Street ETRO Trial

1.1 A trial approach ought to result in the final design being a better investment for the city as a public realm scheme. This appears counter-intuitive at first, as undertaking a trial approach to the future design of a space like George Street will take longer than if no trial period was run. Any changes made during the trial will also bring an inevitable increase in workload for Transport designers and Roads staff. However a trial approach brings potentially competing interest groups together, engaging with the design process at its outset and becoming influential participants rather than being given only the opportunity to object at a late stage in the process. This greater input, and the creation of a more shared agenda, ought to result in a much more efficient design process emerging, where the eventual design is much more reflective of the various stakeholders' requirements, likely to generate significantly fewer objections or delays as a public realm project, and more likely to be right first time. For example, businesses had long expressed a wish to have year-round dining on the street, but a trial allowed the decking and marquees proposal to be comprehensively ruled out in the final design.

1.2 In creating more space for pedestrians, footfall rose across all blocks on George Street, across all four seasons of the year during the trial.

Footfall figures for February 2014 (pre-trial) 2015 (ETRO trial year) and 2016 (post-trial, now that the street has reverted to its previous layout) show that footfall was higher in 2015 during the trial than it was in 2014 or 2016, when there was less pedestrian space than there was during the trial year. The ETRO trial period saw more people visiting George Street than before or since. During the trial the 1200 respondents reported to the independent research team that they were lingering longer on the street (3 hours most typically), people visited the street to do more than one thing (confirming that it is an important location in the vibrant life of Edinburgh City Centre), and people reported during the trial year that the increased pedestrian space made them want to return more frequently to George Street than before.

1.3 The project worked closely with the Emergency Services throughout the trial period, to ensure that the layout was safe for all users of the space. The trial year is the only year-long period in recent times where no jewellery shops on George Street were the victims of robbery. Yet during the trial period a jewellers shop on Frederick Street, adjacent to George Street, was a victim of robbery. Another jewellery chain with a store located on George Street suffered robberies in its other Scottish branches during the trial period, but not in their George Street branch. Also, just after the trial period ended, soon after the street was returned to its conventional layout, a jewellers shop on George Street was robbed. All of this suggests that the increased footfall, and the additional pedestrian space that separated the shop entrances from the live

carriageway, were factors in reducing this type of crime during the trial period and they made George Street a safer space.

1.4 The trial layout began with an ambition to reduce clutter and street furniture, especially on the side of the street where there was additional pedestrian space and the new cycle facility. It quickly became apparent that signage on its own was insufficient to deter some car, van and taxi drivers who drove down the cycle lane, endangering cyclists and pedestrians in the area. As the cycle lane was required to be also an emergency fire lane, it was not possible to block the space off entirely. However, the successful solution was eventually found, where a drop down bollard was installed at the entrance to the block, but leaving the exit end of the block free. The bollard stopped errant drivers from entering the space, but the open end at the exit was sufficient to provide for emergency services' access into the block.

1.5 The project sought to engage with local and national bus operators during the trial period. Indeed, a number of meetings were called by the Council to encourage bus operators to use George Street instead of Princes Street during the trial, especially at the west end. However, the local and national bus operators chose not to use George Street during the trial period, and used that time to argue for an additional bus stop on the western half of Princes Street. The ETRO trial concluded that George Street is not seen as an important route for bus operators. Alternative routes exist and were clearly considered preferable to George Street by the bus companies.

1.6 Parking revenue dropped on George Street during the trial period, as there were fewer car parking spaces on George Street, and lower occupancy of those which remained. The exact figures are outlined in Appendix 5.

1.7 The trial demonstrated that George Street is not a key through route for East-West traffic, but it is crucial for facilitating North-South traffic as it crosses at Hanover Street (for all traffic, Frederick Street (for public transport) and at the two ends of Charlotte Square and St Andrew Square.

1.8 One of the key concerns of local residents prior to the ETRO trial had been that pedestrianising part of the space may lead to vehicular traffic being displaced into the parallel residential streets to the north. The trial committed to tracking this impact, and the Council procured a leading national traffic counting firm to undertake traffic counts in streets to the north of George Street. To make this process as transparent as possible the Council placed local residents and the local Community Council in charge of the locations of the traffic counters, to ensure that the data was being captured in the correct locations, using local knowledge. The data from the traffic counts was then sent on verbatim and uninterpreted, for transparency. However, one learning point from the trial was that, despite this well intentioned piece of work, some types of technical data do require an element of interpretation in order to make sense of them. The vast amount of data that was forthcoming from the

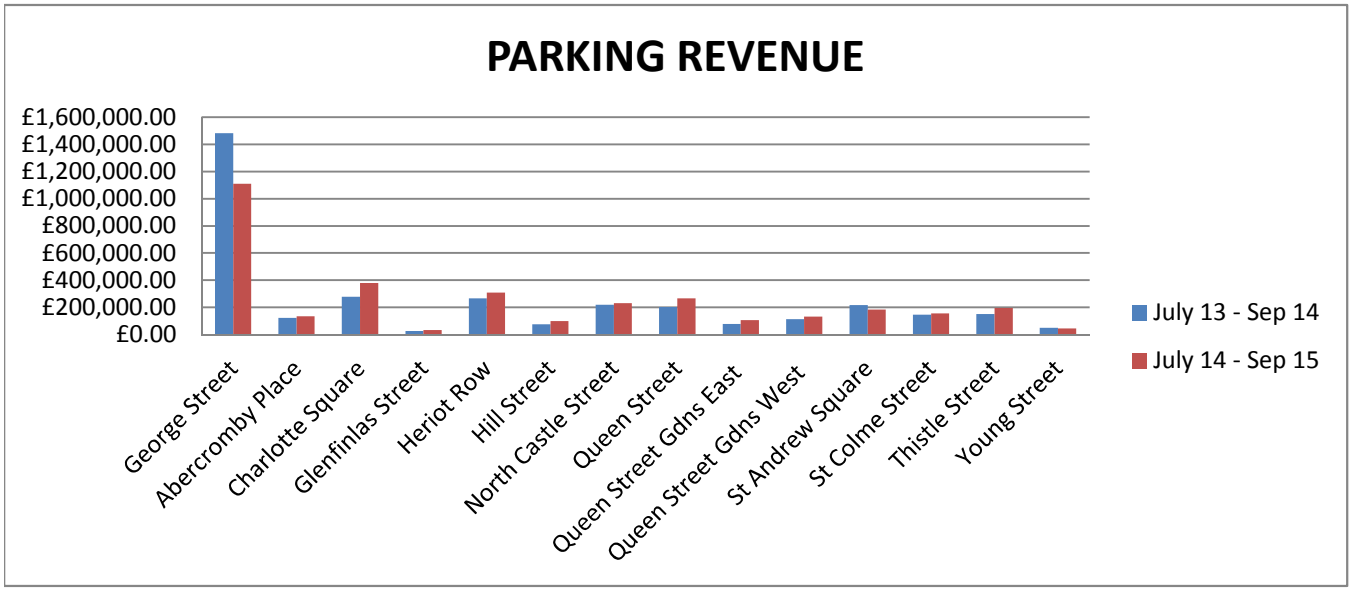
traffic counters showed that, during the trial period, there was an almost indiscernible impact on traffic in the parallel streets. This is most likely because George Street (unlike Queen Street) is not a critical east-west route for significant numbers of vehicles in the city centre.

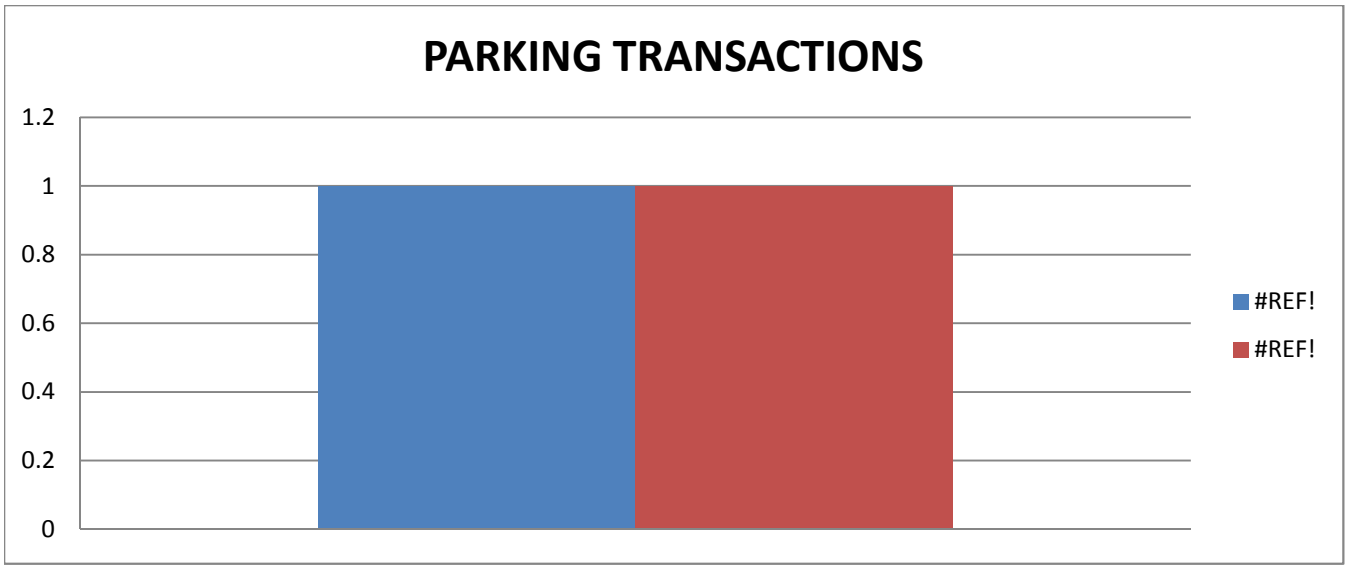
1.9 One of the learning points from the trial taken forward by Ironside Farrar in developing Design Principles was that the street has a very seasonal pattern of uses, and during the summer and winter Festivals periods in particular there are significant improvements that could be made to make the street and the space work better for all those who live, work, travel and entertain there. The temporary layout during the summer Festival in 2015 was not part of the ETRO trial, but the project continued to interview users of the street during that period. The summer Festival layout on some blocks was not universally liked. The future layout of the street could be made much more flexible and clear so that short term events could be facilitated without causing the same level of disruption as was experienced in 2015.

1.10 In particular, the traffic impacts studied on George Street during the trial year show that each block of George Street could potentially function in the same way that the High Street does during Festival times, with access for all vehicles before 10am, allowing the servicing and maintenance of the street. A portion of each block could then be closed off from 10am, as happens on the High Street. There would remain sufficient room on the ends of each block to accommodate users such as disabled parking bays, residents bays,taxi drop offs, a cycle lane, motor cycle parking and a reduced number of pay and display parking bays, while still leaving sufficient room for event spaces to be created, supporting the world's leading arts festivals. North to South traffic flows crossing the city centre would be unaffected by such an approach.

REVENUE	July 13 - Sep 14	July 14 - Sep 15	Difference	% Difference
George Street	£1,482,628.70	£1,110,743.60	-£371,885.10	-25.08%
Abercromby Place	£124,153.60	£134,487.30	£10,333.70	8.32%
Charlotte Square	£278,747.30	£380,569.65	£101,822.35	36.53%
Glenfinlas Street	£26,984.40	£34,159.70	£7,175.30	26.59%
Heriot Row	£265,552.50	£309,786.80	£44,234.30	16.66%
Hill Street	£76,376.50	£100,176.75	£23,800.25	31.16%
North Castle Street	£218,850.20	£230,477.45	£11,627.25	5.31%
Queen Street	£203,646.40	£267,252.35	£63,605.95	31.23%
Queen Street Gdns East	£77,296.30	£106,520.00	£29,223.70	37.81%
Queen Street Gdns West	£112,604.30	£132,830.30	£20,226.00	17.96%
St Andrew Square	£216,835.70	£183,614.70	-£33,221.00	-15.32%
St Colme Street	£146,536.20	£156,381.05	£9,844.85	6.72%
Thistle Street	£151,774.70	£196,766.00	£44,991.30	29.64%
Young Street	£49,866.90	£46,478.65	-£3,388.25	-6.79%
TOTALS	**£3,431,853.70**	**£3,390,244.30**	**-£41,609.40**	**-1.21%**

TRANSACTIONS	July 13 - Sep 14	July 14 - Sep 15	Difference	% Difference
George Street	417,305	284,714	-132,591	-31.77%
Abercromby Place	39,518	40,197	679	1.72%
Charlotte Square	70,998	90,527	19,529	27.51%
Glenfinlas Street	6,713	8,479	1,766	26.31%
Heriot Row	77,985	84,105	6,120	7.85%
Hill Street	19,634	24,559	4,925	25.08%
North Castle Street	59,824	59,165	-659	-1.10%
Queen Street	53,528	64,988	11,460	21.41%
Queen Street Gdns East	24,634	31,715	7,081	28.74%
Queen Street Gdns West	32,401	36,285	3,884	11.99%
St Andrew Square	64,176	49,147	-15,029	-23.42%
St Colme Street	35,660	35,668	8	0.02%
Thistle Street	41,770	50,469	8,699	20.83%
Young Street	12,235	10,794	-1,441	-11.78%
TOTALS	**956,381**	**870,812**	**-85,569**	**-8.95%**

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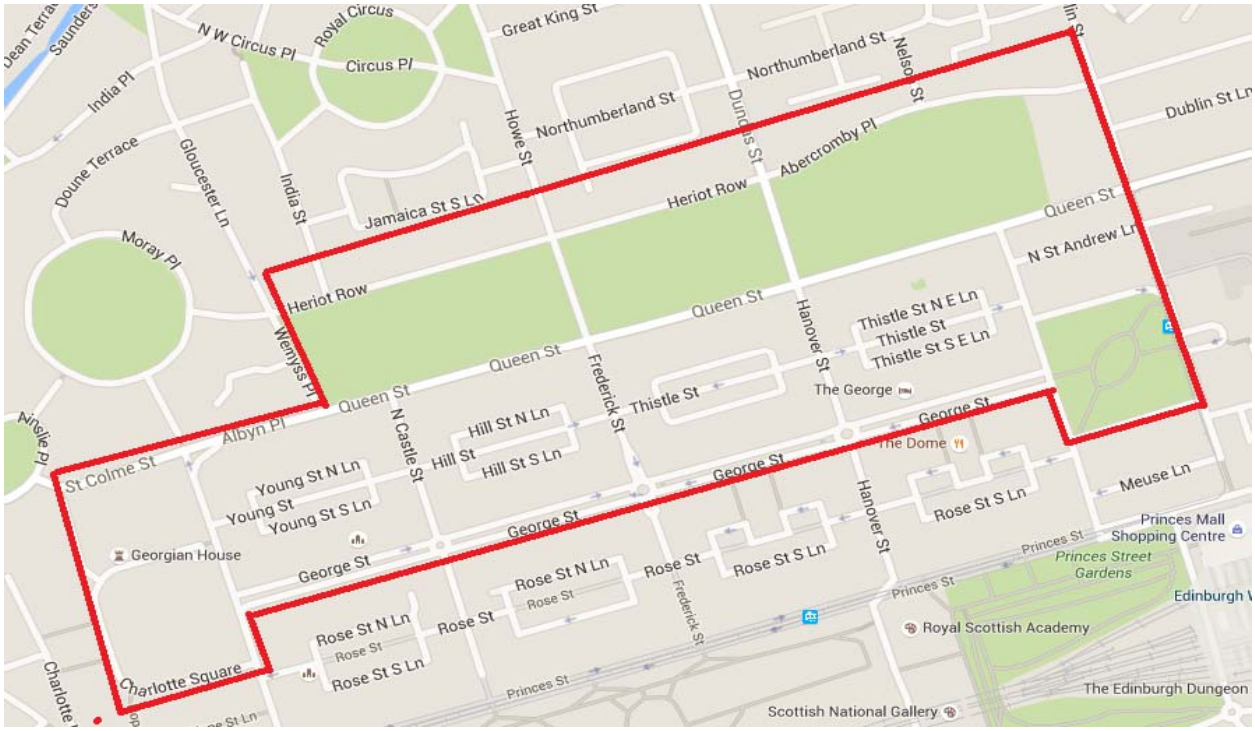
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Great King St
Circus Pl
India Pl
Northumberland St
Howe St
Dundas St
Nelson St
Dublin St
Doune Terrace
Gloucester Ln
India St
Abercromby Pl
Jamaica St S Ln
Heriot Row
Queen St
N St Andrew Ln
Moray Pl
Wemyss Pl
Thistle St N E Ln
Thistle St
Thistle St S E Ln
Hanover St
Frederick St
Thistle St
The George
George St
The Dome
Albyn Pl
St Colme St
N Castle St
Hill St N Ln
Hill St
Hill St S Ln
Young St N Ln
Young St
Young St S Ln
Georgian House
Rose St S Ln
Meuse Ln
Princes Mall
Shopping Centre
Princes Street
Gardens
Rose St N Ln
Rose St
Princes St
Edinburgh
Royal Scottish Academy
Charlotte Square
The Edinburgh Dungeon
Scottish National Gallery

Edinburgh ATC Study

Report Id 295b/15-01
Site Name Site 1 of 9
Description Queen Street, 20m west of Frederick Street
Direction Westbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	135	48	29	38	20	1	0	108	23	3	0	0	0	2	2	21	61	38	8	2	1	0	0	0	34	29.8	5
0100 - 0200	79	22	16	27	14	2	0	60	14	2	1	0	0	2	2	26	32	15	2	0	0	0	0	0	31.8	27.7	4.7
0200 - 0300	69	20	16	18	15	0	0	56	8	4	1	0	0	1	1	15	27	22	2	1	0	0	0	0	33.1	29.2	4.5
0300 - 0400	65	17	20	16	12	0	0	46	14	5	0	0	0	0	1	9	32	14	9	0	0	0	0	0	34.9	30.1	4.6
0400 - 0500	67	11	11	23	22	0	0	48	13	5	1	0	0	0	0	8	22	31	3	3	0	0	0	0	34.7	31.5	4.2
0500 - 0600	164	24	46	48	46	3	2	120	27	10	2	0	0	0	14	22	52	62	12	2	0	0	0	0	34	29.7	5.3
0600 - 0700	338	58	68	95	117	1	4	257	57	15	4	0	2	20	50	78	119	57	12	0	0	0	0	0	31.8	26	6.1
0700 - 0800	748	146	157	221	224	8	2	618	83	33	4	1	17	66	135	210	255	58	6	0	0	0	0	0	29.8	23.9	5.9
0800 - 0900	905	235	216	231	223	15	6	729	92	52	11	0	18	95	230	339	186	32	5	0	0	0	0	0	27.5	22.3	5.4
0900 - 1000	791	190	206	191	204	6	3	588	128	58	8	1	29	81	177	283	184	33	3	0	0	0	0	0	28	22.5	5.6
1000 - 1100	756	196	187	177	196	9	1	534	145	62	5	0	14	90	166	287	178	18	2	1	0	0	0	0	27.3	22.4	5.3
1100 - 1200	771	202	192	194	183	2	3	561	146	55	4	0	9	57	170	305	200	30	0	0	0	0	0	0	28	23.2	4.9
1200 - 1300	793	202	199	192	200	5	3	587	134	58	6	2	16	106	207	272	153	34	3	0	0	0	0	0	28	22	5.5
1300 - 1400	859	205	213	223	218	8	11	617	161	50	12	1	19	90	189	313	206	37	3	0	1	0	0	0	28	22.6	5.5
1400 - 1500	878	212	212	221	233	6	3	680	125	57	7	1	24	97	233	306	185	31	1	0	0	0	0	0	27.5	22	5.4
1500 - 1600	886	225	200	236	225	5	8	699	123	43	8	4	44	119	249	260	183	24	3	0	0	0	0	0	27.1	21.2	5.9
1600 - 1700	883	234	212	212	225	3	6	703	126	39	6	0	29	142	268	271	142	28	2	1	0	0	0	0	26.8	21	5.6
1700 - 1800	902	220	218	245	219	12	1	754	93	37	5	0	34	135	277	299	139	15	1	2	0	0	0	0	26.2	20.8	5.3
1800 - 1900	819	228	211	205	175	7	6	697	85	19	5	2	13	66	167	296	220	50	5	0	0	0	0	0	28.2	23.3	5.4
1900 - 2000	651	191	155	167	138	6	7	540	78	15	5	0	2	18	59	193	295	73	9	2	0	0	0	0	30.6	26.4	4.8
2000 - 2100	520	152	137	138	93	2	2	441	65	8	2	0	0	11	13	150	261	77	7	1	0	0	0	0	31.1	27.4	4.2
2100 - 2200	496	138	114	113	131	5	1	429	47	11	3	0	0	5	16	119	278	68	9	1	0	0	0	0	30.9	27.8	3.8
2200 - 2300	383	109	105	87	82	0	2	323	47	9	2	0	4	27	78	148	96	25	5	0	0	0	0	0	28.6	23.7	5.2
2300 - 0000	245	77	61	54	53	2	2	202	38	1	0	0	1	6	26	65	107	34	6	0	0	0	0	0	31.3	26.8	5.1
0700 - 1900	9991	2495	2423	2548	2525	86	53	7767	1441	563	81	12	266	1144	2468	3441	2231	390	34	4	1	0	0	0	27.7	22.2	5.6
0600 - 2200	11996	3034	2897	3061	3004	100	67	9434	1688	612	95	12	270	1198	2606	3981	3184	665	71	8	1	0	0	0	28.6	23	5.7
0600 - 0000	12624	3220	3063	3202	3139	102	71	9959	1773	622	97	12	275	1231	2710	4194	3387	724	82	8	1	0	0	0	28.6	23.1	5.7
0000 - 0000	13203	3362	3201	3372	3268	108	73	10397	1872	651	102	12	275	1236	2730	4295	3613	906	118	16	2	0	0	0	29.1	23.4	5.8

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	146	47	45	30	24	2	0	111	27	5	1	0	0	1	3	31	65	37	8	1	0	0	0	0	33.3	29	4.6
0100 - 0200	92	31	21	19	21	0	0	70	18	4	0	0	0	0	2	11	41	30	6	1	1	0	0	0	33.3	30.2	4.5
0200 - 0300	69	20	20	16	13	1	0	50	13	4	1	0	0	1	0	4	30	27	4	1	1	1	0	0	34.4	31.3	5.1
0300 - 0400	71	23	18	19	11	0	0	55	15	1	0	0	0	0	0	6	33	24	8	0	0	0	0	0	35.1	31	3.9
0400 - 0500	87	20	14	27	26	0	0	53	27	7	0	0	0	0	0	10	36	32	8	1	0	0	0	0	34.9	30.9	4.2
0500 - 0600	154	24	34	40	56	2	1	117	24	10	0	0	0	2	2	18	53	64	12	2	0	0	1	0	34.4	30.9	5.1
0600 - 0700	338	59	66	96	117	3	2	239	64	29	1	0	4	16	38	72	130	65	10	3	0	0	0	0	32.2	26.8	6
0700 - 0800	810	159	168	238	245	10	8	655	98	35	4	1	12	55	90	175	364	100	11	2	0	0	0	0	30.6	25.8	5.8
0800 - 0900	915	226	226	240	223	16	7	697	131	57	7	2	25	94	196	351	202	42	3	0	0	0	0	0	27.5	22.5	5.4
0900 - 1000	817	216	194	207	200	9	7	568	153	76	4	0	22	58	179	325	199	32	2	0	0	0	0	0	27.7	22.9	5.2
1000 - 1100	728	177	174	185	192	2	0	515	148	53	10	0	9	50	146	297	190	35	1	0	0	0	0	0	28.2	23.5	4.9
1100 - 1200	773	186	197	199	191	5	3	537	178	46	4	0	17	71	176	256	203	43	6	1	0	0	0	0	28.4	23.1	5.6
1200 - 1300	821	203	217	222	179	4	2	622	140	42	11	0	17	111	201	291	175	22	4	0	0	0	0	0	27.3	22	5.4
1300 - 1400	830	199	203	227	201	6	6	636	128	48	6	0	7	67	158	335	226	36	1	0	0	0	0	0	28.2	23.4	5
1400 - 1500	857	215	216	206	220	6	1	656	143	43	8	4	28	128	258	287	133	18	1	0	0	0	0	0	26.4	20.9	5.4
1500 - 1600	922	224	226	245	227	2	5	714	152	42	7	1	18	101	242	327	200	26	7	0	0	0	0	0	27.5	22.3	5.4
1600 - 1700	945	238	230	233	244	2	9	747	136	47	4	3	50	175	295	282	104	33	2	1	0	0	0	0	25.9	20.2	5.8
1700 - 1800	933	234	229	235	235	10	8	788	100	24	3	2	15	112	239	346	177	31	10	1	0	0	0	0	27.3	22.2	5.4
1800 - 1900	827	228	197	203	199	2	9	711	84	15	6	1	11	81	158	294	243	33	6	0	0	0	0	0	28.2	23.2	5.4
1900 - 2000	705	195	190	172	148	2	9	603	75	12	4	1	2	5	69	242	319	60	6	1	0	0	0	0	30	26.2	4.3
2000 - 2100	539	149	141	119	130	1	8	473	48	5	4	0	2	7	20	126	289	81	11	3	0	0	0	0	31.3	27.8	4.4
2100 - 2200	496	142	109	139	106	0	4	426	55	7	4	0	0	4	57	193	204	36	2	0	0	0	0	0	29.1	25.6	3.9
2200 - 2300	431	144	113	96	78	1	4	342	73	8	3	0	3	25	63	173	141	19	6	1	0	0	0	0	28.9	24.3	5.1
2300 - 0000	277	83	72	68	54	2	2	226	42	4	1	0	1	8	28	82	111	40	6	1	0	0	0	0	31.1	26.5	5.1
0700 - 1900	10178	2505	2477	2640	2556	74	65	7846	1591	528	74	14	231	1103	2338	3566	2416	451	54	5	0	0	0	0	28	22.6	5.6
0600 - 2200	12256	3050	2983	3166	3057	80	88	9587	1833	581	87	15	239	1135	2522	4199	3358	693	83	12	0	0	0	0	28.6	23.3	5.6
0600 - 0000	12964	3277	3168	3330	3189	83	94	10155	1948	593	91	15	243	1168	2613	4454	3610	752	95	14	0	0	0	0	28.9	23.4	5.6
0000 - 0000	13583	3442	3320	3481	3340	88	95	10611	2072	624	93	15	243	1172	2620	4534	3868	966	141	20	2	1	1	0	29.3	23.7	5.8

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	145	37	40	39	29	1	2	114	25	1	2	0	0	1	4	23	59	47	9	0	2	0	0	0	33.3	29.7	4.7
0100 - 0200	90	34	27	10	19	0	0	55	29	5	1	0	0	2	1	17	43	20	7	0	0	0	0	0	33.8	29.2	4.7
0200 - 0300	76	24	18	18	16	0	1	63	10	2	0	0	0	3	0	10	36	22	4	0	1	0	0	0	33.8	29.2	5.4
0300 - 0400	82	25	24	22	11	0	0	60	18	3	1	0	0	0	1	17	35	23	6	0	0	0	0	0	34.2	29.3	4.3
0400 - 0500	76	16	14	19	27	0	0	56	19	1	0	0	0	2	2	10	37	18	7	0	0	0	0	0	34.7	29.6	4.9
0500 - 0600	163	17	48	51	47	3	0	119	35	6	0	0	0	2	2	16	58	65	16	4	0	0	0	0	35.3	31.1	4.9
0600 - 0700	315	56	64	85	110	3	2	227	60	18	5	1	6	13	38	94	104	48	10	1	0	0	0	0	31.3	25.8	6.1
0700 - 0800	739	153	156	207	223	5	4	618	80	24	8	0	10	39	89	162	311	120	6	2	0	0	0	0	31.3	26.1	5.7
0800 - 0900	891	222	231	228	210	13	8	693	113	59	5	2	20	82	158	287	287	47	6	2	0	0	0	0	29.1	23.6	5.8
0900 - 1000	804	217	207	195	185	10	8	580	142	57	7	1	26	92	180	305	157	35	8	0	0	0	0	0	27.7	22.2	5.7
1000 - 1100	793	187	189	221	196	7	3	563	152	57	11	2	21	96	216	278	150	25	4	1	0	0	0	0	27.3	21.9	5.5
1100 - 1200	802	200	197	186	219	5	3	574	162	55	3	2	15	86	177	297	193	31	1	0	0	0	0	0	28	22.6	5.4
1200 - 1300	795	189	208	194	204	4	6	578	156	47	4	1	17	67	160	293	223	33	0	1	0	0	0	0	28.4	23.2	5.3
1300 - 1400	789	174	188	200	227	4	3	584	149	42	7	1	13	91	136	275	217	55	1	0	0	0	0	0	28.6	23.3	5.6
1400 - 1500	900	227	226	229	218	6	3	686	154	46	5	2	23	96	251	323	171	30	4	0	0	0	0	0	27.3	22	5.4
1500 - 1600	907	215	217	247	228	3	4	714	145	37	4	4	43	172	253	263	138	31	2	1	0	0	0	0	26.6	20.6	5.9
1600 - 1700	971	248	247	226	250	6	7	751	156	45	6	2	33	135	313	318	147	19	3	1	0	0	0	0	26.4	21	5.4
1700 - 1800	933	234	248	227	224	9	9	775	106	31	3	1	27	140	288	319	132	24	2	0	0	0	0	0	26.2	21	5.3
1800 - 1900	860	219	216	211	214	8	10	738	82	20	2	1	24	98	225	298	169	37	7	1	0	0	0	0	28	22.2	5.6
1900 - 2000	757	209	179	192	177	1	13	637	81	18	7	0	4	54	117	243	271	55	10	2	1	0	0	0	29.3	24.7	5.4
2000 - 2100	632	182	179	137	134	4	7	543	71	3	4	0	3	10	46	215	259	88	8	2	1	0	0	0	30.9	26.6	4.7
2100 - 2200	503	127	129	124	123	1	3	431	54	9	5	0	0	9	28	153	224	79	9	1	0	0	0	0	31.5	27.1	4.4
2200 - 2300	425	114	130	98	83	2	2	362	52	5	2	0	5	39	90	144	111	31	4	1	0	0	0	0	29.3	23.8	5.6
2300 - 0000	323	98	82	81	62	1	4	261	48	8	1	0	1	20	47	96	123	27	7	1	0	1	0	0	30.2	25.3	5.7
0700 - 1900	10184	2485	2530	2571	2598	80	68	7854	1597	520	65	19	272	1194	2446	3418	2295	487	44	9	0	0	0	0	28.2	22.4	5.7
0600 - 2200	12391	3059	3081	3109	3142	89	93	9692	1863	568	86	20	285	1280	2675	4123	3153	757	81	15	2	0	0	0	28.6	23	5.8
0600 - 0000	13139	3271	3293	3288	3287	92	99	10315	1963	581	89	20	291	1339	2812	4363	3387	815	92	17	2	1	0	0	28.9	23.1	5.8
0000 - 0000	13771	3424	3464	3447	3436	96	102	10782	2099	599	93	20	291	1349	2822	4456	3655	1010	141	21	5	1	0	0	29.3	23.4	5.9

Friday 31 July 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	181	57	46	45	33	1	0	148	28	2	2	0	0	4	12	45	75	38	7	0	0	0	0	0	32.2	27.6	4.8
0100 - 0200	113	29	23	31	30	2	2	78	27	4	0	0	0	4	2	9	56	33	7	1	1	0	0	0	33.3	29.6	5.1
0200 - 0300	76	17	21	14	24	0	0	61	11	3	1	0	0	2	1	12	32	21	6	2	0	0	0	0	34.4	29.6	5.5
0300 - 0400	70	17	20	12	21	0	0	45	23	2	0	0	0	0	0	17	27	23	3	0	0	0	0	0	32.7	29.2	3.9
0400 - 0500	73	13	22	15	23	0	0	52	17	4	0	0	1	0	2	10	45	11	1	2	1	0	0	0	32.7	29.1	5.1
0500 - 0600	157	30	30	49	48	2	2	109	34	9	1	0	2	5	14	32	57	37	10	0	0	0	0	0	34	27.8	5.9
0600 - 0700	323	62	66	80	115	4	2	235	52	23	7	0	6	18	58	67	119	46	8	1	0	0	0	0	31.3	25.6	6.2
0700 - 0800	141	140	1	0	0	0	0	117	14	8	2	0	0	0	1	3	20	70	40	6	1	0	0	0	33.1	29.2	4.2
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000 - 1100	639	32	211	191	205	4	3	453	128	46	5	2	22	92	148	239	121	15	0	0	0	0	0	0	26.8	21.5	5.4
1100 - 1200	859	220	209	208	222	4	5	646	139	60	5	2	28	116	259	320	121	12	1	0	0	0	0	0	25.9	21	5.1
1200 - 1300	913	226	231	218	238	9	4	700	141	52	7	2	42	146	303	315	101	3	1	0	0	0	0	0	25.1	20.1	5
1300 - 1400	870	224	223	206	217	6	5	673	145	37	4	2	25	105	240	302	162	30	4	0	0	0	0	0	27.3	21.8	5.6
1400 - 1500	912	211	233	246	222	1	6	677	163	51	14	3	32	117	294	286	162	17	1	0	0	0	0	0	26.8	21.1	5.4
1500 - 1600	904	233	245	208	218	1	8	704	144	40	7	0	17	125	238	302	197	24	0	1	0	0	0	0	27.3	21.9	5.3
1600 - 1700	913	233	230	225	225	2	5	739	116	38	13	0	23	113	234	333	187	21	0	2	0	0	0	0	27.3	21.9	5.4
1700 - 1800	924	230	249	237	208	8	13	765	103	29	6	0	38	151	252	301	159	20	3	0	0	0	0	0	26.6	21	5.5
1800 - 1900	773	217	196	185	175	6	7	653	80	17	10	0	17	71	163	242	243	29	7	1	0	0	0	0	28.4	23.3	5.6
1900 - 2000	692	192	163	179	158	4	1	576	88	11	12	1	5	17	60	206	316	79	7	1	0	0	0	0	30.6	26.3	4.8
2000 - 2100	519	142	124	123	130	1	4	439	64	7	4	0	0	2	28	132	240	101	13	3	0	0	0	0	32.2	28.1	4.3
2100 - 2200	537	133	147	137	120	0	4	454	63	10	6	0	0	5	38	177	242	65	8	1	1	0	0	0	30.6	26.9	4.3
2200 - 2300	566	135	122	153	156	2	5	463	88	5	3	0	30	132	153	164	69	13	3	2	0	0	0	0	25.9	19.9	6.1
2300 - 0000	459	126	114	125	94	1	1	354	98	5	0	0	13	71	107	163	87	17	1	0	0	0	0	0	26.8	21.6	5.5
0700 - 1900	7848	1966	2028	1924	1930	41	56	6127	1173	378	73	11	244	1037	2134	2660	1523	211	23	5	0	0	0	0	27.3	21.6	5.5
0600 - 2200	9919	2495	2528	2443	2453	50	67	7831	1440	429	102	12	255	1079	2318	3242	2440	502	59	11	1	0	0	0	28.4	22.7	5.8
0600 - 0000	10944	2756	2764	2721	2703	53	73	8648	1626	439	105	12	298	1282	2578	3569	2596	532	63	13	1	0	0	0	28.2	22.5	5.8
0000 - 0000	11614	2919	2926	2887	2882	58	77	9141	1766	463	109	12	301	1297	2609	3694	2888	695	97	18	3	0	0	0	28.9	22.9	6

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	329	93	81	86	69	2	2	232	83	7	3	0	2	24	74	137	75	15	1	1	0	0	0	0	28.2	23.4	4.9
0100 - 0200	243	74	54	47	68	0	0	188	52	2	1	0	0	9	25	84	102	20	2	1	0	0	0	0	30	25.9	4.6
0200 - 0300	157	52	39	35	31	0	0	119	32	5	1	0	0	2	21	39	65	26	4	0	0	0	0	0	32.2	26.8	5.1
0300 - 0400	174	45	48	48	33	0	0	134	39	1	0	0	0	0	11	36	79	44	4	0	0	0	0	0	32.4	28.3	4.3
0400 - 0500	86	28	17	24	17	0	0	67	16	3	0	0	0	1	1	13	41	23	4	2	1	0	0	0	34	29.8	5
0500 - 0600	121	24	26	30	41	0	1	91	24	5	0	0	0	0	2	19	42	44	11	3	0	0	0	0	35.3	30.8	5
0600 - 0700	179	41	35	57	46	1	2	128	32	14	2	0	0	1	5	16	68	68	17	2	2	0	0	0	35.1	30.9	5.1
0700 - 0800	273	66	67	63	77	0	1	209	42	15	6	0	0	4	13	42	103	80	22	5	3	1	0	0	35.1	29.9	5.8
0800 - 0900	446	96	92	126	132	4	0	335	63	38	6	0	3	13	43	129	166	77	13	2	0	0	0	0	31.8	26.8	5.4
0900 - 1000	622	144	152	156	170	5	4	468	100	33	12	0	3	21	31	139	292	116	16	4	0	0	0	0	32	27.6	5.1
1000 - 1100	708	175	166	179	188	2	2	578	85	33	8	0	3	16	70	251	307	57	4	0	0	0	0	0	29.8	25.9	4.4
1100 - 1200	782	201	209	190	182	2	5	648	96	26	5	1	4	34	95	304	275	60	9	0	0	0	0	0	29.3	25	4.9
1200 - 1300	801	194	218	199	190	1	9	660	96	31	4	0	5	35	125	290	271	63	9	2	0	0	1	0	29.5	24.8	5.1
1300 - 1400	757	200	188	192	177	1	5	636	94	18	3	0	7	35	91	264	270	79	10	0	1	0	0	0	30.2	25.3	5.2
1400 - 1500	780	204	163	208	205	1	4	660	91	20	4	0	6	35	126	303	248	54	7	1	0	0	0	0	28.9	24.6	4.8
1500 - 1600	781	174	188	213	206	4	3	659	92	14	9	1	5	28	116	314	263	52	1	1	0	0	0	0	28.9	24.6	4.6
1600 - 1700	813	201	204	234	174	1	8	693	83	20	8	0	12	75	182	301	197	38	6	1	1	0	0	0	28.2	23.1	5.4
1700 - 1800	865	253	195	216	201	2	3	758	75	20	7	1	9	53	176	306	262	50	7	1	0	0	0	0	29.1	23.9	5.3
1800 - 1900	738	197	207	182	152	3	8	619	88	12	8	1	16	26	91	249	255	87	13	0	0	0	0	0	30.4	25.5	5.5
1900 - 2000	698	197	173	164	164	1	6	581	91	11	8	0	7	25	83	226	279	68	7	3	0	0	0	0	30.2	25.6	5.1
2000 - 2100	542	148	142	106	146	0	4	450	77	7	4	0	1	6	29	178	239	80	8	0	1	0	0	0	31.1	27.1	4.3
2100 - 2200	471	127	118	116	110	2	3	380	68	12	6	0	2	8	50	150	180	65	15	1	0	0	0	0	31.1	26.4	5.1
2200 - 2300	507	117	117	129	144	3	3	409	81	9	2	0	9	60	140	185	90	18	4	1	0	0	0	0	27.1	22.1	5.4
2300 - 0000	438	126	100	114	98	1	1	353	80	2	1	0	6	35	69	165	128	31	1	2	1	0	0	0	29.1	24	5.6
0700 - 1900	8366	2105	2049	2158	2054	26	52	6923	1005	280	80	4	73	375	1159	2892	2909	813	117	17	5	1	1	0	30	25.2	5.3
0600 - 2200	10256	2618	2517	2601	2520	30	67	8462	1273	324	100	4	83	415	1326	3462	3675	1094	164	23	8	1	1	0	30.4	25.5	5.3
0600 - 0000	11201	2861	2734	2844	2762	34	71	9224	1434	335	103	4	98	510	1535	3812	3893	1143	169	26	9	1	1	0	30.2	25.3	5.4
0000 - 0000	12311	3177	2999	3114	3021	36	74	10055	1680	358	108	4	100	546	1669	4140	4297	1315	195	33	10	1	1	0	30.4	25.4	5.4

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	394	118	94	82	100	2	2	311	71	4	4	0	4	11	64	141	136	33	3	0	2	0	0	0	30	25	5.2
0100 - 0200	329	87	88	71	83	0	0	264	58	3	4	0	2	15	36	93	129	45	8	1	0	0	0	0	31.3	26.3	5.4
0200 - 0300	261	68	64	68	61	1	0	205	51	4	0	0	1	5	21	68	126	35	4	1	0	0	0	0	30.9	26.9	4.8
0300 - 0400	198	50	55	51	42	0	0	163	34	1	0	0	1	1	15	35	80	53	10	3	0	0	0	0	33.6	28.7	5.2
0400 - 0500	133	44	39	27	23	0	1	99	32	1	0	0	0	0	2	14	54	52	11	0	0	0	0	0	34.7	30.5	4.1
0500 - 0600	118	28	31	34	25	0	0	95	18	4	1	0	0	0	8	15	41	44	8	2	0	0	0	0	35.1	30	5
0600 - 0700	150	21	43	50	36	0	2	114	25	5	4	0	0	0	1	10	61	61	14	1	1	1	0	0	34.4	31.5	4.3
0700 - 0800	207	53	40	57	57	0	0	171	20	12	4	0	0	1	7	29	88	64	16	2	0	0	0	0	34	30	4.5
0800 - 0900	262	54	44	78	86	5	1	177	47	25	7	0	0	2	13	53	126	55	12	1	0	0	0	0	32.2	28.3	4.5
0900 - 1000	446	96	107	101	142	3	3	358	63	16	3	1	1	9	38	118	179	83	14	2	1	0	0	0	32	27.3	5.2
1000 - 1100	669	136	170	191	172	2	1	598	48	17	3	0	3	15	29	227	301	86	7	1	0	0	0	0	30.6	26.7	4.4
1100 - 1200	797	212	176	197	212	0	3	686	84	18	6	0	3	38	123	265	297	64	6	0	1	0	0	0	29.5	25.1	4.9
1200 - 1300	781	204	184	200	193	4	2	681	74	14	6	1	15	56	183	270	206	47	3	0	0	0	0	0	28.6	23.3	5.4
1300 - 1400	801	209	197	183	212	0	3	704	66	25	3	0	8	52	176	299	241	19	5	0	0	1	0	0	28	23.4	5
1400 - 1500	821	185	202	218	216	5	1	718	74	16	7	0	5	59	132	304	274	42	4	1	0	0	0	0	28.9	24.2	5
1500 - 1600	854	226	219	216	193	3	2	768	63	14	4	0	19	81	179	284	259	30	2	0	0	0	0	0	28	23	5.3
1600 - 1700	800	194	195	205	206	4	4	700	70	17	5	0	14	85	127	276	255	41	2	0	0	0	0	0	28.9	23.6	5.5
1700 - 1800	794	205	179	197	213	4	4	707	66	12	1	0	9	45	107	263	297	66	4	3	0	0	0	0	29.8	25	5.2
1800 - 1900	695	197	184	156	158	1	7	604	68	9	6	0	16	46	103	266	221	42	1	0	0	0	0	0	28.6	23.9	5.3
1900 - 2000	580	152	157	132	139	1	5	519	41	9	5	0	1	20	71	167	225	89	7	0	0	0	0	0	31.3	26.2	4.9
2000 - 2100	487	134	111	137	105	2	3	429	38	9	6	0	0	9	45	145	204	66	16	2	0	0	0	0	31.3	26.9	4.8
2100 - 2200	397	124	89	91	93	0	3	344	36	10	4	0	0	4	36	122	191	38	4	2	0	0	0	0	30.4	26.6	4.2
2200 - 2300	349	100	101	81	67	2	3	299	36	5	4	0	2	18	53	119	108	40	7	2	0	0	0	0	30.6	25.3	5.6
2300 - 0000	276	87	65	64	60	0	0	237	32	5	2	0	0	1	18	79	127	41	8	2	0	0	0	0	31.5	27.4	4.4
0700 - 1900	7927	1971	1897	1999	2060	31	31	6872	743	195	55	2	93	489	1217	2654	2744	639	76	10	2	1	0	0	29.5	24.7	5.4
0600 - 2200	9541	2402	2297	2409	2433	34	44	8278	883	228	74	2	94	522	1370	3098	3425	893	117	15	3	2	0	0	30	25.1	5.4
0600 - 0000	10166	2589	2463	2554	2560	36	47	8814	951	238	80	2	96	541	1441	3296	3660	974	132	19	3	2	0	0	30	25.1	5.4
0000 - 0000	11599	2984	2834	2887	2894	39	50	9951	1215	255	89	2	104	573	1587	3662	4226	1236	176	26	5	2	0	0	30.4	25.4	5.4

Monday 03 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	162	49	60	26	27	0	2	134	22	3	1	0	0	0	5	44	80	27	3	3	0	0	0	0	31.8	28.1	4.3
0100 - 0200	93	29	26	20	18	0	1	70	13	5	4	1	0	0	5	15	35	31	5	1	0	0	0	0	33.8	29	5.8
0200 - 0300	67	15	17	16	19	0	0	52	12	2	1	0	0	0	2	7	25	28	4	0	1	0	0	0	34.7	30.9	4.9
0300 - 0400	61	16	13	16	16	0	1	48	8	4	0	0	0	1	1	10	24	18	6	1	0	0	0	0	34.2	29.9	5.1
0400 - 0500	94	23	18	24	29	0	1	66	22	5	0	0	0	0	5	18	39	24	4	4	0	0	0	0	34.2	29.5	5.1
0500 - 0600	158	26	41	49	42	2	2	116	31	7	0	0	0	1	7	27	68	44	8	2	1	0	0	0	34	29.4	5.1
0600 - 0700	343	56	74	99	114	5	1	251	52	23	11	1	2	27	43	74	132	55	9	0	0	0	0	0	32	26	6.1
0700 - 0800	751	155	162	215	219	6	4	610	90	32	9	1	17	53	83	151	324	110	9	3	0	0	0	0	31.1	25.8	6.2
0800 - 0900	893	223	201	243	226	18	4	671	135	55	10	1	23	115	164	331	216	38	4	1	0	0	0	0	28	22.6	5.7
0900 - 1000	749	189	173	203	184	10	1	520	147	67	4	2	15	62	106	289	229	45	1	0	0	0	0	0	28.6	23.8	5.4
1000 - 1100	747	198	201	172	176	2	2	535	138	63	7	0	9	60	119	318	203	33	5	0	0	0	0	0	28.2	23.6	5
1100 - 1200	804	195	195	216	198	2	2	600	131	61	8	0	12	50	165	320	226	27	4	0	0	0	0	0	28.2	23.4	4.9
1200 - 1300	829	198	207	215	209	7	6	591	138	77	10	3	48	138	209	241	160	26	4	0	0	0	0	0	27.1	20.9	6.2
1300 - 1400	798	213	191	194	200	7	7	586	153	40	5	0	7	82	183	317	190	15	4	0	0	0	0	0	27.5	22.7	5
1400 - 1500	819	212	187	212	208	4	2	633	120	56	4	2	24	84	229	265	190	23	2	0	0	0	0	0	27.7	22.1	5.4
1500 - 1600	863	207	220	227	209	4	3	658	143	49	6	1	12	73	197	315	219	39	6	1	0	0	0	0	28.2	23.1	5.3
1600 - 1700	918	227	237	223	231	3	13	719	131	42	10	0	19	133	293	314	131	23	5	0	0	0	0	0	26.4	21.2	5.2
1700 - 1800	940	253	224	227	236	9	12	786	87	40	6	0	29	100	252	336	187	31	5	0	0	0	0	0	27.3	22	5.4
1800 - 1900	765	212	222	162	169	7	14	653	71	16	4	0	9	31	148	253	251	68	5	0	0	0	0	0	29.5	24.6	5.2
1900 - 2000	607	165	161	129	152	5	4	512	59	23	4	0	7	21	42	175	296	59	6	1	0	0	0	0	30.2	26.2	4.8
2000 - 2100	467	125	120	109	113	1	3	403	45	12	3	0	0	2	15	108	243	86	11	2	0	0	0	0	31.8	28.1	3.9
2100 - 2200	462	116	130	108	108	1	6	389	51	13	2	0	1	3	18	127	223	71	17	2	0	0	0	0	31.5	27.8	4.3
2200 - 2300	325	89	88	77	71	2	4	262	48	5	4	0	0	3	19	102	133	52	15	1	0	0	0	0	32.2	27.5	4.6
2300 - 0000	244	73	54	63	54	3	0	202	31	5	3	0	3	4	25	71	95	39	5	1	1	0	0	0	31.5	26.8	5.4
0700 - 1900	9876	2482	2420	2509	2465	79	70	7562	1484	598	83	10	224	981	2148	3450	2526	478	54	5	0	0	0	0	28.4	22.9	5.6
0600 - 2200	11755	2944	2905	2954	2952	91	84	9117	1691	669	103	11	234	1034	2266	3934	3420	749	97	10	0	0	0	0	28.9	23.6	5.7
0600 - 0000	12324	3106	3047	3094	3077	96	88	9581	1770	679	110	11	237	1041	2310	4107	3648	840	117	12	1	0	0	0	29.1	23.7	5.7
0000 - 0000	12959	3264	3222	3245	3228	98	95	10067	1878	705	116	12	237	1043	2335	4228	3919	1012	147	23	3	0	0	0	29.5	24	5.8

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	213	64	56	49	43	1	1	165	40	4	2	0	1	6	23	63	79	34	6	1	1	0	0	0	31.5	26.6	5.4
0100 - 0200	148	44	36	32	36	1	0	112	30	4	2	0	0	5	10	36	63	28	5	1	0	0	0	0	32.2	27.5	5.3
0200 - 0300	111	31	28	26	26	0	0	87	20	3	1	0	0	2	7	22	49	26	4	1	0	0	0	0	33.1	28.3	5.2
0300 - 0400	103	28	28	26	21	0	0	79	22	2	0	0	0	0	4	19	44	28	7	1	0	0	0	0	33.6	29.2	4.7
0400 - 0500	88	22	19	23	24	0	0	63	21	4	0	0	0	0	2	12	39	27	5	2	0	0	0	0	34.4	30.1	4.7
0500 - 0600	148	25	37	43	44	2	1	110	28	7	1	0	0	1	7	21	53	51	11	2	0	0	0	0	34.7	29.9	5.3
0600 - 0700	284	50	59	80	94	2	2	207	49	18	5	0	3	14	33	59	105	57	11	1	0	0	0	0	32.7	26.9	6.2
0700 - 0800	524	125	107	143	149	4	3	428	61	23	5	0	8	31	60	113	216	82	11	2	0	0	0	0	31.5	26.1	6
0800 - 0900	616	151	144	164	157	10	4	472	83	41	7	1	13	57	115	213	169	42	6	1	0	0	0	0	29.1	23.5	5.8
0900 - 1000	604	150	148	150	155	6	4	440	105	44	5	1	14	46	102	208	177	49	6	1	0	0	0	0	29.3	24	5.8
1000 - 1100	720	157	185	188	189	4	2	539	121	47	7	1	12	60	128	271	207	38	3	0	0	0	0	0	28.6	23.6	5.3
1100 - 1200	798	202	196	199	201	3	3	607	134	46	5	1	13	65	166	295	216	38	4	0	0	0	0	0	28.4	23.3	5.3
1200 - 1300	819	202	209	206	202	5	5	631	126	46	7	1	23	94	198	282	184	33	3	0	0	0	0	0	27.7	22.3	5.6
1300 - 1400	815	203	200	204	207	5	6	634	128	37	6	1	12	75	168	301	216	39	4	0	0	0	0	0	28.2	23.2	5.4
1400 - 1500	852	209	206	220	217	4	3	673	124	41	7	2	20	88	218	296	195	31	3	0	0	0	0	0	27.7	22.4	5.4
1500 - 1600	874	215	216	227	215	3	5	702	123	34	6	2	23	100	211	295	208	32	3	1	0	0	0	0	27.7	22.3	5.6
1600 - 1700	892	225	222	223	222	3	7	722	117	35	7	1	26	123	245	299	166	29	3	1	0	0	0	0	27.3	21.6	5.6
1700 - 1800	899	233	220	226	219	8	7	762	90	28	4	1	23	105	227	310	193	34	5	1	0	0	0	0	27.5	22.2	5.5
1800 - 1900	782	214	205	186	177	5	9	668	80	15	6	1	15	60	151	271	229	49	6	0	0	0	0	0	28.9	23.7	5.5
1900 - 2000	670	186	168	162	154	3	6	567	73	14	6	0	4	23	72	207	286	69	7	1	0	0	0	0	30.2	25.9	4.9
2000 - 2100	529	147	136	124	122	2	4	454	58	7	4	0	1	7	28	151	248	83	11	2	0	0	0	0	31.3	27.4	4.4
2100 - 2200	480	130	119	118	113	1	3	408	53	10	4	0	0	5	35	149	220	60	9	1	0	0	0	0	30.9	26.9	4.4
2200 - 2300	427	115	111	103	97	2	3	351	61	7	3	0	8	43	85	148	107	28	6	1	0	0	0	0	29.1	23.4	5.9
2300 - 0000	323	96	78	81	68	1	1	262	53	4	1	0	4	21	46	103	111	33	5	1	0	0	0	0	30.2	25	5.7
0700 - 1900	9196	2287	2261	2336	2313	60	56	7279	1291	437	73	10	200	903	1987	3154	2378	496	57	8	1	0	0	0	28.4	23	5.7
0600 - 2200	11159	2800	2744	2820	2794	68	73	8914	1524	487	92	11	209	952	2155	3720	3236	765	96	13	2	0	0	0	29.1	23.7	5.7
0600 - 0000	11909	3011	2933	3005	2960	71	78	9528	1638	498	96	11	220	1016	2286	3971	3454	826	107	16	2	1	0	0	29.1	23.7	5.7
0000 - 0000	12720	3225	3138	3205	3153	75	81	10143	1797	522	101	11	222	1031	2339	4144	3781	1020	145	22	4	1	0	0	29.5	24	5.8

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	12959	3264	3222	3245	3228	98	95	10067	1878	705	116	12	237	1043	2335	4228	3919	1012	147	23	3	0	0	0	29.5	24	5.8
Tue	13203	3362	3201	3372	3268	108	73	10397	1872	651	102	12	275	1236	2730	4295	3613	906	118	16	2	0	0	0	29.1	23.4	5.8
Wed	13583	3442	3320	3481	3340	88	95	10611	2072	624	93	15	243	1172	2620	4534	3868	966	141	20	2	1	1	0	29.3	23.7	5.8
Thu	13771	3424	3464	3447	3436	96	102	10782	2099	599	93	20	291	1349	2822	4456	3655	1010	141	21	5	1	0	0	29.3	23.4	5.9
Fri	11614	2919	2926	2887	2882	58	77	9141	1766	463	109	12	301	1297	2609	3694	2888	695	97	18	3	0	0	0	28.9	22.9	6
Sat	12311	3177	2999	3114	3021	36	74	10055	1680	358	108	4	100	546	1669	4140	4297	1315	195	33	10	1	1	0	30.4	25.4	5.4
Sun	11599	2984	2834	2887	2894	39	50	9951	1215	255	89	2	104	573	1587	3662	4226	1236	176	26	5	2	0	0	30.4	25.4	5.4
	89040	22572	21966	22433	22069	523	566	71004	12582	3655	710	77	1551	7216	16372	29009	26466	7140	1015	157	30	5	2	0	29.5	24	5.8

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
	89040	22572	21966	22433	22069	523	566	71004	12582	3655	710	77	1551	7216	16372	29009	26466	7140	1015	157	30	5	2	0	29.5	24	5.8

Edinburgh ATC Study

Report Id 295b/15-01
Site Name Site 1 of 9
Description Queen Street, 20m west of Frederick Street
Direction Eastbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	126	32	31	36	27	0	2	101	22	1	0	0	0	0	9	47	47	15	4	4	0	0	0	0	32	27.4	5.2
0100 - 0200	92	27	30	18	17	2	0	73	13	4	0	0	0	2	9	24	45	8	4	0	0	0	0	0	30.2	26.6	4.9
0200 - 0300	53	12	10	16	15	1	0	40	8	4	0	0	0	2	5	22	16	6	2	0	0	0	0	0	30.4	25.7	5.2
0300 - 0400	54	15	10	19	10	0	0	40	12	1	1	0	0	0	4	10	23	17	0	0	0	0	0	0	33.6	28.6	4.2
0400 - 0500	78	13	14	21	30	1	1	52	14	10	0	0	0	2	1	18	38	14	4	1	0	0	0	0	32.9	28.6	4.8
0500 - 0600	158	27	32	42	57	0	1	119	26	9	3	0	0	1	13	36	63	40	4	1	0	0	0	0	32.7	28	4.7
0600 - 0700	359	49	83	103	124	0	3	271	45	34	6	0	4	23	51	105	130	40	5	1	0	0	0	0	30.4	25.2	5.7
0700 - 0800	700	146	179	183	192	2	7	528	97	62	4	1	40	144	155	224	114	20	2	0	0	0	0	0	26.6	20.6	6.1
0800 - 0900	761	206	203	165	187	6	7	626	58	60	4	8	131	272	215	110	24	1	0	0	0	0	0	0	21.7	16	5.2
0900 - 1000	679	178	160	165	176	3	2	546	58	66	4	11	195	276	143	49	5	0	0	0	0	0	0	0	18.8	13.8	4.6
1000 - 1100	802	203	193	208	198	3	5	611	105	73	5	0	46	210	327	182	34	3	0	0	0	0	0	0	22.8	18.2	4.6
1100 - 1200	763	183	179	200	201	1	6	590	80	82	4	2	76	188	284	178	32	3	0	0	0	0	0	0	23	18	4.9
1200 - 1300	732	193	195	159	185	1	7	567	86	67	4	2	87	243	219	149	25	4	2	1	0	0	0	0	23	17.1	5.4
1300 - 1400	738	176	192	185	185	2	4	590	85	52	5	1	64	196	257	169	44	6	1	0	0	0	0	0	23.3	18.2	5.2
1400 - 1500	773	186	195	202	190	5	5	631	77	49	6	1	70	188	280	178	49	6	1	0	0	0	0	0	23.7	18.3	5.2
1500 - 1600	777	182	196	199	200	5	3	647	65	54	3	1	38	153	311	207	57	9	1	0	0	0	0	0	24.2	19.3	4.9
1600 - 1700	765	185	204	203	173	4	5	648	57	50	1	4	79	244	212	169	47	8	2	0	0	0	0	0	23.7	17.7	5.7
1700 - 1800	741	205	182	167	187	11	10	628	36	54	2	5	140	321	214	53	7	1	0	0	0	0	0	0	19	14.9	4.3
1800 - 1900	817	196	211	199	211	7	8	729	49	22	2	0	49	191	321	198	52	4	2	0	0	0	0	0	23.9	18.8	4.9
1900 - 2000	722	178	204	176	164	3	4	620	59	33	3	1	23	98	216	260	112	11	1	0	0	0	0	0	26.4	21.1	5.2
2000 - 2100	562	141	152	113	156	3	6	499	38	13	3	0	11	50	121	231	115	26	7	1	0	0	0	0	28.2	23	5.5
2100 - 2200	477	108	118	135	116	6	5	413	42	8	3	0	12	32	117	195	104	15	2	0	0	0	0	0	27.3	22.7	5.1
2200 - 2300	389	103	116	95	75	1	3	336	37	10	2	0	3	26	117	152	78	11	1	1	0	0	0	0	27.1	22.5	4.7
2300 - 0000	271	70	82	53	66	1	3	232	33	1	1	0	1	2	37	107	95	26	1	2	0	0	0	0	30.2	25.6	4.6
0700 - 1900	9048	2239	2289	2235	2285	50	69	7341	853	691	44	36	1015	2626	2938	1866	490	65	11	1	0	0	0	0	23.3	17.6	5.4
0600 - 2200	11168	2715	2846	2762	2845	62	87	9144	1037	779	59	37	1065	2829	3443	2657	951	157	26	3	0	0	0	0	24.6	18.6	5.8
0600 - 0000	11828	2888	3044	2910	2986	64	93	9712	1107	790	62	37	1069	2857	3597	2916	1124	194	28	6	0	0	0	0	24.8	18.9	5.8
0000 - 0000	12389	3014	3171	3062	3142	68	97	10137	1202	819	66	37	1069	2864	3638	3073	1356	294	46	12	0	0	0	0	25.5	19.2	6.1

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	166	53	33	48	32	1	1	130	28	6	0	0	0	3	18	53	65	25	2	0	0	0	0	0	30.9	26.4	4.4
0100 - 0200	95	24	24	24	23	0	0	77	16	2	0	0	0	0	3	34	41	14	1	1	1	0	0	0	31.8	27.6	4.7
0200 - 0300	81	11	20	21	29	0	0	63	17	1	0	0	0	0	7	31	28	10	3	1	0	1	0	0	32.2	27.2	5.7
0300 - 0400	54	17	8	12	17	0	0	47	5	2	0	0	0	0	3	17	20	9	5	0	0	0	0	0	33.8	28.1	5.2
0400 - 0500	85	13	17	26	29	1	1	60	16	7	0	0	1	1	3	22	36	19	3	0	0	0	0	0	32.7	27.9	5.1
0500 - 0600	151	26	35	44	46	0	0	121	23	6	1	0	0	1	11	56	56	20	6	1	0	0	0	0	31.1	27.2	4.6
0600 - 0700	376	50	91	118	117	0	3	300	48	21	4	0	4	34	77	123	95	30	12	1	0	0	0	0	30.2	24	6.2
0700 - 0800	754	159	167	208	220	8	14	570	100	59	3	0	23	116	220	278	83	29	5	0	0	0	0	0	25.9	21.1	5.4
0800 - 0900	849	217	215	207	210	7	6	684	81	63	8	1	61	265	336	149	32	3	1	0	1	0	0	0	21.9	17.6	4.8
0900 - 1000	724	174	182	175	193	2	7	564	74	70	7	5	148	303	188	73	6	1	0	0	0	0	0	0	19.7	14.8	4.5
1000 - 1100	759	190	187	175	207	1	4	570	102	76	6	2	52	188	258	207	44	8	0	0	0	0	0	0	24.2	18.7	5.2
1100 - 1200	800	195	196	208	201	0	3	635	85	75	2	1	53	248	300	159	33	6	0	0	0	0	0	0	22.6	17.8	4.8
1200 - 1300	788	188	197	205	198	3	3	620	83	73	6	2	84	222	241	182	50	6	1	0	0	0	0	0	23.9	18	5.6
1300 - 1400	849	222	221	211	195	0	12	676	107	47	7	0	57	203	330	199	47	9	4	0	0	0	0	0	23.9	18.6	5.2
1400 - 1500	784	199	178	196	211	3	3	640	92	41	5	6	88	230	261	169	29	1	0	0	0	0	0	0	23	17.2	5.2
1500 - 1600	781	202	185	199	195	2	5	655	76	40	3	0	49	154	266	207	90	11	3	1	0	0	0	0	25.3	19.6	5.5
1600 - 1700	808	228	198	210	172	2	11	641	82	67	5	2	65	237	292	171	35	5	1	0	0	0	0	0	22.8	17.8	5
1700 - 1800	684	185	182	151	166	6	4	582	36	53	3	6	181	325	138	33	1	0	0	0	0	0	0	0	17.7	13.7	3.9
1800 - 1900	781	200	180	192	209	10	5	654	67	42	3	0	47	191	265	205	60	12	1	0	0	0	0	0	24.4	19	5.3
1900 - 2000	728	187	198	169	174	5	5	619	68	27	4	0	19	90	201	257	141	17	3	0	0	0	0	0	27.1	21.7	5.4
2000 - 2100	561	145	154	123	139	6	7	478	46	21	3	0	9	37	96	244	143	29	3	0	0	0	0	0	28.2	23.7	4.9
2100 - 2200	545	121	149	143	132	3	5	479	42	14	2	1	13	72	134	191	104	27	3	0	0	0	0	0	27.7	22.1	5.5
2200 - 2300	410	124	97	90	99	2	4	345	46	13	0	0	3	35	114	161	77	18	2	0	0	0	0	0	27.7	22.7	5
2300 - 0000	271	76	74	67	54	0	1	226	37	7	0	0	1	5	45	124	74	16	4	2	0	0	0	0	29.1	24.9	4.7
0700 - 1900	9361	2359	2288	2337	2377	44	77	7491	985	706	58	25	908	2682	3095	2032	510	91	16	1	1	0	0	0	23.5	17.9	5.4
0600 - 2200	11571	2862	2880	2890	2939	58	97	9367	1189	789	71	26	953	2915	3603	2847	993	194	37	2	1	0	0	0	24.6	18.8	5.7
0600 - 0000	12252	3062	3051	3047	3092	60	102	9938	1272	809	71	26	957	2955	3762	3132	1144	228	43	4	1	0	0	0	25.1	19.1	5.8
0000 - 0000	12884	3206	3188	3222	3268	62	104	10436	1377	833	72	26	958	2960	3807	3345	1390	325	63	7	2	1	0	0	25.7	19.5	6

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	182	42	49	52	39	4	0	147	29	2	0	0	2	0	14	64	71	22	8	1	0	0	0	0	31.1	26.7	4.9
0100 - 0200	105	33	27	21	24	0	0	65	38	2	0	0	0	2	13	37	40	12	1	0	0	0	0	0	30.4	25.9	4.4
0200 - 0300	68	19	21	15	13	1	0	50	16	1	0	0	1	0	4	22	30	6	1	3	1	0	0	0	31.1	27.7	6.1
0300 - 0400	61	16	14	21	10	0	0	54	6	1	0	0	0	0	3	20	28	8	1	1	0	0	0	0	31.3	27.7	4.4
0400 - 0500	81	17	20	20	24	2	1	57	13	7	1	1	0	3	6	27	26	13	5	0	0	0	0	0	32.9	26.8	6.2
0500 - 0600	167	33	28	41	65	0	0	126	19	18	4	0	1	0	7	41	80	34	4	0	0	0	0	0	32.4	27.9	4.4
0600 - 0700	338	45	75	98	120	1	4	258	47	24	4	0	1	9	49	110	107	46	11	3	2	0	0	0	31.3	26.2	5.9
0700 - 0800	729	156	169	204	200	5	8	541	107	66	2	0	17	80	240	216	143	25	3	3	2	0	0	0	27.5	21.9	5.8
0800 - 0900	856	224	216	201	215	6	7	683	97	62	1	5	73	277	293	160	37	10	0	1	0	0	0	0	22.8	17.5	5.2
0900 - 1000	722	191	169	170	192	5	15	529	89	79	5	6	117	262	226	90	17	3	1	0	0	0	0	0	21	15.8	5
1000 - 1100	746	189	166	190	201	3	5	561	102	72	3	2	56	204	251	194	36	3	0	0	0	0	0	0	23.5	18.1	4.9
1100 - 1200	787	180	200	202	205	3	5	617	87	62	13	4	63	252	289	148	30	1	0	0	0	0	0	0	22.4	17.5	4.8
1200 - 1300	822	209	206	214	193	6	7	636	99	69	5	3	93	275	271	152	25	3	0	0	0	0	0	0	22.8	17	5
1300 - 1400	809	190	200	213	206	4	15	653	80	50	7	1	56	207	319	180	37	8	1	0	0	0	0	0	23	18.2	4.9
1400 - 1500	794	210	194	192	198	4	3	629	92	61	5	2	38	208	322	179	39	5	1	0	0	0	0	0	23	18.3	4.7
1500 - 1600	811	203	195	207	206	3	5	653	94	50	6	1	34	154	295	245	74	7	1	0	0	0	0	0	24.6	19.8	4.9
1600 - 1700	735	202	195	174	164	2	10	575	59	78	11	4	127	279	226	81	15	3	0	0	0	0	0	0	20.4	15.5	4.9
1700 - 1800	738	188	206	184	160	8	5	644	33	46	2	13	180	332	178	29	6	0	0	0	0	0	0	0	17.9	13.9	4.1
1800 - 1900	840	192	190	227	231	5	9	723	55	45	3	5	98	255	281	177	24	0	0	0	0	0	0	0	22.4	17.1	5
1900 - 2000	812	226	215	177	194	5	13	690	61	42	1	3	45	126	275	265	78	15	4	0	1	0	0	0	25.3	20.1	5.6
2000 - 2100	584	155	162	123	144	4	1	510	55	14	0	0	5	36	124	223	164	22	9	1	0	0	0	0	28.2	23.7	5
2100 - 2200	572	133	133	147	159	3	7	491	51	17	3	0	16	63	134	189	132	29	9	0	0	0	0	0	28.4	22.6	6
2200 - 2300	483	143	114	102	124	1	3	408	59	9	3	1	13	55	115	178	92	26	2	1	0	0	0	0	27.7	22.4	5.6
2300 - 0000	306	85	78	62	81	5	1	240	48	11	1	0	1	10	54	139	80	17	4	1	0	0	0	0	28.9	24.3	4.9
0700 - 1900	9389	2334	2306	2378	2371	54	94	7444	994	740	63	46	952	2785	3191	1851	483	68	7	4	2	0	0	0	23	17.6	5.3
0600 - 2200	11695	2893	2891	2923	2988	67	119	9393	1208	837	71	49	1019	3019	3773	2638	964	180	40	8	5	0	0	0	24.4	18.5	5.8
0600 - 0000	12484	3121	3083	3087	3193	73	123	10041	1315	857	75	50	1033	3084	3942	2955	1136	223	46	10	5	0	0	0	24.8	18.8	5.9
0000 - 0000	13148	3281	3242	3257	3368	80	124	10540	1436	888	80	51	1037	3089	3989	3166	1411	318	66	15	6	0	0	0	25.5	19.2	6.1

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	189	54	53	41	41	1	0	149	39	0	0	0	0	5	24	74	61	16	7	2	0	0	0	0	30.6	25.8	5.4
0100 - 0200	111	34	33	25	19	1	0	82	25	2	1	0	0	1	7	27	50	23	2	1	0	0	0	0	31.5	27.9	4.7
0200 - 0300	65	23	12	13	17	0	0	50	15	0	0	0	0	0	1	26	25	11	2	0	0	0	0	0	32.7	27.9	4.1
0300 - 0400	69	19	19	22	9	0	0	46	17	4	2	0	0	0	5	23	24	15	2	0	0	0	0	0	31.8	27.4	4.7
0400 - 0500	89	18	16	24	31	1	1	69	11	7	0	0	0	2	9	28	35	11	2	2	0	0	0	0	31.1	26.7	5.6
0500 - 0600	145	26	36	32	51	0	1	105	27	10	2	0	0	0	11	44	56	28	6	0	0	0	0	0	32.9	27.7	4.7
0600 - 0700	352	54	66	100	132	0	6	272	45	27	2	0	4	25	60	111	110	32	7	3	0	0	0	0	30	24.8	5.9
0700 - 0800	737	145	188	213	191	7	5	553	113	48	11	2	23	86	161	257	152	44	10	2	0	0	0	0	28.9	22.6	6.2
0800 - 0900	838	217	217	211	193	4	5	671	90	67	1	0	51	181	321	198	72	13	2	0	0	0	0	0	24.4	19.2	5.3
0900 - 1000	770	171	188	207	204	5	5	599	86	70	5	3	69	241	242	156	52	5	2	0	0	0	0	0	23.5	17.7	5.5
1000 - 1100	805	191	197	216	201	3	2	628	93	70	9	0	64	192	260	227	58	4	0	0	0	0	0	0	23.9	18.6	5.3
1100 - 1200	779	197	179	220	183	3	4	594	95	79	4	1	54	290	272	118	36	6	2	0	0	0	0	0	22.4	17.4	4.9
1200 - 1300	792	187	203	199	203	1	2	639	67	80	3	2	99	343	250	86	9	3	0	0	0	0	0	0	20.1	15.8	4.3
1300 - 1400	771	196	190	207	178	2	6	610	84	64	5	3	125	281	238	103	19	1	1	0	0	0	0	0	21	15.9	5
1400 - 1500	756	190	182	183	201	2	10	612	75	52	5	1	106	331	214	80	19	3	2	0	0	0	0	0	20.6	15.8	4.8
1500 - 1600	760	171	211	193	185	5	7	625	67	55	1	4	123	272	228	105	22	6	0	0	0	0	0	0	21.5	16.1	5.1
1600 - 1700	732	176	193	178	185	3	6	621	49	49	4	4	124	388	188	25	3	0	0	0	0	0	0	0	17.9	14.3	3.6
1700 - 1800	784	192	200	195	197	4	4	665	44	62	5	5	106	326	262	67	15	2	1	0	0	0	0	0	19.7	15.7	4.4
1800 - 1900	773	177	220	193	183	9	3	660	58	41	2	10	140	274	209	109	29	2	0	0	0	0	0	0	21.5	15.9	5.3
1900 - 2000	762	204	194	196	168	3	5	632	93	27	2	0	24	101	191	288	136	20	2	0	0	0	0	0	27.1	21.5	5.5
2000 - 2100	602	164	157	133	148	5	14	489	67	23	4	0	21	50	124	248	127	28	4	0	0	0	0	0	28	22.8	5.6
2100 - 2200	552	145	133	149	125	3	4	470	59	11	5	0	12	43	113	214	142	22	4	0	1	1	0	0	28	23.3	5.4
2200 - 2300	568	148	149	129	142	2	4	470	80	10	2	2	24	89	166	175	96	14	2	0	0	0	0	0	26.8	20.8	5.7
2300 - 0000	453	122	122	102	107	1	3	367	66	14	2	0	9	52	143	167	70	11	1	0	0	0	0	0	26.4	21.6	4.9
0700 - 1900	9297	2210	2368	2415	2304	48	59	7477	921	737	55	35	1084	3205	2845	1531	486	89	20	2	0	0	0	0	22.8	17.1	5.4
0600 - 2200	11565	2777	2918	2993	2877	59	88	9340	1185	825	68	35	1145	3424	3333	2392	1001	191	37	5	1	1	0	0	24.6	18.2	5.9
0600 - 0000	12586	3047	3189	3224	3126	62	95	10177	1331	849	72	37	1178	3565	3642	2734	1167	216	40	5	1	1	0	0	24.8	18.4	5.9
0000 - 0000	13254	3221	3358	3381	3294	65	97	10678	1465	872	77	37	1178	3573	3699	2956	1418	320	61	10	1	1	0	0	25.5	18.9	6.2

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	327	98	89	75	65	2	3	274	42	5	1	0	2	14	64	138	85	22	2	0	0	0	0	0	28.4	23.9	4.8
0100 - 0200	238	64	62	62	50	2	1	191	42	2	0	0	1	5	43	95	72	20	1	1	0	0	0	0	29.3	24.7	4.7
0200 - 0300	186	47	47	51	41	1	1	144	38	2	0	0	0	2	18	61	82	19	4	0	0	0	0	0	30.4	26.6	4.4
0300 - 0400	139	37	46	27	29	0	1	108	27	3	0	0	1	0	7	55	52	16	7	1	0	0	0	0	31.1	27.1	4.9
0400 - 0500	90	24	26	21	19	0	0	61	22	5	2	0	0	0	7	26	39	13	5	0	0	0	0	0	33.3	27.6	4.9
0500 - 0600	114	21	27	34	32	0	2	85	18	7	2	0	0	1	7	36	43	21	2	4	0	0	0	0	33.1	27.7	5.5
0600 - 0700	201	41	47	54	59	0	4	161	20	12	4	0	1	7	14	65	63	40	7	3	0	0	0	1	32.7	27.5	6.1
0700 - 0800	317	52	78	107	80	3	3	227	52	29	3	0	1	3	41	96	109	49	15	3	0	0	0	0	32.7	27	5.5
0800 - 0900	533	113	117	155	148	4	2	423	65	36	3	0	4	25	82	213	155	39	14	1	0	0	0	0	29.3	24.6	5.3
0900 - 1000	635	145	143	181	166	6	7	514	63	40	5	1	26	71	138	224	142	30	3	0	0	0	0	0	28	22.3	6
1000 - 1100	720	180	172	193	175	4	0	602	57	52	5	0	21	130	165	279	106	17	1	1	0	0	0	0	26.4	21.2	5.5
1100 - 1200	823	192	216	220	195	2	6	686	83	39	7	1	75	191	260	232	57	4	3	0	0	0	0	0	24.2	18.7	5.5
1200 - 1300	774	192	177	205	200	4	4	651	60	48	7	1	53	192	264	190	64	8	2	0	0	0	0	0	23.9	18.8	5.4
1300 - 1400	851	195	209	211	236	2	3	744	53	46	3	4	54	235	364	158	30	4	2	0	0	0	0	0	22.4	17.9	4.7
1400 - 1500	769	209	187	181	192	2	8	639	53	61	6	3	129	294	208	111	21	3	0	0	0	0	0	0	21.5	15.9	5.1
1500 - 1600	808	217	196	214	181	4	6	695	68	30	5	2	42	163	293	229	69	10	0	0	0	0	0	0	24.4	19.3	5.2
1600 - 1700	755	172	187	206	190	2	6	650	61	34	2	1	8	68	237	307	107	20	7	0	0	0	0	0	26.4	22	4.8
1700 - 1800	789	217	192	197	183	3	3	675	72	31	5	1	20	106	292	252	99	16	3	0	0	0	0	0	25.7	20.7	5
1800 - 1900	739	195	182	179	183	2	4	630	73	28	2	0	20	119	252	259	77	11	0	0	0	1	0	0	25.3	20.4	5
1900 - 2000	717	177	176	179	185	1	6	604	73	29	4	0	17	81	220	260	111	22	5	0	0	1	0	0	26.6	21.7	5.4
2000 - 2100	554	158	156	119	121	2	10	461	61	17	3	0	10	39	70	236	170	23	4	1	1	0	0	0	28.4	24	5.3
2100 - 2200	495	144	103	119	129	2	8	421	51	8	5	0	5	18	87	192	153	30	8	2	0	0	0	0	29.1	24.6	5.1
2200 - 2300	472	119	125	102	126	0	6	386	63	16	1	0	9	41	125	172	102	18	4	1	0	0	0	0	28	22.7	5.4
2300 - 0000	504	155	138	112	99	0	4	399	90	10	1	0	3	48	128	197	109	16	3	0	0	0	0	0	27.5	22.8	5
0700 - 1900	8513	2079	2056	2249	2129	38	52	7136	760	474	53	14	453	1597	2596	2550	1036	211	50	5	0	1	0	0	25.9	20.2	5.8
0600 - 2200	10480	2599	2538	2720	2623	43	80	8783	965	540	69	14	486	1742	2987	3303	1533	326	74	11	1	2	0	1	26.6	20.9	5.9
0600 - 0000	11456	2873	2801	2934	2848	43	90	9568	1118	566	71	14	498	1831	3240	3672	1744	360	81	12	1	2	0	1	26.8	21	5.9
0000 - 0000	12550	3164	3098	3204	3084	48	98	10431	1307	590	76	14	502	1853	3386	4083	2117	471	102	18	1	2	0	1	27.3	21.4	6

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	407	108	114	105	80	1	0	340	54	12	0	0	2	19	70	172	109	30	5	0	0	0	0	0	29.3	24.3	5
0100 - 0200	310	77	77	80	76	1	0	262	43	4	0	0	2	4	32	118	127	23	3	1	0	0	0	0	29.3	25.9	4.3
0200 - 0300	242	65	58	65	54	1	1	196	40	4	0	0	0	3	24	85	103	25	2	0	0	0	0	0	30.2	26.2	4.2
0300 - 0400	198	58	48	58	34	0	1	157	36	4	0	0	0	0	24	66	78	25	4	0	1	0	0	0	30.9	26.4	4.8
0400 - 0500	119	32	29	29	29	0	0	98	20	1	0	0	0	2	5	33	50	23	5	0	1	0	0	0	32	28	5
0500 - 0600	115	31	28	22	34	0	0	84	21	9	1	0	0	0	6	39	42	16	9	2	1	0	0	0	34.2	28.2	5.5
0600 - 0700	206	50	44	59	53	2	2	177	18	5	2	0	0	1	20	57	75	41	7	4	0	0	0	1	32.7	27.7	6
0700 - 0800	255	34	60	71	90	3	0	215	24	8	5	0	3	6	21	79	84	50	9	2	1	0	0	0	32.7	27	5.8
0800 - 0900	380	76	96	110	98	5	3	304	39	24	5	0	1	8	47	142	113	61	6	2	0	0	0	0	31.3	26.1	5.1
0900 - 1000	535	128	112	160	135	1	1	444	56	24	9	0	6	26	103	204	157	37	2	0	0	0	0	0	28.9	24.1	5
1000 - 1100	718	171	186	177	184	3	5	631	49	27	3	2	21	80	240	240	112	20	1	2	0	0	0	0	26.4	21.3	5.3
1100 - 1200	726	175	176	191	184	2	3	635	48	35	3	1	25	97	213	267	102	16	4	1	0	0	0	0	26.2	21.2	5.5
1200 - 1300	809	209	203	192	205	0	8	709	57	29	6	0	48	157	298	231	69	6	0	0	0	0	0	0	24.4	19.3	5.1
1300 - 1400	797	205	186	208	198	1	3	709	45	32	7	2	45	149	298	233	64	6	0	0	0	0	0	0	24.4	19.4	5
1400 - 1500	862	206	221	203	232	7	7	761	56	27	4	3	35	147	314	282	79	2	0	0	0	0	0	0	24.4	19.8	4.8
1500 - 1600	795	229	180	176	210	5	7	698	45	35	5	6	89	212	284	176	28	0	0	0	0	0	0	0	22.6	17.4	5
1600 - 1700	783	177	214	204	188	5	9	687	50	32	0	1	42	142	232	249	94	23	0	0	0	0	0	0	25.9	20.2	5.7
1700 - 1800	740	187	175	186	192	4	0	658	36	40	2	0	28	209	253	184	54	12	0	0	0	0	0	0	24.2	18.9	5.1
1800 - 1900	704	173	182	185	164	4	10	596	62	32	0	0	24	86	190	297	96	11	0	0	0	0	0	0	25.9	21.3	4.9
1900 - 2000	618	176	163	138	141	5	7	540	40	21	5	0	11	36	169	235	127	36	4	0	0	0	0	0	28.4	23	5.2
2000 - 2100	527	137	138	135	117	5	6	481	24	10	1	0	5	21	100	206	144	39	10	2	0	0	0	0	29.1	24.4	5.3
2100 - 2200	419	112	104	97	106	2	8	369	25	13	2	0	0	19	80	178	113	22	6	1	0	0	0	0	28.9	24.3	4.8
2200 - 2300	368	120	100	77	71	1	1	331	27	6	2	0	8	19	77	141	92	29	1	1	0	0	0	0	29.3	23.7	5.3
2300 - 0000	286	92	72	63	59	3	2	246	32	3	0	0	2	9	53	123	75	19	4	1	0	0	0	0	28.6	24.4	5
0700 - 1900	8104	1970	1991	2063	2080	40	56	7047	567	345	49	15	367	1319	2493	2584	1052	244	22	7	1	0	0	0	26.2	20.6	5.7
0600 - 2200	9874	2445	2440	2492	2497	54	79	8614	674	394	59	15	383	1396	2862	3260	1511	382	49	14	1	0	0	1	27.1	21.3	5.8
0600 - 0000	10528	2657	2612	2632	2627	58	82	9191	733	403	61	15	393	1424	2992	3524	1678	430	54	16	1	0	0	1	27.1	21.5	5.8
0000 - 0000	11919	3028	2966	2991	2934	61	84	10328	947	437	62	15	397	1452	3153	4037	2187	572	82	19	4	0	0	1	27.7	22	5.9

Monday 03 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	183	52	49	48	34	1	0	161	18	2	1	0	1	0	10	70	68	27	6	1	0	0	0	0	31.5	27.2	4.5
0100 - 0200	122	31	26	34	31	1	0	100	19	2	0	0	1	1	4	34	58	23	0	1	0	0	0	0	32.2	27.5	4.4
0200 - 0300	78	18	24	17	19	0	0	67	10	1	0	0	1	0	4	22	34	15	2	0	0	0	0	0	31.8	27.4	4.4
0300 - 0400	93	21	23	25	24	0	1	72	15	5	0	0	0	1	5	30	40	11	4	1	1	0	0	0	32.7	27.5	5.1
0400 - 0500	98	27	23	19	29	0	2	79	11	6	0	0	0	1	5	31	43	14	4	0	0	0	0	0	32	27.4	4.4
0500 - 0600	152	28	27	56	41	1	2	116	23	9	1	0	0	1	9	37	72	27	4	1	1	0	0	0	32.7	28.1	4.8
0600 - 0700	353	50	82	109	112	0	6	267	47	21	12	0	7	26	65	130	94	22	8	1	0	0	0	0	29.5	23.9	5.8
0700 - 0800	724	150	164	199	211	8	11	557	88	51	9	0	24	129	200	221	111	22	15	2	0	0	0	0	27.5	21.3	6.3
0800 - 0900	828	206	214	206	202	5	10	663	84	59	7	5	43	286	304	142	38	9	1	0	0	0	0	0	22.8	17.7	5
0900 - 1000	780	195	206	190	189	8	9	572	111	74	6	4	72	217	291	143	47	3	3	0	0	0	0	0	22.8	17.8	5.3
1000 - 1100	722	192	174	192	164	2	3	521	109	81	6	1	45	177	225	204	65	5	0	0	0	0	0	0	24.6	19.1	5.3
1100 - 1200	779	192	201	191	195	0	5	617	79	72	6	3	89	203	293	162	26	3	0	0	0	0	0	0	22.8	17.5	5.1
1200 - 1300	785	201	188	195	201	3	5	601	111	56	9	2	36	165	261	228	80	11	1	0	1	0	0	0	25.3	19.7	5.4
1300 - 1400	795	199	199	203	194	9	4	631	93	53	5	2	50	190	305	203	44	1	0	0	0	0	0	0	23.3	18.4	4.7
1400 - 1500	750	192	198	195	165	4	2	595	88	53	8	1	43	163	279	214	42	7	1	0	0	0	0	0	23.7	19	4.9
1500 - 1600	762	188	193	205	176	3	8	614	82	47	8	4	40	119	272	240	75	8	3	0	1	0	0	0	25.1	20	5.3
1600 - 1700	833	225	220	211	177	9	7	694	72	45	6	3	79	185	253	232	68	11	2	0	0	0	0	0	25.1	18.9	5.8
1700 - 1800	796	202	212	211	171	10	9	696	39	41	1	3	107	317	259	87	20	3	0	0	0	0	0	0	20.6	16	4.7
1800 - 1900	782	185	218	201	178	12	3	685	42	34	6	2	60	184	259	208	65	4	0	0	0	0	0	0	24.2	18.7	5.3
1900 - 2000	720	196	177	169	178	11	6	593	73	35	2	1	23	119	189	228	124	31	5	0	0	0	0	0	27.5	21.4	5.9
2000 - 2100	557	169	134	130	124	2	9	489	44	13	0	1	12	50	114	211	120	40	7	0	2	0	0	0	28.9	23.4	6
2100 - 2200	472	114	120	120	118	5	4	417	31	14	1	0	4	44	111	153	119	36	5	0	0	0	0	0	29.1	23.4	5.6
2200 - 2300	372	111	94	86	81	3	3	312	40	10	4	0	1	13	93	142	96	23	4	0	0	0	0	0	28.6	23.9	4.9
2300 - 0000	261	90	66	64	41	1	3	227	25	4	1	0	3	13	35	105	78	21	5	1	0	0	0	0	29.8	24.8	5.3
0700 - 1900	9336	2327	2387	2399	2223	73	76	7446	998	666	77	30	688	2335	3201	2284	681	87	26	2	2	0	0	0	24.2	18.7	5.4
0600 - 2200	11438	2856	2900	2927	2755	91	101	9212	1193	749	92	32	734	2574	3680	3006	1138	216	51	3	4	0	0	0	25.3	19.4	5.7
0600 - 0000	12071	3057	3060	3077	2877	95	107	9751	1258	763	97	32	738	2600	3808	3253	1312	260	60	4	4	0	0	0	25.5	19.7	5.8
0000 - 0000	12797	3234	3232	3276	3055	98	112	10346	1354	788	99	32	741	2604	3845	3477	1627	377	80	8	6	0	0	0	26.2	20.1	6

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	226	63	60	58	45	1	1	186	33	4	0	0	1	6	30	88	72	22	5	1	0	0	0	0	30.4	25.5	5.1
0100 - 0200	153	41	40	38	34	1	0	121	28	3	0	0	1	2	16	53	62	18	2	1	0	0	0	0	30.4	26.2	4.7
0200 - 0300	110	28	27	28	27	1	0	87	21	2	0	0	0	1	9	38	45	13	2	1	0	0	0	0	30.9	26.7	4.7
0300 - 0400	95	26	24	26	19	0	0	75	17	3	0	0	0	0	7	32	38	14	3	0	0	0	0	0	31.5	27.2	4.8
0400 - 0500	91	21	21	23	27	1	1	68	15	6	0	0	0	2	5	26	38	15	4	0	0	0	0	0	32.2	27.6	5.2
0500 - 0600	143	27	30	39	47	0	1	108	22	10	2	0	0	1	9	41	59	27	5	1	0	0	0	0	32.9	27.8	4.8
0600 - 0700	312	48	70	92	102	0	4	244	39	21	5	0	3	18	48	100	96	36	8	2	0	0	0	0	30.9	25.3	6.1
0700 - 0800	602	120	144	169	169	5	7	456	83	46	5	0	19	81	148	196	114	34	8	2	0	0	0	0	28.4	22.3	6.2
0800 - 0900	721	180	183	179	179	5	6	579	73	53	4	3	52	188	228	159	67	19	3	1	0	0	0	0	25.1	19	6
0900 - 1000	692	169	166	178	179	4	7	538	77	60	6	4	90	199	190	134	61	11	2	0	0	0	0	0	24.6	17.8	6.1
1000 - 1100	753	188	182	193	190	3	3	589	88	64	5	1	44	169	247	219	65	9	0	0	0	0	0	0	24.8	19.3	5.3
1100 - 1200	780	188	192	205	195	2	5	625	80	63	6	2	62	210	273	181	45	6	1	0	0	0	0	0	23.7	18.3	5.2
1200 - 1300	786	197	196	196	198	3	5	632	80	60	6	2	71	228	258	174	46	6	1	0	0	0	0	0	23.5	18	5.3
1300 - 1400	801	198	200	205	199	3	7	659	78	49	6	2	64	209	302	178	41	5	1	0	0	0	0	0	23.3	18.1	5.1
1400 - 1500	784	199	194	193	198	4	5	644	76	49	6	2	73	223	268	173	40	4	1	0	0	0	0	0	23.3	17.8	5.2
1500 - 1600	785	199	194	199	193	4	6	655	71	44	4	3	59	175	278	201	59	7	1	0	0	0	0	0	24.2	18.8	5.3
1600 - 1700	773	195	202	198	178	4	8	645	61	51	4	3	75	220	234	176	53	10	2	0	0	0	0	0	24.2	18.1	5.7
1700 - 1800	753	197	193	184	179	7	5	650	42	47	3	5	109	277	228	101	29	5	1	0	0	0	0	0	21.7	16.3	5.2
1800 - 1900	777	188	198	197	194	7	6	668	58	35	3	2	63	186	254	208	58	6	0	0	0	0	0	0	24.2	18.7	5.4
1900 - 2000	726	192	190	172	172	5	7	614	67	31	3	1	23	93	209	256	118	22	3	0	0	0	0	0	26.8	21.5	5.5
2000 - 2100	564	153	150	125	136	4	8	487	48	16	2	0	10	40	107	228	140	30	6	1	0	0	0	0	28.4	23.6	5.4
2100 - 2200	505	125	123	130	126	3	6	437	43	12	3	0	9	42	111	187	124	26	5	0	0	0	0	0	28.4	23.2	5.5
2200 - 2300	437	124	114	97	103	1	3	370	50	11	2	0	9	40	115	160	90	20	2	1	0	0	0	0	27.7	22.5	5.4
2300 - 0000	336	99	90	75	72	2	2	277	47	7	1	0	3	20	71	137	83	18	3	1	0	0	0	0	28.4	23.8	5.1
0700 - 1900	9007	2217	2241	2297	2253	50	69	7340	868	623	57	29	781	2364	2908	2100	677	122	22	3	1	0	0	0	24.2	18.5	5.6
0600 - 2200	11113	2735	2773	2815	2789	62	93	9122	1064	702	70	30	826	2557	3383	2872	1156	235	45	7	2	0	0	0	25.3	19.3	5.9
0600 - 0000	11886	2958	2977	2987	2964	65	99	9768	1162	720	73	30	838	2617	3569	3169	1329	273	50	8	2	0	0	0	25.7	19.6	5.9
0000 - 0000	12706	3164	3179	3199	3164	69	102	10414	1298	747	76	30	840	2628	3645	3448	1644	382	71	13	3	1	0	0	26.4	20	6.1

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	12797	3234	3232	3276	3055	98	112	10346	1354	788	99	32	741	2604	3845	3477	1627	377	80	8	6	0	0	0	26.2	20.1	6
Tue	12389	3014	3171	3062	3142	68	97	10137	1202	819	66	37	1069	2864	3638	3073	1356	294	46	12	0	0	0	0	25.5	19.2	6.1
Wed	12884	3206	3188	3222	3268	62	104	10436	1377	833	72	26	958	2960	3807	3345	1390	325	63	7	2	1	0	0	25.7	19.5	6
Thu	13148	3281	3242	3257	3368	80	124	10540	1436	888	80	51	1037	3089	3989	3166	1411	318	66	15	6	0	0	0	25.5	19.2	6.1
Fri	13254	3221	3358	3381	3294	65	97	10678	1465	872	77	37	1178	3573	3699	2956	1418	320	61	10	1	1	0	0	25.5	18.9	6.2
Sat	12550	3164	3098	3204	3084	48	98	10431	1307	590	76	14	502	1853	3386	4083	2117	471	102	18	1	2	0	1	27.3	21.4	6
Sun	11919	3028	2966	2991	2934	61	84	10328	947	437	62	15	397	1452	3153	4037	2187	572	82	19	4	0	0	1	27.7	22	5.9
	88941	22148	22255	22393	22145	482	716	72896	9088	5227	532	212	5882	18395	25517	24137	11506	2677	500	89	20	4	0	2	26.4	20	6.1

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
	88941	22148	22255	22393	22145	482	716	72896	9088	5227	532	212	5882	18395	25517	24137	11506	2677	500	89	20	4	0	2	26.4	20	6.1

Edinburgh ATC Study

Report Id 295b/15-02
Site Name Site 2 of 9
Description Abercromby Place, 15m east of Nelson Street
Direction Eastbound

Tuesday 28 July 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	17	6	6	3	2	0	0	14	2	1	0	0	0	0	1	8	4	4	0	0	0	0	0	0	32.9	27	4.4
0100 - 0200	17	3	5	5	4	0	0	12	5	0	0	0	0	0	2	3	5	7	0	0	0	0	0	0	32	28.3	5.1
0200 - 0300	10	1	3	3	3	0	0	8	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	-	28.2	3.8
0300 - 0400	4	1	1	0	2	0	0	2	2	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	-	26.3	4.2
0400 - 0500	5	0	1	2	2	0	0	4	1	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	-	26.9	11
0500 - 0600	24	3	4	10	7	1	0	19	4	0	0	0	0	0	4	7	9	4	0	0	0	0	0	0	30.6	26.8	4.6
0600 - 0700	65	8	17	20	20	3	2	45	12	3	0	0	0	4	2	15	31	11	2	0	0	0	0	0	32	27.3	5.4
0700 - 0800	164	23	34	59	48	7	0	140	13	4	0	0	2	6	9	46	83	14	3	1	0	0	0	0	30	26.4	5
0800 - 0900	289	71	78	65	75	19	2	237	22	9	0	1	2	16	19	113	120	16	2	0	0	0	0	0	29.5	25.3	4.9
0900 - 1000	160	41	46	43	30	7	2	128	15	8	0	1	1	8	15	56	67	12	0	0	0	0	0	0	29.3	25	5.1
1000 - 1100	180	47	42	40	51	3	0	148	21	8	0	0	1	7	20	79	66	6	1	0	0	0	0	0	28.4	24.6	4.4
1100 - 1200	156	39	30	41	46	1	1	127	21	6	0	0	0	4	14	62	64	11	1	0	0	0	0	0	29.3	25.6	4
1200 - 1300	129	48	44	37	0	2	0	108	17	2	0	0	1	6	19	55	39	8	1	0	0	0	0	0	28.6	24.5	4.8
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600 - 1700	2	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	22.7	8.2
1700 - 1800	257	87	56	62	52	6	3	231	16	1	0	0	2	7	17	116	94	19	2	0	0	0	0	0	29.1	25.5	4.4
1800 - 1900	160	55	39	27	39	7	1	140	12	0	0	0	0	8	13	54	68	15	1	1	0	0	0	0	29.8	25.7	4.9
1900 - 2000	110	32	28	28	22	3	2	94	9	2	0	0	1	2	13	38	47	8	1	0	0	0	0	0	30	25.8	4.5
2000 - 2100	98	30	28	21	19	4	5	85	3	1	0	0	1	6	7	35	36	13	0	0	0	0	0	0	30.6	25.7	5.2
2100 - 2200	65	21	13	12	19	2	0	56	7	0	0	0	1	2	7	29	17	7	2	0	0	0	0	0	29.8	25.2	5.2
2200 - 2300	49	17	15	10	7	1	0	43	4	1	0	1	0	3	10	20	13	2	0	0	0	0	0	0	28.6	23.4	5.5
2300 - 0000	25	5	8	8	4	0	0	21	4	0	0	0	0	1	3	8	12	1	0	0	0	0	0	0	28.6	25.3	4.2
0700 - 1900	1497	411	369	374	343	52	9	1261	137	38	0	2	9	62	127	581	602	101	11	2	0	0	0	0	29.3	25.4	4.7
0600 - 2200	1835	502	455	455	423	64	18	1541	168	44	0	2	12	76	156	698	733	140	16	2	0	0	0	0	29.5	25.5	4.8
0600 - 0000	1909	524	478	473	434	65	18	1605	176	45	0	3	12	80	169	726	758	143	16	2	0	0	0	0	29.5	25.4	4.8
0000 - 0000	1986	538	498	496	454	66	18	1664	192	46	0	3	12	81	177	749	784	161	17	2	0	0	0	0	29.8	25.5	4.8

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	9	0	3	1	5	0	0	7	1	1	0	0	0	0	0	4	5	0	0	0	0	0	0	0	-	26.6	1.8
0100 - 0200	5	1	3	0	1	0	0	4	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	-	28.1	4.5
0200 - 0300	4	3	1	0	0	0	0	2	2	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-	26.2	6.2
0300 - 0400	4	1	0	2	1	0	0	2	2	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	-	31.1	3.8
0400 - 0500	7	1	2	2	2	0	0	7	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	-	28.3	3.8
0500 - 0600	22	2	3	8	9	1	0	16	5	0	0	0	0	0	4	2	13	2	1	0	0	0	0	0	30	26.8	5.5
0600 - 0700	50	5	6	17	22	4	1	32	8	5	0	0	1	4	3	14	25	2	0	0	1	0	0	0	30	25.7	6.1
0700 - 0800	185	32	28	64	61	2	2	156	18	7	0	0	0	5	13	52	99	15	1	0	0	0	0	0	29.8	26.3	4.3
0800 - 0900	299	70	79	75	75	17	2	256	22	2	0	0	5	14	25	95	133	22	4	0	0	1	0	0	29.5	25.5	5.4
0900 - 1000	182	34	51	46	51	5	3	137	27	10	0	0	3	3	20	67	69	16	4	0	0	0	0	0	30	25.8	4.8
1000 - 1100	164	45	42	34	43	5	0	130	24	5	0	0	2	3	13	59	73	12	1	1	0	0	0	0	29.5	25.8	4.6
1100 - 1200	176	41	47	37	51	3	1	144	23	5	0	0	2	7	29	83	47	7	1	0	0	0	0	0	27.7	23.9	4.5
1200 - 1300	175	48	46	50	31	5	1	145	14	10	0	0	0	6	19	61	72	15	1	0	1	0	0	0	29.5	25.5	4.8
1300 - 1400	178	45	39	50	44	6	0	142	25	5	0	0	2	7	18	90	51	6	4	0	0	0	0	0	28.2	24.8	4.4
1400 - 1500	193	45	48	50	50	1	3	162	25	2	0	0	2	7	28	97	47	11	1	0	0	0	0	0	28	24.1	4.7
1500 - 1600	194	46	37	62	49	3	0	161	21	9	0	0	1	6	27	69	75	15	1	0	0	0	0	0	29.3	25.2	4.6
1600 - 1700	233	65	66	52	50	2	1	207	20	3	0	0	2	2	25	86	104	13	1	0	0	0	0	0	28.9	25.7	4.1
1700 - 1800	291	85	71	78	57	11	0	251	25	4	0	0	4	12	31	96	130	16	2	0	0	0	0	0	29.3	25.2	4.9
1800 - 1900	151	40	33	40	38	2	2	128	18	1	0	0	0	2	15	57	60	16	1	0	0	0	0	0	30	26.1	4.3
1900 - 2000	120	33	25	37	25	2	1	109	8	0	0	0	1	2	7	45	54	10	0	1	0	0	0	0	30	26.2	4.6
2000 - 2100	93	19	35	23	16	2	1	85	5	0	0	0	1	1	17	31	31	12	0	0	0	0	0	0	30	25.1	4.8
2100 - 2200	78	18	17	19	24	0	0	76	1	1	0	0	0	0	16	41	16	4	1	0	0	0	0	0	28	24.2	4.1
2200 - 2300	57	24	11	14	8	2	0	50	5	0	0	0	0	3	7	31	13	3	0	0	0	0	0	0	28	24.2	4.4
2300 - 0000	38	11	11	9	7	0	0	30	8	0	0	0	0	0	4	15	16	2	1	0	0	0	0	0	29.3	26.6	3.8
0700 - 1900	2421	596	587	638	600	62	15	2019	262	63	0	0	23	74	263	912	960	164	22	1	1	1	0	0	29.3	25.3	4.7
0600 - 2200	2762	671	670	734	687	70	18	2321	284	69	0	0	26	81	306	1043	1086	192	23	2	2	1	0	0	29.3	25.3	4.7
0600 - 0000	2857	706	692	757	702	72	18	2401	297	69	0	0	26	84	317	1089	1115	197	24	2	2	1	0	0	29.3	25.3	4.7
0000 - 0000	2908	714	704	770	720	73	18	2439	308	70	0	0	26	84	322	1100	1140	206	25	2	2	1	0	0	29.3	25.4	4.7

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	21	6	2	7	6	0	0	17	3	1	0	0	0	0	2	5	13	0	1	0	0	0	0	0	30.2	27.4	4
0100 - 0200	11	3	5	3	0	0	0	7	4	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	30.2	27.3	4
0200 - 0300	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	-	27.5	4.7
0300 - 0400	2	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	23.1	2.5
0400 - 0500	6	0	0	0	6	0	0	5	1	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	-	27.7	4.3
0500 - 0600	27	2	5	12	8	1	0	24	2	0	0	0	0	0	2	7	12	3	3	0	0	0	0	0	31.5	28.1	5.2
0600 - 0700	51	12	11	11	17	0	0	40	8	3	0	0	0	0	3	8	28	12	0	0	0	0	0	0	32	27.9	4.1
0700 - 0800	175	35	27	47	66	4	4	147	18	2	0	0	0	5	5	49	85	29	1	0	1	0	0	0	31.3	27.5	4.5
0800 - 0900	292	72	69	67	84	23	5	238	20	6	0	0	2	21	29	95	119	23	3	0	0	0	0	0	29.3	25.2	5.2
0900 - 1000	186	50	39	47	50	6	1	148	24	7	0	0	2	4	23	74	71	12	0	0	0	0	0	0	28.6	24.9	4.3
1000 - 1100	163	40	36	41	46	1	2	139	18	3	0	0	2	4	18	51	78	7	3	0	0	0	0	0	29.5	25.7	4.7
1100 - 1200	170	44	40	43	43	4	1	132	25	8	0	0	2	5	22	66	64	8	3	0	0	0	0	0	28.6	24.9	4.6
1200 - 1300	189	49	40	56	44	3	1	160	18	7	0	0	2	9	33	80	50	15	0	0	0	0	0	0	28.9	24.1	4.9
1300 - 1400	167	37	30	58	42	2	1	137	23	4	0	0	2	10	14	66	66	8	1	0	0	0	0	0	28.9	24.9	4.8
1400 - 1500	190	51	51	47	41	4	1	152	30	3	0	2	2	9	20	64	76	15	2	0	0	0	0	0	29.5	24.9	5.4
1500 - 1600	228	66	55	56	51	5	1	194	23	5	0	0	1	8	25	87	94	12	1	0	0	0	0	0	29.1	25.1	4.3
1600 - 1700	232	59	60	55	58	3	4	194	28	3	0	0	2	12	27	97	73	19	2	0	0	0	0	0	29.1	24.9	4.9
1700 - 1800	264	90	66	63	45	8	3	231	20	2	0	1	4	12	38	98	98	12	1	0	0	0	0	0	29.1	24.4	5.1
1800 - 1900	146	46	36	28	36	7	3	120	11	5	0	0	4	6	18	47	56	15	0	0	0	0	0	0	30.2	25.3	5.2
1900 - 2000	138	35	39	29	35	5	2	123	8	0	0	0	2	3	14	45	55	17	2	0	0	0	0	0	30.6	26.1	5
2000 - 2100	102	29	31	24	18	3	1	91	7	0	0	0	1	4	9	29	44	14	1	0	0	0	0	0	30.9	26	5
2100 - 2200	85	25	18	22	20	3	2	74	5	1	0	0	0	4	9	24	35	12	1	0	0	0	0	0	30.9	26.3	5.4
2200 - 2300	60	17	11	20	12	1	1	50	6	2	0	0	0	0	7	23	25	4	1	0	0	0	0	0	30.4	26.2	4.2
2300 - 0000	47	13	11	11	12	3	0	42	2	0	0	0	0	2	5	22	15	3	0	0	0	0	0	0	28.9	25	4.4
0700 - 1900	2402	639	549	608	606	70	27	1992	258	55	0	3	25	105	272	874	930	175	17	0	1	0	0	0	29.3	25.1	4.9
0600 - 2200	2778	740	648	694	696	81	32	2320	286	59	0	3	28	116	307	980	1092	230	21	0	1	0	0	0	29.8	25.3	4.9
0600 - 0000	2885	770	670	725	720	85	33	2412	294	61	0	3	28	118	319	1025	1132	237	22	0	1	0	0	0	29.8	25.3	4.9
0000 - 0000	2955	782	684	748	741	86	33	2469	305	62	0	3	28	118	323	1048	1164	244	26	0	1	0	0	0	29.8	25.3	4.9

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	21	8	2	5	6	0	0	18	2	1	0	0	0	0	2	10	6	1	1	1	0	0	0	0	27.7	26.2	6.1
0100 - 0200	13	2	5	2	4	0	0	11	2	0	0	0	0	0	0	3	6	2	2	0	0	0	0	0	33.8	29.6	5
0200 - 0300	5	0	1	0	4	0	0	4	1	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	-	27.8	5.6
0300 - 0400	8	2	3	1	2	0	0	6	0	2	0	0	0	0	3	3	1	1	0	0	0	0	0	0	-	23.9	5.2
0400 - 0500	5	0	0	3	2	0	0	4	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	-	29.5	5
0500 - 0600	20	2	5	9	4	1	0	17	2	0	0	0	0	1	0	3	14	2	0	0	0	0	0	0	30.2	27.6	3.9
0600 - 0700	44	5	10	11	18	3	0	35	4	2	0	0	0	4	5	10	19	4	2	0	0	0	0	0	30.4	25.9	6.1
0700 - 0800	157	26	29	46	56	4	2	127	17	7	0	0	0	3	3	44	87	17	2	1	0	0	0	0	30.9	27.5	4.3
0800 - 0900	236	48	54	71	63	12	2	195	22	5	0	0	0	13	18	80	108	14	2	1	0	0	0	0	29.1	25.6	4.7
0900 - 1000	199	55	44	49	51	6	1	157	29	6	0	0	0	10	22	92	68	7	0	0	0	0	0	0	28.4	24.6	4
1000 - 1100	184	52	45	46	41	4	1	145	23	11	0	0	0	7	24	56	85	12	0	0	0	0	0	0	29.8	25.6	4.6
1100 - 1200	187	46	43	47	51	1	1	157	20	8	0	0	0	6	22	85	62	12	0	0	0	0	0	0	28.9	24.9	4.1
1200 - 1300	197	43	45	51	58	3	1	170	19	4	0	0	1	4	15	84	80	12	1	0	0	0	0	0	29.5	25.8	4.2
1300 - 1400	219	55	50	61	53	3	1	176	31	8	0	0	1	4	23	87	88	15	1	0	0	0	0	0	29.8	25.6	4.1
1400 - 1500	222	48	45	74	55	3	3	185	26	5	0	0	1	8	23	90	85	13	2	0	0	0	0	0	29.3	25.3	4.4
1500 - 1600	210	55	56	55	44	4	3	177	18	8	0	0	1	5	21	67	92	18	6	0	0	0	0	0	30	26	4.8
1600 - 1700	239	55	57	64	63	4	4	214	13	4	0	0	0	6	16	99	100	16	1	0	1	0	0	0	29.3	25.7	4.3
1700 - 1800	253	83	68	54	48	5	4	226	14	4	0	0	1	6	26	92	106	16	6	0	0	0	0	0	29.5	25.8	4.5
1800 - 1900	152	45	38	39	30	4	2	131	14	1	0	0	1	7	18	51	66	8	1	0	0	0	0	0	28.9	25.2	4.8
1900 - 2000	112	24	31	35	22	0	4	101	7	0	0	0	0	0	4	41	48	17	2	0	0	0	0	0	30.9	27.2	3.7
2000 - 2100	91	25	22	24	20	4	4	71	11	1	0	0	0	7	4	36	35	6	3	0	0	0	0	0	30	25.4	5
2100 - 2200	75	19	21	13	22	2	2	66	5	0	0	0	0	2	3	39	24	6	1	0	0	0	0	0	29.5	25.6	4.1
2200 - 2300	89	15	23	35	16	4	4	77	4	0	0	0	4	1	11	45	23	5	0	0	0	0	0	0	27.3	23.8	4.8
2300 - 0000	77	15	31	16	15	0	0	65	9	3	0	0	1	2	12	22	34	6	0	0	0	0	0	0	29.8	25.3	4.5
0700 - 1900	2455	611	574	657	613	53	25	2060	246	71	0	0	6	79	231	927	1027	160	22	2	1	0	0	0	29.5	25.6	4.4
0600 - 2200	2777	684	658	740	695	62	35	2333	273	74	0	0	6	92	247	1053	1153	193	30	2	1	0	0	0	29.8	25.7	4.4
0600 - 0000	2943	714	712	791	726	66	39	2475	286	77	0	0	11	95	270	1120	1210	204	30	2	1	0	0	0	29.5	25.6	4.5
0000 - 0000	3015	728	728	811	748	67	39	2535	294	80	0	0	11	96	276	1140	1241	213	34	3	1	0	0	0	29.8	25.6	4.5

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	43	11	10	13	9	0	0	32	10	1	0	0	0	1	2	10	24	6	0	0	0	0	0	0	30.6	27.2	4.3
0100 - 0200	22	7	6	3	6	0	0	20	2	0	0	0	0	0	0	5	15	2	0	0	0	0	0	0	29.8	27.8	2.4
0200 - 0300	19	6	8	3	2	0	0	17	2	0	0	0	0	1	2	7	6	2	1	0	0	0	0	0	30.6	26	5.8
0300 - 0400	13	2	5	4	2	0	0	10	2	1	0	0	0	0	2	2	5	4	0	0	0	0	0	0	32.9	28	5.3
0400 - 0500	13	6	1	3	3	0	0	11	2	0	0	0	1	0	1	1	6	4	0	0	0	0	0	0	31.1	27.3	6.6
0500 - 0600	15	3	1	3	8	1	0	10	3	1	0	0	0	0	1	1	6	6	1	0	0	0	0	0	35.1	30.3	5.5
0600 - 0700	33	7	9	9	8	0	0	26	5	2	0	0	0	0	2	11	13	5	2	0	0	0	0	0	31.3	27.7	4.6
0700 - 0800	45	10	7	11	17	3	0	36	4	2	0	0	0	4	2	10	20	7	2	0	0	0	0	0	32.4	27	6.2
0800 - 0900	76	13	21	21	21	0	0	66	7	3	0	0	0	0	5	13	35	17	6	0	0	0	0	0	32.9	28.8	4.6
0900 - 1000	106	19	29	32	26	2	0	92	11	1	0	0	0	3	12	30	50	8	2	1	0	0	0	0	29.5	26.3	5
1000 - 1100	115	28	33	22	32	0	2	95	14	4	0	0	0	2	12	49	43	7	2	0	0	0	0	0	29.1	25.6	4.4
1100 - 1200	138	31	29	41	37	7	4	114	8	5	0	0	1	7	12	67	41	8	2	0	0	0	0	0	28.6	24.9	4.6
1200 - 1300	141	35	31	39	36	4	3	126	5	3	0	1	2	5	19	59	48	7	0	0	0	0	0	0	28	24.1	4.7
1300 - 1400	138	41	34	41	22	1	3	123	7	4	0	0	0	2	28	65	40	3	0	0	0	0	0	0	27.7	24.1	3.8
1400 - 1500	117	29	19	36	33	1	0	104	8	4	0	1	0	5	11	49	36	13	2	0	0	0	0	0	29.8	25.6	5.1
1500 - 1600	148	39	42	32	35	1	1	129	14	3	0	0	0	3	16	63	50	15	1	0	0	0	0	0	29.8	25.3	4.3
1600 - 1700	146	27	37	45	37	0	1	133	12	0	0	0	0	1	15	58	59	12	1	0	0	0	0	0	29.5	25.8	3.9
1700 - 1800	156	43	44	34	35	1	2	141	8	4	0	0	0	1	16	59	58	19	3	0	0	0	0	0	30.6	26.3	4.4
1800 - 1900	107	28	27	26	26	0	1	97	8	1	0	0	0	2	5	39	50	11	0	0	0	0	0	0	30	26.5	3.8
1900 - 2000	98	28	29	21	20	3	2	82	11	0	0	0	3	3	7	41	35	8	0	1	0	0	0	0	29.8	25.2	5.4
2000 - 2100	74	19	23	14	18	1	1	63	9	0	0	0	0	2	4	22	38	8	0	0	0	0	0	0	30.2	26.5	3.9
2100 - 2200	70	19	18	16	17	1	2	56	10	1	0	0	1	2	2	29	22	12	2	0	0	0	0	0	31.5	26.5	5.2
2200 - 2300	58	14	17	16	11	2	3	51	2	0	0	0	0	3	5	25	17	6	2	0	0	0	0	0	30	25.8	5.6
2300 - 0000	57	13	14	17	13	0	0	46	9	2	0	0	0	0	6	22	24	4	1	0	0	0	0	0	30.2	26	4.3
0700 - 1900	1433	343	353	380	357	20	17	1256	106	34	0	2	3	35	153	561	530	127	21	1	0	0	0	0	29.5	25.7	4.6
0600 - 2200	1708	416	432	440	420	25	22	1483	141	37	0	2	7	42	168	664	638	160	25	2	0	0	0	0	29.8	25.7	4.7
0600 - 0000	1823	443	463	473	444	27	25	1580	152	39	0	2	7	45	179	711	679	170	28	2	0	0	0	0	29.8	25.7	4.7
0000 - 0000	1948	478	494	502	474	28	25	1680	173	42	0	2	8	47	187	737	741	194	30	2	0	0	0	0	30	25.9	4.7

Sunday 02 August 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	34	7	6	10	11	0	0	27	7	0	0	0	0	0	1	12	15	5	1	0	0	0	0	0	31.1	27.5	3.8
0100 - 0200	38	8	4	15	11	0	0	28	9	1	0	0	0	0	2	7	25	4	0	0	0	0	0	0	29.8	27.4	3.2
0200 - 0300	26	9	8	5	4	0	0	20	6	0	0	0	0	0	2	7	13	4	0	0	0	0	0	0	30.2	26.9	3.7
0300 - 0400	10	2	2	3	3	0	0	7	3	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0	-	27.8	3.6
0400 - 0500	11	3	4	1	3	0	0	10	1	0	0	0	0	0	0	2	4	4	1	0	0	0	0	0	33.6	30	4.3
0500 - 0600	11	2	2	4	3	0	0	10	1	0	0	0	0	0	0	1	4	6	0	0	0	0	0	0	32.9	30.4	3.5
0600 - 0700	13	3	2	8	0	0	0	11	2	0	0	0	0	0	0	6	4	0	3	0	0	0	0	0	36	28.3	5.4
0700 - 0800	27	4	7	4	12	1	0	24	1	1	0	0	0	1	0	4	14	4	3	0	1	0	0	0	32.7	29.4	6.5
0800 - 0900	41	8	10	12	11	4	1	27	7	2	0	0	1	4	5	11	15	3	2	0	0	0	0	0	30.2	24.7	6.7
0900 - 1000	86	12	25	27	22	2	1	75	6	2	0	0	0	3	10	26	32	11	4	0	0	0	0	0	31.5	26.4	5.2
1000 - 1100	128	24	38	35	31	3	1	115	8	1	0	2	1	5	13	51	39	17	0	0	0	0	0	0	30	25	5.5
1100 - 1200	154	30	36	46	42	1	1	146	4	2	0	0	3	6	29	51	56	6	3	0	0	0	0	0	29.3	24.5	5.2
1200 - 1300	142	29	32	31	50	1	0	137	3	1	0	0	3	15	30	55	34	5	0	0	0	0	0	0	28	23	5.3
1300 - 1400	151	32	40	34	45	2	2	142	5	0	0	0	6	9	28	64	41	3	0	0	0	0	0	0	27.7	23	4.8
1400 - 1500	130	27	27	36	40	2	0	117	10	1	0	0	3	7	27	53	31	9	0	0	0	0	0	0	28.2	23.1	5.3
1500 - 1600	119	28	30	29	32	1	1	109	6	2	0	1	0	3	25	56	30	4	0	0	0	0	0	0	27.1	23.6	4.7
1600 - 1700	133	40	33	28	32	0	2	123	8	0	0	0	3	6	17	60	43	4	0	0	0	0	0	0	28.2	23.9	4.8
1700 - 1800	106	28	32	25	21	1	2	99	4	0	0	0	1	4	19	46	28	8	0	0	0	0	0	0	28.4	24.1	4.7
1800 - 1900	133	30	34	33	36	0	1	125	6	1	0	0	1	1	22	62	39	7	1	0	0	0	0	0	28.6	24.7	4.3
1900 - 2000	93	29	17	25	22	1	1	82	9	0	0	0	0	1	11	37	40	3	1	0	0	0	0	0	28	25.2	3.7
2000 - 2100	85	22	17	27	19	1	1	77	5	1	0	0	0	2	10	42	25	5	1	0	0	0	0	0	28.6	24.9	4.2
2100 - 2200	65	22	12	18	13	0	3	57	5	0	0	0	0	0	11	26	21	6	1	0	0	0	0	0	30.4	26	4
2200 - 2300	44	13	12	9	10	1	0	40	2	1	0	0	2	0	11	20	10	1	0	0	0	0	0	0	26.6	23.4	4.5
2300 - 0000	4	4	0	0	0	0	0	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	-	23.4	5
0700 - 1900	1350	292	344	340	374	18	12	1239	68	13	0	3	22	64	225	539	402	81	13	0	1	0	0	0	28.9	24.2	5.2
0600 - 2200	1606	368	392	418	428	20	17	1466	89	14	0	3	22	67	257	650	492	95	19	0	1	0	0	0	28.9	24.4	5.1
0600 - 0000	1654	385	404	427	438	21	17	1510	91	15	0	3	24	67	269	672	503	96	19	0	1	0	0	0	28.9	24.4	5
0000 - 0000	1784	416	430	465	473	21	17	1612	118	16	0	3	24	67	274	703	571	120	21	0	1	0	0	0	29.1	24.6	5

Monday 03 August 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	-	22.7	1.7
0800 - 0900	264	57	78	71	58	18	4	216	19	7	0	0	3	15	31	101	94	19	1	0	0	0	0	0	29.5	24.8	5
0900 - 1000	162	44	41	35	42	6	1	120	24	11	0	0	2	8	22	70	54	5	1	0	0	0	0	0	28.6	24.3	4.6
1000 - 1100	150	44	45	22	39	5	1	116	24	4	0	0	2	8	16	69	41	13	0	1	0	0	0	0	28.9	24.3	5.1
1100 - 1200	160	33	42	53	32	2	0	136	14	8	0	0	1	4	25	84	40	6	0	0	0	0	0	0	27.5	23.9	4.1
1200 - 1300	152	41	39	29	43	5	2	128	11	6	0	0	1	4	18	71	50	8	0	0	0	0	0	0	28.9	24.9	4.2
1300 - 1400	157	37	42	48	30	1	2	140	13	1	0	0	1	0	19	76	54	6	1	0	0	0	0	0	28.9	25	3.7
1400 - 1500	69	35	0	0	34	1	0	60	5	3	0	0	0	2	9	29	26	2	1	0	0	0	0	0	28	24.8	4
1500 - 1600	165	35	41	46	43	2	1	143	11	8	0	0	0	3	18	62	74	7	0	1	0	0	0	0	28.6	25.4	4.1
1600 - 1700	227	51	52	61	63	2	3	196	22	4	0	1	0	5	9	103	88	17	4	0	0	0	0	0	29.5	25.9	4.1
1700 - 1800	257	88	64	45	60	4	2	240	10	1	0	0	2	5	29	93	115	11	2	0	0	0	0	0	29.1	25.4	4.2
1800 - 1900	137	41	31	33	32	5	1	121	9	1	0	0	5	5	12	46	56	10	3	0	0	0	0	0	28.9	25.2	5.4
1900 - 2000	100	31	23	24	22	2	4	88	5	1	0	0	0	1	14	36	37	11	1	0	0	0	0	0	29.8	25.9	4.4
2000 - 2100	75	18	13	25	19	3	2	64	5	1	0	0	1	3	6	29	29	6	1	0	0	0	0	0	29.8	25.5	5.1
2100 - 2200	54	18	14	13	9	2	2	47	2	1	0	0	0	3	5	24	17	5	0	0	0	0	0	0	29.3	25.2	4.8
2200 - 2300	36	10	7	13	6	1	0	30	5	0	0	0	0	1	6	11	11	5	2	0	0	0	0	0	32.2	26.3	5.5
2300 - 0000	26	9	7	4	6	1	0	19	5	1	0	0	0	1	0	13	9	3	0	0	0	0	0	0	29.1	25.8	4.5
0700 - 1900	1903	506	475	443	479	51	17	1619	162	54	0	1	17	59	208	807	692	104	13	2	0	0	0	0	28.9	25	4.5
0600 - 2200	2132	573	525	505	529	58	25	1818	174	57	0	1	18	66	233	896	775	126	15	2	0	0	0	0	29.1	25	4.5
0600 - 0000	2194	592	539	522	541	60	25	1867	184	58	0	1	18	68	239	920	795	134	17	2	0	0	0	0	29.1	25.1	4.5
0000 - 0000	2194	592	539	522	541	60	25	1867	184	58	0	1	18	68	239	920	795	134	17	2	0	0	0	0	29.1	25.1	4.5

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	21	5	4	6	6	0	0	16	4	1	0	0	0	0	1	7	10	2	0	0	0	0	0	0	30.6	27.1	4.3
0100 - 0200	15	3	4	4	4	0	0	12	3	0	0	0	0	0	1	3	8	2	0	0	0	0	0	0	31.3	27.9	3.8
0200 - 0300	10	3	3	2	2	0	0	8	2	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	-	26.9	4.6
0300 - 0400	6	1	2	2	1	0	0	4	1	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	-	27	4.8
0400 - 0500	7	1	1	2	3	0	0	6	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	-	28.3	5.8
0500 - 0600	17	2	3	7	6	1	0	14	2	0	0	0	0	0	2	3	8	3	1	0	0	0	0	0	32.4	28	4.9
0600 - 0700	37	6	8	11	12	1	0	27	6	2	0	0	0	2	2	9	17	5	1	0	0	0	0	0	31.8	27	5.4
0700 - 0800	108	19	19	33	38	3	1	90	10	3	0	0	0	3	5	30	55	12	2	0	0	0	0	0	30.9	27	4.8
0800 - 0900	214	48	56	55	55	13	2	176	17	5	0	0	2	12	19	73	89	16	3	0	0	0	0	0	29.8	25.5	5.2
0900 - 1000	154	36	39	40	39	5	1	122	19	6	0	0	1	6	18	59	59	10	2	0	0	0	0	0	29.3	25.2	4.7
1000 - 1100	155	40	40	34	40	3	1	127	19	5	0	0	1	5	17	59	61	11	1	0	0	0	0	0	29.3	25.2	4.8
1100 - 1200	163	38	38	44	43	3	1	137	16	6	0	0	1	6	22	71	53	8	1	0	0	0	0	0	28.6	24.7	4.5
1200 - 1300	161	42	40	42	37	3	1	139	12	5	0	0	1	7	22	66	53	10	0	0	0	0	0	0	28.9	24.6	4.7
1300 - 1400	144	35	34	42	34	2	1	123	15	3	0	0	2	5	19	64	49	6	1	0	0	0	0	0	28.6	24.6	4.3
1400 - 1500	132	34	27	35	36	2	1	111	15	3	0	0	1	5	17	55	43	9	1	0	0	0	0	0	28.9	24.7	4.9
1500 - 1600	152	38	37	40	36	2	1	130	13	5	0	0	0	4	19	58	59	10	1	0	0	0	0	0	29.3	25.2	4.5
1600 - 1700	173	42	44	44	44	2	2	153	15	2	0	0	1	5	16	72	67	12	1	0	0	0	0	0	29.1	25.4	4.4
1700 - 1800	226	72	57	52	45	5	2	203	14	2	0	0	2	7	25	86	90	14	2	0	0	0	0	0	29.3	25.3	4.7
1800 - 1900	141	41	34	32	34	4	2	123	11	1	0	0	2	4	15	51	56	12	1	0	0	0	0	0	29.5	25.5	4.8
1900 - 2000	110	30	27	28	24	2	2	97	8	0	0	0	1	2	10	40	45	11	1	0	0	0	0	0	30	26	4.6
2000 - 2100	88	23	24	23	18	3	2	77	6	1	0	0	1	4	8	32	34	9	1	0	0	0	0	0	30.4	25.6	4.8
2100 - 2200	70	20	16	16	18	1	2	62	5	1	0	0	0	2	8	30	22	7	1	0	0	0	0	0	30.2	25.6	4.8
2200 - 2300	56	16	14	17	10	2	1	49	4	1	0	0	1	2	8	25	16	4	1	0	0	0	0	0	29.1	24.6	5
2300 - 0000	39	10	12	9	8	1	0	32	5	1	0	0	0	1	4	15	16	3	0	0	0	0	0	0	29.8	25.6	4.3
0700 - 1900	1923	485	464	491	482	47	17	1635	177	47	0	2	15	68	211	743	735	130	17	1	1	0	0	0	29.3	25.2	4.7
0600 - 2200	2228	565	540	569	554	54	24	1897	202	51	0	2	17	77	239	855	853	162	21	1	1	0	0	0	29.5	25.3	4.7
0600 - 0000	2324	591	565	595	572	57	25	1979	211	52	0	2	18	80	252	895	885	169	22	1	1	0	0	0	29.5	25.3	4.7
0000 - 0000	2399	607	582	616	593	57	25	2038	225	53	0	2	18	80	257	914	919	182	24	2	1	0	0	0	29.5	25.4	4.7

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	2194	592	539	522	541	60	25	1867	184	58	0	1	18	68	239	920	795	134	17	2	0	0	0	0	29.1	25.1	4.5
Tue	1986	538	498	496	454	66	18	1664	192	46	0	3	12	81	177	749	784	161	17	2	0	0	0	0	29.8	25.5	4.8
Wed	2908	714	704	770	720	73	18	2439	308	70	0	0	26	84	322	1100	1140	206	25	2	2	1	0	0	29.3	25.4	4.7
Thu	2955	782	684	748	741	86	33	2469	305	62	0	3	28	118	323	1048	1164	244	26	0	1	0	0	0	29.8	25.3	4.9
Fri	3015	728	728	811	748	67	39	2535	294	80	0	0	11	96	276	1140	1241	213	34	3	1	0	0	0	29.8	25.6	4.5
Sat	1948	478	494	502	474	28	25	1680	173	42	0	2	8	47	187	737	741	194	30	2	0	0	0	0	30	25.9	4.7
Sun	1784	416	430	465	473	21	17	1612	118	16	0	3	24	67	274	703	571	120	21	0	1	0	0	0	29.1	24.6	5
	16790	4248	4077	4314	4151	401	175	14266	1574	374	0	12	127	561	1798	6397	6436	1272	170	11	5	1	0	0	29.5	25.4	4.7

Total

Time	15 Minute Bin Drops					Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
	Hourly Totals	00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
	16790	4248	4077	4314	4151	401	175	14266	1574	374	0	12	127	561	1798	6397	6436	1272	170	11	5	1	0	0	29.5	25.4	4.7

Edinburgh ATC Study

Report Id 295b/15-02
Site Name Site 2 of 9
Description Abercromby Place, 15m east of Nelson Street
Direction Westbound

Tuesday 28 July 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	11	4	4	1	2	1	0	8	2	0	0	0	0	1	1	3	5	0	0	1	0	0	0	0	30.6	26.9	7.1
0100 - 0200	11	2	4	2	3	0	0	10	1	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	30	27.6	3.4
0200 - 0300	2	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	31.2	0.3
0300 - 0400	6	1	1	2	2	0	0	5	1	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	-	27.2	5.9
0400 - 0500	4	0	1	1	2	0	0	2	2	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	-	27.2	8.8
0500 - 0600	13	5	1	1	6	0	0	9	4	0	0	0	0	0	2	3	6	2	0	0	0	0	0	0	29.3	26.6	4.4
0600 - 0700	45	9	4	15	17	0	1	34	8	2	0	0	0	2	5	9	19	7	3	0	0	0	0	0	31.5	26.9	5.9
0700 - 0800	119	20	19	30	50	1	1	96	17	4	0	0	1	2	12	27	61	15	1	0	0	0	0	0	30.6	26.7	4.8
0800 - 0900	180	47	50	45	38	1	1	156	15	7	0	0	0	5	18	69	72	14	2	0	0	0	0	0	29.3	25.7	4.3
0900 - 1000	171	46	44	42	39	0	0	137	27	7	0	0	1	6	17	80	53	14	0	0	0	0	0	0	29.3	25.1	4.4
1000 - 1100	159	36	40	48	35	0	0	122	25	11	1	0	0	7	13	68	62	9	0	0	0	0	0	0	28.4	25.3	4
1100 - 1200	144	32	25	55	32	0	1	110	23	9	1	0	2	5	20	55	53	8	1	0	0	0	0	0	28.6	24.7	4.5
1200 - 1300	127	33	53	41	0	0	0	98	23	6	0	0	0	2	17	52	40	15	1	0	0	0	0	0	30.6	25.4	4.6
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700 - 1800	176	36	50	52	38	0	4	160	10	2	0	0	1	5	20	69	72	8	1	0	0	0	0	0	28.6	25.2	4.3
1800 - 1900	167	51	41	43	32	5	1	149	9	3	0	0	0	5	20	58	67	15	1	1	0	0	0	0	29.8	25.6	4.8
1900 - 2000	125	33	37	24	31	0	0	116	9	0	0	0	0	7	15	40	52	11	0	0	0	0	0	0	29.3	25.2	4.7
2000 - 2100	79	22	28	15	14	1	3	70	4	1	0	0	0	3	13	33	27	3	0	0	0	0	0	0	28.9	24.5	4.4
2100 - 2200	55	16	11	11	17	0	0	47	8	0	0	0	0	4	14	16	18	2	1	0	0	0	0	0	28.9	24	5.1
2200 - 2300	48	15	9	12	12	0	1	38	8	1	0	0	0	3	7	22	13	3	0	0	0	0	0	0	26.8	23.8	4.4
2300 - 0000	28	11	8	6	3	0	0	22	6	0	0	0	0	3	7	4	10	3	1	0	0	0	0	0	30	24.6	6.6
0700 - 1900	1243	301	322	356	264	7	8	1028	149	49	2	0	5	37	137	478	480	98	7	1	0	0	0	0	29.5	25.4	4.5
0600 - 2200	1547	381	402	421	343	8	12	1295	178	52	2	0	5	53	184	576	596	121	11	1	0	0	0	0	29.5	25.4	4.6
0600 - 0000	1623	407	419	439	358	8	13	1355	192	53	2	0	5	59	198	602	619	127	12	1	0	0	0	0	29.5	25.3	4.6
0000 - 0000	1670	420	430	446	374	9	13	1390	203	53	2	0	5	60	203	614	639	134	13	2	0	0	0	0	29.5	25.4	4.6

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	17	9	2	5	1	0	0	15	2	0	0	0	0	0	0	1	13	3	0	0	0	0	0	0	29.8	28.8	3.3
0100 - 0200	12	3	3	3	3	0	0	12	0	0	0	0	0	0	0	6	5	1	0	0	0	0	0	0	28.2	25.9	3.1
0200 - 0300	6	1	2	1	2	0	0	2	4	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	-	28.3	3.7
0300 - 0400	2	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	31.9	1.3
0400 - 0500	6	1	3	0	2	0	0	5	1	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	-	27.4	3.2
0500 - 0600	17	3	7	3	4	0	0	15	2	0	0	0	0	0	3	2	8	4	0	0	0	0	0	0	31.5	27.6	5.5
0600 - 0700	41	6	10	14	11	0	1	24	10	6	0	0	0	3	4	9	13	9	2	1	0	0	0	0	33.8	27.4	6.5
0700 - 0800	118	20	21	34	43	3	1	96	15	3	0	0	1	5	5	44	52	10	0	1	0	0	0	0	29.8	25.9	4.5
0800 - 0900	209	40	55	53	61	4	0	178	23	3	1	0	0	7	19	70	93	18	1	0	0	1	0	0	29.5	25.9	4.6
0900 - 1000	194	51	50	47	46	1	1	148	36	7	1	0	0	5	23	69	79	17	1	0	0	0	0	0	29.5	25.7	4.4
1000 - 1100	162	37	36	52	37	0	2	119	26	13	2	0	0	4	20	70	59	8	1	0	0	0	0	0	28.4	24.6	4.2
1100 - 1200	184	50	37	53	44	1	1	138	36	8	0	0	0	7	19	75	71	10	2	0	0	0	0	0	29.1	25.4	4.3
1200 - 1300	157	39	29	54	35	0	1	128	17	11	0	0	1	4	20	59	63	9	1	0	0	0	0	0	29.1	25.1	4.3
1300 - 1400	171	49	45	40	37	2	1	133	30	5	0	0	1	8	15	54	79	10	3	1	0	0	0	0	29.5	25.7	4.8
1400 - 1500	165	34	38	48	45	0	1	124	36	4	0	0	1	9	28	65	53	8	1	0	0	0	0	0	28.4	24.1	4.8
1500 - 1600	156	35	30	41	50	1	0	132	17	6	0	0	1	9	17	57	58	10	4	0	0	0	0	0	29.5	25.2	5.1
1600 - 1700	181	39	54	39	49	0	4	161	12	4	0	0	0	3	20	67	82	9	0	0	0	0	0	0	29.3	25.7	3.8
1700 - 1800	201	51	47	56	47	1	3	181	15	1	0	0	1	8	27	83	69	12	1	0	0	0	0	0	28.2	24.6	4.4
1800 - 1900	162	50	42	30	40	5	0	144	9	4	0	0	1	8	22	47	75	9	0	0	0	0	0	0	29.1	25	4.6
1900 - 2000	135	35	26	36	38	2	0	120	11	2	0	0	0	6	29	51	38	10	0	1	0	0	0	0	29.1	24.3	5
2000 - 2100	95	22	26	22	25	0	1	88	6	0	0	0	0	4	10	35	35	9	1	1	0	0	0	0	30.4	25.8	4.9
2100 - 2200	71	22	19	15	15	1	0	64	5	1	0	0	0	4	6	34	21	5	1	0	0	0	0	0	28.9	25	4.7
2200 - 2300	46	16	13	11	6	2	0	38	6	0	0	0	0	7	11	20	8	0	0	0	0	0	0	0	26.4	22.1	4.5
2300 - 0000	24	3	6	8	7	0	0	19	5	0	0	0	0	2	6	2	14	0	0	0	0	0	0	0	29.1	24.1	5.6
0700 - 1900	2060	495	484	547	534	18	15	1682	272	69	4	0	7	77	235	760	833	130	15	2	0	1	0	0	29.1	25.2	4.5
0600 - 2200	2402	580	565	634	623	21	17	1978	304	78	4	0	7	94	284	889	940	163	19	5	0	1	0	0	29.3	25.2	4.6
0600 - 0000	2472	599	584	653	636	23	17	2035	315	78	4	0	7	103	301	911	962	163	19	5	0	1	0	0	29.3	25.2	4.6
0000 - 0000	2532	617	601	666	648	23	17	2085	325	78	4	0	7	103	304	924	994	175	19	5	0	1	0	0	29.3	25.2	4.6

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	17	3	4	7	3	0	0	15	2	0	0	0	0	0	2	5	7	3	0	0	0	0	0	0	30.2	27	4.3
0100 - 0200	7	2	4	0	1	0	0	3	4	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	-	25.9	5.4
0200 - 0300	9	1	2	2	4	0	0	5	4	0	0	0	0	1	0	3	5	0	0	0	0	0	0	0	-	25	4.5
0300 - 0400	5	2	3	0	0	0	0	4	1	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	-	23.8	5.1
0400 - 0500	7	0	2	2	3	0	0	6	1	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	-	25.9	4
0500 - 0600	16	4	3	5	4	0	0	12	4	0	0	0	0	0	3	4	5	4	0	0	0	0	0	0	31.5	26.3	5
0600 - 0700	46	8	11	10	17	1	1	34	7	3	0	0	1	2	1	8	15	15	3	0	1	0	0	0	33.3	29.1	6.9
0700 - 0800	111	28	22	24	37	3	1	90	14	3	0	0	1	6	9	26	59	7	2	1	0	0	0	0	29.8	26.2	5.1
0800 - 0900	199	40	48	54	57	2	0	177	18	1	1	0	0	5	14	87	75	16	2	0	0	0	0	0	29.5	25.7	4.1
0900 - 1000	174	33	52	43	46	2	2	129	33	8	0	0	0	7	29	57	70	10	1	0	0	0	0	0	28.9	24.9	4.6
1000 - 1100	157	42	34	44	37	1	1	113	21	20	1	0	0	4	23	68	53	9	0	0	0	0	0	0	29.1	24.8	4.2
1100 - 1200	165	49	35	49	32	0	1	126	27	11	0	0	0	6	20	73	57	8	1	0	0	0	0	0	28.2	24.8	4.3
1200 - 1300	175	44	36	46	49	1	0	134	27	13	0	0	1	4	21	77	60	11	1	0	0	0	0	0	28.6	25	4.5
1300 - 1400	156	39	34	41	42	0	1	128	20	7	0	0	0	9	19	55	60	12	1	0	0	0	0	0	29.3	25.1	4.8
1400 - 1500	179	39	50	44	46	2	0	141	29	7	0	1	0	6	24	87	50	9	2	0	0	0	0	0	28.6	24.5	4.5
1500 - 1600	154	33	38	39	44	0	0	133	20	1	0	0	1	7	7	73	54	11	1	0	0	0	0	0	29.1	25.3	4.2
1600 - 1700	188	51	38	46	53	1	2	155	26	4	0	0	0	9	23	79	68	7	2	0	0	0	0	0	28.6	24.8	4.5
1700 - 1800	213	39	60	60	54	1	3	193	14	2	0	0	3	4	21	81	87	14	3	0	0	0	0	0	29.3	25.4	4.6
1800 - 1900	181	58	42	39	42	3	1	160	17	0	0	0	0	5	21	73	72	10	0	0	0	0	0	0	28.4	24.9	4.1
1900 - 2000	152	38	44	35	35	2	0	134	14	2	0	0	0	6	18	44	71	11	1	0	1	0	0	0	29.5	25.8	5
2000 - 2100	99	30	28	22	19	0	2	82	13	2	0	0	0	2	8	34	39	13	2	1	0	0	0	0	30.9	26.6	4.6
2100 - 2200	76	21	18	19	18	1	2	68	5	0	0	0	0	1	9	29	28	8	0	1	0	0	0	0	30.4	26.2	4.8
2200 - 2300	68	22	17	18	11	1	0	59	7	1	0	0	0	3	11	26	24	3	0	1	0	0	0	0	29.3	24.9	4.7
2300 - 0000	37	13	7	6	11	1	0	28	8	0	0	0	0	0	2	17	14	4	0	0	0	0	0	0	29.1	26	3.9
0700 - 1900	2052	495	489	529	539	16	12	1679	266	77	2	1	6	72	231	836	765	124	16	1	0	0	0	0	29.1	25.1	4.5
0600 - 2200	2425	592	590	615	628	20	17	1997	305	84	2	1	7	83	267	951	918	171	22	3	2	0	0	0	29.3	25.3	4.6
0600 - 0000	2530	627	614	639	650	22	17	2084	320	85	2	1	7	86	280	994	956	178	22	4	2	0	0	0	29.3	25.3	4.6
0000 - 0000	2591	639	632	655	665	22	17	2129	336	85	2	1	7	87	290	1011	980	187	22	4	2	0	0	0	29.3	25.3	4.6

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	19	8	6	1	4	0	0	12	7	0	0	0	0	0	0	3	13	1	1	1	0	0	0	0	30.6	29.1	4.7
0100 - 0200	11	5	3	2	1	0	0	7	4	0	0	0	0	0	0	2	5	4	0	0	0	0	0	0	32	29.6	3.2
0200 - 0300	7	1	2	1	3	0	0	4	3	0	0	0	0	0	1	0	3	3	0	0	0	0	0	0	-	28.3	5.7
0300 - 0400	4	1	1	1	1	0	0	2	2	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	-	27.9	7.5
0400 - 0500	4	1	0	1	2	0	0	2	2	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	-	21	6.6
0500 - 0600	16	2	1	5	8	0	0	11	5	0	0	0	0	0	2	4	8	2	0	0	0	0	0	0	30.9	27.1	4.4
0600 - 0700	45	5	11	10	19	1	2	31	8	3	0	0	1	2	4	12	18	6	1	1	0	0	0	0	32	26.4	6.2
0700 - 0800	101	19	17	27	38	2	1	76	14	8	0	0	0	2	12	27	43	15	1	0	1	0	0	0	31.1	26.4	5.3
0800 - 0900	172	37	36	51	48	3	0	147	19	3	0	1	2	7	15	67	71	8	1	0	0	0	0	0	29.1	24.9	5
0900 - 1000	158	29	45	44	40	0	1	116	29	12	0	0	0	3	8	57	76	12	2	0	0	0	0	0	29.5	26.2	3.7
1000 - 1100	184	48	45	60	31	3	1	142	29	9	0	0	1	4	22	72	75	7	2	0	0	1	0	0	28.9	25.2	4.7
1100 - 1200	187	45	53	47	42	2	1	143	29	11	1	0	0	6	23	71	73	14	0	0	0	0	0	0	29.1	25.2	4.2
1200 - 1300	179	42	39	45	53	0	0	143	27	9	0	0	0	4	17	79	64	13	2	0	0	0	0	0	29.5	25.4	4.3
1300 - 1400	180	51	42	42	45	0	1	143	28	8	0	0	1	6	17	65	70	18	3	0	0	0	0	0	30	25.8	4.8
1400 - 1500	171	36	48	40	47	1	1	142	23	4	0	0	2	10	19	63	57	18	2	0	0	0	0	0	29.8	25.1	5.2
1500 - 1600	191	47	55	44	45	0	2	163	20	6	0	0	2	4	16	80	75	14	0	0	0	0	0	0	29.3	25.4	4.3
1600 - 1700	206	62	40	49	55	0	2	173	24	7	0	0	2	5	19	80	90	10	0	0	0	0	0	0	28.4	25.1	4.1
1700 - 1800	206	52	48	61	45	1	1	186	15	3	0	0	0	6	21	88	87	3	1	0	0	0	0	0	28.9	25.1	3.9
1800 - 1900	182	54	44	39	45	2	1	155	21	3	0	0	1	9	23	52	75	18	3	1	0	0	0	0	30.2	25.7	5.1
1900 - 2000	147	44	48	28	27	0	2	123	21	1	0	0	0	6	21	45	67	8	0	0	0	0	0	0	29.5	25.1	4.6
2000 - 2100	100	26	23	33	18	1	1	83	15	0	0	0	0	4	19	27	38	10	2	0	0	0	0	0	30.4	25.6	5.3
2100 - 2200	65	17	16	13	19	0	0	51	14	0	0	0	0	1	5	23	29	6	0	1	0	0	0	0	30.4	26.3	4.7
2200 - 2300	96	23	24	26	23	0	1	80	14	1	0	0	1	3	22	35	31	3	1	0	0	0	0	0	28.2	23.9	4.6
2300 - 0000	68	14	27	16	11	0	1	56	10	1	0	0	0	2	16	25	22	3	0	0	0	0	0	0	29.1	24.5	4.5
0700 - 1900	2117	522	512	549	534	14	12	1729	278	83	1	1	11	66	212	801	856	150	17	1	1	1	0	0	29.3	25.4	4.5
0600 - 2200	2474	614	610	633	617	16	17	2017	336	87	1	1	12	79	261	908	1008	180	20	3	1	1	0	0	29.5	25.4	4.6
0600 - 0000	2638	651	661	675	651	16	19	2153	360	89	1	1	13	84	299	968	1061	186	21	3	1	1	0	0	29.5	25.4	4.6
0000 - 0000	2699	669	674	686	670	16	19	2191	383	89	1	1	13	85	304	978	1092	198	22	4	1	1	0	0	29.5	25.4	4.7

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	38	17	8	8	5	2	0	31	5	0	0	0	0	0	9	10	16	3	0	0	0	0	0	0	29.5	25.5	4.6
0100 - 0200	25	6	11	5	3	0	0	15	10	0	0	0	0	1	4	6	10	4	0	0	0	0	0	0	30.6	26.3	5.7
0200 - 0300	20	4	4	5	7	0	0	16	4	0	0	0	0	2	3	7	7	1	0	0	0	0	0	0	27.5	24.1	4.8
0300 - 0400	11	3	5	3	0	0	0	8	3	0	0	0	0	0	0	2	2	4	2	1	0	0	0	0	36	32.3	5.6
0400 - 0500	11	3	1	5	2	0	0	9	2	0	0	0	0	0	3	2	4	2	0	0	0	0	0	0	30	25.9	5.5
0500 - 0600	12	3	2	5	2	0	1	8	2	1	0	0	0	0	0	1	6	4	0	0	1	0	0	0	34.4	31.1	6.8
0600 - 0700	17	5	3	2	7	1	0	12	4	0	0	0	0	1	1	1	7	7	0	0	0	0	0	0	32.9	28.3	5.7
0700 - 0800	37	7	12	9	9	0	0	32	3	2	0	0	1	1	4	9	16	5	1	0	0	0	0	0	29.1	25.7	5.7
0800 - 0900	74	12	18	25	19	0	0	58	13	3	0	0	1	4	6	19	31	13	0	0	0	0	0	0	31.3	25.7	5.1
0900 - 1000	83	21	18	27	17	0	0	72	8	3	0	0	0	4	5	34	26	12	2	0	0	0	0	0	31.1	26.3	4.9
1000 - 1100	128	26	26	31	45	0	0	108	13	7	0	0	1	4	21	49	43	9	0	1	0	0	0	0	29.1	25	4.9
1100 - 1200	134	30	29	38	37	0	0	121	9	4	0	0	0	5	20	56	45	8	0	0	0	0	0	0	29.1	24.7	4.4
1200 - 1300	159	32	49	37	41	1	1	145	6	6	0	0	0	12	22	58	60	4	3	0	0	0	0	0	28.9	24.4	5.2
1300 - 1400	143	33	35	40	35	1	0	130	10	2	0	0	1	10	20	64	44	4	0	0	0	0	0	0	28.9	23.8	4.7
1400 - 1500	148	32	37	39	40	0	4	126	14	4	0	0	0	5	11	63	55	12	2	0	0	0	0	0	30.2	25.7	4.4
1500 - 1600	132	40	33	27	32	0	1	114	16	1	0	0	0	4	22	60	31	14	1	0	0	0	0	0	29.8	24.8	4.7
1600 - 1700	163	34	47	45	37	0	1	145	14	3	0	0	0	3	24	76	45	12	2	1	0	0	0	0	29.1	25	4.6
1700 - 1800	131	36	40	36	19	0	0	116	15	0	0	0	0	2	13	55	50	9	2	0	0	0	0	0	28.6	25.5	4.2
1800 - 1900	128	41	31	24	32	0	1	113	13	1	0	0	0	6	16	24	52	27	3	0	0	0	0	0	32	26.7	5.3
1900 - 2000	86	24	24	26	12	0	0	72	14	0	0	0	0	3	21	33	25	4	0	0	0	0	0	0	27.7	23.9	4.4
2000 - 2100	81	19	26	17	19	1	0	61	17	2	0	0	0	5	12	19	33	11	1	0	0	0	0	0	30.9	25.9	5.5
2100 - 2200	49	14	14	8	13	0	0	41	7	1	0	0	0	2	8	16	15	6	1	1	0	0	0	0	31.5	25.8	5.9
2200 - 2300	45	10	11	7	17	0	1	39	5	0	0	0	0	1	7	12	18	7	0	0	0	0	0	0	29.3	25.9	4.5
2300 - 0000	52	15	19	12	6	0	0	43	8	1	0	0	0	1	7	16	19	6	3	0	0	0	0	0	31.3	26.3	5
0700 - 1900	1460	344	375	378	363	2	8	1280	134	36	0	0	4	60	184	567	498	129	16	2	0	0	0	0	29.8	25.2	4.8
0600 - 2200	1693	406	442	431	414	4	8	1466	176	39	0	0	4	71	226	636	578	157	18	3	0	0	0	0	30	25.2	4.9
0600 - 0000	1790	431	472	450	437	4	9	1548	189	40	0	0	4	73	240	664	615	170	21	3	0	0	0	0	30	25.2	4.9
0000 - 0000	1907	467	503	481	456	6	10	1635	215	41	0	0	4	76	259	692	660	188	23	4	1	0	0	0	30	25.3	5

Sunday 02 August 2015 E 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	46	9	10	16	11	0	0	33	13	0	0	0	0	0	6	16	20	3	0	1	0	0	0	0	30	26.4	4.6
0100 - 0200	30	8	5	8	9	0	0	24	6	0	0	0	0	1	6	13	7	2	1	0	0	0	0	0	29.8	25	4.8
0200 - 0300	19	6	5	5	3	0	0	16	3	0	0	0	0	0	1	5	9	4	0	0	0	0	0	0	30.9	27.2	4.1
0300 - 0400	15	3	3	1	8	0	0	11	4	0	0	0	0	0	4	4	3	3	1	0	0	0	0	0	32.2	25.4	6.3
0400 - 0500	8	0	1	1	6	0	0	5	3	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	-	30.3	2.6
0500 - 0600	12	2	1	5	4	0	0	12	0	0	0	0	0	0	1	1	7	1	2	0	0	0	0	0	32.2	29.4	5
0600 - 0700	8	2	2	1	3	0	0	5	2	1	0	0	0	0	1	1	3	2	1	0	0	0	0	0	-	29.8	5.5
0700 - 0800	19	1	5	4	9	0	0	18	1	0	0	0	0	1	3	2	11	2	0	0	0	0	0	0	30	26.2	4.8
0800 - 0900	54	10	11	12	21	0	0	47	4	3	0	1	1	0	9	22	19	1	1	0	0	0	0	0	28.6	24.3	5.2
0900 - 1000	61	7	22	21	11	0	0	52	5	4	0	0	0	2	9	21	23	6	0	0	0	0	0	0	29.8	25.1	4.6
1000 - 1100	117	32	29	22	34	0	0	107	8	2	0	1	0	5	17	53	34	7	0	0	0	0	0	0	28.9	24.3	4.9
1100 - 1200	141	31	32	43	35	0	0	136	4	1	0	0	0	10	38	52	37	4	0	0	0	0	0	0	28.2	23.2	4.7
1200 - 1300	157	46	37	38	36	1	1	142	11	2	0	0	7	7	31	75	30	7	0	0	0	0	0	0	27.1	22.7	5.2
1300 - 1400	179	41	46	49	43	0	1	160	16	2	0	0	3	19	48	71	29	9	0	0	0	0	0	0	26.4	22.2	5.1
1400 - 1500	179	50	48	28	53	0	1	162	13	3	0	0	0	15	43	74	41	5	1	0	0	0	0	0	27.3	22.8	4.7
1500 - 1600	237	50	62	65	60	0	0	225	12	0	0	0	2	12	47	105	59	11	0	1	0	0	0	0	27.5	23.6	4.7
1600 - 1700	178	57	54	31	36	0	1	164	10	3	0	0	1	6	21	90	48	9	3	0	0	0	0	0	29.1	24.6	4.6
1700 - 1800	157	27	53	41	36	1	3	141	10	2	0	0	3	4	19	66	53	12	0	0	0	0	0	0	28.4	24.7	4.7
1800 - 1900	127	36	32	34	25	0	1	109	15	2	0	0	0	5	26	49	41	6	0	0	0	0	0	0	28.4	24.1	4.4
1900 - 2000	89	35	19	19	16	0	2	79	8	0	0	0	0	6	14	31	33	5	0	0	0	0	0	0	28.2	24.5	4.6
2000 - 2100	91	29	24	24	14	2	0	84	5	0	0	0	1	4	16	30	29	9	1	1	0	0	0	0	29.1	25	5.3
2100 - 2200	60	11	16	19	14	1	3	52	3	0	1	0	0	4	9	27	15	5	0	0	0	0	0	0	28.2	24	4.7
2200 - 2300	40	14	13	8	5	0	0	37	3	0	0	0	0	0	7	10	16	6	1	0	0	0	0	0	30.9	26.2	4.6
2300 - 0000	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	-	26.3	2.2
0700 - 1900	1606	388	431	388	399	2	8	1463	109	24	0	2	17	86	311	680	425	79	5	1	0	0	0	0	28.2	23.6	4.9
0600 - 2200	1854	465	492	451	446	5	13	1683	127	25	1	2	18	100	351	769	505	100	7	2	0	0	0	0	28.4	23.8	4.9
0600 - 0000	1897	482	505	459	451	5	13	1723	130	25	1	2	18	100	358	780	523	106	8	2	0	0	0	0	28.4	23.8	4.9
0000 - 0000	2027	510	530	495	492	5	13	1824	159	25	1	2	18	101	376	819	574	122	12	3	0	0	0	0	28.6	24	5

Monday 03 August 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800 - 0900	170	47	35	37	51	3	1	144	16	6	0	0	0	5	11	65	74	13	2	0	0	0	0	0	30	25.9	4.4
0900 - 1000	142	30	39	29	44	4	0	107	23	8	0	0	2	7	13	47	62	11	0	0	0	0	0	0	29.5	25.4	4.9
1000 - 1100	147	33	39	33	42	0	2	104	31	9	1	0	1	9	26	54	48	9	0	0	0	0	0	0	28.2	24.2	4.5
1100 - 1200	164	34	36	51	43	1	1	135	20	7	0	0	1	8	26	74	42	10	2	1	0	0	0	0	28.9	24.4	5
1200 - 1300	156	46	39	39	32	1	1	124	19	10	1	0	0	3	17	67	62	6	1	0	0	0	0	0	28.6	25.3	3.7
1300 - 1400	142	36	39	36	31	2	2	104	25	9	0	0	1	10	13	67	47	4	0	0	0	0	0	0	28	24.3	4.2
1400 - 1500	55	28	0	0	27	2	0	44	5	3	1	0	1	1	6	23	21	2	1	0	0	0	0	0	28.4	25	4.6
1500 - 1600	167	45	46	37	39	1	0	135	20	11	0	0	0	9	20	59	64	11	4	0	0	0	0	0	29.1	25.1	5.1
1600 - 1700	158	30	42	38	48	3	1	132	16	6	0	1	1	6	18	56	58	14	2	2	0	0	0	0	29.3	25.4	5.5
1700 - 1800	171	39	47	48	37	7	0	147	11	6	0	0	1	6	17	66	70	9	2	0	0	0	0	0	29.1	25.2	4.5
1800 - 1900	165	47	45	32	41	1	0	150	13	1	0	0	2	10	12	68	65	8	0	0	0	0	0	0	28.6	24.9	4.5
1900 - 2000	132	44	37	23	28	3	2	114	7	6	0	0	0	6	15	52	50	8	1	0	0	0	0	0	28.6	25.1	4.7
2000 - 2100	79	19	27	18	15	0	1	69	6	3	0	0	0	0	7	26	39	5	2	0	0	0	0	0	29.5	26.4	4
2100 - 2200	64	15	23	13	13	2	1	54	5	2	0	0	0	1	7	23	25	7	1	0	0	0	0	0	30	26.1	4.6
2200 - 2300	38	14	12	8	4	0	0	37	1	0	0	0	0	2	8	12	12	4	0	0	0	0	0	0	28.4	24.4	5
2300 - 0000	23	8	4	6	5	0	0	19	4	0	0	0	0	2	3	8	10	0	0	0	0	0	0	0	29.1	24.5	4.7
0700 - 1900	1637	415	407	380	435	25	8	1326	199	76	3	1	10	74	179	646	613	97	14	3	0	0	0	0	28.9	25	4.7
0600 - 2200	1912	493	494	434	491	30	12	1563	217	87	3	1	10	81	208	747	727	117	18	3	0	0	0	0	29.1	25.1	4.7
0600 - 0000	1973	515	510	448	500	30	12	1619	222	87	3	1	10	85	219	767	749	121	18	3	0	0	0	0	29.1	25.1	4.7
0000 - 0000	1973	515	510	448	500	30	12	1619	222	87	3	1	10	85	219	767	749	121	18	3	0	0	0	0	29.1	25.1	4.7

Virtual Day (7.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	21	7	5	5	4	0	0	16	4	0	0	0	0	0	3	5	11	2	0	0	0	0	0	0	30.6	26.9	4.8
0100 - 0200	14	4	4	3	3	0	0	10	4	0	0	0	0	0	2	4	5	2	0	0	0	0	0	0	31.1	26.3	4.8
0200 - 0300	9	2	2	2	3	0	0	6	3	0	0	0	0	0	1	2	4	2	0	0	0	0	0	0	-	26.3	4.7
0300 - 0400	6	2	2	1	2	0	0	4	2	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	-	27.8	6.4
0400 - 0500	6	1	1	1	2	0	0	4	2	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	-	26.6	5.3
0500 - 0600	12	3	2	3	4	0	0	10	2	0	0	0	0	0	2	2	6	2	0	0	0	0	0	0	31.5	27.9	5.3
0600 - 0700	29	5	6	7	11	0	1	20	6	2	0	0	0	1	2	6	11	7	1	0	0	0	0	0	32.9	27.6	6.3
0700 - 0800	72	14	14	18	27	1	1	58	9	3	0	0	1	2	6	19	35	8	1	0	0	0	0	0	30.2	26.2	4.9
0800 - 0900	151	33	36	40	42	2	0	130	15	4	0	0	1	5	13	57	62	12	1	0	0	0	0	0	29.5	25.6	4.6
0900 - 1000	140	31	39	36	35	1	1	109	23	7	0	0	0	5	15	52	56	12	1	0	0	0	0	0	29.5	25.5	4.5
1000 - 1100	151	36	36	41	37	1	1	116	22	10	1	0	0	5	20	62	53	8	0	0	0	0	0	0	28.9	24.8	4.5
1100 - 1200	160	39	35	48	38	1	1	130	21	7	0	0	0	7	24	65	54	9	1	0	0	0	0	0	28.9	24.7	4.5
1200 - 1300	159	40	40	43	35	1	1	131	19	8	0	0	1	5	21	67	54	9	1	0	0	0	0	0	28.9	24.8	4.6
1300 - 1400	139	36	34	35	33	1	1	114	18	5	0	0	1	9	19	54	47	8	1	0	0	0	0	0	28.9	24.5	4.9
1400 - 1500	128	31	32	28	37	1	1	106	17	4	0	0	1	7	19	54	40	8	1	0	0	0	0	0	28.6	24.4	4.8
1500 - 1600	148	36	38	36	39	0	0	129	15	4	0	0	1	6	18	62	49	10	1	0	0	0	0	0	29.3	24.8	4.7
1600 - 1700	153	39	39	35	40	1	2	133	15	4	0	0	1	5	18	64	56	9	1	0	0	0	0	0	29.1	25.1	4.5
1700 - 1800	179	40	49	51	39	2	2	161	13	2	0	0	1	5	20	73	70	10	1	0	0	0	0	0	28.9	25.1	4.4
1800 - 1900	159	48	40	34	37	2	1	140	14	2	0	0	1	7	20	53	64	13	1	0	0	0	0	0	29.5	25.2	4.7
1900 - 2000	124	36	34	27	27	1	1	108	12	2	0	0	0	6	19	42	48	8	0	0	0	0	0	0	29.1	24.9	4.8
2000 - 2100	89	24	26	22	18	1	1	77	9	1	0	0	0	3	12	29	34	9	1	0	0	0	0	0	30.2	25.7	4.9
2100 - 2200	63	17	17	14	16	1	1	54	7	1	0	0	0	2	8	24	22	6	1	0	0	0	0	0	30	25.4	5
2200 - 2300	54	16	14	13	11	0	0	47	6	0	0	0	0	3	10	20	17	4	0	0	0	0	0	0	28.4	24.4	4.7
2300 - 0000	34	10	10	8	6	0	0	27	6	0	0	0	0	1	6	10	13	2	1	0	0	0	0	0	29.5	25.1	4.9
0700 - 1900	1739	423	431	447	438	12	10	1455	201	59	2	1	9	67	213	681	639	115	13	2	0	0	0	0	29.1	25	4.6
0600 - 2200	2044	504	514	517	509	15	14	1714	235	65	2	1	9	80	254	782	753	144	16	3	0	0	0	0	29.3	25.1	4.7
0600 - 0000	2132	530	538	538	526	15	14	1788	247	65	2	1	9	84	271	812	784	150	17	3	0	0	0	0	29.3	25.1	4.7
0000 - 0000	2200	548	554	554	544	16	14	1839	263	65	2	1	9	85	279	829	813	161	18	4	1	0	0	0	29.3	25.1	4.7

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	1973	515	510	448	500	30	12	1619	222	87	3	1	10	85	219	767	749	121	18	3	0	0	0	0	29.1	25.1	4.7
Tue	1670	420	430	446	374	9	13	1390	203	53	2	0	5	60	203	614	639	134	13	2	0	0	0	0	29.5	25.4	4.6
Wed	2532	617	601	666	648	23	17	2085	325	78	4	0	7	103	304	924	994	175	19	5	0	1	0	0	29.3	25.2	4.6
Thu	2591	639	632	655	665	22	17	2129	336	85	2	1	7	87	290	1011	980	187	22	4	2	0	0	0	29.3	25.3	4.6
Fri	2699	669	674	686	670	16	19	2191	383	89	1	1	13	85	304	978	1092	198	22	4	1	1	0	0	29.5	25.4	4.7
Sat	1907	467	503	481	456	6	10	1635	215	41	0	0	4	76	259	692	660	188	23	4	1	0	0	0	30	25.3	5
Sun	2027	510	530	495	492	5	13	1824	159	25	1	2	18	101	376	819	574	122	12	3	0	0	0	0	28.6	24	5
	15399	3837	3880	3877	3805	111	101	12873	1843	458	13	5	64	597	1955	5805	5688	1125	129	25	4	2	0	0	29.3	25.1	4.7

Total

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed															
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
	15399	3837	3880	3877	3805	111	101	12873	1843	458	13	5	64	597	1955	5805	5688	1125	129	25	4	2	0	0	29.3	25.1	4.7

Edinburgh ATC Study

Report Id	295b/15-03
Site Name	Site 3 of 9
Description	Heriot Row, 25m east of Howe Stree
Direction	Westbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	6	1	1	2	2	0	0	4	2	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	-	17.3	2.4
0100 - 0200	5	2	0	1	2	0	0	1	4	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	-	17.6	1.7
0200 - 0300	5	0	2	1	2	0	0	3	2	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	-	19.3	5.8
0300 - 0400	3	0	1	0	2	0	0	0	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	18	3
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	6	2	0	3	1	1	0	1	4	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	-	18	3.4
0600 - 0700	28	0	7	9	12	2	1	20	2	3	0	0	3	2	21	2	0	0	0	0	0	0	0	0	20.4	17.2	3.4
0700 - 0800	97	9	16	36	36	3	1	73	16	4	0	0	4	25	54	14	0	0	0	0	0	0	0	0	20.8	17.6	3.3
0800 - 0900	207	49	56	49	53	13	3	151	38	2	0	1	27	99	67	10	3	0	0	0	0	0	0	0	19	15.3	3.9
0900 - 1000	101	26	29	27	19	7	0	66	21	7	0	1	5	33	50	10	1	1	0	0	0	0	0	0	19.7	16.7	4.4
1000 - 1100	100	25	27	22	26	4	0	61	24	11	0	1	6	36	46	10	1	0	0	0	0	0	0	0	20.4	16.5	3.9
1100 - 1200	88	20	20	25	23	0	0	67	18	3	0	0	4	30	46	7	1	0	0	0	0	0	0	0	19.5	16.7	3.3
1200 - 1300	98	23	23	26	26	2	1	69	22	3	1	2	5	37	40	14	0	0	0	0	0	0	0	0	20.6	16.5	4.1
1300 - 1400	120	31	25	33	31	1	3	83	26	7	0	0	6	42	55	16	1	0	0	0	0	0	0	0	20.6	17	3.6
1400 - 1500	132	26	42	27	37	5	0	93	25	8	1	1	6	46	56	21	2	0	0	0	0	0	0	0	21	17	4.2
1500 - 1600	100	18	25	31	26	1	2	75	19	3	0	0	3	34	53	10	0	0	0	0	0	0	0	0	20.1	17.1	3.2
1600 - 1700	154	52	33	32	37	1	1	123	22	6	1	1	8	59	73	10	2	1	0	0	0	0	0	0	19.7	16.5	3.8
1700 - 1800	165	53	40	39	33	4	4	134	17	4	2	1	13	59	67	16	9	0	0	0	0	0	0	0	20.8	16.9	4.8
1800 - 1900	103	31	29	18	25	6	2	73	20	2	0	0	10	38	33	20	2	0	0	0	0	0	0	0	22.4	17.2	4.5
1900 - 2000	51	14	18	10	9	3	2	36	6	4	0	0	2	12	29	6	2	0	0	0	0	0	0	0	20.8	17.7	4.1
2000 - 2100	41	11	8	8	14	0	1	34	5	1	0	0	0	10	22	8	1	0	0	0	0	0	0	0	22.6	18.8	3.6
2100 - 2200	34	12	6	6	10	2	0	21	10	1	0	0	0	17	13	4	0	0	0	0	0	0	0	0	18.6	16.2	3.3
2200 - 2300	20	7	6	2	5	0	0	14	6	0	0	0	0	14	5	1	0	0	0	0	0	0	0	0	17.9	15.9	2.4
2300 - 0000	11	2	2	4	3	0	1	7	3	0	0	0	4	1	3	3	0	0	0	0	0	0	0	0	21	15.6	5.6
0700 - 1900	1465	363	365	365	372	47	17	1068	268	60	5	8	97	538	640	158	22	2	0	0	0	0	0	0	20.4	16.7	4
0600 - 2200	1619	400	404	398	417	54	21	1179	291	69	5	8	102	579	725	178	25	2	0	0	0	0	0	0	20.4	16.7	4
0600 - 0000	1650	409	412	404	425	54	22	1200	300	69	5	8	106	594	733	182	25	2	0	0	0	0	0	0	20.4	16.7	4
0000 - 0000	1675	414	416	411	434	55	22	1209	315	69	5	8	106	600	749	185	25	2	0	0	0	0	0	0	20.4	16.7	4

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	2	0	1	1	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	16.6	0.2
0100 - 0200	4	0	1	1	2	0	0	3	1	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	-	19	3.6
0200 - 0300	3	2	1	0	0	0	0	1	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	17.1	1
0300 - 0400	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	16.6	-
0400 - 0500	5	1	2	1	1	0	0	1	4	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	-	16.8	6.8
0500 - 0600	4	0	1	2	1	1	0	0	3	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	-	18.8	7.8
0600 - 0700	19	0	8	5	6	2	0	8	6	3	0	0	2	4	9	3	1	0	0	0	0	0	0	0	22.1	18	5
0700 - 0800	107	12	9	36	50	3	0	87	12	5	0	0	5	44	51	6	1	0	0	0	0	0	0	0	19.5	16.3	3.6
0800 - 0900	195	45	56	48	46	13	1	137	40	4	0	3	23	81	73	13	2	0	0	0	0	0	0	0	19.5	15.7	4
0900 - 1000	94	20	27	21	26	1	2	60	26	5	0	1	5	24	50	13	1	0	0	0	0	0	0	0	20.8	17.4	3.9
1000 - 1100	87	21	22	18	26	3	0	62	16	6	0	0	6	16	51	13	1	0	0	0	0	0	0	0	20.8	17.6	3.8
1100 - 1200	121	26	33	33	29	3	1	79	32	6	0	0	13	50	44	12	2	0	0	0	0	0	0	0	20.4	16	4.1
1200 - 1300	119	30	28	33	28	5	1	74	30	8	1	2	7	47	44	18	1	0	0	0	0	0	0	0	20.8	16.9	4.2
1300 - 1400	132	39	32	36	25	5	2	85	35	5	0	1	9	33	73	15	1	0	0	0	0	0	0	0	20.4	16.9	4.2
1400 - 1500	130	32	31	27	40	2	1	80	39	7	1	2	5	38	60	24	1	0	0	0	0	0	0	0	21.3	17.2	4.1
1500 - 1600	132	26	30	50	26	2	1	99	25	5	0	0	11	44	62	14	1	0	0	0	0	0	0	0	20.1	16.8	3.6
1600 - 1700	170	44	34	46	46	5	3	123	33	5	1	2	13	59	75	17	3	1	0	0	0	0	0	0	20.1	16.5	4.3
1700 - 1800	175	40	48	46	41	12	2	124	32	4	1	3	17	66	73	13	3	0	0	0	0	0	0	0	19.9	16.1	4.1
1800 - 1900	102	26	25	33	18	3	2	75	20	2	0	0	5	28	49	17	3	0	0	0	0	0	0	0	22.4	18	3.9
1900 - 2000	73	25	12	16	20	1	1	56	13	2	0	0	3	19	29	19	2	1	0	0	0	0	0	0	22.6	18.5	4.1
2000 - 2100	46	12	16	8	10	2	1	35	7	1	0	1	4	11	23	6	1	0	0	0	0	0	0	0	20.8	17.5	4.7
2100 - 2200	29	10	5	2	12	1	0	19	9	0	0	0	3	9	11	6	0	0	0	0	0	0	0	0	21.3	17.1	4
2200 - 2300	28	10	10	5	3	2	1	22	3	0	0	0	0	12	14	2	0	0	0	0	0	0	0	0	19.5	16.8	3
2300 - 0000	8	2	4	1	1	0	0	7	1	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	-	15.9	3.8
0700 - 1900	1564	361	375	427	401	57	16	1085	340	62	4	14	119	530	705	175	20	1	0	0	0	0	0	0	20.4	16.7	4.1
0600 - 2200	1731	408	416	458	449	63	18	1203	375	68	4	15	131	573	777	209	24	2	0	0	0	0	0	0	20.6	16.8	4.1
0600 - 0000	1767	420	430	464	453	65	19	1232	379	68	4	15	132	587	796	211	24	2	0	0	0	0	0	0	20.6	16.8	4.1
0000 - 0000	1786	423	437	469	457	66	19	1237	392	68	4	15	134	590	805	215	25	2	0	0	0	0	0	0	20.6	16.8	4.1

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	1	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.4	-
0100 - 0200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.3	-
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.3	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.4	-
0500 - 0600	7	2	0	3	2	1	0	6	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	-	16.3	3.9
0600 - 0700	22	2	5	2	13	2	0	10	6	4	0	0	1	6	11	4	0	0	0	0	0	0	0	0	21.3	17.9	3.8
0700 - 0800	112	9	17	32	54	5	1	89	15	2	0	0	6	38	48	16	4	0	0	0	0	0	0	0	21.5	17.5	4.1
0800 - 0900	180	43	43	49	45	17	3	124	31	5	0	1	17	63	84	13	1	1	0	0	0	0	0	0	19.9	16.2	4.1
0900 - 1000	120	32	30	29	29	5	2	80	27	6	0	0	10	31	62	15	2	0	0	0	0	0	0	0	20.4	17.2	4
1000 - 1100	97	24	24	19	30	2	0	66	25	4	0	0	2	32	46	12	5	0	0	0	0	0	0	0	21.3	17.8	3.9
1100 - 1200	103	30	26	24	23	2	0	66	30	5	0	0	5	31	57	10	0	0	0	0	0	0	0	0	20.4	16.9	3.3
1200 - 1300	118	29	39	28	22	3	0	72	33	9	1	2	8	42	53	13	0	0	0	0	0	0	0	0	19.9	16.6	3.9
1300 - 1400	105	20	27	38	20	1	1	74	25	3	1	0	2	33	51	17	2	0	0	0	0	0	0	0	21	17.5	3.4
1400 - 1500	147	37	42	37	31	6	1	90	43	7	0	2	9	51	63	20	2	0	0	0	0	0	0	0	20.6	16.6	4.3
1500 - 1600	150	33	37	39	41	4	3	97	38	7	1	0	15	64	56	12	2	0	0	0	1	0	0	0	20.4	16.3	4.8
1600 - 1700	147	31	36	37	43	2	4	105	30	5	1	0	13	67	56	9	2	0	0	0	0	0	0	0	19.5	15.7	4
1700 - 1800	174	45	50	39	40	5	1	135	27	5	1	1	12	68	69	19	5	0	0	0	0	0	0	0	20.4	16.7	4.1
1800 - 1900	100	31	20	21	28	4	4	71	17	4	0	1	4	32	52	8	3	0	0	0	0	0	0	0	20.1	17.1	4
1900 - 2000	68	21	16	15	16	5	0	52	11	0	0	0	3	17	32	14	2	0	0	0	0	0	0	0	21.7	18	4
2000 - 2100	44	11	17	9	7	3	0	33	8	0	0	0	3	13	24	4	0	0	0	0	0	0	0	0	20.1	16.8	3.8
2100 - 2200	34	13	5	10	6	0	2	23	8	1	0	0	0	7	19	8	0	0	0	0	0	0	0	0	22.6	18.5	3.4
2200 - 2300	28	9	8	4	7	0	0	17	10	1	0	0	2	6	17	3	0	0	0	0	0	0	0	0	20.6	17.4	3.6
2300 - 0000	19	6	7	3	3	2	0	11	6	0	0	0	2	5	8	3	1	0	0	0	0	0	0	0	22.4	17.3	4.7
0700 - 1900	1553	364	391	392	406	56	20	1069	341	62	5	7	103	552	697	164	28	1	0	0	1	0	0	0	20.4	16.8	4.1
0600 - 2200	1721	411	434	428	448	66	22	1187	374	67	5	7	110	595	783	194	30	1	0	0	1	0	0	0	20.6	16.9	4.1
0600 - 0000	1768	426	449	435	458	68	22	1215	390	68	5	7	114	606	808	200	31	1	0	0	1	0	0	0	20.6	16.9	4.1
0000 - 0000	1779	431	449	439	460	69	22	1224	391	68	5	7	114	610	814	201	31	1	0	0	1	0	0	0	20.6	16.9	4.1

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	10	6	1	1	2	0	0	3	7	0	0	0	0	2	5	3	0	0	0	0	0	0	0	0	-	18.9	3.7
0100 - 0200	6	2	1	2	1	0	1	2	3	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	18.5	3.2
0200 - 0300	5	1	1	1	2	0	0	2	3	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	-	19.1	2
0300 - 0400	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.1	-
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	20.9	-
0500 - 0600	4	0	1	2	1	1	0	2	1	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	-	14.4	3.9
0600 - 0700	19	2	4	2	11	3	0	9	3	4	0	0	2	1	12	4	0	0	0	0	0	0	0	0	21	17.9	3.9
0700 - 0800	99	14	15	31	39	4	1	76	17	1	0	0	4	25	50	17	3	0	0	0	0	0	0	0	21.5	17.9	3.9
0800 - 0900	175	30	49	47	49	14	2	120	36	3	0	2	22	74	67	10	0	0	0	0	0	0	0	0	19.7	15.4	4.1
0900 - 1000	112	32	27	23	30	2	0	73	33	4	0	0	4	41	50	15	1	1	0	0	0	0	0	0	20.8	17.3	4.1
1000 - 1100	116	26	31	34	25	1	0	85	24	6	0	3	6	40	57	8	2	0	0	0	0	0	0	0	20.1	16.4	4.1
1100 - 1200	110	25	31	23	31	1	2	61	37	8	1	3	2	33	50	20	2	0	0	0	0	0	0	0	21.7	17.3	4.2
1200 - 1300	127	32	33	30	32	2	0	86	34	3	2	1	4	57	57	8	0	0	0	0	0	0	0	0	19.5	16.1	3.3
1300 - 1400	138	36	22	39	41	3	2	102	27	3	1	1	9	43	67	13	5	0	0	0	0	0	0	0	20.1	16.8	4
1400 - 1500	131	35	25	39	32	2	3	79	38	8	1	0	9	45	63	13	1	0	0	0	0	0	0	0	19.9	16.6	3.6
1500 - 1600	129	22	41	36	30	1	1	89	31	5	2	0	4	52	57	13	3	0	0	0	0	0	0	0	20.6	16.7	3.6
1600 - 1700	164	30	33	49	52	5	1	122	32	2	2	1	11	56	73	20	3	0	0	0	0	0	0	0	20.1	16.9	4.1
1700 - 1800	164	58	50	33	23	3	1	132	23	4	1	2	12	63	65	17	5	0	0	0	0	0	0	0	20.4	16.4	4.3
1800 - 1900	95	27	21	23	24	4	1	66	24	0	0	1	3	24	49	16	2	0	0	0	0	0	0	0	21.5	18	4
1900 - 2000	54	14	14	21	5	1	0	37	14	2	0	1	1	13	26	13	0	0	0	0	0	0	0	0	21.7	18.1	4.2
2000 - 2100	51	16	13	8	14	3	2	33	13	0	0	1	4	10	28	6	1	1	0	0	0	0	0	0	20.6	17.1	5
2100 - 2200	27	7	10	3	7	2	0	14	11	0	0	0	1	9	14	3	0	0	0	0	0	0	0	0	19.7	17.4	3.6
2200 - 2300	31	3	9	9	10	1	0	21	9	0	0	0	1	13	10	7	0	0	0	0	0	0	0	0	21.7	17.1	4.2
2300 - 0000	22	5	8	3	6	0	0	12	9	1	0	0	3	4	11	3	1	0	0	0	0	0	0	0	21	17.8	4.4
0700 - 1900	1560	367	378	407	408	42	14	1091	356	47	10	14	90	553	705	170	27	1	0	0	0	0	0	0	20.4	16.7	4
0600 - 2200	1711	406	419	441	445	51	16	1184	397	53	10	16	98	586	785	196	28	2	0	0	0	0	0	0	20.6	16.8	4
0600 - 0000	1764	414	436	453	461	52	16	1217	415	54	10	16	102	603	806	206	29	2	0	0	0	0	0	0	20.6	16.8	4.1
0000 - 0000	1791	423	441	459	468	53	17	1227	430	54	10	16	103	607	822	212	29	2	0	0	0	0	0	0	20.6	16.8	4.1

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	13	5	2	3	3	0	0	6	7	0	0	0	0	2	8	3	0	0	0	0	0	0	0	0	21.3	18.5	3.2
0100 - 0200	11	3	4	1	3	0	0	0	11	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	19.2	17.9	2.2
0200 - 0300	6	2	1	2	1	0	0	5	1	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	-	16.8	3.1
0300 - 0400	4	3	0	1	0	0	0	1	3	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	17.5	2.3
0400 - 0500	5	3	0	1	1	0	0	2	3	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	18.7	2.9
0500 - 0600	6	0	1	2	3	1	0	1	2	2	0	0	0	2	3	0	1	0	0	0	0	0	0	0	-	18.7	6.1
0600 - 0700	10	3	3	1	3	0	0	6	2	2	0	0	0	2	5	3	0	0	0	0	0	0	0	0	-	19.1	3
0700 - 0800	24	6	2	8	8	1	0	13	6	3	1	0	0	8	11	5	0	0	0	0	0	0	0	0	21.3	17.9	3.3
0800 - 0900	39	7	9	10	13	0	0	32	5	2	0	0	1	5	22	8	3	0	0	0	0	0	0	0	23.3	19.7	4
0900 - 1000	62	8	17	17	20	1	0	46	13	2	0	1	3	12	31	13	2	0	0	0	0	0	0	0	22.6	18.1	4.5
1000 - 1100	63	7	16	17	23	0	1	52	8	2	0	0	3	12	32	14	1	1	0	0	0	0	0	0	22.1	18.3	4.5
1100 - 1200	81	19	19	22	21	4	3	56	17	0	1	0	4	27	36	13	0	1	0	0	0	0	0	0	21.7	17.5	4.2
1200 - 1300	84	21	16	20	27	3	0	65	15	1	0	1	3	36	34	10	0	0	0	0	0	0	0	0	20.1	16.5	4
1300 - 1400	83	22	25	18	18	3	2	66	11	1	0	0	9	26	45	3	0	0	0	0	0	0	0	0	19.7	16.1	3.4
1400 - 1500	76	19	15	21	21	0	0	57	18	1	0	1	10	24	34	5	1	1	0	0	0	0	0	0	20.1	16.3	4.9
1500 - 1600	71	20	17	17	17	1	0	50	19	1	0	0	3	20	38	10	0	0	0	0	0	0	0	0	20.8	17.6	3.7
1600 - 1700	80	12	18	30	20	0	0	59	18	3	0	0	3	31	39	7	0	0	0	0	0	0	0	0	18.8	16.5	3.3
1700 - 1800	92	27	21	29	15	1	2	68	21	0	0	0	1	33	35	21	2	0	0	0	0	0	0	0	22.1	18	4
1800 - 1900	60	12	18	17	13	1	0	46	12	1	0	0	4	11	33	12	0	0	0	0	0	0	0	0	21.3	17.8	3.6
1900 - 2000	41	13	12	10	6	1	0	24	15	1	0	0	2	5	26	8	0	0	0	0	0	0	0	0	21.5	18.3	3.4
2000 - 2100	45	15	13	11	6	2	1	26	16	0	0	0	1	14	22	8	0	0	0	0	0	0	0	0	21	18.2	3.5
2100 - 2200	31	10	7	6	8	1	0	23	7	0	0	0	2	13	11	5	0	0	0	0	0	0	0	0	20.8	16.4	4.1
2200 - 2300	23	5	7	7	4	0	0	17	6	0	0	0	1	10	9	3	0	0	0	0	0	0	0	0	20.4	17	3.4
2300 - 0000	17	3	5	3	6	0	0	12	5	0	0	0	0	4	12	0	1	0	0	0	0	0	0	0	19.7	17.6	3.1
0700 - 1900	815	180	193	226	216	15	8	610	163	17	2	3	44	245	390	121	9	3	0	0	0	0	0	0	21	17.3	4.1
0600 - 2200	942	221	228	254	239	19	9	689	203	20	2	3	49	279	454	145	9	3	0	0	0	0	0	0	21.3	17.4	4
0600 - 0000	982	229	240	264	249	19	9	718	214	20	2	3	50	293	475	148	10	3	0	0	0	0	0	0	21	17.4	4
0000 - 0000	1027	245	248	274	260	20	9	733	241	22	2	3	50	303	503	154	11	3	0	0	0	0	0	0	21	17.4	4

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	8	1	2	2	3	0	0	3	5	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	-	18.9	2.3
0100 - 0200	9	3	2	3	1	0	0	3	6	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0	-	19.7	2.7
0200 - 0300	6	2	2	0	2	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-	21.1	1.8
0300 - 0400	4	0	1	2	1	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	20.2	3.4
0400 - 0500	7	2	3	0	2	0	0	2	5	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	-	18.5	6.3
0500 - 0600	3	0	0	2	1	0	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	21.8	1.1
0600 - 0700	6	2	1	3	0	0	0	4	2	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	-	17.6	4.9
0700 - 0800	10	2	3	1	4	0	0	6	3	1	0	0	0	0	9	1	0	0	0	0	0	0	0	0	-	18.9	2.2
0800 - 0900	18	2	5	4	7	1	0	10	3	4	0	0	0	4	9	5	0	0	0	0	0	0	0	0	21	18.6	3.5
0900 - 1000	60	8	20	13	19	1	0	48	9	2	0	0	2	18	28	12	0	0	0	0	0	0	0	0	21.3	17.6	3.8
1000 - 1100	73	11	21	19	22	1	0	61	10	1	0	0	6	16	33	16	2	0	0	0	0	0	0	0	22.6	18.1	4.3
1100 - 1200	97	25	18	36	18	1	1	75	20	0	0	3	8	37	40	8	1	0	0	0	0	0	0	0	19.7	15.8	4.4
1200 - 1300	104	32	19	26	27	2	0	83	18	1	0	0	19	39	31	15	0	0	0	0	0	0	0	0	20.1	15.5	4.4
1300 - 1400	106	27	24	23	32	2	0	86	17	1	0	2	16	54	26	8	0	0	0	0	0	0	0	0	18.8	14.4	4.1
1400 - 1500	94	25	27	29	13	3	0	72	19	0	0	1	8	34	38	11	2	0	0	0	0	0	0	0	20.1	16.6	4.4
1500 - 1600	88	20	16	28	24	4	0	70	13	1	0	0	7	35	38	8	0	0	0	0	0	0	0	0	19.5	16	3.6
1600 - 1700	81	21	20	19	21	1	1	60	18	1	0	0	10	30	40	1	0	0	0	0	0	0	0	0	19.5	15.7	3.6
1700 - 1800	72	16	23	14	19	2	3	52	15	0	0	0	5	17	38	9	3	0	0	0	0	0	0	0	21	17.6	4.1
1800 - 1900	84	26	23	14	21	2	1	67	12	2	0	0	5	33	39	6	1	0	0	0	0	0	0	0	20.4	16.7	3.7
1900 - 2000	46	17	11	11	7	0	0	30	16	0	0	0	1	18	20	7	0	0	0	0	0	0	0	0	19.7	16.8	3.7
2000 - 2100	36	11	11	8	6	0	0	28	7	1	0	0	0	7	22	6	1	0	0	0	0	0	0	0	21.7	18.2	3
2100 - 2200	28	12	3	4	9	0	0	17	11	0	0	0	0	5	14	9	0	0	0	0	0	0	0	0	23	19	3.5
2200 - 2300	21	5	8	4	4	1	0	13	7	0	0	0	1	8	9	3	0	0	0	0	0	0	0	0	20.4	16.7	3.4
2300 - 0000	9	3	3	2	1	1	0	3	5	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	-	16.6	2.8
0700 - 1900	887	215	219	226	227	20	6	690	157	14	0	6	86	317	369	100	9	0	0	0	0	0	0	0	20.4	16.3	4.2
0600 - 2200	1003	257	245	252	249	20	6	769	193	15	0	6	88	347	429	123	10	0	0	0	0	0	0	0	20.6	16.5	4.1
0600 - 0000	1033	265	256	258	254	22	6	785	205	15	0	6	89	358	443	127	10	0	0	0	0	0	0	0	20.6	16.5	4.1
0000 - 0000	1070	273	266	267	264	22	6	800	227	15	0	6	90	362	461	140	11	0	0	0	0	0	0	0	20.8	16.6	4.1

Monday 03 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	0	3	3	1	0	0	5	1	1	0	0	0	3	3	1	0	0	0	0	0	0	0	0	-	17.1	3.1
0100 - 0200	2	1	0	1	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	16.6	3.5
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0400 - 0500	3	0	2	1	0	0	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	20.1	3.4
0500 - 0600	5	0	2	1	2	1	0	2	2	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	-	18.7	4.4
0600 - 0700	24	0	6	6	12	1	1	14	4	4	0	0	1	3	9	10	0	1	0	0	0	0	0	0	23	19.8	4.6
0700 - 0800	93	11	18	30	34	1	1	70	16	5	0	0	2	24	38	24	4	1	0	0	0	0	0	0	23.3	18.9	4.5
0800 - 0900	195	45	53	56	41	10	8	134	39	3	1	3	31	76	76	8	0	1	0	0	0	0	0	0	18.8	15.1	4.2
0900 - 1000	89	22	25	20	22	3	1	65	15	5	0	0	4	33	42	9	0	1	0	0	0	0	0	0	20.1	16.8	3.8
1000 - 1100	85	18	23	16	28	3	3	50	27	2	0	0	7	27	40	9	2	0	0	0	0	0	0	0	20.4	16.9	4.2
1100 - 1200	106	32	24	29	21	1	0	67	29	8	1	1	6	34	51	11	2	1	0	0	0	0	0	0	20.6	17.1	4.3
1200 - 1300	105	34	29	19	23	2	0	69	26	7	1	0	9	37	49	10	0	0	0	0	0	0	0	0	19.9	16.4	3.6
1300 - 1400	89	30	20	23	16	1	1	58	25	2	2	0	3	40	34	11	1	0	0	0	0	0	0	0	20.8	16.8	3.8
1400 - 1500	102	29	28	27	18	5	1	66	23	6	1	1	9	36	43	12	1	0	0	0	0	0	0	0	20.6	16.3	4.3
1500 - 1600	111	23	30	33	25	1	1	72	31	6	0	0	7	36	50	17	1	0	0	0	0	0	0	0	21	17	3.9
1600 - 1700	156	43	36	37	40	3	3	113	31	5	1	1	15	54	60	22	4	0	0	0	0	0	0	0	21.3	16.6	4.4
1700 - 1800	176	48	58	36	34	9	3	138	24	0	2	3	13	53	74	30	3	0	0	0	0	0	0	0	21	17	4.6
1800 - 1900	70	17	22	8	23	4	2	48	16	0	0	1	4	16	38	11	0	0	0	0	0	0	0	0	21	17.4	4.2
1900 - 2000	60	19	14	11	16	3	0	45	12	0	0	0	2	21	25	11	1	0	0	0	0	0	0	0	21	17.3	3.9
2000 - 2100	31	9	10	7	5	0	1	18	10	2	0	0	1	9	15	6	0	0	0	0	0	0	0	0	21.5	17.8	3.5
2100 - 2200	41	7	15	9	10	1	1	33	6	0	0	0	3	15	16	7	0	1	0	0	0	0	0	0	20.8	16.9	3.8
2200 - 2300	18	6	4	8	0	2	0	11	5	0	0	0	3	6	6	3	0	0	0	0	0	0	0	0	19.7	16.2	3.8
2300 - 0000	17	5	4	5	3	1	0	9	7	0	0	0	1	4	10	2	0	0	0	0	0	0	0	0	19.7	17.2	3.3
0700 - 1900	1377	352	366	334	325	43	24	950	302	49	9	10	110	466	595	174	18	4	0	0	0	0	0	0	20.8	16.7	4.3
0600 - 2200	1533	387	411	367	368	48	27	1060	334	55	9	10	117	514	660	208	19	5	0	0	0	0	0	0	20.8	16.8	4.3
0600 - 0000	1568	398	419	380	371	51	27	1080	346	55	9	10	121	524	676	213	19	5	0	0	0	0	0	0	20.8	16.8	4.2
0000 - 0000	1586	399	427	386	374	52	27	1090	352	56	9	10	121	529	684	218	19	5	0	0	0	0	0	0	20.8	16.8	4.2

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	2	1	2	2	0	0	3	3	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	-	18.2	3
0100 - 0200	5	2	1	1	1	0	0	2	4	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	18.5	2.6
0200 - 0300	4	1	1	1	1	0	0	2	2	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	18.6	3.6
0300 - 0400	2	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.9	3
0400 - 0500	3	1	1	0	1	0	0	1	2	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	18.6	5
0500 - 0600	5	1	1	2	2	1	0	2	2	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	17.9	4.8
0600 - 0700	18	1	5	4	8	1	0	10	4	3	0	0	1	3	10	4	0	0	0	0	0	0	0	0	21.9	18.2	4.1
0700 - 0800	77	9	11	25	32	2	1	59	12	3	0	0	3	23	37	12	2	0	0	0	0	0	0	0	21.5	17.6	3.9
0800 - 0900	144	32	39	38	36	10	2	101	27	3	0	1	17	57	57	10	1	0	0	0	0	0	0	0	19.7	15.7	4.1
0900 - 1000	91	21	25	21	24	3	1	63	21	4	0	0	5	27	45	12	1	0	0	0	0	0	0	0	20.8	17.2	4.1
1000 - 1100	89	19	23	21	26	2	1	62	19	5	0	1	5	26	44	12	2	0	0	0	0	0	0	0	21	17.3	4.1
1100 - 1200	101	25	24	27	24	2	1	67	26	4	0	1	6	35	46	12	1	0	0	0	0	0	0	0	20.4	16.7	4
1200 - 1300	**108**	**29**	**27**	**26**	**26**	**3**	**0**	**74**	**25**	**5**	**1**	**1**	**8**	**42**	**44**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**16.4**	**3.9**
1300 - 1400	110	29	25	30	26	2	2	79	24	3	1	1	8	39	50	12	1	0	0	0	0	0	0	0	20.4	16.5	3.9
1400 - 1500	116	29	30	30	27	3	1	77	29	5	1	1	8	39	51	15	1	0	0	0	0	0	0	0	20.6	16.7	4.2
1500 - 1600	112	23	28	33	27	2	1	79	25	4	0	0	7	41	51	12	1	0	0	0	0	0	0	0	20.4	16.7	3.9
1600 - 1700	136	33	30	36	37	2	2	101	26	4	1	1	10	51	59	12	2	0	0	0	0	0	0	0	20.1	16.4	4
1700 - 1800	145	41	41	34	29	5	2	112	23	2	1	1	10	51	60	18	4	0	0	0	0	0	0	0	21	16.8	4.4
1800 - 1900	88	24	23	19	22	3	2	64	17	2	0	0	5	26	42	13	2	0	0	0	0	0	0	0	21.3	17.4	4
1900 - 2000	56	18	14	13	11	2	0	40	12	1	0	0	2	15	27	11	1	0	0	0	0	0	0	0	21.7	17.9	3.9
2000 - 2100	42	12	13	8	9	1	1	30	9	1	0	0	2	11	22	6	1	0	0	0	0	0	0	0	21.5	17.7	4
2100 - 2200	32	10	7	6	9	1	0	21	9	0	0	0	1	11	14	6	0	0	0	0	0	0	0	0	21.3	17.3	3.8
2200 - 2300	24	6	7	6	5	1	0	16	7	0	0	0	1	10	10	3	0	0	0	0	0	0	0	0	20.4	16.8	3.4
2300 - 0000	15	4	5	3	3	1	0	9	5	0	0	0	2	3	8	2	0	0	0	0	0	0	0	0	20.8	17.1	4
0700 - 1900	1317	315	327	340	336	40	15	938	275	44	5	9	93	457	586	152	19	2	0	0	0	0	0	0	20.6	16.7	4.1
0600 - 2200	1466	356	365	371	374	46	17	1039	310	50	5	9	99	496	659	179	21	2	0	0	0	0	0	0	20.8	16.8	4.1
0600 - 0000	1505	366	377	380	382	47	17	1064	321	50	5	9	102	509	677	184	21	2	0	0	0	0	0	0	20.6	16.8	4.1
0000 - 0000	1531	373	383	386	388	48	17	1074	335	50	5	9	103	514	691	189	22	2	0	0	0	0	0	0	20.8	16.9	4.1

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	1586	399	427	386	374	52	27	1090	352	56	9	10	121	529	684	218	19	5	0	0	0	0	0	0	20.8	16.8	4.2
Tue	1675	414	416	411	434	55	22	1209	315	69	5	8	106	600	749	185	25	2	0	0	0	0	0	0	20.4	16.7	4
Wed	1786	423	437	469	457	66	19	1237	392	68	4	15	134	590	805	215	25	2	0	0	0	0	0	0	20.6	16.8	4.1
Thu	1779	431	449	439	460	69	22	1224	391	68	5	7	114	610	814	201	31	1	0	0	1	0	0	0	20.6	16.9	4.1
Fri	1791	423	441	459	468	53	17	1227	430	54	10	16	103	607	822	212	29	2	0	0	0	0	0	0	20.6	16.8	4.1
Sat	1027	245	248	274	260	20	9	733	241	22	2	3	50	303	503	154	11	3	0	0	0	0	0	0	21	17.4	4
Sun	1070	273	266	267	264	22	6	800	227	15	0	6	90	362	461	140	11	0	0	0	0	0	0	0	20.8	16.6	4.1
	10714	2608	2684	2705	2717	337	122	7520	2348	352	35	65	718	3601	4838	1325	151	15	0	0	1	0	0	0	20.8	16.9	4.1

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
	10714	2608	2684	2705	2717	337	122	7520	2348	352	35	65	718	3601	4838	1325	151	15	0	0	1	0	0	0	20.8	16.9	4.1

Edinburgh ATC Study

Report Id 295b/15-03
Site Name Site 3 of 9
Description Heriot Row, 25m east of Howe Street
Direction Eastbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	3	0	0	1	2	0	0	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	21.5	0.9
0100 - 0200	6	1	3	1	1	0	0	6	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	-	20.6	3.8
0200 - 0300	4	1	1	2	0	0	0	2	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-	21.4	1.5
0300 - 0400	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	23.9	1.7
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.6	-
0500 - 0600	1	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	21	-
0600 - 0700	24	3	2	8	11	0	1	16	5	2	0	0	0	1	9	13	1	0	0	0	0	0	0	0	23.5	21.3	2.6
0700 - 0800	72	12	9	19	32	0	0	60	8	4	0	0	1	0	26	39	6	0	0	0	0	0	0	0	24.8	21.9	3
0800 - 0900	148	27	42	38	41	0	1	127	12	7	1	0	1	12	83	44	7	1	0	0	0	0	0	0	22.8	20	3.2
0900 - 1000	157	43	43	39	32	0	0	130	20	4	3	2	7	15	82	41	7	2	1	0	0	0	0	0	23.5	19.6	4.7
1000 - 1100	128	28	28	39	33	0	0	104	15	9	0	0	0	10	64	45	8	1	0	0	0	0	0	0	24.6	20.8	3.5
1100 - 1200	135	30	26	51	28	0	0	111	19	4	1	1	1	7	68	52	5	1	0	0	0	0	0	0	23.7	20.6	3.6
1200 - 1300	165	32	48	50	35	0	0	140	19	6	0	0	1	7	97	56	4	0	0	0	0	0	0	0	23.3	20.3	2.9
1300 - 1400	147	43	25	41	38	0	1	129	16	1	0	0	3	17	73	49	5	0	0	0	0	0	0	0	23	19.7	3.6
1400 - 1500	150	32	41	39	38	0	0	136	9	5	0	0	1	9	81	49	9	1	0	0	0	0	0	0	23	20.4	3.3
1500 - 1600	144	41	41	32	30	0	0	129	11	4	0	0	2	16	64	54	8	0	0	0	0	0	0	0	23.3	20.1	3.4
1600 - 1700	133	31	34	31	37	0	0	124	7	2	0	0	1	7	63	56	5	1	0	0	0	0	0	0	23.9	20.8	3.1
1700 - 1800	166	43	47	42	34	0	2	157	7	0	0	1	2	4	78	71	8	2	0	0	0	0	0	0	23.7	21	3.5
1800 - 1900	125	35	35	29	26	0	1	119	4	1	0	0	1	0	54	62	8	0	0	0	0	0	0	0	24.2	21.6	2.8
1900 - 2000	98	30	30	18	20	0	0	93	5	0	0	0	2	2	41	47	5	0	1	0	0	0	0	0	23.9	21.6	3.7
2000 - 2100	64	17	20	12	15	0	1	60	2	1	0	0	0	2	35	27	0	0	0	0	0	0	0	0	22.6	20.7	2.3
2100 - 2200	37	14	10	5	8	0	0	33	4	0	0	0	0	1	15	20	0	1	0	0	0	0	0	0	24.2	21.6	3
2200 - 2300	27	11	7	6	3	0	0	21	5	1	0	0	0	4	16	7	0	0	0	0	0	0	0	0	22.1	19.3	2.7
2300 - 0000	11	6	4	0	1	0	0	10	1	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	22.8	21.4	2.4
0700 - 1900	1670	397	419	450	404	0	5	1466	147	47	5	4	21	104	833	618	80	9	1	0	0	0	0	0	23.7	20.5	3.5
0600 - 2200	1893	461	481	493	458	0	7	1668	163	50	5	4	23	110	933	725	86	10	2	0	0	0	0	0	23.7	20.6	3.5
0600 - 0000	1931	478	492	499	462	0	7	1699	169	51	5	4	23	114	955	736	87	10	2	0	0	0	0	0	23.7	20.6	3.5
0000 - 0000	1948	481	496	504	467	0	7	1713	172	51	5	4	23	115	960	747	87	10	2	0	0	0	0	0	23.7	20.6	3.4

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	8	4	2	2	0	0	0	8	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	-	21.4	3.1
0100 - 0200	3	0	2	1	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	22.3	3.3
0200 - 0300	2	1	0	0	1	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	18.8	7.4
0300 - 0400	4	1	1	1	1	0	0	2	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	21.6	3.4
0400 - 0500	3	1	1	1	0	0	0	2	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	18.4	6.3
0500 - 0600	6	1	3	2	0	0	0	5	1	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	23.5	2.1
0600 - 0700	23	5	7	5	6	0	1	14	6	2	0	0	0	0	8	13	2	0	0	0	0	0	0	0	24.4	22.3	2.7
0700 - 0800	82	14	12	19	37	0	2	65	12	3	0	0	1	0	26	44	10	1	0	0	0	0	0	0	25.7	22.3	3.3
0800 - 0900	133	30	42	37	24	0	0	118	10	2	3	0	4	3	61	58	6	1	0	0	0	0	0	0	23.5	20.9	3.5
0900 - 1000	162	44	43	34	41	0	3	128	24	6	1	3	3	10	71	63	11	1	0	0	0	0	0	0	23.5	20.4	4.2
1000 - 1100	148	39	36	40	33	0	0	125	14	9	0	0	2	5	87	50	2	2	0	0	0	0	0	0	23	20.2	3.2
1100 - 1200	160	45	29	49	37	0	2	119	36	3	0	1	5	25	63	60	6	0	0	0	0	0	0	0	23	19.7	4
1200 - 1300	160	45	31	44	40	0	0	133	21	6	0	0	2	24	80	50	4	0	0	0	0	0	0	0	23	19.6	3.7
1300 - 1400	167	52	33	42	40	1	1	138	22	5	0	0	2	8	89	60	6	2	0	0	0	0	0	0	23.7	20.4	3.3
1400 - 1500	145	41	30	35	39	0	3	114	23	4	1	0	8	13	65	48	9	2	0	0	0	0	0	0	24.4	20.1	4.7
1500 - 1600	138	29	32	35	42	0	0	121	12	5	0	0	1	3	62	57	13	2	0	0	0	0	0	0	24.6	21.4	3.6
1600 - 1700	140	36	44	27	33	0	2	131	5	2	0	0	2	3	63	66	4	2	0	0	0	0	0	0	24.2	21	3.5
1700 - 1800	187	44	47	49	47	0	1	179	7	0	0	0	4	11	97	67	8	0	0	0	0	0	0	0	23	20.2	3.3
1800 - 1900	142	51	25	28	38	0	1	128	10	2	1	0	0	4	63	65	9	1	0	0	0	0	0	0	24.8	21.4	3.3
1900 - 2000	107	33	30	19	25	0	0	100	7	0	0	0	0	9	56	40	1	1	0	0	0	0	0	0	22.8	20.4	2.9
2000 - 2100	68	20	12	22	14	0	1	65	1	1	0	0	0	2	28	33	5	0	0	0	0	0	0	0	23.7	21.3	2.8
2100 - 2200	47	10	15	13	9	0	1	40	6	0	0	0	0	0	22	22	3	0	0	0	0	0	0	0	23.7	21.5	2.3
2200 - 2300	30	9	6	6	9	0	0	23	7	0	0	0	0	2	16	12	0	0	0	0	0	0	0	0	22.8	20.1	2.7
2300 - 0000	18	5	4	4	5	0	0	16	2	0	0	0	0	1	10	5	2	0	0	0	0	0	0	0	23.7	21.1	3.3
0700 - 1900	1764	470	404	439	451	1	15	1499	196	47	6	4	34	109	827	688	88	14	0	0	0	0	0	0	23.9	20.5	3.7
0600 - 2200	2009	538	468	498	505	1	18	1718	216	50	6	4	34	120	941	796	99	15	0	0	0	0	0	0	23.7	20.6	3.6
0600 - 0000	2057	552	478	508	519	1	18	1757	225	50	6	4	34	123	967	813	101	15	0	0	0	0	0	0	23.7	20.6	3.6
0000 - 0000	2083	560	487	515	521	1	18	1778	229	51	6	4	34	125	974	829	102	15	0	0	0	0	0	0	23.7	20.6	3.6

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	3	3	0	1	0	0	7	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	-	20.5	1.6
0100 - 0200	4	2	0	2	0	0	0	3	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-	21.9	1.9
0200 - 0300	4	1	0	1	2	0	0	3	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	-	18.1	2.9
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	4	1	0	0	3	0	0	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	21.1	1.7
0500 - 0600	5	2	2	0	1	0	0	4	0	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	-	23.9	1.3
0600 - 0700	22	2	8	8	4	0	1	16	4	1	0	0	0	0	6	13	3	0	0	0	0	0	0	0	25.3	23	2.8
0700 - 0800	88	20	17	15	36	0	0	71	15	2	0	0	0	0	30	54	4	0	0	0	0	0	0	0	23.9	21.8	2.3
0800 - 0900	140	30	31	39	40	0	0	114	20	4	2	0	0	2	62	67	9	0	0	0	0	0	0	0	23.9	21.3	2.6
0900 - 1000	152	37	49	34	32	1	1	117	23	10	0	0	3	19	75	51	3	1	0	0	0	0	0	0	23.3	19.7	3.9
1000 - 1100	177	38	44	44	51	0	0	141	19	17	0	0	0	16	80	77	4	0	0	0	0	0	0	0	23	20.3	3.1
1100 - 1200	130	35	31	28	36	0	1	104	17	8	0	0	0	12	64	50	4	0	0	0	0	0	0	0	23	20.3	3.2
1200 - 1300	133	24	26	40	43	1	0	106	17	9	0	0	0	10	59	54	9	0	1	0	0	0	0	0	23.9	20.9	3.5
1300 - 1400	148	38	26	39	45	0	2	125	13	8	0	0	1	10	78	52	7	0	0	0	0	0	0	0	23.7	20.2	3.4
1400 - 1500	160	44	44	34	38	0	0	129	28	3	0	0	2	14	88	48	6	2	0	0	0	0	0	0	23.3	20.2	3.6
1500 - 1600	134	30	30	34	40	0	0	122	10	2	0	0	0	13	50	66	5	0	0	0	0	0	0	0	23.7	20.6	3.3
1600 - 1700	173	53	31	45	44	0	1	153	15	4	0	0	1	17	85	62	7	1	0	0	0	0	0	0	23	20.3	3.4
1700 - 1800	200	40	54	52	54	0	1	185	14	0	0	1	0	10	102	68	18	0	1	0	0	0	0	0	23.5	20.7	3.6
1800 - 1900	162	50	48	31	33	1	0	149	10	1	1	0	0	15	87	58	2	0	0	0	0	0	0	0	23.3	20.1	3.1
1900 - 2000	98	27	29	20	22	0	1	93	3	1	0	0	1	5	43	40	9	0	0	0	0	0	0	0	24.4	21.2	3.4
2000 - 2100	76	19	26	18	13	0	0	71	5	0	0	0	0	2	32	34	7	1	0	0	0	0	0	0	24.2	21.8	3.2
2100 - 2200	35	12	6	10	7	0	1	32	2	0	0	0	0	0	9	25	1	0	0	0	0	0	0	0	24.6	22.4	2.4
2200 - 2300	32	6	10	8	8	0	0	26	5	1	0	0	0	1	16	13	1	1	0	0	0	0	0	0	23.3	21.4	3.2
2300 - 0000	19	5	5	3	6	0	0	18	1	0	0	0	0	2	8	7	2	0	0	0	0	0	0	0	23	20.6	3.5
0700 - 1900	1797	439	431	435	492	3	6	1516	201	68	3	1	7	138	860	707	78	4	2	0	0	0	0	0	23.5	20.5	3.3
0600 - 2200	2028	499	500	491	538	3	9	1728	215	70	3	1	8	145	950	819	98	5	2	0	0	0	0	0	23.7	20.6	3.3
0600 - 0000	2079	510	515	502	552	3	9	1772	221	71	3	1	8	148	974	839	101	6	2	0	0	0	0	0	23.7	20.6	3.3
0000 - 0000	2103	519	520	505	559	3	9	1791	225	72	3	1	8	149	984	852	101	6	2	0	0	0	0	0	23.7	20.6	3.3

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	7	1	5	0	1	0	0	4	3	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	-	20.3	1.8
0100 - 0200	4	2	1	0	1	0	0	2	2	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	-	22.2	3.4
0200 - 0300	2	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.9	1.9
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.3	-
0500 - 0600	6	1	2	0	3	0	0	5	1	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	-	23	3
0600 - 0700	27	2	5	9	11	0	2	18	5	2	0	0	0	0	10	15	2	0	0	0	0	0	0	0	24.4	22.3	2.6
0700 - 0800	76	14	12	23	27	0	0	61	9	6	0	0	1	4	23	36	12	0	0	0	0	0	0	0	25.9	21.8	3.9
0800 - 0900	148	32	35	40	41	0	0	127	19	2	0	0	0	9	69	60	10	0	0	0	0	0	0	0	24.2	21	3.2
0900 - 1000	132	25	29	47	31	0	0	110	19	3	0	0	4	16	62	43	6	1	0	0	0	0	0	0	23.3	19.8	4
1000 - 1100	164	39	38	47	40	0	0	134	22	8	0	2	0	6	93	59	3	1	0	0	0	0	0	0	22.8	20.2	3.2
1100 - 1200	155	37	48	32	38	0	0	126	19	10	0	0	1	12	72	65	4	1	0	0	0	0	0	0	23.5	20.5	3.4
1200 - 1300	166	40	38	44	44	0	0	143	15	8	0	0	1	19	95	44	7	0	0	0	0	0	0	0	23	19.8	3.5
1300 - 1400	163	36	37	45	45	0	1	140	17	5	0	0	0	10	71	72	7	3	0	0	0	0	0	0	24.6	21.1	3.6
1400 - 1500	152	30	43	44	35	0	1	125	22	4	0	0	2	14	79	47	10	0	0	0	0	0	0	0	23.5	20.2	3.6
1500 - 1600	170	41	42	39	48	0	0	154	13	3	0	0	0	11	98	57	3	1	0	0	0	0	0	0	23.5	20.3	2.9
1600 - 1700	165	42	38	39	46	0	1	144	15	5	0	0	3	6	93	57	5	1	0	0	0	0	0	0	23.5	20.6	3.3
1700 - 1800	174	50	41	47	36	0	2	162	8	2	0	0	0	5	105	59	3	1	1	0	0	0	0	0	22.6	20.4	3
1800 - 1900	145	39	34	33	39	0	1	132	9	3	0	0	0	1	76	59	7	2	0	0	0	0	0	0	23.7	21.2	3.2
1900 - 2000	84	27	23	18	16	0	1	78	5	0	0	0	0	5	41	32	5	0	1	0	0	0	0	0	23.3	21.1	3.7
2000 - 2100	70	17	17	22	14	0	0	64	6	0	0	0	0	5	21	41	3	0	0	0	0	0	0	0	23.9	21.3	3.2
2100 - 2200	46	11	9	15	11	0	0	44	1	1	0	0	0	0	21	19	4	2	0	0	0	0	0	0	24.4	21.8	3.7
2200 - 2300	59	15	9	15	20	0	0	52	6	1	0	0	0	7	29	19	3	1	0	0	0	0	0	0	23.7	20	3.9
2300 - 0000	37	10	11	6	10	0	0	34	3	0	0	0	0	3	21	12	1	0	0	0	0	0	0	0	21.7	19.9	2.8
0700 - 1900	1810	425	435	480	470	0	6	1558	187	59	0	2	12	113	936	658	77	11	1	0	0	0	0	0	23.5	20.5	3.4
0600 - 2200	2037	482	489	544	522	0	9	1762	204	62	0	2	12	123	1029	765	91	13	2	0	0	0	0	0	23.5	20.6	3.4
0600 - 0000	2133	507	509	565	552	0	9	1848	213	63	0	2	12	133	1079	796	95	14	2	0	0	0	0	0	23.5	20.6	3.4
0000 - 0000	2153	511	518	565	559	0	9	1861	220	63	0	2	12	133	1087	806	97	14	2	0	0	0	0	0	23.5	20.6	3.4

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	19	6	5	5	3	0	1	17	1	0	0	0	0	0	11	7	1	0	0	0	0	0	0	0	23.7	20.9	2.5
0100 - 0200	13	6	3	2	2	0	0	11	2	0	0	0	0	0	8	4	1	0	0	0	0	0	0	0	22.4	20.7	2.8
0200 - 0300	10	1	6	2	1	0	0	9	1	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	-	21.5	2.3
0300 - 0400	9	0	4	3	2	0	0	5	4	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	-	23.3	2.8
0400 - 0500	5	0	1	3	1	0	0	3	2	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	-	19.6	3.7
0500 - 0600	5	1	1	2	1	0	0	5	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	-	23.3	1.5
0600 - 0700	6	1	1	0	4	0	0	5	1	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	-	20.1	6.9
0700 - 0800	25	4	9	7	5	0	0	21	2	2	0	0	0	2	10	9	3	1	0	0	0	0	0	0	25.7	21.6	4.3
0800 - 0900	45	3	12	18	12	0	0	38	5	1	1	0	0	2	10	25	8	0	0	0	0	0	0	0	26.8	22.8	3.5
0900 - 1000	80	18	21	26	15	0	0	69	8	0	3	1	2	5	35	34	3	0	0	0	0	0	0	0	24.2	20.4	4.3
1000 - 1100	105	21	23	27	34	0	1	92	7	5	0	2	4	7	51	36	5	0	0	0	0	0	0	0	23	19.7	4.2
1100 - 1200	107	21	25	32	29	0	0	100	6	1	0	0	1	10	44	50	2	0	0	0	0	0	0	0	23.7	20.4	3.4
1200 - 1300	130	29	37	28	36	0	0	123	6	1	0	0	0	18	55	43	14	0	0	0	0	0	0	0	24.4	20.8	3.7
1300 - 1400	125	27	32	31	35	0	0	119	6	0	0	0	1	6	61	51	5	1	0	0	0	0	0	0	24.2	20.9	3.2
1400 - 1500	141	32	42	33	34	0	2	130	7	2	0	0	1	13	71	48	8	0	0	0	0	0	0	0	23.3	20.2	3.3
1500 - 1600	108	30	25	23	30	0	1	100	5	2	0	0	0	10	60	32	5	1	0	0	0	0	0	0	23.9	20.5	3.5
1600 - 1700	120	27	38	25	30	0	0	111	8	1	0	0	0	9	51	52	7	1	0	0	0	0	0	0	23.9	21.1	3.4
1700 - 1800	108	30	33	28	17	0	0	101	7	0	0	0	0	7	41	49	11	0	0	0	0	0	0	0	24.8	21.5	3.5
1800 - 1900	95	30	26	22	17	0	1	85	9	0	0	0	0	4	37	46	8	0	0	0	0	0	0	0	25.1	21.3	3.5
1900 - 2000	69	23	18	15	13	0	0	62	7	0	0	0	1	3	25	36	3	1	0	0	0	0	0	0	23.7	21.2	3.6
2000 - 2100	51	16	16	15	4	0	0	44	6	1	0	0	0	2	24	24	0	1	0	0	0	0	0	0	23.5	21	3.2
2100 - 2200	27	9	3	7	8	0	0	27	0	0	0	0	0	2	11	9	5	0	0	0	0	0	0	0	25.9	21.3	4
2200 - 2300	33	8	10	2	13	0	0	28	5	0	0	0	0	2	19	12	0	0	0	0	0	0	0	0	21.7	19.9	2.3
2300 - 0000	22	8	7	6	1	0	0	18	4	0	0	0	0	1	12	7	2	0	0	0	0	0	0	0	25.1	21.3	3.4
0700 - 1900	1189	272	323	300	294	0	5	1089	76	15	4	3	9	93	526	475	79	4	0	0	0	0	0	0	24.2	20.8	3.6
0600 - 2200	1342	321	361	337	323	0	5	1227	90	16	4	3	11	100	588	547	87	6	0	0	0	0	0	0	24.2	20.8	3.6
0600 - 0000	1397	337	378	345	337	0	5	1273	99	16	4	3	11	103	619	566	89	6	0	0	0	0	0	0	24.2	20.8	3.6
0000 - 0000	1458	351	398	362	347	0	6	1323	109	16	4	3	11	103	650	592	93	6	0	0	0	0	0	0	24.2	20.8	3.6

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	20	6	4	8	2	0	0	16	4	0	0	0	0	1	13	5	1	0	0	0	0	0	0	0	22.4	20.3	2.9
0100 - 0200	11	3	1	4	3	0	0	10	1	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	23.3	21.4	2.5
0200 - 0300	8	1	3	3	1	0	0	5	3	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	-	21.1	3
0300 - 0400	6	1	2	0	3	0	0	4	2	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	-	17.3	6.7
0400 - 0500	4	1	0	2	1	0	0	3	1	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	-	18.2	4.6
0500 - 0600	5	2	0	1	2	0	0	5	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	-	23.3	1.8
0600 - 0700	6	1	2	3	0	0	0	5	1	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	-	22.4	3.4
0700 - 0800	13	3	2	5	3	0	0	12	1	0	0	0	0	0	5	6	2	0	0	0	0	0	0	0	23.7	22.2	3
0800 - 0900	35	7	6	15	7	0	0	30	2	3	0	0	0	3	16	14	1	1	0	0	0	0	0	0	24.2	20.7	3.6
0900 - 1000	46	6	16	9	15	0	0	41	5	0	0	0	1	4	23	18	0	0	0	0	0	0	0	0	22.8	19.7	3.3
1000 - 1100	108	19	28	31	30	0	0	99	8	1	0	0	3	22	41	39	2	1	0	0	0	0	0	0	23.3	19.5	4.2
1100 - 1200	134	30	32	45	27	0	0	130	4	0	0	1	3	20	57	48	4	1	0	0	0	0	0	0	23.5	19.5	4.2
1200 - 1300	158	39	38	41	40	0	0	146	11	1	0	1	19	39	62	36	1	0	0	0	0	0	0	0	21.9	17.4	4.8
1300 - 1400	163	43	31	45	44	0	0	155	6	2	0	0	10	40	83	26	4	0	0	0	0	0	0	0	21.3	17.6	3.9
1400 - 1500	158	45	44	27	42	0	0	148	10	0	0	0	8	43	76	30	1	0	0	0	0	0	0	0	21.3	17.5	3.9
1500 - 1600	157	36	50	40	31	0	0	145	11	1	0	0	7	28	74	45	3	0	0	0	0	0	0	0	22.4	18.8	3.8
1600 - 1700	117	29	39	24	25	0	0	106	10	1	0	0	2	15	56	37	6	1	0	0	0	0	0	0	23.3	20	4
1700 - 1800	122	25	35	28	34	0	1	114	6	1	0	0	1	5	67	43	6	0	0	0	0	0	0	0	23.5	20.4	3.2
1800 - 1900	80	23	15	24	18	0	0	74	5	1	0	0	1	3	38	36	2	0	0	0	0	0	0	0	23.5	20.8	3.2
1900 - 2000	65	24	16	13	12	0	1	60	4	0	0	0	0	6	32	24	2	1	0	0	0	0	0	0	23	20.5	3.3
2000 - 2100	50	15	13	14	8	0	0	47	3	0	0	0	0	3	25	19	3	0	0	0	0	0	0	0	25.1	21.2	2.9
2100 - 2200	31	7	11	6	7	0	0	28	1	2	0	0	2	0	19	9	1	0	0	0	0	0	0	0	23.3	19.6	3.7
2200 - 2300	26	8	5	9	4	0	0	22	4	0	0	0	0	2	16	7	1	0	0	0	0	0	0	0	22.4	20.1	2.9
2300 - 0000	13	8	2	1	2	0	0	12	1	0	0	0	0	2	9	2	0	0	0	0	0	0	0	0	20.8	19	2.9
0700 - 1900	1291	305	336	334	316	0	1	1200	79	11	0	2	55	222	598	378	32	4	0	0	0	0	0	0	22.8	18.9	4.1
0600 - 2200	1443	352	378	370	343	0	2	1340	88	13	0	2	57	231	676	433	39	5	0	0	0	0	0	0	22.8	19.1	4.1
0600 - 0000	1482	368	385	380	349	0	2	1374	93	13	0	2	57	235	701	442	40	5	0	0	0	0	0	0	22.8	19.1	4.1
0000 - 0000	1536	382	395	398	361	0	2	1417	104	13	0	2	59	238	727	464	41	5	0	0	0	0	0	0	22.8	19.2	4

Monday 03 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	5	3	0	2	0	0	0	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	-	19.9	3.8
0100 - 0200	6	3	2	1	0	0	0	5	1	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	-	21	3.6
0200 - 0300	2	1	0	0	1	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.3	3.6
0300 - 0400	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.3	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	5	1	0	2	2	0	0	4	1	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	-	22.8	3.2
0600 - 0700	21	3	3	3	12	0	1	15	3	2	0	0	0	0	9	11	1	0	0	0	0	0	0	0	23.9	22	2.4
0700 - 0800	74	15	20	20	19	0	1	59	12	2	0	0	0	5	20	44	5	0	0	0	0	0	0	0	24.4	21.5	3.3
0800 - 0900	149	31	40	35	43	0	0	127	16	6	0	1	0	8	76	55	9	0	0	0	0	0	0	0	23.7	20.5	3.2
0900 - 1000	134	25	36	32	41	0	1	110	16	7	0	1	2	14	65	46	5	1	0	0	0	0	0	0	23.7	20	3.9
1000 - 1100	119	30	25	30	34	0	1	95	15	8	0	0	1	3	62	43	10	0	0	0	0	0	0	0	23.7	20.8	3.4
1100 - 1200	144	33	28	42	41	0	0	120	17	7	0	0	0	12	77	52	2	1	0	0	0	0	0	0	23.7	20.3	3.4
1200 - 1300	124	37	26	29	32	0	0	105	15	4	0	0	2	8	61	45	8	0	0	0	0	0	0	0	23.7	20.5	3.5
1300 - 1400	141	35	37	38	31	0	1	119	16	5	0	0	0	8	72	57	3	1	0	0	0	0	0	0	23.7	20.7	3
1400 - 1500	124	18	33	35	38	0	4	104	14	1	1	0	3	8	57	47	7	2	0	0	0	0	0	0	24.2	20.6	4.1
1500 - 1600	143	40	32	30	41	0	0	126	12	5	0	0	0	5	83	45	9	0	1	0	0	0	0	0	23.7	21	3.2
1600 - 1700	135	28	35	35	37	0	2	113	19	1	0	0	0	8	48	73	5	0	1	0	0	0	0	0	24.2	21.5	3.3
1700 - 1800	165	40	42	45	38	1	1	151	8	4	0	0	0	3	76	73	11	2	0	0	0	0	0	0	24.6	21.4	3.2
1800 - 1900	140	46	32	31	31	0	0	133	5	2	0	0	0	11	63	58	8	0	0	0	0	0	0	0	23.9	20.6	3.4
1900 - 2000	91	33	22	18	18	1	1	85	2	2	0	0	1	3	43	39	3	2	0	0	0	0	0	0	23.5	21.1	3.3
2000 - 2100	52	19	11	9	13	0	2	49	1	0	0	0	1	1	22	27	1	0	0	0	0	0	0	0	24.2	21.4	3
2100 - 2200	48	15	12	8	13	0	1	40	7	0	0	0	0	4	25	16	3	0	0	0	0	0	0	0	23.9	20.4	3.7
2200 - 2300	26	10	8	7	1	0	1	23	2	0	0	0	0	2	8	14	2	0	0	0	0	0	0	0	24.2	21.5	3.4
2300 - 0000	8	3	3	2	0	0	0	7	1	0	0	0	0	0	6	1	1	0	0	0	0	0	0	0	-	20.3	3.7
0700 - 1900	1592	378	386	402	426	1	11	1362	165	52	1	2	8	93	760	638	82	7	2	0	0	0	0	0	23.9	20.8	3.4
0600 - 2200	1804	448	434	440	482	2	16	1551	178	56	1	2	10	101	859	731	90	9	2	0	0	0	0	0	23.9	20.8	3.4
0600 - 0000	1838	461	445	449	483	2	17	1581	181	56	1	2	10	103	873	746	93	9	2	0	0	0	0	0	23.9	20.8	3.4
0000 - 0000	1857	469	448	454	486	2	17	1598	183	56	1	2	10	104	882	753	95	9	2	0	0	0	0	0	23.9	20.8	3.4

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	10	3	3	3	1	0	0	9	1	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	-	20.7	2.6
0100 - 0200	7	2	2	2	1	0	0	6	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-	21.2	2.9
0200 - 0300	5	1	1	1	1	0	0	3	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-	20.6	2.9
0300 - 0400	3	0	1	1	1	0	0	2	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	21.4	4.8
0400 - 0500	3	0	0	1	1	0	0	2	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	19.9	4
0500 - 0600	5	1	1	1	1	0	0	4	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-	23.2	2.1
0600 - 0700	18	2	4	5	7	0	1	13	4	1	0	0	0	0	7	10	1	0	0	0	0	0	0	0	24.6	22.1	3
0700 - 0800	61	12	12	15	23	0	0	50	8	3	0	0	0	2	20	33	6	0	0	0	0	0	0	0	24.8	21.9	3.2
0800 - 0900	114	23	30	32	30	0	0	97	12	4	1	0	1	6	54	46	7	0	0	0	0	0	0	0	23.7	20.8	3.2
0900 - 1000	123	28	34	32	30	0	1	101	16	4	1	1	3	12	59	42	5	1	0	0	0	0	0	0	23.5	19.9	4.1
1000 - 1100	136	31	32	37	36	0	0	113	14	8	0	1	1	10	68	50	5	1	0	0	0	0	0	0	23.5	20.2	3.5
1100 - 1200	138	33	31	40	34	0	0	116	17	5	0	0	2	14	64	54	4	1	0	0	0	0	0	0	23.5	20.2	3.6
1200 - 1300	148	35	35	39	39	0	0	128	15	5	0	0	4	18	73	47	7	0	0	0	0	0	0	0	23.5	19.8	3.9
1300 - 1400	151	39	32	40	40	0	1	132	14	4	0	0	2	14	75	52	5	1	0	0	0	0	0	0	23.5	20	3.6
1400 - 1500	147	35	40	35	38	0	1	127	16	3	0	0	4	16	74	45	7	1	0	0	0	0	0	0	23.5	19.8	3.9
1500 - 1600	142	35	36	33	37	0	0	128	11	3	0	0	1	12	70	51	7	1	0	0	0	0	0	0	23.5	20.3	3.5
1600 - 1700	140	35	37	32	36	0	1	126	11	2	0	0	1	9	66	58	6	1	0	0	0	0	0	0	23.7	20.7	3.4
1700 - 1800	160	39	43	42	37	0	1	150	8	1	0	0	1	6	81	61	9	1	0	0	0	0	0	0	23.7	20.8	3.4
1800 - 1900	127	39	31	28	29	0	1	117	7	1	0	0	0	5	60	55	6	0	0	0	0	0	0	0	24.2	21	3.2
1900 - 2000	87	28	24	17	18	0	1	82	5	0	0	0	1	5	40	37	4	1	0	0	0	0	0	0	23.7	21	3.4
2000 - 2100	62	18	16	16	12	0	1	57	3	0	0	0	0	2	27	29	3	0	0	0	0	0	0	0	23.9	21.2	3
2100 - 2200	39	11	9	9	9	0	0	35	3	0	0	0	0	1	17	17	2	0	0	0	0	0	0	0	24.2	21.2	3.4
2200 - 2300	33	10	8	8	8	0	0	28	5	0	0	0	0	3	17	12	1	0	0	0	0	0	0	0	23.3	20.3	3.2
2300 - 0000	18	6	5	3	4	0	0	16	2	0	0	0	0	1	10	5	1	0	0	0	0	0	0	0	23.7	20.5	3.1
0700 - 1900	1588	384	391	406	408	1	7	1384	150	43	3	3	21	125	763	595	74	8	1	0	0	0	0	0	23.7	20.4	3.6
0600 - 2200	1794	443	444	453	453	1	9	1571	165	45	3	3	22	133	854	688	84	9	1	0	0	0	0	0	23.7	20.5	3.6
0600 - 0000	1845	459	457	464	465	1	10	1615	172	46	3	3	22	137	881	705	87	9	1	0	0	0	0	0	23.7	20.5	3.6
0000 - 0000	1877	468	466	472	471	1	10	1640	177	46	3	3	22	138	895	720	88	9	1	0	0	0	0	0	23.7	20.5	3.6

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	1857	469	448	454	486	2	17	1598	183	56	1	2	10	104	882	753	95	9	2	0	0	0	0	0	23.9	20.8	3.4
Tue	1948	481	496	504	467	0	7	1713	172	51	5	4	23	115	960	747	87	10	2	0	0	0	0	0	23.7	20.6	3.4
Wed	2083	560	487	515	521	1	18	1778	229	51	6	4	34	125	974	829	102	15	0	0	0	0	0	0	23.7	20.6	3.6
Thu	2103	519	520	505	559	3	9	1791	225	72	3	1	8	149	984	852	101	6	2	0	0	0	0	0	23.7	20.6	3.3
Fri	2153	511	518	565	559	0	9	1861	220	63	0	2	12	133	1087	806	97	14	2	0	0	0	0	0	23.5	20.6	3.4
Sat	1458	351	398	362	347	0	6	1323	109	16	4	3	11	103	650	592	93	6	0	0	0	0	0	0	24.2	20.8	3.6
Sun	1536	382	395	398	361	0	2	1417	104	13	0	2	59	238	727	464	41	5	0	0	0	0	0	0	22.8	19.2	4
	13138	3273	3262	3303	3300	6	68	11481	1242	322	19	18	157	967	6264	5043	616	65	8	0	0	0	0	0	23.7	20.5	3.6

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
	13138	3273	3262	3303	3300	6	68	11481	1242	322	19	18	157	967	6264	5043	616	65	8	0	0	0	0	0	23.7	20.5	3.6

Edinburgh ATC Study

Report Id 295b/15-04
Site Name Site 4 of 9
Description George Street, 100m east of Charlotte Square
Direction Westbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	39	11	11	6	11	1	1	29	8	0	0	0	1	7	17	14	0	0	0	0	0	0	0	0	23	19.1	4
0100 - 0200	29	8	9	5	7	1	0	20	8	0	0	0	6	5	11	6	1	0	0	0	0	0	0	0	22.6	17.4	5.3
0200 - 0300	16	6	5	2	3	1	0	10	3	1	1	1	0	2	7	1	5	0	0	0	0	0	0	0	29.3	20.6	7.5
0300 - 0400	6	3	0	2	1	0	0	4	2	0	0	0	1	2	0	1	2	0	0	0	0	0	0	0	-	19.2	9.1
0400 - 0500	13	6	1	3	3	0	0	9	2	2	0	0	0	2	3	6	1	1	0	0	0	0	0	0	24.2	21	6.1
0500 - 0600	8	3	2	1	2	0	0	3	2	2	1	0	1	0	1	6	0	0	0	0	0	0	0	0	-	20.9	5.5
0600 - 0700	21	5	1	8	7	1	0	16	1	3	0	0	1	4	7	6	3	0	0	0	0	0	0	0	23.5	19.7	5.4
0700 - 0800	86	23	11	26	26	9	0	52	18	7	0	0	2	9	29	27	12	5	2	0	0	0	0	0	27.7	22.2	5.9
0800 - 0900	188	43	57	46	42	21	4	139	13	9	2	2	10	28	65	70	11	2	0	0	0	0	0	0	24.4	19.7	5
0900 - 1000	148	39	36	37	36	6	5	101	19	12	5	0	8	26	54	45	15	0	0	0	0	0	0	0	24.2	19.5	4.8
1000 - 1100	159	35	42	36	46	4	4	108	27	15	1	1	14	31	52	44	14	2	1	0	0	0	0	0	24.4	19	5.7
1100 - 1200	165	31	40	45	49	6	1	115	29	14	0	5	20	49	56	27	6	2	0	0	0	0	0	0	22.1	16.6	5.5
1200 - 1300	159	36	43	40	40	7	4	119	20	9	0	1	24	50	48	26	9	1	0	0	0	0	0	0	22.6	16.9	5.4
1300 - 1400	135	33	28	37	37	9	2	103	18	3	0	0	18	44	51	18	4	0	0	0	0	0	0	0	21.5	16.5	4.8
1400 - 1500	146	29	39	37	41	6	1	103	28	7	1	1	8	46	44	37	9	0	1	0	0	0	0	0	23.3	18.2	5.1
1500 - 1600	150	37	36	40	37	7	3	104	28	8	0	2	15	40	52	28	11	2	0	0	0	0	0	0	23.3	17.7	5.8
1600 - 1700	194	62	38	48	46	12	6	142	32	2	0	1	24	57	61	41	9	1	0	0	0	0	0	0	22.6	17.2	5.3
1700 - 1800	234	58	69	63	44	26	9	176	18	4	1	1	12	57	94	52	16	2	0	0	0	0	0	0	23.3	18.6	4.9
1800 - 1900	193	55	52	40	46	17	9	143	20	4	0	1	10	53	59	56	12	2	0	0	0	0	0	0	23.3	18.6	5.1
1900 - 2000	155	46	39	44	26	4	3	114	29	5	0	2	27	36	67	18	4	1	0	0	0	0	0	0	20.8	16.2	5.2
2000 - 2100	130	34	31	31	34	4	2	93	30	0	1	0	8	27	62	24	9	0	0	0	0	0	0	0	22.8	18.4	4.5
2100 - 2200	103	21	27	30	25	4	3	79	17	0	0	0	6	20	47	23	6	1	0	0	0	0	0	0	22.4	18.8	4.8
2200 - 2300	94	20	30	18	26	4	0	70	19	1	0	1	10	20	38	21	4	0	0	0	0	0	0	0	22.4	17.9	4.9
2300 - 0000	94	23	29	14	28	1	2	74	17	0	0	0	6	19	36	32	1	0	0	0	0	0	0	0	22.4	18.6	4.4
0700 - 1900	1957	481	491	495	490	130	48	1405	270	94	10	15	165	490	665	471	128	19	4	0	0	0	0	0	23.5	18.3	5.4
0600 - 2200	2366	587	589	608	582	143	56	1707	347	102	11	17	207	577	848	542	150	21	4	0	0	0	0	0	23.5	18.2	5.3
0600 - 0000	2554	630	648	640	636	148	58	1851	383	103	11	18	223	616	922	595	155	21	4	0	0	0	0	0	23.3	18.2	5.3
0000 - 0000	2665	667	676	659	663	151	59	1926	408	108	13	19	232	634	961	629	164	22	4	0	0	0	0	0	23.3	18.2	5.3

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	65	16	19	15	15	0	0	50	15	0	0	1	4	12	22	20	5	1	0	0	0	0	0	0	24.6	19.3	5.6
0100 - 0200	42	12	8	12	10	0	0	33	8	0	1	1	7	6	14	11	2	1	0	0	0	0	0	0	22.1	17.7	6.2
0200 - 0300	26	10	5	4	7	1	0	19	5	1	0	1	4	7	3	7	3	0	1	0	0	0	0	0	23.7	18	7.8
0300 - 0400	19	7	7	3	2	0	0	16	3	0	0	0	0	2	6	9	1	1	0	0	0	0	0	0	25.5	21.4	4.7
0400 - 0500	8	5	1	1	1	0	0	5	2	1	0	0	2	0	4	1	1	0	0	0	0	0	0	0	-	17.8	6.3
0500 - 0600	10	1	4	2	3	1	0	5	3	1	0	0	0	2	1	4	3	0	0	0	0	0	0	0	-	22	6.3
0600 - 0700	33	6	7	7	13	2	0	23	2	6	0	0	0	5	10	11	6	1	0	0	0	0	0	0	26.4	22.1	5.4
0700 - 0800	90	11	17	38	24	8	1	66	12	3	0	0	3	13	18	36	12	7	1	0	0	0	0	0	28	22.3	6
0800 - 0900	215	53	45	75	42	22	9	145	28	9	2	0	2	34	59	90	24	5	1	0	0	0	0	0	25.7	21.2	5
0900 - 1000	157	42	28	34	53	11	1	97	34	12	2	0	12	51	51	35	7	1	0	0	0	0	0	0	22.8	18	5.1
1000 - 1100	149	30	40	41	38	7	2	103	28	9	0	0	16	36	40	49	8	0	0	0	0	0	0	0	24.4	18.4	5.5
1100 - 1200	144	31	45	32	36	2	4	97	24	17	0	0	16	39	50	34	3	2	0	0	0	0	0	0	22.6	17.6	5.3
1200 - 1300	171	43	36	42	50	5	3	130	18	13	2	2	11	53	60	39	5	1	0	0	0	0	0	0	22.8	17.7	5
1300 - 1400	169	41	39	49	40	7	2	115	29	15	1	3	18	57	49	33	8	1	0	0	0	0	0	0	22.6	16.8	5.3
1400 - 1500	172	46	45	32	49	8	3	132	22	7	0	1	18	45	62	36	9	1	0	0	0	0	0	0	22.6	17.5	5.2
1500 - 1600	177	48	37	44	48	10	2	131	24	10	0	2	11	53	64	37	5	4	1	0	0	0	0	0	23.3	18.1	5.5
1600 - 1700	211	61	58	50	42	23	7	143	26	11	1	1	11	41	66	60	28	2	2	0	0	0	0	0	25.7	20	5.6
1700 - 1800	258	56	71	66	65	42	10	171	23	11	1	0	6	63	93	66	23	5	2	0	0	0	0	0	24.8	19.6	5.2
1800 - 1900	199	52	47	47	53	18	8	142	26	5	0	3	20	51	55	54	10	4	2	0	0	0	0	0	23.7	18.5	6.1
1900 - 2000	193	50	53	45	45	15	4	146	25	3	0	2	29	56	59	38	7	2	0	0	0	0	0	0	22.6	16.9	5.7
2000 - 2100	134	37	30	32	35	3	4	96	29	2	0	0	2	31	63	30	7	1	0	0	0	0	0	0	22.8	19	4.4
2100 - 2200	132	29	36	34	33	6	2	93	29	2	0	3	18	32	47	25	5	2	0	0	0	0	0	0	22.6	17.1	5.7
2200 - 2300	106	33	24	25	24	1	3	81	21	0	0	0	3	18	45	37	2	1	0	0	0	0	0	0	23	19.3	4.3
2300 - 0000	102	27	26	28	21	0	1	71	28	2	0	1	11	25	34	28	3	0	0	0	0	0	0	0	22.1	17.6	5.1
0700 - 1900	2112	514	508	550	540	163	52	1472	294	122	9	12	144	536	667	569	142	33	9	0	0	0	0	0	24.4	18.8	5.6
0600 - 2200	2604	636	634	668	666	189	62	1830	379	135	9	17	193	660	846	673	167	39	9	0	0	0	0	0	24.2	18.6	5.6
0600 - 0000	2812	696	684	721	711	190	66	1982	428	137	9	18	207	703	925	738	172	40	9	0	0	0	0	0	23.9	18.6	5.5
0000 - 0000	2982	747	728	758	749	192	66	2110	464	140	10	21	224	732	975	790	187	43	10	0	0	0	0	0	23.9	18.6	5.5

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	75	17	21	21	16	4	0	56	15	0	0	2	12	15	30	12	2	2	0	0	0	0	0	0	22.6	17.4	5.8
0100 - 0200	52	14	13	8	17	1	0	38	12	0	1	1	6	10	18	14	3	0	0	0	0	0	0	0	22.6	17.8	5.6
0200 - 0300	28	8	12	5	3	0	0	24	4	0	0	1	2	8	9	4	4	0	0	0	0	0	0	0	23.9	18.1	6.7
0300 - 0400	24	8	8	7	1	0	0	20	4	0	0	1	2	4	7	6	2	2	0	0	0	0	0	0	25.5	19.6	7.1
0400 - 0500	15	5	4	1	5	0	0	13	2	0	0	0	2	0	4	4	4	1	0	0	0	0	0	0	27.5	22	6.7
0500 - 0600	11	1	4	3	3	0	0	6	1	4	0	0	0	0	3	6	2	0	0	0	0	0	0	0	25.1	23.7	3.1
0600 - 0700	32	5	6	11	10	4	0	18	5	5	0	0	2	8	5	6	8	3	0	0	0	0	0	0	28.9	21.8	7.1
0700 - 0800	82	8	8	28	38	4	1	60	11	6	0	0	3	10	15	37	13	4	0	0	0	0	0	0	27.5	21.9	5.5
0800 - 0900	191	47	50	40	54	19	3	140	22	5	2	1	2	38	64	64	21	1	0	0	0	0	0	0	25.1	20.3	4.6
0900 - 1000	152	41	42	40	29	10	6	93	29	13	1	0	8	39	61	27	15	2	0	0	0	0	0	0	23.9	18.8	5.1
1000 - 1100	145	38	35	35	37	7	0	91	30	17	0	1	9	43	51	39	2	0	0	0	0	0	0	0	22.8	17.9	4.7
1100 - 1200	195	38	53	47	57	8	3	146	26	11	1	0	25	66	75	24	5	0	0	0	0	0	0	0	20.8	16.2	4.5
1200 - 1300	182	52	44	41	45	8	5	134	29	6	0	1	29	37	57	47	11	0	0	0	0	0	0	0	23.9	17.7	5.6
1300 - 1400	159	38	36	49	36	5	3	116	24	11	0	1	33	55	44	23	3	0	0	0	0	0	0	0	21.7	15.7	5
1400 - 1500	190	56	57	39	38	7	4	152	24	3	0	1	30	51	59	37	10	2	0	0	0	0	0	0	23	17.1	5.7
1500 - 1600	198	45	55	48	50	10	6	140	34	8	0	1	17	45	60	55	16	4	0	0	0	0	0	0	24.4	19	5.5
1600 - 1700	214	41	71	56	46	18	6	156	24	9	1	0	10	37	66	68	25	7	1	0	0	0	0	0	26.2	20.5	5.6
1700 - 1800	268	58	81	75	54	31	12	189	25	11	0	5	21	90	83	53	14	2	0	0	0	0	0	0	22.1	17.3	5.2
1800 - 1900	235	60	72	53	50	14	7	185	24	4	1	0	40	86	58	38	8	4	0	1	0	0	0	0	22.1	16.6	5.6
1900 - 2000	202	61	55	53	33	5	7	164	26	0	0	2	35	66	55	32	9	3	0	0	0	0	0	0	22.6	16.4	5.8
2000 - 2100	143	34	39	41	29	6	4	110	23	0	0	0	5	32	64	34	4	3	1	0	0	0	0	0	23.3	18.9	4.8
2100 - 2200	118	33	24	29	32	2	4	82	27	2	1	0	8	20	55	26	6	3	0	0	0	0	0	0	22.4	18.9	4.9
2200 - 2300	106	24	30	26	26	2	2	74	28	0	0	1	3	20	41	30	9	2	0	0	0	0	0	0	23.9	19.6	4.8
2300 - 0000	94	25	25	21	23	2	0	68	23	1	0	1	4	22	29	33	4	1	0	0	0	0	0	0	23.7	18.8	4.9
0700 - 1900	2211	522	604	551	534	141	56	1602	302	104	6	11	227	597	693	512	143	26	1	1	0	0	0	0	23.7	18.1	5.5
0600 - 2200	2706	655	728	685	638	158	71	1976	383	111	7	13	277	723	872	610	170	38	2	1	0	0	0	0	23.5	18.1	5.5
0600 - 0000	2906	704	783	732	687	162	73	2118	434	112	7	15	284	765	942	673	183	41	2	1	0	0	0	0	23.5	18.1	5.5
0000 - 0000	3111	757	845	777	732	167	73	2275	472	116	8	20	308	802	1013	719	200	46	2	1	0	0	0	0	23.5	18.2	5.5

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	88	28	16	23	21	2	0	64	22	0	0	1	8	13	39	23	1	3	0	0	0	0	0	0	22.4	18.7	5.1
0100 - 0200	54	11	18	15	10	1	1	44	8	0	0	1	3	2	20	24	3	0	1	0	0	0	0	0	25.1	20.9	5.6
0200 - 0300	30	6	7	12	5	0	0	23	7	0	0	0	2	3	16	7	2	0	0	0	0	0	0	0	21.9	19.3	3.8
0300 - 0400	23	7	8	3	5	0	0	15	8	0	0	0	2	3	7	6	5	0	0	0	0	0	0	0	28.2	19.9	6.4
0400 - 0500	9	3	5	0	1	0	0	4	5	0	0	0	2	0	2	4	0	1	0	0	0	0	0	0	-	20.8	7.8
0500 - 0600	12	4	3	1	4	1	0	6	4	1	0	0	1	2	3	5	1	0	0	0	0	0	0	0	25.3	20.3	5.8
0600 - 0700	27	4	5	4	14	2	0	20	2	3	0	0	2	5	7	8	3	2	0	0	0	0	0	0	27.5	20.4	6.4
0700 - 0800	81	15	14	23	29	8	2	54	12	4	1	1	5	10	13	29	19	3	1	0	0	0	0	0	27.5	21.9	6.4
0800 - 0900	172	47	37	49	39	11	5	124	21	11	0	0	4	29	51	68	19	1	0	0	0	0	0	0	25.3	20.4	4.7
0900 - 1000	142	37	30	35	40	11	1	97	24	7	2	1	15	25	53	37	7	3	1	0	0	0	0	0	23.7	18.7	5.8
1000 - 1100	172	34	40	51	47	9	2	119	29	13	0	1	7	42	76	40	3	3	0	0	0	0	0	0	22.8	18.5	4.5
1100 - 1200	172	37	35	50	50	2	2	130	24	13	1	1	14	45	58	46	6	2	0	0	0	0	0	0	23	18.2	5.1
1200 - 1300	201	48	60	38	55	7	4	144	27	18	1	3	36	63	67	26	6	0	0	0	0	0	0	0	21.3	15.9	5.2
1300 - 1400	187	53	42	45	47	6	4	151	18	8	0	0	28	67	54	31	7	0	0	0	0	0	0	0	22.4	16.4	5.1
1400 - 1500	159	39	36	37	47	4	5	127	19	4	0	1	24	36	57	32	8	1	0	0	0	0	0	0	22.4	17.1	5.3
1500 - 1600	187	39	54	48	46	12	2	152	14	7	0	0	17	49	72	42	7	0	0	0	0	0	0	0	22.6	17.7	4.8
1600 - 1700	207	57	55	48	47	21	2	151	23	9	1	2	22	55	62	47	17	2	0	0	0	0	0	0	23.3	18.1	5.7
1700 - 1800	245	56	69	68	52	28	11	180	19	6	1	1	12	81	87	48	13	3	0	0	0	0	0	0	22.6	18.1	5
1800 - 1900	204	66	39	49	50	14	5	144	33	7	1	2	13	55	73	55	5	1	0	0	0	0	0	0	23.3	18	4.8
1900 - 2000	217	51	58	51	57	8	1	182	23	3	0	2	9	73	95	30	8	0	0	0	0	0	0	0	21.5	17.3	4.4
2000 - 2100	175	38	49	53	35	3	0	136	35	1	0	3	14	47	77	29	5	0	0	0	0	0	0	0	21.9	17.2	4.8
2100 - 2200	176	45	35	50	46	2	4	133	34	2	1	0	16	70	53	29	7	1	0	0	0	0	0	0	22.4	17.1	4.9
2200 - 2300	148	47	34	32	35	0	0	130	15	1	2	0	23	47	50	21	7	0	0	0	0	0	0	0	21.5	16.3	4.9
2300 - 0000	131	34	38	25	34	1	2	112	15	1	0	2	25	34	47	21	2	0	0	0	0	0	0	0	21	16	4.9
0700 - 1900	2129	528	511	541	549	133	45	1573	263	107	8	13	197	557	723	501	117	19	2	0	0	0	0	0	23.3	18	5.3
0600 - 2200	2724	666	658	699	701	148	50	2044	357	116	9	18	238	752	955	597	140	22	2	0	0	0	0	0	23.3	17.9	5.2
0600 - 0000	3003	747	730	756	770	149	52	2286	387	118	11	20	286	833	1052	639	149	22	2	0	0	0	0	0	23	17.7	5.2
0000 - 0000	3219	806	787	810	816	153	53	2442	441	119	11	22	304	856	1139	708	161	26	3	0	0	0	0	0	23	17.9	5.2

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	89	21	24	18	26	5	0	71	12	1	0	1	10	18	34	19	6	1	0	0	0	0	0	0	22.6	18.1	5.5
0100 - 0200	72	16	21	12	23	1	0	59	12	0	0	0	7	17	28	13	5	2	0	0	0	0	0	0	25.1	18.5	5.7
0200 - 0300	79	26	24	13	16	1	0	64	13	1	0	1	6	12	25	26	8	1	0	0	0	0	0	0	25.3	19.4	5.7
0300 - 0400	57	19	20	7	11	1	0	45	10	1	0	1	6	12	9	19	9	1	0	0	0	0	0	0	26.2	19.8	6.5
0400 - 0500	17	6	4	3	4	1	0	8	6	1	1	1	0	4	2	4	4	1	1	0	0	0	0	0	27.1	21.5	8.2
0500 - 0600	13	3	5	1	4	0	0	8	2	3	0	0	1	1	5	4	1	1	0	0	0	0	0	0	25.7	21.4	6.4
0600 - 0700	14	2	4	5	3	2	0	7	4	1	0	0	0	4	2	6	1	1	0	0	0	0	0	0	25.1	21.5	5.8
0700 - 0800	30	3	5	13	9	1	1	16	9	3	0	0	1	3	4	14	7	1	0	0	0	0	0	0	29.1	22.9	5.6
0800 - 0900	76	13	17	23	23	1	0	52	16	7	0	1	2	8	28	26	8	3	0	0	0	0	0	0	25.1	20.8	5.3
0900 - 1000	87	19	19	22	27	4	2	58	16	7	0	0	2	18	29	33	5	0	0	0	0	0	0	0	24.4	19.7	4.9
1000 - 1100	132	27	33	38	34	1	3	104	11	11	2	0	8	26	44	48	6	0	0	0	0	0	0	0	23.7	19.2	4.7
1100 - 1200	136	26	43	31	36	5	0	101	20	9	1	0	5	34	48	41	7	1	0	0	0	0	0	0	22.8	19	4.8
1200 - 1300	157	33	50	39	35	2	7	122	16	10	0	1	11	32	59	44	6	3	1	0	0	0	0	0	23.7	19	5.3
1300 - 1400	144	29	27	49	39	4	4	111	19	5	1	1	15	34	46	41	6	0	0	0	0	1	0	0	23.5	18.4	6.1
1400 - 1500	163	53	33	42	35	5	5	134	16	3	0	2	17	49	54	33	7	1	0	0	0	0	0	0	23	17.2	5.5
1500 - 1600	202	52	58	45	47	4	6	167	19	6	0	2	41	63	64	24	5	3	0	0	0	0	0	0	21.3	15.8	5.5
1600 - 1700	209	53	48	57	51	4	7	160	27	11	0	0	21	64	78	38	8	0	0	0	0	0	0	0	21.9	17.3	4.7
1700 - 1800	193	56	40	50	47	3	7	144	30	9	0	1	23	52	73	34	7	2	0	0	1	0	0	0	22.6	17.6	5.6
1800 - 1900	228	60	52	55	61	8	4	175	38	3	0	4	43	61	77	35	6	2	0	0	0	0	0	0	21.7	16.1	5.5
1900 - 2000	247	65	50	64	68	6	4	193	37	6	1	4	62	78	68	28	5	2	0	0	0	0	0	0	20.6	15.1	5.4
2000 - 2100	208	42	67	52	47	2	9	156	39	1	1	2	50	84	52	19	0	0	1	0	0	0	0	0	19.5	14.7	4.7
2100 - 2200	199	47	57	39	56	1	3	154	41	0	0	1	38	66	77	16	0	1	0	0	0	0	0	0	19.2	15.4	4.5
2200 - 2300	188	37	63	46	42	0	2	153	33	0	0	1	36	75	52	18	6	0	0	0	0	0	0	0	20.1	15.4	4.8
2300 - 0000	165	44	47	39	35	1	1	131	31	1	0	1	21	45	65	29	4	0	0	0	0	0	0	0	21.3	16.7	4.9
0700 - 1900	1757	424	425	464	444	42	46	1344	237	84	4	12	189	444	604	411	78	16	1	0	1	1	0	0	23.3	17.9	5.5
0600 - 2200	2425	580	603	624	618	53	62	1854	358	92	6	19	339	676	803	480	84	20	2	0	1	1	0	0	22.6	17.1	5.5
0600 - 0000	2778	661	713	709	695	54	65	2138	422	93	6	21	396	796	920	527	94	20	2	0	1	1	0	0	22.4	17	5.4
0000 - 0000	3105	752	811	763	779	63	65	2393	477	100	7	25	426	860	1023	612	127	27	3	0	1	1	0	0	22.8	17.2	5.5

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	112	32	21	43	16	2	1	88	21	0	0	1	25	44	34	7	1	0	0	0	0	0	0	0	18.1	14.3	4.3
0100 - 0200	94	26	22	26	20	1	1	81	11	0	0	2	19	23	24	22	4	0	0	0	0	0	0	0	22.8	16.5	6.2
0200 - 0300	92	22	27	22	21	2	0	76	14	0	0	2	22	22	25	18	2	1	0	0	0	0	0	0	22.6	16	6
0300 - 0400	80	16	25	22	17	0	0	66	14	0	0	0	10	14	20	26	10	0	0	0	0	0	0	0	25.5	19.1	6.4
0400 - 0500	46	17	12	11	6	2	0	37	7	0	0	0	2	12	12	16	3	1	0	0	0	0	0	0	24.8	19.7	5.7
0500 - 0600	21	8	5	4	4	1	0	16	4	0	0	0	0	2	7	4	6	1	0	0	1	0	0	0	30.2	24.4	8
0600 - 0700	13	4	3	4	2	2	0	9	2	0	0	0	1	0	5	3	4	0	0	0	0	0	0	0	26.8	21.4	5.6
0700 - 0800	24	0	2	12	10	2	0	17	3	2	0	0	1	7	9	6	0	1	0	0	0	0	0	0	23.7	18.6	5.3
0800 - 0900	30	5	6	7	12	1	0	24	4	1	0	0	2	5	10	9	3	1	0	0	0	0	0	0	24.4	19.8	5.8
0900 - 1000	78	8	20	20	30	6	0	61	7	3	1	2	12	24	26	10	3	1	0	0	0	0	0	0	21.7	16.2	5.4
1000 - 1100	148	31	36	39	42	2	1	129	13	3	0	0	12	59	39	29	6	3	0	0	0	0	0	0	22.8	17.2	5.3
1100 - 1200	191	46	52	48	45	7	2	162	11	7	2	5	46	74	38	24	3	1	0	0	0	0	0	0	20.6	14.6	5.5
1200 - 1300	199	53	47	42	57	2	4	178	12	2	1	2	53	92	33	15	3	1	0	0	0	0	0	0	19.2	14.1	4.8
1300 - 1400	206	50	54	63	39	3	3	173	22	5	0	2	57	89	43	12	2	1	0	0	0	0	0	0	18.3	13.9	4.7
1400 - 1500	207	50	46	60	51	8	6	179	10	4	0	2	38	88	55	15	8	1	0	0	0	0	0	0	19.9	15.2	5.1
1500 - 1600	195	50	48	44	53	4	6	162	14	9	0	3	36	86	46	17	7	0	0	0	0	0	0	0	19.7	14.8	5
1600 - 1700	145	37	41	36	31	2	1	124	12	6	0	1	19	55	38	23	8	1	0	0	0	0	0	0	22.6	16.6	5.3
1700 - 1800	150	42	39	31	38	10	2	123	10	5	0	2	14	44	52	31	7	0	0	0	0	0	0	0	22.8	17.3	5.2
1800 - 1900	139	37	43	29	30	2	4	112	18	3	0	1	15	35	45	30	11	2	0	0	0	0	0	0	23	18	5.7
1900 - 2000	131	43	31	34	23	1	5	107	15	3	0	1	24	44	28	20	13	1	0	0	0	0	0	0	22.6	16.7	5.9
2000 - 2100	98	33	20	27	18	4	1	78	13	2	0	1	8	17	44	21	7	0	0	0	0	0	0	0	22.1	18.6	4.7
2100 - 2200	76	24	15	13	24	2	4	59	11	0	0	0	1	20	33	16	5	1	0	0	0	0	0	0	23.3	19.1	4.6
2200 - 2300	100	27	25	26	22	0	2	83	15	0	0	0	6	23	49	19	3	0	0	0	0	0	0	0	23	17.8	4.5
2300 - 0000	68	19	20	15	14	2	2	48	16	0	0	0	4	23	27	11	3	0	0	0	0	0	0	0	21.7	17.7	4.4
0700 - 1900	1712	409	434	431	438	49	29	1444	136	50	4	20	305	658	434	221	61	13	0	0	0	0	0	0	21.5	15.7	5.4
0600 - 2200	2030	513	503	509	505	58	39	1697	177	55	4	22	339	739	544	281	90	15	0	0	0	0	0	0	21.9	16.1	5.4
0600 - 0000	2198	559	548	550	541	60	43	1828	208	55	4	22	349	785	620	311	96	15	0	0	0	0	0	0	21.9	16.2	5.4
0000 - 0000	2643	680	660	678	625	68	45	2192	279	55	4	27	427	902	742	404	122	18	0	0	1	0	0	0	22.4	16.3	5.6

Monday 03 August 2015

TUBES DAMAEGD DUE TO ROADWORKS

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	79	20	22	22	15	0	0	67	12	0	0	1	12	27	33	6	0	0	0	0	0	0	0	0	19.2	15.7	4.2
0100 - 0200	71	13	18	24	16	2	0	52	17	0	0	4	17	29	16	4	1	0	0	0	0	0	0	0	18.1	13.7	5
0200 - 0300	39	14	14	7	4	1	1	29	8	0	0	2	4	15	10	6	2	0	0	0	0	0	0	0	21.7	15.7	5.6
0300 - 0400	16	2	3	6	5	5	0	7	2	2	0	4	12	0	0	0	0	0	0	0	0	0	0	0	8.9	7.6	1.7
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	2	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	5.8	0.3
0600 - 0700	3	0	0	2	1	1	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	8.5	1.2
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800 - 0900	6	0	1	0	5	0	0	4	2	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	-	20.4	4.7
0900 - 1000	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	22.7	1.3
1000 - 1100	7	0	2	2	3	0	0	7	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	-	42.1	7
1100 - 1200	3	2	0	1	0	0	0	1	2	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	23.2	4.8
1200 - 1300	3	2	0	1	0	0	0	1	2	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	-	19.4	7.3
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400 - 1500	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11.6	-
1500 - 1600	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.9	-
1600 - 1700	4	1	2	0	1	0	0	2	1	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	-	13.8	3.8
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800 - 1900	6	1	1	3	1	1	0	5	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-	11.4	2.6
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	3	0	1	0	2	0	0	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	11.7	0.8
2100 - 2200	5	1	1	1	2	0	0	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	-	13.9	1.3
2200 - 2300	3	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-	12.6	0.1
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	33	8	6	8	11	1	0	20	10	2	0	0	5	6	6	7	2	0	5	0	0	2	0	0	37.8	22.7	11.9
0600 - 2200	44	9	8	11	16	2	0	29	10	3	0	0	9	13	6	7	2	0	5	0	0	2	0	0	28	20	11.4
0600 - 0000	47	9	8	14	16	2	0	32	10	3	0	0	9	16	6	7	2	0	5	0	0	2	0	0	28	19.5	11.1
0000 - 0000	254	60	65	73	56	10	1	189	49	5	0	13	54	87	65	23	5	0	5	0	0	2	0	0	20.1	15.3	7

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	78	21	19	21	17	2	0	61	15	0	0	1	10	19	30	14	2	1	0	0	0	0	0	0	22.1	17.2	5.3
0100 - 0200	59	14	16	15	15	1	0	47	11	0	0	1	9	13	19	13	3	0	0	0	0	0	0	0	23.3	17.3	6
0200 - 0300	44	13	13	9	8	1	0	35	8	0	0	1	6	10	14	10	4	0	0	0	0	0	0	0	23.9	17.8	6.2
0300 - 0400	32	9	10	7	6	1	0	25	6	0	0	1	5	5	7	10	4	1	0	0	0	0	0	0	25.7	18.8	6.9
0400 - 0500	15	6	4	3	3	0	0	11	3	1	0	0	1	3	4	5	2	1	0	0	0	0	0	0	26.2	20.4	6.5
0500 - 0600	11	3	3	2	3	0	0	7	2	2	0	0	0	1	3	4	2	0	0	0	0	0	0	0	27.1	22	6.8
0600 - 0700	20	4	4	6	7	2	0	14	2	3	0	0	1	4	5	6	4	1	0	0	0	0	0	0	27.5	20.9	6.3
0700 - 0800	56	9	8	20	19	5	1	38	9	4	0	0	2	7	13	21	9	3	1	0	0	0	0	0	27.7	21.9	5.9
0800 - 0900	125	30	30	34	31	11	3	90	15	6	1	1	3	20	40	47	12	2	0	0	0	0	0	0	25.1	20.4	4.9
0900 - 1000	109	27	25	27	31	7	2	72	19	8	2	0	8	26	39	27	7	1	0	0	0	0	0	0	23.9	18.6	5.3
1000 - 1100	130	28	33	35	35	4	2	94	20	10	0	0	9	34	43	36	6	1	1	0	0	0	0	0	23.5	18.5	5.5
1100 - 1200	144	30	38	36	39	4	2	107	19	10	1	2	18	44	47	28	4	1	0	0	0	0	0	0	22.4	16.9	5.3
1200 - 1300	153	38	40	35	40	4	4	118	18	8	1	1	23	47	46	28	6	1	0	0	0	0	0	0	22.6	16.7	5.4
1300 - 1400	143	35	32	42	34	5	3	110	19	7	0	1	24	49	41	23	4	0	0	0	0	0	0	0	21.9	16.1	5.3
1400 - 1500	148	39	37	35	37	5	3	118	17	4	0	1	19	45	47	27	7	1	0	0	0	0	0	0	22.6	17	5.4
1500 - 1600	159	39	41	38	40	7	4	122	19	7	0	1	20	48	51	29	7	2	0	0	0	0	0	0	23	17.2	5.5
1600 - 1700	169	45	45	42	38	11	4	125	21	7	0	1	15	44	53	40	14	2	0	0	0	0	0	0	23.9	18.4	5.6
1700 - 1800	193	47	53	50	43	20	7	140	18	7	0	1	13	55	69	41	11	2	0	0	0	0	0	0	23	18.2	5.2
1800 - 1900	172	47	44	39	42	11	5	129	23	4	0	2	21	49	52	38	7	2	0	0	0	0	0	0	23	17.5	5.6
1900 - 2000	164	45	41	42	36	6	3	129	22	3	0	2	27	50	53	24	7	1	0	0	0	0	0	0	21.9	16.4	5.4
2000 - 2100	127	31	34	34	29	3	3	96	24	1	0	1	13	34	52	22	5	1	0	0	0	0	0	0	22.1	17.5	4.9
2100 - 2200	116	29	28	28	31	2	3	86	23	1	0	1	12	33	45	19	4	1	0	0	0	0	0	0	21.9	17.3	5.1
2200 - 2300	106	27	29	25	25	1	1	85	19	0	0	0	12	29	39	21	4	0	0	0	0	0	0	0	22.6	17.4	5
2300 - 0000	93	25	26	20	22	1	1	72	19	1	0	1	10	24	34	22	2	0	0	0	0	0	0	0	22.1	17.4	4.9
0700 - 1900	1702	412	426	434	429	94	39	1266	216	80	6	12	176	470	542	385	96	18	3	0	0	0	0	0	23.5	17.9	5.6
0600 - 2200	2128	521	532	543	532	107	49	1591	287	88	7	15	229	591	696	456	115	22	3	0	0	0	0	0	23.3	17.7	5.5
0600 - 0000	2328	572	588	589	579	109	51	1748	325	89	7	16	251	645	770	499	122	23	3	0	0	0	0	0	23.3	17.7	5.5
0000 - 0000	2568	638	653	645	631	115	52	1932	370	92	8	21	282	696	845	555	138	26	4	0	0	0	0	0	23.3	17.7	5.5

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	254	60	65	73	56	10	1	189	49	5	0	13	54	87	65	23	5	0	5	0	0	2	0	0	20.1	15.3	7
Tue	2665	667	676	659	663	151	59	1926	408	108	13	19	232	634	961	629	164	22	4	0	0	0	0	0	23.3	18.2	5.3
Wed	2982	747	728	758	749	192	66	2110	464	140	10	21	224	732	975	790	187	43	10	0	0	0	0	0	23.9	18.6	5.5
Thu	3111	757	845	777	732	167	73	2275	472	116	8	20	308	802	1013	719	200	46	2	1	0	0	0	0	23.5	18.2	5.5
Fri	3219	806	787	810	816	153	53	2442	441	119	11	22	304	856	1139	708	161	26	3	0	0	0	0	0	23	17.9	5.2
Sat	3105	752	811	763	779	63	65	2393	477	100	7	25	426	860	1023	612	127	27	3	0	1	1	0	0	22.8	17.2	5.5
Sun	2643	680	660	678	625	68	45	2192	279	55	4	27	427	902	742	404	122	18	0	0	1	0	0	0	22.4	16.3	5.6
	17979	4469	4572	4518	4420	804	362	13527	2590	643	53	147	1975	4873	5918	3885	966	182	27	1	2	3	0	0	23.3	17.7	5.5

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
	17979	4469	4572	4518	4420	804	362	13527	2590	643	53	147	1975	4873	5918	3885	966	182	27	1	2	3	0	0	23.3	17.7	5.5

Edinburgh ATC Study

Report Id 295b/15-05
Site Name Site 5 of 9
Description George Street, 90m east of North Castle Stree
Direction Eastbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	64	19	19	16	10	0	0	40	17	1	6	1	6	17	30	9	1	0	0	0	0	0	0	0	19.9	16.8	4.5
0100 - 0200	54	17	14	15	8	0	0	23	30	1	0	1	10	15	17	7	3	1	0	0	0	0	0	0	21.7	16.5	5.9
0200 - 0300	39	16	8	6	9	0	0	25	13	1	0	0	6	11	11	10	1	0	0	0	0	0	0	0	22.4	17.1	5.2
0300 - 0400	38	21	9	6	2	0	0	27	11	0	0	0	3	13	10	5	7	0	0	0	0	0	0	0	26.2	18.8	6
0400 - 0500	12	1	3	6	2	0	0	10	2	0	0	0	1	4	4	3	0	0	0	0	0	0	0	0	21.3	16.5	4.7
0500 - 0600	23	2	1	10	10	0	0	16	3	2	2	0	1	5	7	7	3	0	0	0	0	0	0	0	25.5	19.9	5.6
0600 - 0700	47	8	10	10	19	2	2	22	8	11	2	1	3	8	13	17	5	0	0	0	0	0	0	0	24.8	19.3	5.6
0700 - 0800	93	22	14	22	35	7	2	46	18	11	9	1	12	25	25	19	11	0	0	0	0	0	0	0	24.6	18	6.1
0800 - 0900	113	30	26	25	32	7	3	64	20	12	7	1	11	32	34	31	4	0	0	0	0	0	0	0	22.6	17.4	5.1
0900 - 1000	134	38	30	37	29	8	1	81	25	11	8	7	33	49	29	15	1	0	0	0	0	0	0	0	19.9	14.2	5.1
1000 - 1100	154	45	37	41	31	4	1	92	30	17	10	4	49	62	32	7	0	0	0	0	0	0	0	0	17.4	12.9	4.4
1100 - 1200	121	31	24	34	32	2	2	73	26	9	9	11	45	40	17	8	0	0	0	0	0	0	0	0	17.2	11.8	5
1200 - 1300	123	30	41	32	20	8	0	75	24	13	3	7	52	36	18	9	1	0	0	0	0	0	0	0	18.1	12.3	5.1
1300 - 1400	92	32	18	19	23	2	2	68	12	4	4	32	49	8	2	0	1	0	0	0	0	0	0	0	10.3	7.7	3.6
1400 - 1500	148	38	33	36	41	4	3	99	26	3	13	5	63	64	13	3	0	0	0	0	0	0	0	0	14.8	11.5	3.6
1500 - 1600	155	34	56	32	33	4	1	105	30	6	9	2	58	50	35	10	0	0	0	0	0	0	0	0	18.8	13.3	4.7
1600 - 1700	117	36	15	34	32	6	2	79	23	4	3	2	13	42	40	16	4	0	0	0	0	0	0	0	21	16.3	4.8
1700 - 1800	150	33	30	39	48	9	0	97	33	2	9	4	42	56	33	12	2	1	0	0	0	0	0	0	18.6	13.9	5
1800 - 1900	157	33	51	40	33	7	0	111	20	8	11	4	45	59	37	12	0	0	0	0	0	0	0	0	18.8	13.8	4.6
1900 - 2000	122	24	37	34	27	0	0	86	22	5	9	0	26	39	33	19	5	0	0	0	0	0	0	0	22.4	16	5.4
2000 - 2100	83	21	23	18	21	0	0	54	19	5	5	0	11	16	29	23	3	1	0	0	0	0	0	0	23.5	18.1	5.2
2100 - 2200	72	22	18	19	13	1	0	49	13	7	2	0	9	17	34	9	3	0	0	0	0	0	0	0	21	17.3	4.5
2200 - 2300	72	21	23	14	14	4	0	49	12	2	5	1	4	10	32	19	5	1	0	0	0	0	0	0	23.9	19.2	5.2
2300 - 0000	75	18	20	18	19	0	0	53	12	5	5	0	2	8	37	22	4	2	0	0	0	0	0	0	23.9	20.2	4.6
0700 - 1900	1557	402	375	391	389	68	17	990	287	100	95	80	472	523	315	142	24	1	0	0	0	0	0	0	19	13.6	5.3
0600 - 2200	1881	477	463	472	469	71	19	1201	349	128	113	81	521	603	424	210	40	2	0	0	0	0	0	0	20.1	14.2	5.5
0600 - 0000	2028	516	506	504	502	75	19	1303	373	135	123	82	527	621	493	251	49	5	0	0	0	0	0	0	20.8	14.6	5.6
0000 - 0000	2258	592	560	563	543	75	19	1444	449	140	131	84	554	686	572	292	64	6	0	0	0	0	0	0	21	14.9	5.7

Wednesday 29 July 2015

TUBE 'A' PARKED ON

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	57	17	14	12	14	0	0	45	9	2	1	0	4	6	16	24	7	0	0	0	0	0	0	0	24.4	20.1	5.1
0100 - 0200	31	11	11	7	2	0	0	21	8	2	0	0	1	4	6	12	6	1	1	0	0	0	0	0	26.8	22.3	5.9
0200 - 0300	23	5	7	4	7	0	0	16	5	2	0	0	0	1	3	10	7	0	0	2	0	0	0	0	26.8	25.4	6.4
0300 - 0400	18	8	4	4	2	0	0	13	5	0	0	0	1	2	4	10	1	0	0	0	0	0	0	0	24.6	21.1	4.6
0400 - 0500	11	4	0	2	5	0	0	9	1	0	1	0	1	2	2	3	3	0	0	0	0	0	0	0	27.5	21	6.4
0500 - 0600	17	4	0	4	9	0	0	13	2	0	2	0	0	6	5	4	2	0	0	0	0	0	0	0	25.3	19.7	5.1
0600 - 0700	47	4	10	15	18	0	2	27	5	12	1	0	1	6	11	17	11	1	0	0	0	0	0	0	26.6	22	5
0700 - 0800	99	16	14	40	29	5	2	43	18	11	20	3	9	44	25	13	3	2	0	0	0	0	0	0	21.7	16.3	5.3
0800 - 0900	91	40	26	25	0	8	3	48	17	4	11	2	19	38	20	11	1	0	0	0	0	0	0	0	20.6	15.1	5.1
0900 - 1000	35	0	0	0	35	5	0	26	2	2	0	0	10	17	7	1	0	0	0	0	0	0	0	0	17	13.3	3.7
1000 - 1100	134	38	38	30	28	4	0	73	25	18	14	2	32	57	27	13	3	0	0	0	0	0	0	0	20.6	14.3	4.9
1100 - 1200	169	34	46	45	44	4	1	110	30	13	11	6	59	58	37	9	0	0	0	0	0	0	0	0	18.8	13.2	4.7
1200 - 1300	148	41	38	38	31	5	2	87	35	6	13	4	61	48	24	11	0	0	0	0	0	0	0	0	17.7	12.7	4.6
1300 - 1400	158	29	46	38	45	5	2	112	20	7	12	5	44	60	42	4	3	0	0	0	0	0	0	0	17.7	13.7	4.5
1400 - 1500	191	53	50	43	45	6	1	129	35	8	12	3	63	84	34	6	1	0	0	0	0	0	0	0	17.2	13.1	4.1
1500 - 1600	167	43	46	37	41	6	2	111	32	2	14	7	43	73	32	8	2	2	0	0	0	0	0	0	17.9	13.8	5
1600 - 1700	151	39	42	38	32	8	4	97	23	7	12	0	9	69	46	21	5	0	1	0	0	0	0	0	21.7	16.7	4.8
1700 - 1800	167	39	40	43	45	17	3	108	22	7	10	1	32	63	47	19	3	2	0	0	0	0	0	0	20.6	15.6	5.1
1800 - 1900	160	48	37	50	25	6	1	99	33	4	17	4	37	48	50	18	3	0	0	0	0	0	0	0	20.6	15.1	5.1
1900 - 2000	136	42	36	28	30	5	1	84	25	5	16	0	20	61	37	14	4	0	0	0	0	0	0	0	20.4	15.5	4.5
2000 - 2100	94	25	26	24	19	3	0	47	29	2	13	0	4	24	40	19	6	1	0	0	0	0	0	0	22.8	18.5	4.8
2100 - 2200	95	24	23	16	32	1	0	61	23	1	9	0	9	30	32	19	5	0	0	0	0	0	0	0	24.8	17.7	5.2
2200 - 2300	88	20	20	26	22	3	0	45	26	1	13	0	11	25	29	18	4	1	0	0	0	0	0	0	22.6	17.6	5
2300 - 0000	77	21	21	23	12	2	0	43	22	3	7	1	8	19	26	19	4	0	0	0	0	0	0	0	23	17.9	5.2
0700 - 1900	1670	420	423	427	400	79	21	1043	292	89	146	37	418	659	391	134	24	6	1	0	0	0	0	0	19.5	14.4	5
0600 - 2200	2042	515	518	510	499	88	24	1262	374	109	185	37	452	780	511	203	50	8	1	0	0	0	0	0	20.4	15	5.2
0600 - 0000	2207	556	559	559	533	93	24	1350	422	113	205	38	471	824	566	240	58	9	1	0	0	0	0	0	20.6	15.2	5.2
0000 - 0000	2364	605	595	592	572	93	24	1467	452	119	209	38	478	845	602	303	84	10	2	2	0	0	0	0	21.5	15.6	5.5

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	64	19	17	17	11	0	0	30	23	1	10	0	5	6	21	24	8	0	0	0	0	0	0	0	24.8	20.2	5.3
0100 - 0200	42	11	8	10	13	0	0	26	15	1	0	1	4	5	14	13	5	0	0	0	0	0	0	0	25.1	19.1	5.7
0200 - 0300	31	8	8	8	7	0	0	20	11	0	0	1	1	3	8	13	5	0	0	0	0	0	0	0	25.5	20.9	5.4
0300 - 0400	20	7	7	4	2	1	0	14	5	0	0	0	1	1	4	11	2	1	0	0	0	0	0	0	25.5	22.4	5.4
0400 - 0500	9	2	3	2	2	0	0	5	1	2	1	1	0	1	1	4	2	0	0	0	0	0	0	0	-	21.7	7.4
0500 - 0600	24	6	4	3	11	0	1	12	4	3	4	0	1	5	8	5	5	0	0	0	0	0	0	0	27.3	20.8	5.8
0600 - 0700	54	4	12	15	23	1	2	27	8	6	10	0	3	12	16	19	4	0	0	0	0	0	0	0	25.1	19.3	5.3
0700 - 0800	106	25	30	19	32	6	7	44	15	13	21	0	12	42	30	15	6	1	0	0	0	0	0	0	22.4	16.6	5.2
0800 - 0900	142	38	39	28	37	7	2	90	20	18	5	1	18	59	37	23	4	0	0	0	0	0	0	0	22.1	16.4	5.1
0900 - 1000	152	33	31	47	41	8	1	102	25	14	2	0	32	48	54	15	3	0	0	0	0	0	0	0	19.7	15.4	4.6
1000 - 1100	139	43	30	29	37	6	6	88	28	8	3	3	40	39	39	14	3	1	0	0	0	0	0	0	20.6	14.8	5.7
1100 - 1200	161	43	37	51	30	3	2	110	32	9	5	2	39	77	33	7	3	0	0	0	0	0	0	0	17.7	14	4.4
1200 - 1300	150	36	42	42	30	6	1	104	25	6	8	1	34	61	30	22	2	0	0	0	0	0	0	0	21.3	14.8	5
1300 - 1400	167	35	33	55	44	2	2	113	33	7	10	7	56	62	28	9	4	1	0	0	0	0	0	0	17.9	13.2	5
1400 - 1500	183	42	51	33	57	7	2	127	33	11	3	4	66	69	34	8	2	0	0	0	0	0	0	0	18.3	13.2	4.6
1500 - 1600	163	44	40	39	40	3	5	95	43	6	11	1	39	67	38	15	3	0	0	0	0	0	0	0	20.4	14.8	4.8
1600 - 1700	137	38	39	28	32	4	1	88	28	6	10	0	27	51	45	11	2	1	0	0	0	0	0	0	20.1	15.1	4.8
1700 - 1800	193	61	48	38	46	14	3	135	31	4	6	3	45	75	49	18	2	1	0	0	0	0	0	0	20.1	14.7	4.9
1800 - 1900	178	50	42	49	37	11	1	130	30	3	3	3	53	81	30	10	1	0	0	0	0	0	0	0	17.7	13.4	4.3
1900 - 2000	160	52	35	31	42	3	4	102	30	7	14	2	42	52	45	14	3	2	0	0	0	0	0	0	20.4	15	5.6
2000 - 2100	112	37	31	27	17	1	2	75	22	1	11	1	14	25	39	25	8	0	0	0	0	0	0	0	23.5	18	5.4
2100 - 2200	89	25	18	35	11	1	0	54	18	7	9	1	10	16	38	19	5	0	0	0	0	0	0	0	22.4	17.9	5
2200 - 2300	94	25	27	19	23	1	0	63	18	2	10	0	8	25	35	20	3	3	0	0	0	0	0	0	23.3	18.2	5.6
2300 - 0000	75	15	31	21	8	1	0	43	21	1	9	0	3	21	31	15	5	0	0	0	0	0	0	0	23	18.3	4.5
0700 - 1900	1871	488	462	458	463	77	33	1226	343	105	87	25	461	731	447	167	35	5	0	0	0	0	0	0	19.9	14.6	4.9
0600 - 2200	2286	606	558	566	556	83	41	1484	421	126	131	29	530	836	585	244	55	7	0	0	0	0	0	0	20.6	15	5.2
0600 - 0000	2455	646	616	606	587	85	41	1590	460	129	150	29	541	882	651	279	63	10	0	0	0	0	0	0	20.8	15.2	5.2
0000 - 0000	2645	699	663	650	633	86	42	1697	519	136	165	32	553	903	707	349	90	11	0	0	0	0	0	0	21.5	15.6	5.4

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	65	14	14	19	18	3	0	41	14	1	6	0	3	10	18	23	10	1	0	0	0	0	0	0	25.9	20.8	5.3
0100 - 0200	43	13	9	12	9	2	0	23	16	2	0	1	1	7	14	16	3	1	0	0	0	0	0	0	24.4	20	5.4
0200 - 0300	26	7	6	8	5	0	0	18	8	0	0	0	0	3	9	10	4	0	0	0	0	0	0	0	25.5	21.4	4.7
0300 - 0400	33	12	7	9	5	0	0	26	6	0	1	1	2	3	5	11	7	4	0	0	0	0	0	0	30.4	22.8	7.3
0400 - 0500	7	1	3	1	2	0	0	4	1	2	0	0	2	1	1	1	2	0	0	0	0	0	0	0	-	18.5	8.8
0500 - 0600	25	5	5	4	11	1	0	14	4	4	2	1	1	2	8	7	4	2	0	0	0	0	0	0	26.8	21	6.9
0600 - 0700	49	9	10	14	16	0	2	25	6	10	6	0	0	8	21	12	6	2	0	0	0	0	0	0	25.9	20.7	5.1
0700 - 0800	79	18	14	22	25	5	2	41	16	6	9	1	5	20	27	20	5	1	0	0	0	0	0	0	23.9	18.8	5.5
0800 - 0900	127	30	25	39	33	7	4	81	21	10	4	0	11	39	51	21	5	0	0	0	0	0	0	0	21.5	17.5	4.4
0900 - 1000	172	49	38	36	49	7	1	112	24	21	7	1	12	60	72	23	3	1	0	0	0	0	0	0	21	17	4.5
1000 - 1100	160	47	35	38	40	3	1	112	23	18	3	5	42	53	42	15	3	0	0	0	0	0	0	0	19.9	14.5	5.1
1100 - 1200	137	32	32	32	41	4	1	94	24	9	5	5	39	48	33	10	2	0	0	0	0	0	0	0	19.2	13.8	5.1
1200 - 1300	173	45	34	47	47	8	0	121	28	10	6	4	50	69	31	15	2	1	1	0	0	0	0	0	19.8	14	5.3
1300 - 1400	177	47	42	53	35	2	2	125	31	12	5	2	49	86	25	13	1	1	0	0	0	0	0	0	17.9	13.6	4.5
1400 - 1500	174	42	45	42	45	1	2	140	23	6	2	0	40	65	47	13	5	3	1	0	0	0	0	0	19.2	15.2	5.5
1500 - 1600	177	48	49	52	28	5	0	127	31	5	9	0	35	66	52	23	1	0	0	0	0	0	0	0	20.6	15.3	4.7
1600 - 1700	180	35	55	52	38	7	6	124	28	6	9	4	49	61	38	26	2	0	0	0	0	0	0	0	21	14.5	5.2
1700 - 1800	164	44	43	37	40	6	5	121	20	7	5	0	20	49	48	39	7	1	0	0	0	0	0	0	22.4	17.2	5.3
1800 - 1900	195	49	51	46	49	2	2	142	30	7	12	5	41	66	52	23	7	1	0	0	0	0	0	0	21	15.3	5.5
1900 - 2000	147	36	31	36	44	1	0	104	28	5	9	1	20	50	48	26	2	0	0	0	0	0	0	0	21.3	16.3	4.7
2000 - 2100	137	36	33	38	30	4	2	92	28	7	4	1	8	30	55	39	2	1	0	1	0	0	0	0	22.6	18.4	5.1
2100 - 2200	127	26	30	38	33	2	2	91	24	7	1	2	23	30	45	25	1	1	0	0	0	0	0	0	21.9	16.5	5.4
2200 - 2300	112	30	31	21	30	1	0	86	16	3	6	2	14	43	38	12	3	0	0	0	0	0	0	0	20.8	15.9	4.7
2300 - 0000	145	33	32	41	39	1	0	109	23	5	7	2	41	59	32	9	2	0	0	0	0	0	0	0	18.6	13.9	4.6
0700 - 1900	1915	486	463	496	470	57	26	1340	299	117	76	27	393	682	518	241	43	9	2	0	0	0	0	0	21	15.4	5.2
0600 - 2200	2375	593	567	622	593	64	32	1652	385	146	96	31	444	800	687	343	54	13	2	1	0	0	0	0	21.3	15.8	5.3
0600 - 0000	2632	656	630	684	662	66	32	1847	424	154	109	35	499	902	757	364	59	13	2	1	0	0	0	0	21.3	15.7	5.3
0000 - 0000	2831	708	674	737	712	72	32	1973	473	163	118	38	508	928	812	432	89	21	2	1	0	0	0	0	21.7	16	5.5

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	155	44	34	39	38	1	1	116	31	3	3	6	93	41	12	3	0	0	0	0	0	0	0	0	13.9	10.7	3.8
0100 - 0200	111	30	28	25	28	1	1	86	21	1	1	4	50	40	15	1	1	0	0	0	0	0	0	0	15.9	11.6	4.1
0200 - 0300	93	26	22	21	24	1	0	68	22	2	0	3	32	32	19	7	0	0	0	0	0	0	0	0	17.9	13.1	4.7
0300 - 0400	79	28	20	15	16	0	0	69	8	1	1	10	39	25	4	1	0	0	0	0	0	0	0	0	13.4	10	3.7
0400 - 0500	17	7	5	1	4	0	0	14	2	1	0	0	1	4	2	5	4	1	0	0	0	0	0	0	26.6	21.3	7.2
0500 - 0600	15	4	2	2	7	0	0	9	4	0	2	1	1	1	6	3	2	1	0	0	0	0	0	0	29.8	20	7.5
0600 - 0700	25	4	6	6	9	0	0	14	7	2	2	0	2	5	8	6	4	0	0	0	0	0	0	0	25.5	19.7	5.9
0700 - 0800	35	6	6	11	12	1	1	20	5	7	1	1	3	3	12	10	4	1	1	0	0	0	0	0	25.9	19.9	6.9
0800 - 0900	67	14	15	16	22	1	0	44	8	6	8	0	3	8	18	29	7	2	0	0	0	0	0	0	25.3	21.2	5.1
0900 - 1000	131	27	37	29	38	6	4	93	16	8	4	1	18	50	33	22	6	1	0	0	0	0	0	0	23.3	16.6	5.5
1000 - 1100	121	33	29	26	33	2	2	91	17	6	3	2	13	32	41	28	5	0	0	0	0	0	0	0	23.3	17.3	5.1
1100 - 1200	146	31	31	39	45	3	0	112	16	12	3	0	30	58	36	16	5	1	0	0	0	0	0	0	20.8	15.4	5.3
1200 - 1300	132	30	24	38	40	4	2	91	19	5	11	2	25	56	35	11	3	0	0	0	0	0	0	0	18.8	14.8	4.7
1300 - 1400	159	45	31	48	35	5	1	122	19	2	10	2	31	82	27	13	4	0	0	0	0	0	0	0	19.9	14.4	4.6
1400 - 1500	168	48	46	37	37	1	3	125	25	3	11	2	50	62	36	15	2	1	0	0	0	0	0	0	19.5	14	4.9
1500 - 1600	149	39	35	42	33	2	1	110	23	8	5	2	42	50	44	10	1	0	0	0	0	0	0	0	19.2	14.1	4.7
1600 - 1700	111	41	26	21	23	1	0	83	24	2	1	0	21	36	29	21	1	2	1	0	0	0	0	0	21.5	16.5	5.9
1700 - 1800	154	38	45	39	32	4	1	117	26	2	4	3	28	54	36	28	4	1	0	0	0	0	0	0	21.9	16.1	5.5
1800 - 1900	167	38	40	50	39	4	0	123	35	1	4	5	37	58	43	22	2	0	0	0	0	0	0	0	20.8	14.9	5.2
1900 - 2000	170	46	49	37	38	2	2	121	34	7	4	3	40	53	50	21	2	1	0	0	0	0	0	0	20.1	15.3	5.4
2000 - 2100	152	34	43	43	32	2	3	115	26	2	4	0	27	56	37	26	5	1	0	0	0	0	0	0	22.4	16	5.2
2100 - 2200	163	39	39	43	42	0	0	116	38	3	6	1	29	61	51	19	2	0	0	0	0	0	0	0	20.4	15.5	4.7
2200 - 2300	162	32	60	23	47	2	1	108	42	2	7	8	65	60	25	3	1	0	0	0	0	0	0	0	16.8	12	4.5
2300 - 0000	206	43	51	64	48	1	1	156	40	4	4	4	108	65	22	6	1	0	0	0	0	0	0	0	15.4	11.6	4
0700 - 1900	1540	390	365	396	389	34	15	1131	233	62	65	20	301	549	390	225	44	9	2	0	0	0	0	0	21.5	15.7	5.4
0600 - 2200	2050	513	502	525	510	38	20	1497	338	76	81	24	399	724	536	297	57	11	2	0	0	0	0	0	21.5	15.7	5.4
0600 - 0000	2418	588	613	612	605	41	22	1761	420	82	92	36	572	849	583	306	59	11	2	0	0	0	0	0	21	15.1	5.4
0000 - 0000	2888	727	724	715	722	44	24	2123	508	90	99	60	788	992	641	326	66	13	2	0	0	0	0	0	20.6	14.6	5.5

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	185	46	42	53	44	0	0	147	31	3	4	11	89	68	14	3	0	0	0	0	0	0	0	0	14.5	11.1	3.6
0100 - 0200	124	39	27	38	20	0	1	96	24	1	2	12	67	37	7	1	0	0	0	0	0	0	0	0	13.4	10.2	3.6
0200 - 0300	120	29	32	36	23	1	0	93	25	1	0	4	60	36	19	0	1	0	0	0	0	0	0	0	16.3	11.5	4.2
0300 - 0400	128	30	31	37	30	0	0	110	17	1	0	6	66	36	14	5	1	0	0	0	0	0	0	0	16.1	11.6	4.6
0400 - 0500	57	18	14	6	19	0	0	46	8	3	0	0	15	21	12	6	3	0	0	0	0	0	0	0	20.6	15.3	5.5
0500 - 0600	33	5	12	7	9	0	0	25	6	1	1	0	3	8	5	14	3	0	0	0	0	0	0	0	23.7	19	5.6
0600 - 0700	22	3	6	6	7	1	0	16	5	0	0	0	1	5	9	4	1	1	0	1	0	0	0	0	25.7	20	7.9
0700 - 0800	32	8	9	3	12	0	0	26	1	4	1	0	5	10	8	5	3	1	0	0	0	0	0	0	23.5	17.5	6.6
0800 - 0900	45	10	11	9	15	0	1	32	8	3	1	0	2	17	10	10	6	0	0	0	0	0	0	0	23.7	19	5.8
0900 - 1000	72	14	11	24	23	0	0	55	9	5	3	0	16	27	17	9	3	0	0	0	0	0	0	0	21	15.3	5.2
1000 - 1100	125	32	36	25	32	0	0	99	19	2	5	1	42	45	24	10	3	0	0	0	0	0	0	0	19	13.7	5.2
1100 - 1200	168	47	40	39	42	0	1	146	15	1	5	4	63	80	16	3	2	0	0	0	0	0	0	0	15.2	12.2	3.8
1200 - 1300	166	43	45	36	42	0	2	138	16	4	6	0	63	73	25	4	1	0	0	0	0	0	0	0	16.3	12.8	3.7
1300 - 1400	169	37	38	48	46	1	0	142	19	3	4	5	61	73	22	6	2	0	0	0	0	0	0	0	16.8	12.4	4.4
1400 - 1500	206	44	55	48	59	1	3	172	21	0	9	8	77	73	40	6	2	0	0	0	0	0	0	0	17.4	12.6	4.4
1500 - 1600	200	47	49	53	51	1	1	173	18	2	5	19	79	78	15	7	1	1	0	0	0	0	0	0	15	11.4	4.5
1600 - 1700	161	40	48	47	26	0	1	123	28	2	7	2	55	67	25	9	3	0	0	0	0	0	0	0	17.4	13.3	4.5
1700 - 1800	131	33	25	32	41	0	1	102	18	3	7	2	22	47	41	16	3	0	0	0	0	0	0	0	20.6	15.6	4.9
1800 - 1900	139	33	38	33	35	1	1	98	24	2	13	1	32	53	40	9	3	1	0	0	0	0	0	0	19.9	14.9	4.9
1900 - 2000	113	29	34	28	22	1	0	79	17	6	10	1	14	45	39	12	2	0	0	0	0	0	0	0	19.9	15.7	4.5
2000 - 2100	73	18	19	20	16	0	0	53	13	2	5	0	7	25	23	13	5	0	0	0	0	0	0	0	23.3	17.4	5
2100 - 2200	72	13	24	14	21	0	1	42	15	5	9	0	3	28	27	10	4	0	0	0	0	0	0	0	22.6	17.2	4.9
2200 - 2300	72	19	15	18	20	0	2	45	14	6	5	1	8	25	22	12	2	2	0	0	0	0	0	0	22.8	16.9	5.5
2300 - 0000	72	18	24	15	15	0	0	42	18	3	9	0	1	17	35	16	3	0	0	0	0	0	0	0	23.9	19	4
0700 - 1900	1614	388	405	397	424	4	11	1306	196	31	66	42	517	643	283	94	32	3	0	0	0	0	0	0	18.3	13.4	4.9
0600 - 2200	1894	451	488	465	490	6	12	1496	246	44	90	43	542	746	381	133	44	4	0	1	0	0	0	0	19	13.9	5.1
0600 - 0000	2038	488	527	498	525	6	14	1583	278	53	104	44	551	788	438	161	49	6	0	1	0	0	0	0	19.5	14.2	5.2
0000 - 0000	2685	655	685	675	670	7	15	2100	389	63	111	77	851	994	509	190	57	6	0	1	0	0	0	0	19	13.6	5.2

Monday 03 August 2015

TUBE 'A' DAMAGED

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	55	17	18	13	7	0	0	28	18	1	8	0	0	10	17	24	3	1	0	0	0	0	0	0	25.1	20.5	4.5
0100 - 0200	42	13	15	6	8	0	0	27	15	0	0	0	0	4	15	16	7	0	0	0	0	0	0	0	25.9	21.3	4.2
0200 - 0300	26	9	4	4	9	0	0	15	10	1	0	0	0	4	10	7	3	1	0	0	1	0	0	0	25.9	21.8	6.8
0300 - 0400	28	9	8	7	4	0	0	22	5	1	0	0	0	2	5	18	2	1	0	0	0	0	0	0	25.7	22	4
0400 - 0500	21	6	6	2	7	0	0	13	6	1	1	0	1	6	6	7	1	0	0	0	0	0	0	0	23.9	18.7	5.4
0500 - 0600	37	7	7	7	16	0	2	22	7	4	2	0	0	1	16	12	5	3	0	0	0	0	0	0	26.4	22.4	4.6
0600 - 0700	47	9	14	10	14	0	3	24	7	11	2	0	2	5	15	15	9	1	0	0	0	0	0	0	26.2	21.5	5.6
0700 - 0800	53	10	9	10	24	0	0	25	16	10	2	0	4	7	16	19	7	0	0	0	0	0	0	0	25.3	20	5.4
0800 - 0900	72	17	23	11	21	0	0	36	18	6	12	1	13	20	17	14	6	1	0	0	0	0	0	0	23.7	17	6.5
0900 - 1000	67	11	16	16	24	0	0	33	17	10	7	1	7	12	22	20	4	1	0	0	0	0	0	0	23.7	18.8	5.6
1000 - 1100	101	25	23	31	22	0	0	58	19	13	11	2	17	36	33	11	2	0	0	0	0	0	0	0	19.5	15.4	4.7
1100 - 1200	99	29	21	24	25	0	0	52	20	11	16	2	29	45	14	8	1	0	0	0	0	0	0	0	18.3	13.5	4.7
1200 - 1300	112	21	31	23	37	0	0	64	27	11	10	2	42	46	17	3	2	0	0	0	0	0	0	0	16.8	12.8	4.7
1300 - 1400	114	31	32	26	25	1	2	62	28	8	13	2	29	48	20	13	2	0	0	0	0	0	0	0	19.9	14.3	5.1
1400 - 1500	106	22	34	27	23	0	1	61	27	4	13	1	25	40	25	11	4	0	0	0	0	0	0	0	20.1	15	5.2
1500 - 1600	90	20	22	21	27	0	0	45	26	3	16	0	14	38	28	6	4	0	0	0	0	0	0	0	20.4	15.7	4.4
1600 - 1700	104	28	30	26	20	0	2	57	23	8	14	0	10	35	39	17	2	1	0	0	0	0	0	0	21.7	16.9	4.6
1700 - 1800	88	31	28	17	12	1	1	55	20	3	8	0	14	36	20	13	4	1	0	0	0	0	0	0	21.9	16.2	5.3
1800 - 1900	74	16	21	16	21	0	0	49	13	1	11	0	8	16	29	16	4	1	0	0	0	0	0	0	23	18.4	5.4
1900 - 2000	76	21	18	18	19	0	0	41	14	2	19	0	10	22	28	14	2	0	0	0	0	0	0	0	22.8	16.8	5.2
2000 - 2100	63	16	15	11	21	0	0	36	14	2	11	0	4	26	22	8	2	1	0	0	0	0	0	0	22.6	17.1	5
2100 - 2200	58	9	16	18	15	0	0	30	16	1	11	0	2	14	26	13	3	0	0	0	0	0	0	0	21.7	18.5	4.4
2200 - 2300	54	15	16	11	12	0	0	29	14	3	8	0	6	9	14	15	8	2	0	0	0	0	0	0	26.4	20	6.1
2300 - 0000	62	13	25	8	16	0	0	36	20	1	5	0	6	22	24	9	1	0	0	0	0	0	0	0	21.3	16.5	4.5
0700 - 1900	1080	261	290	248	281	2	6	597	254	88	133	11	212	379	280	151	42	5	0	0	0	0	0	0	21.7	15.8	5.4
0600 - 2200	1324	316	353	305	350	2	9	728	305	104	176	11	230	446	371	201	58	7	0	0	0	0	0	0	22.1	16.2	5.5
0600 - 0000	1440	344	394	324	378	2	9	793	339	108	189	11	242	477	409	225	67	9	0	0	0	0	0	0	22.4	16.4	5.5
0000 - 0000	1649	405	452	363	429	2	11	920	400	116	200	11	243	504	478	309	88	15	0	0	1	0	0	0	23	17	5.7

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	92	25	23	24	20	1	0	64	20	2	5	3	29	23	18	16	4	0	0	0	0	0	0	0	22.8	15.1	6.2
0100 - 0200	64	19	16	16	13	0	0	43	18	1	0	3	19	16	13	9	4	0	0	0	0	0	0	0	22.6	15	6.5
0200 - 0300	51	14	12	12	12	0	0	36	13	1	0	1	14	13	11	8	3	0	0	0	0	0	0	0	22.8	15.7	6.7
0300 - 0400	49	16	12	12	9	0	0	40	8	0	0	2	16	12	7	9	3	1	0	0	0	0	0	0	23.5	15.1	7.1
0400 - 0500	19	6	5	3	6	0	0	14	3	1	0	0	3	6	4	4	2	0	0	0	0	0	0	0	24.6	17.8	6.4
0500 - 0600	25	5	4	5	10	0	0	16	4	2	2	0	1	4	8	7	3	1	0	0	0	0	0	0	26.8	20.5	5.8
0600 - 0700	42	6	10	11	15	1	2	22	7	7	3	0	2	7	13	13	6	1	0	0	0	0	0	0	25.9	20.4	5.6
0700 - 0800	71	15	14	18	24	3	2	35	13	9	9	1	7	22	20	14	6	1	0	0	0	0	0	0	23.9	17.8	5.8
0800 - 0900	94	26	24	22	23	4	2	56	16	8	7	1	11	30	27	20	5	0	0	0	0	0	0	0	23.3	17.3	5.4
0900 - 1000	109	25	23	27	34	5	1	72	17	10	4	1	18	38	33	15	3	0	0	0	0	0	0	0	21.3	15.9	5.2
1000 - 1100	133	38	33	31	32	3	1	88	23	12	7	3	34	46	34	14	3	0	0	0	0	0	0	0	20.1	14.6	5.2
1100 - 1200	143	35	33	38	37	2	1	100	23	9	8	4	43	58	27	9	2	0	0	0	0	0	0	0	18.6	13.4	4.8
1200 - 1300	143	35	36	37	35	4	1	97	25	8	8	3	47	56	26	11	2	0	0	0	0	0	0	0	18.3	13.5	4.8
1300 - 1400	148	37	34	41	36	3	2	106	23	6	8	8	46	60	24	8	2	0	0	0	0	0	0	0	17.7	13.1	4.9
1400 - 1500	168	41	45	38	44	3	2	122	27	5	9	3	55	65	33	9	2	1	0	0	0	0	0	0	18.3	13.4	4.8
1500 - 1600	157	39	42	39	36	3	1	109	29	5	10	4	44	60	35	11	2	0	0	0	0	0	0	0	19	13.9	4.9
1600 - 1700	137	37	36	35	29	4	2	93	25	5	8	1	26	52	37	17	3	1	0	0	0	0	0	0	21	15.5	5.1
1700 - 1800	150	40	37	35	38	7	2	105	24	4	7	2	29	54	39	21	4	1	0	0	0	0	0	0	21.3	15.6	5.2
1800 - 1900	153	38	40	41	34	4	1	107	26	4	10	3	36	54	40	16	3	0	0	0	0	0	0	0	20.4	14.8	5.1
1900 - 2000	132	36	34	30	32	2	1	88	24	5	12	1	25	46	40	17	3	0	0	0	0	0	0	0	21	15.7	5.1
2000 - 2100	102	27	27	26	22	1	1	67	22	3	8	0	11	29	35	22	4	1	0	0	0	0	0	0	23	17.6	5.2
2100 - 2200	97	23	24	26	24	1	0	63	21	4	7	1	12	28	36	16	3	0	0	0	0	0	0	0	21.9	16.9	5
2200 - 2300	93	23	27	19	24	2	0	61	20	3	8	2	17	28	28	14	4	1	0	0	0	0	0	0	22.6	16.3	5.8
2300 - 0000	102	23	29	27	22	1	0	69	22	3	7	1	24	30	30	14	3	0	0	0	0	0	0	0	21.5	15.5	5.4
0700 - 1900	1607	405	398	402	402	46	18	1090	272	85	95	35	396	595	375	165	35	5	1	0	0	0	0	0	20.4	14.6	5.2
0600 - 2200	1979	496	493	495	495	50	22	1331	345	105	125	37	445	705	499	233	51	7	1	0	0	0	0	0	20.8	15.1	5.3
0600 - 0000	2174	542	549	541	542	53	23	1461	388	111	139	39	486	763	557	261	58	9	1	0	0	0	0	0	20.8	15.2	5.4
0000 - 0000	2474	627	622	614	612	54	24	1675	456	118	148	49	568	836	617	314	77	12	1	1	0	0	0	0	21.3	15.2	5.5

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	1649	405	452	363	429	2	11	920	400	116	200	11	243	504	478	309	88	15	0	0	1	0	0	0	23	17	5.7
Tue	2258	592	560	563	543	75	19	1444	449	140	131	84	554	686	572	292	64	6	0	0	0	0	0	0	21	14.9	5.7
Wed	2364	605	595	592	572	93	24	1467	452	119	209	38	478	845	602	303	84	10	2	2	0	0	0	0	21.5	15.6	5.5
Thu	2645	699	663	650	633	86	42	1697	519	136	165	32	553	903	707	349	90	11	0	0	0	0	0	0	21.5	15.6	5.4
Fri	2831	708	674	737	712	72	32	1973	473	163	118	38	508	928	812	432	89	21	2	1	0	0	0	0	21.7	16	5.5
Sat	2888	727	724	715	722	44	24	2123	508	90	99	60	788	992	641	326	66	13	2	0	0	0	0	0	20.6	14.6	5.5
Sun	2685	655	685	675	670	7	15	2100	389	63	111	77	851	994	509	190	57	6	0	1	0	0	0	0	19	13.6	5.2
	17320	4391	4353	4295	4281	379	167	11724	3190	827	1033	340	3975	5852	4321	2201	538	82	6	4	1	0	0	0	21.3	15.2	5.5

Total

Time	Hourly	15 Minute Bin Drops 00-15	15-30	30-45	45-00		Vehicle Classes COBA+					Vehicle Speed MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	P-Tile	Average	Standard

	Totals					Cycles	Motor Cycle	CAR	LGV	HGV	BUS	0 <6	6 <11	11 <16	16 <21	21 <26	26 <31	31 <36	36 <41	41 <46	46 <51	51 <56	56 <61	61 <150	85%	Speed	deviation
	17320	4391	4353	4295	4281	379	167	11724	3190	827	1033	340	3975	5852	4321	2201	538	82	6	4	1	0	0	0	21.3	15.2	5.5

Edinburgh ATC Study

Report Id 295b/15-06
Site Name Site 6 of 9
Description George Street, 90m west of Hanover Stree
Direction Westbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	42	13	10	7	12	1	1	16	24	0	0	0	0	6	8	23	5	0	0	0	0	0	0	0	25.3	21.4	4.1
0100 - 0200	26	6	9	5	6	0	0	15	10	0	1	0	0	2	8	13	2	1	0	0	0	0	0	0	25.3	21.5	3.9
0200 - 0300	13	5	4	1	3	0	0	8	4	1	0	0	0	0	3	6	3	1	0	0	0	0	0	0	27.3	24.2	4.3
0300 - 0400	5	2	1	2	0	0	0	2	3	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	-	28.2	5.2
0400 - 0500	11	6	1	2	2	1	0	4	5	1	0	0	1	1	3	4	1	1	0	0	0	0	0	0	25.9	21.9	7.4
0500 - 0600	8	2	2	0	4	1	0	3	2	2	0	0	0	0	2	4	1	1	0	0	0	0	0	0	-	24.6	5.5
0600 - 0700	21	4	2	7	8	3	0	6	9	2	1	0	0	4	5	11	1	0	0	0	0	0	0	0	24.2	20.7	4.4
0700 - 0800	95	17	15	32	31	10	0	56	18	11	0	0	4	14	28	36	9	4	0	0	0	0	0	0	25.7	21	5.3
0800 - 0900	203	46	56	57	44	25	7	135	24	8	4	2	7	47	77	56	12	2	0	0	0	0	0	0	23.5	19	4.8
0900 - 1000	144	37	37	31	39	11	4	76	34	16	3	0	7	56	52	25	4	0	0	0	0	0	0	0	21.5	17	4.2
1000 - 1100	126	29	31	24	42	5	1	65	34	21	0	0	14	36	42	29	4	0	1	0	0	0	0	0	22.4	17.5	5.3
1100 - 1200	133	22	40	31	40	11	2	75	29	14	2	1	29	46	41	13	3	0	0	0	0	0	0	0	20.6	15.1	4.8
1200 - 1300	153	43	29	39	42	10	5	79	37	22	0	1	20	58	53	18	3	0	0	0	0	0	0	0	20.1	16	4.6
1300 - 1400	131	34	36	29	32	7	4	87	22	11	0	1	16	48	57	8	1	0	0	0	0	0	0	0	19.9	15.7	4.1
1400 - 1500	144	33	33	41	37	8	1	81	37	14	3	0	23	64	45	12	0	0	0	0	0	0	0	0	19	15	4
1500 - 1600	127	37	30	25	35	8	2	69	33	15	0	0	11	51	44	17	4	0	0	0	0	0	0	0	21	16.5	4.5
1600 - 1700	175	51	56	36	32	14	3	109	38	10	1	0	10	46	81	34	3	1	0	0	0	0	0	0	21.7	18	4.2
1700 - 1800	213	56	49	59	49	28	6	132	35	11	1	1	12	56	87	49	8	0	0	0	0	0	0	0	22.4	18	4.4
1800 - 1900	187	52	46	38	51	15	8	112	45	7	0	0	6	43	72	50	15	1	0	0	0	0	0	0	23.9	19.4	4.7
1900 - 2000	150	37	39	38	36	8	2	91	42	6	1	1	5	30	69	39	6	0	0	0	0	0	0	0	23.7	18.8	4.4
2000 - 2100	116	35	28	26	27	5	1	67	43	0	0	1	5	20	43	41	4	1	1	0	0	0	0	0	23.5	19.4	5.1
2100 - 2200	98	23	27	24	24	2	4	55	37	0	0	0	5	22	33	28	8	2	0	0	0	0	0	0	23.7	19.4	5
2200 - 2300	97	21	26	26	24	2	0	52	42	1	0	0	1	7	40	43	6	0	0	0	0	0	0	0	23.9	20.8	3.7
2300 - 0000	92	25	24	22	21	1	2	44	45	0	0	0	0	4	34	44	10	0	0	0	0	0	0	0	25.5	21.7	3.3
0700 - 1900	1831	457	458	442	474	152	43	1076	386	160	14	6	159	565	679	347	66	8	1	0	0	0	0	0	22.4	17.4	4.9
0600 - 2200	2216	556	554	537	569	170	50	1295	517	168	16	8	174	641	829	466	85	11	2	0	0	0	0	0	22.6	17.7	4.9
0600 - 0000	2405	602	604	585	614	173	52	1391	604	169	16	8	175	652	903	553	101	11	2	0	0	0	0	0	22.8	18	4.9
0000 - 0000	2510	636	631	602	641	176	53	1439	652	173	17	8	176	661	927	605	114	17	2	0	0	0	0	0	23	18.2	5

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	72	15	23	20	14	0	0	34	37	0	1	0	0	6	26	28	10	2	0	0	0	0	0	0	26.2	21.4	4.4
0100 - 0200	49	15	6	19	9	0	0	25	24	0	0	0	0	2	11	28	8	0	0	0	0	0	0	0	25.9	22.9	3.5
0200 - 0300	30	9	6	8	7	1	0	15	13	1	0	0	1	2	2	14	8	2	1	0	0	0	0	0	29.8	24.5	5.9
0300 - 0400	13	3	6	3	1	0	0	9	4	0	0	0	0	0	3	5	3	1	1	0	0	0	0	0	29.8	25.1	5.8
0400 - 0500	8	4	1	2	1	0	0	4	3	1	0	0	0	0	1	6	1	0	0	0	0	0	0	0	-	22.8	2.4
0500 - 0600	12	2	3	2	5	1	0	7	3	1	0	0	0	0	3	6	3	0	0	0	0	0	0	0	27.1	22.9	4.2
0600 - 0700	33	6	6	6	15	6	1	9	8	9	0	0	1	7	9	8	8	0	0	0	0	0	0	0	26.6	20.8	5.4
0700 - 0800	84	7	21	27	29	10	0	48	16	10	0	0	2	13	29	30	6	3	1	0	0	0	0	0	24.4	20.5	5.6
0800 - 0900	208	46	45	75	42	26	6	126	37	11	2	0	7	43	93	55	10	0	0	0	0	0	0	0	23	18.9	4.3
0900 - 1000	131	39	30	32	30	13	0	55	49	12	2	1	13	47	38	26	5	1	0	0	0	0	0	0	22.4	17	5.2
1000 - 1100	145	34	29	43	39	6	2	82	37	17	1	0	9	55	49	29	2	1	0	0	0	0	0	0	21.7	16.9	4.5
1100 - 1200	146	39	46	27	34	3	3	79	37	22	2	1	21	57	47	17	3	0	0	0	0	0	0	0	20.4	15.8	4.4
1200 - 1300	166	45	35	38	48	4	6	96	43	13	4	1	37	62	45	18	3	0	0	0	0	0	0	0	20.4	15.2	4.9
1300 - 1400	150	31	44	43	32	6	2	87	34	19	2	1	20	49	51	25	4	0	0	0	0	0	0	0	21.7	16.4	4.9
1400 - 1500	149	33	40	34	42	6	4	97	28	12	2	0	22	64	46	14	3	0	0	0	0	0	0	0	19.7	15.4	4.5
1500 - 1600	147	27	36	39	45	14	1	87	35	9	1	0	18	53	49	26	0	1	0	0	0	0	0	0	21.3	16.4	4.3
1600 - 1700	176	46	44	41	45	25	5	98	40	6	2	2	18	55	56	43	2	0	0	0	0	0	0	0	22.6	17.2	5
1700 - 1800	215	49	60	44	62	33	9	131	28	13	1	0	13	55	72	57	17	0	1	0	0	0	0	0	23.9	18.7	5.2
1800 - 1900	171	48	45	33	45	19	7	99	37	9	0	1	8	46	69	44	2	1	0	0	0	0	0	0	22.8	18.1	4.7
1900 - 2000	164	51	38	38	37	18	6	85	48	7	0	0	8	38	71	36	11	0	0	0	0	0	0	0	23.3	18.4	4.6
2000 - 2100	120	34	23	33	30	5	3	54	56	2	0	0	7	11	53	40	8	1	0	0	0	0	0	0	23	19.7	4.5
2100 - 2200	107	26	27	28	26	4	4	61	38	0	0	0	5	16	41	37	8	0	0	0	0	0	0	0	24.2	19.7	4.7
2200 - 2300	119	33	22	32	32	1	2	61	54	0	1	0	1	9	60	39	9	1	0	0	0	0	0	0	23.9	20.7	3.7
2300 - 0000	98	31	24	22	21	1	1	50	44	2	0	0	0	6	48	35	8	1	0	0	0	0	0	0	24.2	20.9	3.5
0700 - 1900	1888	444	475	476	493	165	45	1085	421	153	19	7	188	599	644	384	57	7	2	0	0	0	0	0	22.4	17.2	5
0600 - 2200	2312	561	569	581	601	198	59	1294	571	171	19	7	209	671	818	505	92	8	2	0	0	0	0	0	22.6	17.6	5
0600 - 0000	2529	625	615	635	654	200	62	1405	669	173	20	7	210	686	926	579	109	10	2	0	0	0	0	0	22.8	17.9	5
0000 - 0000	2713	673	660	689	691	202	62	1499	753	176	21	7	211	696	972	666	142	15	4	0	0	0	0	0	23.3	18.2	5.1

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	77	16	25	18	18	2	1	35	38	0	1	0	0	3	30	34	8	2	0	0	0	0	0	0	25.1	21.7	3.7
0100 - 0200	60	22	14	11	13	0	0	25	35	0	0	0	0	1	26	20	12	1	0	0	0	0	0	0	26.4	22.1	3.9
0200 - 0300	35	9	14	8	4	0	0	11	24	0	0	0	0	0	9	19	6	1	0	0	0	0	0	0	26.6	23.6	3.5
0300 - 0400	19	6	6	5	2	0	0	13	6	0	0	0	0	2	2	0	11	3	1	0	0	0	0	0	31.5	26.6	5.8
0400 - 0500	10	2	2	0	6	0	0	5	5	0	0	0	0	1	1	4	3	1	0	0	0	0	0	0	-	24.5	5.3
0500 - 0600	14	1	3	1	9	1	0	6	2	5	0	0	1	1	4	6	2	0	0	0	0	0	0	0	24.4	20.7	6
0600 - 0700	29	4	5	10	10	9	0	8	6	5	1	0	2	6	8	8	3	2	0	0	0	0	0	0	27.3	20.2	6.3
0700 - 0800	92	7	18	27	40	10	1	53	18	10	0	0	5	20	27	27	13	0	0	0	0	0	0	0	25.7	19.8	5.4
0800 - 0900	189	49	49	46	45	22	6	119	34	6	2	0	6	47	75	52	9	0	0	0	0	0	0	0	23.5	19	4.5
0900 - 1000	151	36	43	38	34	12	5	65	52	16	1	1	23	32	67	20	7	1	0	0	0	0	0	0	21.9	17	5.3
1000 - 1100	122	31	30	26	35	6	0	62	37	16	1	0	17	56	33	14	2	0	0	0	0	0	0	0	19.9	15.6	4.2
1100 - 1200	161	37	43	37	44	7	2	90	42	17	3	1	47	66	33	11	2	0	0	1	0	0	0	0	18.6	14	5
1200 - 1300	155	39	37	36	43	11	3	81	42	15	3	1	33	53	52	13	3	0	0	0	0	0	0	0	20.1	15.4	4.7
1300 - 1400	142	39	27	35	41	6	4	82	38	12	0	0	24	58	46	12	2	0	0	0	0	0	0	0	19.9	15.4	4.3
1400 - 1500	147	39	44	31	33	8	1	106	25	6	1	2	40	48	42	13	2	0	0	0	0	0	0	0	19	14.6	4.6
1500 - 1600	192	49	48	45	50	13	10	109	44	14	2	2	19	75	58	34	4	0	0	0	0	0	0	0	21.5	16.3	4.9
1600 - 1700	178	44	48	46	40	18	6	108	36	8	2	0	9	42	68	50	7	2	0	0	0	0	0	0	23	18.6	4.8
1700 - 1800	230	51	64	55	60	32	5	149	35	7	2	0	28	63	90	39	10	0	0	0	0	0	0	0	22.4	17	4.9
1800 - 1900	231	60	62	60	49	17	6	155	50	3	0	0	38	78	77	29	8	1	0	0	0	0	0	0	21.3	16.3	5.1
1900 - 2000	167	53	34	52	28	5	6	102	49	5	0	1	14	34	68	43	7	0	0	0	0	0	0	0	23	18.2	5
2000 - 2100	138	33	38	34	33	8	4	72	53	1	0	0	7	30	50	45	4	2	0	0	0	0	0	0	23.5	19.2	4.7
2100 - 2200	104	30	19	29	26	2	4	47	48	2	1	0	3	14	51	31	5	0	0	0	0	0	0	0	23.3	19.5	4
2200 - 2300	113	28	34	26	25	3	2	50	58	0	0	0	4	7	47	43	10	2	0	0	0	0	0	0	24.6	20.9	4.5
2300 - 0000	101	29	30	21	21	2	0	45	54	0	0	0	2	7	47	37	7	1	0	0	0	0	0	0	24.6	20.6	3.9
0700 - 1900	**1990**	**481**	**513**	**482**	**514**	**162**	**49**	**1179**	**453**	**130**	**17**	**7**	**289**	**638**	**668**	**314**	**69**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**21.9**	**16.6**	**5.1**
0600 - 2200	**2428**	**601**	**609**	**607**	**611**	**186**	**63**	**1408**	**609**	**143**	**19**	**8**	**315**	**722**	**845**	**441**	**88**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**22.4**	**17**	**5.1**
0600 - 0000	**2642**	**658**	**673**	**654**	**657**	**191**	**65**	**1503**	**721**	**143**	**19**	**8**	**321**	**736**	**939**	**521**	**105**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**22.6**	**17.3**	**5.1**
0000 - 0000	**2857**	**714**	**737**	**697**	**709**	**194**	**66**	**1598**	**831**	**148**	**20**	**8**	**322**	**744**	**1011**	**604**	**147**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**17.7**	**5.3**

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	103	28	23	27	25	1	0	47	54	0	1	0	1	5	56	34	5	1	0	1	0	0	0	0	23.9	20.5	4.3
0100 - 0200	58	11	17	18	12	1	0	25	32	0	0	0	0	2	17	24	13	1	1	0	0	0	0	0	26.8	23	4.4
0200 - 0300	34	8	6	14	6	0	0	12	22	0	0	0	0	1	13	19	1	0	0	0	0	0	0	0	25.1	21.8	3
0300 - 0400	21	4	5	6	6	3	0	4	12	2	0	0	2	4	2	7	6	0	0	0	0	0	0	0	26.8	21.3	6.6
0400 - 0500	7	2	3	1	1	0	0	1	6	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	-	22.2	4.3
0500 - 0600	19	3	4	4	8	2	0	7	8	2	0	0	1	4	7	7	0	0	0	0	0	0	0	0	22.1	18.3	4.3
0600 - 0700	23	4	2	3	14	3	0	9	7	3	1	0	0	4	9	7	3	0	0	0	0	0	0	0	25.3	20.9	4.6
0700 - 0800	96	17	19	29	31	11	3	52	17	12	1	0	5	15	29	39	3	5	0	0	0	0	0	0	25.5	20.7	5.7
0800 - 0900	159	36	33	54	36	20	2	92	33	11	1	0	7	28	60	54	9	1	0	0	0	0	0	0	23.9	19.5	4.6
0900 - 1000	138	36	31	32	39	14	1	68	43	11	1	0	12	38	46	32	10	0	0	0	0	0	0	0	22.8	18	5
1000 - 1100	154	27	32	43	52	8	2	95	33	16	0	0	13	50	64	22	5	0	0	0	0	0	0	0	21.5	17	4.3
1100 - 1200	160	33	32	43	52	7	0	95	47	6	5	2	31	54	44	25	4	0	0	0	0	0	0	0	21.3	15.9	5
1200 - 1300	**176**	**44**	**48**	**43**	**41**	**8**	**5**	**103**	**43**	**16**	**1**	**1**	**17**	**63**	**60**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.7**	**16.8**	**4.4**
1300 - 1400	160	40	47	31	42	8	4	110	26	11	1	0	20	48	60	26	6	0	0	0	0	0	0	0	22.1	16.9	5
1400 - 1500	162	43	33	38	48	8	4	100	35	14	1	0	19	60	46	28	6	3	0	0	0	0	0	0	22.4	17	5.1
1500 - 1600	180	44	52	38	46	16	2	118	33	9	2	3	28	62	63	19	5	0	0	0	0	0	0	0	20.4	15.6	4.8
1600 - 1700	169	45	41	38	45	13	1	95	40	19	1	1	7	56	70	32	3	0	0	0	0	0	0	0	21.7	17.5	4.1
1700 - 1800	214	49	63	53	49	23	7	135	38	9	2	0	16	56	77	49	13	3	0	0	0	0	0	0	23.3	18.4	5
1800 - 1900	178	57	37	49	35	19	2	90	58	7	2	2	8	54	56	48	9	1	0	0	0	0	0	0	23.5	18.5	4.9
1900 - 2000	195	59	50	43	43	5	2	121	61	5	1	0	8	35	85	60	5	2	0	0	0	0	0	0	23.9	19.3	4.5
2000 - 2100	172	38	39	53	42	7	0	90	75	0	0	0	3	24	78	56	11	0	0	0	0	0	0	0	23.9	19.9	4.2
2100 - 2200	174	51	40	49	34	3	2	96	68	3	2	0	4	26	95	41	6	2	0	0	0	0	0	0	22.4	19	4
2200 - 2300	138	40	34	32	32	0	0	87	48	2	1	0	5	17	56	54	6	0	0	0	0	0	0	0	24.4	19.9	4.5
2300 - 0000	112	32	34	26	20	1	2	73	33	3	0	2	7	19	34	38	11	1	0	0	0	0	0	0	24.6	19.5	5.7
0700 - 1900	**1946**	**471**	**468**	**491**	**516**	**155**	**33**	**1153**	**446**	**141**	**18**	**9**	**183**	**584**	**675**	**407**	**75**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**17.5**	**5**
0600 - 2200	**2510**	**623**	**599**	**639**	**649**	**173**	**37**	**1469**	**657**	**152**	**22**	**9**	**198**	**673**	**942**	**571**	**100**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**18**	**4.9**
0600 - 0000	**2760**	**695**	**667**	**697**	**701**	**174**	**39**	**1629**	**738**	**157**	**23**	**11**	**210**	**709**	**1032**	**663**	**117**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**23.3**	**18.1**	**4.9**
0000 - 0000	**3002**	**751**	**725**	**767**	**759**	**181**	**39**	**1725**	**872**	**161**	**24**	**11**	**214**	**726**	**1129**	**757**	**143**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**23.5**	**18.4**	**5**

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	83	22	19	18	24	3	0	53	26	1	0	0	8	10	24	25	15	1	0	0	0	0	0	0	26.2	20.4	6
0100 - 0200	72	20	16	13	23	0	0	53	19	0	0	2	8	5	18	28	9	2	0	0	0	0	0	0	25.7	20.4	6.5
0200 - 0300	82	27	24	13	18	0	0	54	27	1	0	0	5	7	19	32	17	1	1	0	0	0	0	0	26.8	21.8	5.9
0300 - 0400	56	13	20	11	12	2	0	36	15	2	1	1	7	3	19	16	9	1	0	0	0	0	0	0	26.2	20.1	6.4
0400 - 0500	17	5	6	3	3	2	0	6	9	0	0	0	0	3	2	7	4	1	0	0	0	0	0	0	26.6	23.3	5.7
0500 - 0600	14	3	4	1	6	1	0	8	2	3	0	0	0	1	5	3	5	0	0	0	0	0	0	0	27.1	22.3	4.2
0600 - 0700	16	3	3	3	7	4	0	7	3	2	0	0	1	5	6	1	3	0	0	0	0	0	0	0	25.9	18.3	5.9
0700 - 0800	30	6	3	9	12	3	0	14	10	3	0	2	2	7	11	6	2	0	0	0	0	0	0	0	22.6	17.3	5.6
0800 - 0900	58	12	12	18	16	1	1	36	13	7	0	0	4	16	25	10	1	2	0	0	0	0	0	0	22.4	17.9	5.1
0900 - 1000	78	13	19	23	23	4	2	51	14	6	1	1	3	27	33	14	0	0	0	0	0	0	0	0	21.7	17.1	4.3
1000 - 1100	112	27	26	33	26	2	2	73	18	15	2	0	13	42	38	18	1	0	0	0	0	0	0	0	21	16.2	4.2
1100 - 1200	121	25	37	34	25	7	1	73	25	13	2	1	12	48	47	12	1	0	0	0	0	0	0	0	19.9	15.9	4.2
1200 - 1300	134	33	42	25	34	4	6	85	27	11	1	0	10	53	51	16	4	0	0	0	0	0	0	0	20.6	16.4	4.3
1300 - 1400	129	24	28	34	43	4	4	83	24	13	1	1	12	70	41	3	2	0	0	0	0	0	0	0	18.3	15.1	3.6
1400 - 1500	147	41	35	35	36	9	1	95	34	7	1	2	16	63	50	14	2	0	0	0	0	0	0	0	20.1	15.8	4.2
1500 - 1600	173	35	49	47	42	3	4	124	33	9	0	0	26	80	50	17	0	0	0	0	0	0	0	0	19.7	15.2	4.1
1600 - 1700	173	44	39	44	46	6	4	111	41	11	0	0	23	58	70	19	3	0	0	0	0	0	0	0	20.6	16.3	4.1
1700 - 1800	190	62	43	47	38	2	4	121	51	10	2	3	7	60	81	31	8	0	0	0	0	0	0	0	21.5	17.5	4.4
1800 - 1900	195	62	38	49	46	8	2	119	59	6	1	1	12	51	82	42	7	0	0	0	0	0	0	0	22.6	18	4.5
1900 - 2000	180	39	38	51	52	4	4	121	46	5	0	2	8	47	80	37	6	0	0	0	0	0	0	0	21.9	17.9	4.4
2000 - 2100	174	29	52	42	51	4	3	109	58	0	0	0	7	28	95	39	3	1	1	0	0	0	0	0	22.4	18.7	4.2
2100 - 2200	193	50	46	48	49	1	0	91	100	1	0	0	6	36	99	45	7	0	0	0	0	0	0	0	22.8	18.8	3.9
2200 - 2300	181	40	54	47	40	0	5	98	75	3	0	1	16	52	74	32	6	0	0	0	0	0	0	0	22.1	17.4	4.6
2300 - 0000	166	48	40	47	31	3	0	100	60	3	0	4	22	36	64	34	5	1	0	0	0	0	0	0	22.4	17.2	5.4
0700 - 1900	1540	384	371	398	387	53	31	985	349	111	11	11	140	575	579	202	31	2	0	0	0	0	0	0	21	16.5	4.4
0600 - 2200	2103	505	510	542	546	66	38	1313	556	119	11	13	162	691	859	324	50	3	1	0	0	0	0	0	21.5	17	4.4
0600 - 0000	2450	593	604	636	617	69	43	1511	691	125	11	18	200	779	997	390	61	4	1	0	0	0	0	0	21.5	17.1	4.5
0000 - 0000	2774	683	693	695	703	77	43	1721	789	132	12	21	228	808	1084	501	120	10	2	0	0	0	0	0	22.4	17.5	4.9

Sunday 02 August 2015

TUBES DAMAGED DUE TO ROADWORKS

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	82	20	15	30	17	0	0	63	17	1	1	1	9	12	35	22	1	1	1	0	0	0	0	0	23.5	18.4	5.8
0100 - 0200	80	19	23	23	15	0	2	62	16	0	0	2	20	8	24	21	5	0	0	0	0	0	0	0	23.3	16.9	6.5
0200 - 0300	87	22	24	24	17	0	0	59	27	1	0	1	17	10	25	24	8	1	1	0	0	0	0	0	24.2	18.4	6.7
0300 - 0400	87	23	31	22	11	2	3	64	18	0	0	3	12	7	27	30	7	1	0	0	0	0	0	0	25.1	18.9	6.6
0400 - 0500	43	16	12	11	4	1	0	36	6	0	0	0	2	5	12	15	5	4	0	0	0	0	0	0	27.5	21.1	6.1
0500 - 0600	21	8	5	4	4	1	0	16	2	2	0	0	1	2	5	7	5	0	0	0	0	1	0	0	26.6	23.2	8.4
0600 - 0700	18	6	2	4	6	3	0	9	6	0	0	0	2	3	4	4	5	0	0	0	0	0	0	0	26.8	20.3	6.4
0700 - 0800	23	3	4	9	7	3	0	14	6	0	0	0	2	6	7	7	1	0	0	0	0	0	0	0	24.2	18	5.3
0800 - 0900	34	5	11	10	8	1	0	28	4	1	0	0	7	9	10	6	2	0	0	0	0	0	0	0	21.5	16.7	5.6
0900 - 1000	71	12	18	16	25	7	0	47	11	2	4	1	13	23	22	11	1	0	0	0	0	0	0	0	21	15.8	5.1
1000 - 1100	131	25	31	33	42	1	3	100	21	6	0	3	24	48	35	17	4	0	0	0	0	0	0	0	21	15.6	5.1
1100 - 1200	160	28	47	37	48	7	3	122	18	9	1	0	40	67	41	10	1	1	0	0	0	0	0	0	19.2	14.4	4.5
1200 - 1300	164	39	33	36	56	3	3	134	14	8	2	5	58	64	27	10	0	0	0	0	0	0	0	0	17	12.6	4.3
1300 - 1400	155	41	40	43	31	6	3	115	22	8	1	2	47	75	27	3	1	0	0	0	0	0	0	0	17.2	13.2	3.8
1400 - 1500	176	45	41	49	41	10	1	141	14	10	0	1	72	67	28	7	1	0	0	0	0	0	0	0	16.8	12.8	4
1500 - 1600	156	29	49	36	42	8	3	118	20	7	0	4	52	66	26	7	0	1	0	0	0	0	0	0	17.2	12.9	4.4
1600 - 1700	143	36	30	43	34	8	1	101	23	9	1	0	36	65	32	10	0	0	0	0	0	0	0	0	17.7	13.9	4.1
1700 - 1800	126	35	35	29	27	9	1	94	15	7	0	1	34	39	33	15	4	0	0	0	0	0	0	0	20.4	15.2	5.2
1800 - 1900	113	30	30	22	31	3	6	70	29	5	0	0	5	24	37	36	7	4	0	0	0	0	0	0	23.9	19.5	5.2
1900 - 2000	104	32	27	26	19	2	4	72	23	3	0	0	4	32	39	20	8	1	0	0	0	0	0	0	22.8	18.2	4.7
2000 - 2100	73	28	18	16	11	4	2	53	12	2	0	2	1	16	30	20	4	0	0	0	0	0	0	0	22.6	18.8	4.4
2100 - 2200	59	18	15	8	18	2	4	43	10	0	0	0	0	9	29	17	4	0	0	0	0	0	0	0	25.3	19.9	4.1
2200 - 2300	73	22	21	25	5	1	2	54	16	0	0	1	1	8	32	29	2	0	0	0	0	0	0	0	23.7	20	3.8
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	1452	328	369	363	392	66	24	1084	197	72	9	17	390	553	325	139	22	6	0	0	0	0	0	0	19.7	14.4	4.9
0600 - 2200	1706	412	431	417	446	77	34	1261	248	77	9	19	397	613	427	200	43	7	0	0	0	0	0	0	20.8	15.1	5.1
0600 - 0000	1779	434	452	442	451	78	36	1315	264	77	9	20	398	621	459	229	45	7	0	0	0	0	0	0	21	15.3	5.2
0000 - 0000	2179	542	562	556	519	82	41	1615	350	81	10	27	459	665	587	348	76	14	2	0	0	1	0	0	21.9	15.9	5.6

Monday 03 August 2015

TUBES DAMAGED DUE TO ROADWORKS

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0900 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1000 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1100 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1200 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1300 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1400 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1500 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1800 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
1900 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0600 - 2200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0600 - 0000	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
0000 - 0000	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	66	16	16	17	16	1	0	35	28	0	1	0	3	6	26	24	6	1	0	0	0	0	0	0	25.1	20.5	5
0100 - 0200	49	13	12	13	11	0	0	29	19	0	0	1	4	3	15	19	7	1	0	0	0	0	0	0	25.9	20.8	5.7
0200 - 0300	40	11	11	10	8	0	0	23	17	1	0	0	3	3	10	16	6	1	0	0	0	0	0	0	26.4	21.4	6
0300 - 0400	29	7	10	7	5	1	0	18	8	1	0	1	3	2	8	9	5	1	0	0	0	0	0	0	27.1	20.9	6.9
0400 - 0500	14	5	4	3	2	1	0	8	5	0	0	0	0	2	3	6	2	1	0	0	0	0	0	0	27.5	22.1	5.8
0500 - 0600	13	3	3	2	5	1	0	7	3	2	0	0	0	1	4	5	2	0	0	0	0	0	0	0	26.6	21.7	6.1
0600 - 0700	20	4	3	5	9	4	0	7	6	3	0	0	1	4	6	6	3	0	0	0	0	0	0	0	26.2	20.3	5.5
0700 - 0800	60	8	11	19	22	7	1	34	12	7	0	0	3	11	19	21	5	2	0	0	0	0	0	0	25.5	20.1	5.6
0800 - 0900	122	28	29	37	27	14	3	77	21	6	1	0	5	27	49	33	6	1	0	0	0	0	0	0	23.5	18.9	4.7
0900 - 1000	102	25	25	25	27	9	2	52	29	9	2	1	10	32	37	18	4	0	0	0	0	0	0	0	21.9	17.1	4.9
1000 - 1100	113	25	26	29	34	4	1	68	26	13	1	0	13	41	37	18	3	0	0	0	0	0	0	0	21.5	16.5	4.7
1100 - 1200	126	26	35	30	35	6	2	76	28	12	2	1	26	48	36	13	2	0	0	0	0	0	0	0	20.4	15.1	4.7
1200 - 1300	**135**	**35**	**32**	**31**	**38**	**6**	**4**	**83**	**29**	**12**	**2**	**1**	**25**	**50**	**41**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**15.4**	**4.8**
1300 - 1400	124	30	32	31	32	5	3	81	24	11	1	1	20	50	40	11	2	0	0	0	0	0	0	0	19.9	15.5	4.5
1400 - 1500	132	33	32	33	34	7	2	89	25	9	1	1	27	52	37	13	2	0	0	0	0	0	0	0	19.9	15.1	4.6
1500 - 1600	139	32	38	33	37	9	3	89	28	9	1	1	22	55	41	17	2	0	0	0	0	0	0	0	20.6	15.5	4.7
1600 - 1700	145	38	37	35	35	12	3	89	31	9	1	0	15	46	54	27	3	0	0	0	0	0	0	0	21.7	17	4.6
1700 - 1800	170	43	45	41	41	18	5	109	29	8	1	1	16	47	63	34	9	0	0	0	0	0	0	0	22.6	17.6	4.9
1800 - 1900	154	44	37	36	37	12	4	92	40	5	0	1	11	42	56	36	7	1	0	0	0	0	0	0	23.3	18.1	5
1900 - 2000	137	39	32	35	31	6	3	85	38	4	0	1	7	31	59	34	6	0	0	0	0	0	0	0	23.3	18.5	4.6
2000 - 2100	113	28	28	29	28	5	2	64	42	1	0	0	4	18	50	34	5	1	0	0	0	0	0	0	23.3	19.3	4.5
2100 - 2200	105	28	25	27	25	2	3	56	43	1	0	0	3	18	50	28	5	1	0	0	0	0	0	0	23.3	19.2	4.2
2200 - 2300	103	26	27	27	23	1	2	57	42	1	0	0	4	14	44	34	6	0	0	0	0	0	0	0	23.9	19.7	4.4
2300 - 0000	81	24	22	20	16	1	1	45	34	1	0	1	4	10	32	27	6	1	0	0	0	0	0	0	24.2	19.6	5
0700 - 1900	1521	366	379	379	397	108	32	938	322	110	13	8	193	502	510	256	46	6	0	0	0	0	0	0	21.9	16.7	5
0600 - 2200	1897	465	467	475	489	124	40	1149	451	119	14	9	208	573	674	358	65	8	1	0	0	0	0	0	22.4	17.2	5
0600 - 0000	2081	515	516	521	528	126	42	1251	527	121	14	10	216	598	751	419	77	9	1	0	0	0	0	0	22.6	17.4	5
0000 - 0000	2291	571	573	572	575	130	43	1371	607	124	15	12	230	614	816	497	106	14	2	0	0	0	0	0	23	17.7	5.2

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.5	-
Tue	2510	636	631	602	641	176	53	1439	652	173	17	8	176	661	927	605	114	17	2	0	0	0	0	0	23	18.2	5
Wed	2713	673	660	689	691	202	62	1499	753	176	21	7	211	696	972	666	142	15	4	0	0	0	0	0	23.3	18.2	5.1
Thu	2857	714	737	697	709	194	66	1598	831	148	20	8	322	744	1011	604	147	19	1	1	0	0	0	0	23	17.7	5.3
Fri	3002	751	725	767	759	181	39	1725	872	161	24	11	214	726	1129	757	143	20	1	1	0	0	0	0	23.5	18.4	5
Sat	2774	683	693	695	703	77	43	1721	789	132	12	21	228	808	1084	501	120	10	2	0	0	0	0	0	22.4	17.5	4.9
Sun	2179	542	562	556	519	82	41	1615	350	81	10	27	459	665	587	348	76	14	2	0	1	0	0	0	21.9	15.9	5.6
	16036	3999	4008	4006	4023	912	304	9598	4247	871	104	82	1610	4300	5711	3481	742	95	12	2	0	1	0	0	23	17.7	5.2

Total

Time	Hourly	15 Minute Bin Drops 00-15	15-30	30-45	45-00		Vehicle Classes COBA+					Vehicle Speed MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	P-Tile	Average	Standard

	Totals					Cycles	Motor Cycle	CAR	LGV	HGV	BUS	0 <6	6 <11	11 <16	16 <21	21 <26	26 <31	31 <36	36 <41	41 <46	46 <51	51 <56	56 <61	61 <150	85%	Speed	deviation
	16036	3999	4008	4006	4023	912	304	9598	4247	871	104	82	1610	4300	5711	3481	742	95	12	2	0	1	0	0	23	17.7	5.2

Edinburgh ATC Study

Report Id 295b/15-07
Site Name Site 7 of 9
Description George Street, 100m west of St. Andrew Square
Direction Eastbound

Tuesday 28 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	57	17	12	14	14	0	0	34	10	0	13	0	1	6	29	18	1	2	0	0	0	0	0	0	23.7	20.1	4.2
0100 - 0200	41	9	12	8	12	1	0	25	13	0	2	0	1	8	12	18	2	0	0	0	0	0	0	0	24.2	20	4.4
0200 - 0300	33	10	9	6	8	0	0	22	10	0	1	0	0	2	15	16	0	0	0	0	0	0	0	0	23.9	20.7	3.3
0300 - 0400	20	8	9	1	2	0	0	13	6	0	1	0	0	2	4	9	5	0	0	0	0	0	0	0	27.3	22.9	4.7
0400 - 0500	17	2	2	8	5	0	1	9	4	0	3	0	0	1	3	9	3	1	0	0	0	0	0	0	26.8	23.3	4.9
0500 - 0600	24	7	2	6	9	0	0	6	4	5	9	0	0	1	10	11	2	0	0	0	0	0	0	0	23.5	20.7	3.4
0600 - 0700	78	9	22	21	26	4	0	24	18	12	20	0	4	24	28	16	5	1	0	0	0	0	0	0	24.2	18.4	5.3
0700 - 0800	155	30	38	38	49	17	2	62	27	12	35	0	8	56	59	30	2	0	0	0	0	0	0	0	21.5	17.1	4.2
0800 - 0900	212	58	54	51	49	25	3	105	25	14	40	0	19	79	85	25	4	0	0	0	0	0	0	0	20.4	16.5	4.3
0900 - 1000	229	53	57	62	57	7	3	120	37	25	37	1	51	84	73	18	2	0	0	0	0	0	0	0	19.9	15	4.5
1000 - 1100	211	62	48	56	45	6	0	117	38	23	27	5	50	83	62	11	0	0	0	0	0	0	0	0	18.6	14.1	4.4
1100 - 1200	191	48	46	53	44	4	5	113	25	17	27	6	49	73	49	13	1	0	0	0	0	0	0	0	18.8	14	4.6
1200 - 1300	187	47	52	39	49	11	0	112	32	13	19	3	59	77	39	8	1	0	0	0	0	0	0	0	17.7	13.2	4.3
1300 - 1400	192	49	51	49	43	10	2	127	22	10	21	7	77	73	27	8	0	0	0	0	0	0	0	0	16.1	12.4	4.3
1400 - 1500	159	45	43	38	33	3	0	117	14	9	16	3	30	60	56	8	1	1	0	0	0	0	0	0	18.8	14.8	4.4
1500 - 1600	179	47	42	42	48	7	2	131	20	10	9	2	43	74	46	10	4	0	0	0	0	0	0	0	18.8	14.3	4.5
1600 - 1700	183	51	38	43	51	13	6	124	17	11	12	2	22	65	65	26	3	0	0	0	0	0	0	0	21	16.1	4.7
1700 - 1800	192	50	44	49	49	15	1	142	10	11	13	1	15	89	65	15	7	0	0	0	0	0	0	0	19.9	16.1	4.3
1800 - 1900	197	57	43	48	49	19	3	134	10	10	21	1	29	86	62	17	2	0	0	0	0	0	0	0	19.7	15.3	4.3
1900 - 2000	213	49	65	57	42	7	2	149	34	12	9	3	74	84	45	4	3	0	0	0	0	0	0	0	17.7	13.2	4.4
2000 - 2100	121	30	32	26	33	4	2	93	11	7	4	0	7	42	55	15	2	0	0	0	0	0	0	0	20.1	16.9	4
2100 - 2200	107	23	32	29	23	6	1	78	10	8	4	1	21	29	39	14	3	0	0	0	0	0	0	0	21	16	5.2
2200 - 2300	110	26	33	29	22	6	2	80	9	8	5	1	15	35	49	8	1	1	0	0	0	0	0	0	19.5	16.1	4.3
2300 - 0000	99	24	29	20	26	2	0	83	6	6	2	1	11	39	37	10	1	0	0	0	0	0	0	0	19.9	15.9	4.5
0700 - 1900	2287	597	556	568	566	137	27	1404	277	165	277	31	452	899	688	189	27	1	0	0	0	0	0	0	19.7	14.9	4.6
0600 - 2200	2806	708	707	701	690	158	32	1748	350	204	314	35	558	1078	855	238	40	2	0	0	0	0	0	0	19.9	15	4.7
0600 - 0000	3015	758	769	750	738	166	34	1911	365	218	321	37	584	1152	941	256	42	3	0	0	0	0	0	0	19.9	15.1	4.6
0000 - 0000	3207	811	815	793	788	167	35	2020	412	223	350	37	586	1172	1014	337	55	6	0	0	0	0	0	0	20.4	15.4	4.8

Wednesday 29 July 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	79	19	25	16	19	0	0	64	4	7	4	1	6	20	34	15	3	0	0	0	0	0	0	0	22.6	17.9	5
0100 - 0200	44	14	10	10	10	1	0	33	7	3	0	0	5	19	14	6	0	0	0	0	0	0	0	0	19.7	16.1	4.3
0200 - 0300	39	8	15	8	8	0	0	37	2	0	0	0	8	14	14	3	0	0	0	0	0	0	0	0	19.2	15.3	4.1
0300 - 0400	42	15	12	12	3	2	0	30	10	0	0	5	18	11	5	3	0	0	0	0	0	0	0	0	17.2	11.1	5.4
0400 - 0500	20	2	3	4	11	0	1	12	3	3	1	0	0	2	5	9	4	0	0	0	0	0	0	0	25.9	22.3	3.6
0500 - 0600	22	7	1	5	9	0	0	13	1	4	4	0	0	2	5	10	4	1	0	0	0	0	0	0	25.9	22.5	4.9
0600 - 0700	70	9	16	24	21	2	0	41	8	12	7	0	3	10	23	24	7	2	1	0	0	0	0	0	25.7	20.8	5.7
0700 - 0800	132	20	31	44	37	10	5	87	10	8	12	1	2	40	61	25	3	0	0	0	0	0	0	0	21.5	17.7	3.9
0800 - 0900	189	52	35	57	45	33	5	124	13	8	6	2	27	93	55	9	3	0	0	0	0	0	0	0	18.6	15	4
0900 - 1000	182	43	45	53	41	13	2	121	23	9	14	3	30	77	60	12	0	0	0	0	0	0	0	0	18.8	14.9	4.1
1000 - 1100	182	47	42	45	48	9	0	134	19	17	3	9	67	60	32	13	1	0	0	0	0	0	0	0	18.6	12.9	5
1100 - 1200	189	45	40	57	47	11	1	140	20	9	8	3	48	104	30	2	2	0	0	0	0	0	0	0	16.6	13.2	3.8
1200 - 1300	171	47	52	51	21	15	2	119	20	10	5	4	53	75	33	6	0	0	0	0	0	0	0	0	17.7	13.1	4.1
1300 - 1400	188	36	55	51	46	19	2	130	29	5	3	0	64	85	32	6	1	0	0	0	0	0	0	0	16.6	13.1	3.8
1400 - 1500	201	49	52	46	54	17	3	144	24	6	7	6	77	68	46	4	0	0	0	0	0	0	0	0	17.9	12.7	4.2
1500 - 1600	187	44	51	45	47	17	3	133	26	3	5	1	51	78	44	13	0	0	0	0	0	0	0	0	18.6	14	4.2
1600 - 1700	201	55	55	52	39	6	8	143	21	10	13	1	20	76	77	22	5	0	0	0	0	0	0	0	20.8	16.5	4.4
1700 - 1800	212	50	50	61	51	18	4	155	13	3	19	6	38	72	69	25	2	0	0	0	0	0	0	0	19.9	15.4	4.5
1800 - 1900	181	47	50	41	43	15	5	130	17	5	9	0	25	78	57	15	5	1	0	0	0	0	0	0	19.7	15.8	4.5
1900 - 2000	175	52	49	38	36	4	4	136	14	12	5	1	18	66	73	15	1	1	0	0	0	0	0	0	19.9	16.2	4.2
2000 - 2100	135	36	41	34	24	5	2	101	12	10	5	0	11	47	58	19	0	0	0	0	0	0	0	0	20.8	16.7	4.1
2100 - 2200	120	28	32	28	32	3	1	84	20	4	8	0	5	25	68	20	1	1	0	0	0	0	0	0	21.3	18	3.7
2200 - 2300	118	30	28	33	27	6	2	86	8	10	6	0	4	24	71	18	1	0	0	0	0	0	0	0	21	17.9	3.3
2300 - 0000	116	30	25	38	23	0	3	96	7	7	3	0	5	58	39	13	1	0	0	0	0	0	0	0	20.4	16.4	3.5
0700 - 1900	2215	535	558	603	519	183	40	1560	235	93	104	36	502	906	596	152	22	1	0	0	0	0	0	0	19	14.5	4.5
0600 - 2200	2715	660	696	727	632	197	47	1922	289	131	129	37	539	1054	818	230	31	5	1	0	0	0	0	0	19.7	15	4.6
0600 - 0000	2949	720	749	798	682	203	52	2104	304	148	138	37	548	1136	928	261	33	5	1	0	0	0	0	0	19.7	15.2	4.6
0000 - 0000	3195	785	815	853	742	206	53	2293	331	165	147	43	585	1204	1005	307	44	6	1	0	0	0	0	0	19.9	15.3	4.7

Thursday 30 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	81	26	13	23	19	1	1	66	5	6	2	0	6	37	35	3	0	0	0	0	0	0	0	0	18.8	15.3	3.2
0100 - 0200	66	19	19	13	15	0	0	56	5	5	0	1	1	24	33	5	2	0	0	0	0	0	0	0	19.2	17.1	3.9
0200 - 0300	49	12	17	13	7	0	0	46	0	3	0	1	3	15	22	7	1	0	0	0	0	0	0	0	21.5	16.7	4
0300 - 0400	64	27	25	6	6	2	0	50	8	4	0	4	25	22	8	3	2	0	0	0	0	0	0	0	17	12.7	5.2
0400 - 0500	14	2	5	1	6	0	0	10	2	0	2	0	0	0	2	10	2	0	0	0	0	0	0	0	25.3	23.5	2.4
0500 - 0600	28	5	9	7	7	0	1	21	0	5	1	0	0	1	7	18	2	0	0	0	0	0	0	0	24.4	22.6	2.9
0600 - 0700	98	12	15	33	38	4	1	74	9	7	3	0	3	15	58	15	6	1	0	0	0	0	0	0	23.5	19	4.4
0700 - 0800	134	17	38	33	46	7	3	100	3	9	12	0	2	42	62	23	4	1	0	0	0	0	0	0	21.3	18	4
0800 - 0900	181	53	41	39	48	19	5	130	4	9	14	1	17	76	74	11	2	0	0	0	0	0	0	0	19.7	15.9	3.8
0900 - 1000	196	40	47	58	51	25	1	141	11	12	6	2	31	92	58	12	1	0	0	0	0	0	0	0	19.5	14.8	4.1
1000 - 1100	191	52	47	48	44	11	4	143	20	10	3	3	49	87	43	8	1	0	0	0	0	0	0	0	17.9	13.8	4.1
1100 - 1200	193	52	44	59	38	18	1	133	24	11	6	10	81	71	23	6	1	1	0	0	0	0	0	0	16.1	12	4.6
1200 - 1300	178	44	42	57	35	15	1	137	19	3	3	0	61	91	23	3	0	0	0	0	0	0	0	0	15.9	12.6	3.6
1300 - 1400	174	45	47	38	44	17	1	136	9	2	9	4	65	72	28	5	0	0	0	0	0	0	0	0	16.8	12.6	4
1400 - 1500	195	49	43	53	50	7	4	137	29	6	12	5	50	83	44	13	0	0	0	0	0	0	0	0	17.7	13.7	4.3
1500 - 1600	193	42	54	47	50	19	4	130	24	8	8	1	37	84	54	14	2	1	0	0	0	0	0	0	18.8	14.9	4.6
1600 - 1700	199	50	49	56	44	16	4	147	18	6	8	3	31	83	62	16	4	0	0	0	0	0	0	0	19.2	15.3	4.5
1700 - 1800	211	58	45	53	55	13	5	152	16	4	21	2	41	66	80	16	6	0	0	0	0	0	0	0	19.9	15.5	4.7
1800 - 1900	227	52	58	66	51	12	1	178	16	6	14	3	55	92	59	16	2	0	0	0	0	0	0	0	18.3	14.3	4.3
1900 - 2000	187	57	42	41	47	19	4	141	17	3	3	0	16	81	73	15	0	0	1	1	0	0	0	0	19.5	15.9	4.4
2000 - 2100	130	41	30	33	26	9	2	107	7	2	3	0	7	51	46	14	12	0	0	0	0	0	0	0	22.6	17.4	4.8
2100 - 2200	103	23	34	26	20	5	1	83	4	3	7	1	6	20	56	19	1	0	0	0	0	0	0	0	21.5	18	3.8
2200 - 2300	113	34	25	24	30	4	0	88	11	5	5	1	4	23	50	31	4	0	0	0	0	0	0	0	23.3	18.6	4.4
2300 - 0000	88	25	28	23	12	1	0	69	8	4	6	1	13	30	31	12	1	0	0	0	0	0	0	0	20.8	16.2	4.8
0700 - 1900	2272	554	555	607	556	179	34	1664	193	86	116	34	520	939	610	143	23	3	0	0	0	0	0	0	18.8	14.4	4.5
0600 - 2200	2790	687	676	740	687	216	42	2069	230	101	132	35	552	1106	843	206	42	4	1	1	0	0	0	0	19.5	14.9	4.6
0600 - 0000	2991	746	729	787	729	221	42	2226	249	110	143	37	569	1159	924	249	47	4	1	1	0	0	0	0	19.7	15.1	4.7
0000 - 0000	3293	837	817	850	789	224	44	2475	269	133	148	43	604	1258	1031	295	56	4	1	1	0	0	0	0	19.9	15.2	4.7

Friday 31 July 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile 85%	Average Speed	Standard deviation
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150			
0000 - 0100	76	20	15	19	22	2	1	54	13	1	5	0	2	16	36	21	1	0	0	0	0	0	0	0	23.3	18.9	4.2
0100 - 0200	47	12	13	8	14	1	0	38	6	2	0	0	0	5	15	26	1	0	0	0	0	0	0	0	21.9	20.2	3
0200 - 0300	44	9	10	19	6	0	0	33	8	2	1	0	1	9	14	17	3	0	0	0	0	0	0	0	23	19.3	4.3
0300 - 0400	42	17	12	9	4	0	0	34	6	1	1	0	1	4	16	18	3	0	0	0	0	0	0	0	23.3	20.3	3.7
0400 - 0500	12	2	3	4	3	0	1	7	1	2	1	0	0	1	4	5	2	0	0	0	0	0	0	0	25.1	21.6	4.4
0500 - 0600	34	5	6	7	16	1	1	23	2	3	4	0	1	5	14	7	5	2	0	0	0	0	0	0	26.8	20.6	5.8
0600 - 0700	81	11	18	17	35	6	3	57	3	8	4	1	3	22	32	13	10	0	0	0	0	0	0	0	25.5	18.7	5
0700 - 0800	143	23	35	44	41	18	6	101	6	7	5	1	9	40	73	18	2	0	0	0	0	0	0	0	20.6	16.9	4.2
0800 - 0900	204	43	53	63	45	53	4	130	11	4	2	0	40	106	43	14	1	0	0	0	0	0	0	0	18.6	14.5	3.9
0900 - 1000	224	51	49	58	66	29	2	149	20	20	4	5	60	105	43	11	0	0	0	0	0	0	0	0	18.3	13.6	4.2
1000 - 1100	198	49	57	51	41	23	2	122	26	14	11	1	50	85	51	8	2	1	0	0	0	0	0	0	18.8	14	4.5
1100 - 1200	190	49	42	44	55	15	2	125	20	11	17	3	21	76	75	15	0	0	0	0	0	0	0	0	19.7	15.5	4
1200 - 1300	213	51	45	64	53	16	2	146	34	5	10	4	62	84	50	9	3	1	0	0	0	0	0	0	19.3	14	4.6
1300 - 1400	231	54	54	66	57	20	3	163	24	11	10	4	66	109	44	7	1	0	0	0	0	0	0	0	17	13.2	3.9
1400 - 1500	225	54	59	63	49	15	1	167	27	2	13	4	54	99	50	17	1	0	0	0	0	0	0	0	19	14	4.4
1500 - 1600	234	57	60	66	51	27	2	163	28	5	9	5	56	102	58	13	0	0	0	0	0	0	0	0	18.3	14.1	4.2
1600 - 1700	204	44	54	60	46	18	1	148	25	4	8	1	31	83	76	10	2	1	0	0	0	0	0	0	19	15.3	4.2
1700 - 1800	204	47	50	58	49	23	3	156	12	5	5	1	45	74	66	16	2	0	0	0	0	0	0	0	19.5	15	4.4
1800 - 1900	202	54	54	44	50	11	1	164	17	2	7	7	38	91	46	16	3	1	0	0	0	0	0	0	19.2	14.4	4.9
1900 - 2000	188	45	49	46	48	20	0	151	14	1	2	5	37	51	65	25	4	1	0	0	0	0	0	0	21.3	15.8	5.2
2000 - 2100	137	38	26	33	40	12	4	110	9	1	1	1	14	33	69	16	3	0	1	0	0	0	0	0	20.6	17.1	4.6
2100 - 2200	138	38	33	33	34	10	6	108	9	2	3	4	20	56	46	7	4	1	0	0	0	0	0	0	19.5	15.4	4.8
2200 - 2300	109	25	33	22	29	9	4	85	4	5	2	1	19	50	31	8	0	0	0	0	0	0	0	0	19.2	14.7	4.4
2300 - 0000	121	29	24	34	34	6	7	96	3	9	0	0	18	33	56	13	1	0	0	0	0	0	0	0	19.9	16.2	4.6
0700 - 1900	2472	576	612	681	603	268	29	1734	250	90	101	36	532	1054	675	154	17	4	0	0	0	0	0	0	19	14.4	4.4
0600 - 2200	3016	708	738	810	760	316	42	2160	285	102	111	47	606	1216	887	215	38	6	1	0	0	0	0	0	19.5	14.8	4.6
0600 - 0000	3246	762	795	866	823	331	53	2341	292	116	113	48	643	1299	974	236	39	6	1	0	0	0	0	0	19.5	14.9	4.6
0000 - 0000	3501	827	854	932	888	335	56	2530	328	127	125	48	648	1339	1073	330	54	8	1	0	0	0	0	0	19.9	15.2	4.7

Saturday 01 August 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	112	28	28	35	21	6	3	81	13	6	3	1	25	36	37	9	3	0	1	0	0	0	0	0	20.6	15.6	5.7
0100 - 0200	86	15	21	18	32	0	2	72	3	9	0	3	26	28	24	5	0	0	0	0	0	0	0	0	19	13.9	4.9
0200 - 0300	85	21	27	20	17	1	0	68	8	8	0	1	24	35	19	6	0	0	0	0	0	0	0	0	18.8	13.9	4.6
0300 - 0400	41	12	11	9	9	0	0	33	5	3	0	0	3	24	5	6	3	0	0	0	0	0	0	0	23.5	16.2	5.4
0400 - 0500	11	4	3	1	3	0	0	9	1	1	0	0	0	3	1	5	2	0	0	0	0	0	0	0	25.7	21.1	6.3
0500 - 0600	21	3	2	7	9	0	0	15	3	1	2	0	0	0	6	12	2	1	0	0	0	0	0	0	25.1	23.2	4.1
0600 - 0700	27	4	6	6	11	1	0	13	4	1	8	0	0	5	12	3	6	1	0	0	0	0	0	0	26.4	20.5	5
0700 - 0800	61	8	8	17	28	5	0	33	8	5	10	0	1	19	23	15	3	0	0	0	0	0	0	0	22.4	18.4	4.3
0800 - 0900	115	17	31	36	31	7	1	79	15	2	11	0	5	32	46	30	2	0	0	0	0	0	0	0	22.4	17.9	4.5
0900 - 1000	143	29	34	40	40	5	2	92	12	17	15	0	20	52	50	15	5	1	0	0	0	0	0	0	20.6	16.4	4.8
1000 - 1100	143	37	38	32	36	4	1	109	13	6	10	1	17	60	49	14	0	1	1	0	0	0	0	0	20.4	16	4.7
1100 - 1200	181	40	33	54	54	5	2	118	21	10	25	6	31	71	49	22	2	0	0	0	0	0	0	0	19.7	15	4.8
1200 - 1300	198	51	36	57	54	4	1	134	28	10	21	6	49	69	50	22	2	0	0	0	0	0	0	0	19.9	14.5	4.8
1300 - 1400	204	53	49	47	55	5	2	137	20	11	29	1	49	92	47	13	1	1	0	0	0	0	0	0	18.8	14.4	4.5
1400 - 1500	177	45	50	33	49	2	1	126	24	4	20	0	49	65	50	12	1	0	0	0	0	0	0	0	19.2	14.4	4.5
1500 - 1600	189	41	45	49	54	8	7	146	18	2	8	5	43	87	48	6	0	0	0	0	0	0	0	0	17.7	13.8	3.8
1600 - 1700	169	43	43	47	36	4	1	118	24	5	17	0	22	58	67	17	5	0	0	0	0	0	0	0	20.6	16.2	4.5
1700 - 1800	202	45	59	42	56	6	2	151	18	4	21	1	38	73	66	21	2	1	0	0	0	0	0	0	19.7	15.5	4.6
1800 - 1900	177	43	40	43	51	8	2	138	17	5	7	4	23	60	67	22	1	0	0	0	0	0	0	0	20.1	16	4.6
1900 - 2000	191	49	38	49	55	11	2	148	20	4	6	2	28	69	68	23	1	0	0	0	0	0	0	0	20.1	15.6	4.5
2000 - 2100	165	48	48	31	38	8	3	136	14	2	2	2	37	80	39	5	2	0	0	0	0	0	0	0	18.3	14	4.2
2100 - 2200	153	33	41	38	41	8	2	135	7	1	0	1	28	44	59	16	4	1	0	0	0	0	0	0	20.8	15.9	5.1
2200 - 2300	157	39	44	35	39	11	2	130	11	2	1	2	44	63	40	7	1	0	0	0	0	0	0	0	17.2	13.7	4.4
2300 - 0000	189	53	57	44	35	14	2	160	10	3	0	0	53	96	36	4	0	0	0	0	0	0	0	0	16.3	13.3	3.3
0700 - 1900	1959	452	466	497	544	63	22	1381	218	81	194	24	347	738	612	209	24	4	1	0	0	0	0	0	20.1	15.4	4.7
0600 - 2200	2495	586	599	621	689	91	29	1813	263	89	210	29	440	936	790	256	37	6	1	0	0	0	0	0	20.1	15.4	4.7
0600 - 0000	2841	678	700	700	763	116	33	2103	284	94	211	31	537	1095	866	267	38	6	1	0	0	0	0	0	19.9	15.2	4.7
0000 - 0000	3197	761	792	790	854	123	38	2381	317	122	216	36	615	1221	958	310	48	7	2	0	0	0	0	0	19.9	15.2	4.8

Sunday 02 August 2015

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Vehicle Classes COBA+					Vehicle Speed												P-Tile	Average	Standard
		00-15	15-30	30-45	45-00		Motor Cycle	CAR	LGV	HGV	BUS	MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	85%	Speed	deviation
0000 - 0100	140	35	46	40	19	6	2	120	5	7	0	3	33	56	39	7	2	0	0	0	0	0	0	0	19	14.2	4.8
0100 - 0200	98	24	27	25	22	2	4	85	7	0	0	5	51	29	10	0	3	0	0	0	0	0	0	0	15.2	11.3	4.6
0200 - 0300	95	17	22	32	24	2	1	84	5	3	0	5	37	24	17	10	2	0	0	0	0	0	0	0	19.5	13.1	5.4
0300 - 0400	94	25	19	36	14	2	2	83	6	1	0	9	28	29	21	6	1	0	0	0	0	0	0	0	18.1	12.7	5.2
0400 - 0500	42	16	11	7	8	0	0	36	6	0	0	2	6	3	12	6	9	4	0	0	0	0	0	0	28.4	20.4	8
0500 - 0600	30	7	10	7	6	1	0	23	2	3	1	0	0	1	12	13	4	0	0	0	0	0	0	0	25.7	22	3.4
0600 - 0700	30	8	5	10	7	0	0	25	1	1	3	0	1	2	9	14	4	0	0	0	0	0	0	0	24.6	21.1	4.4
0700 - 0800	38	8	9	4	17	1	0	28	3	3	3	0	7	12	11	5	3	0	0	0	0	0	0	0	21.3	16.8	5.7
0800 - 0900	58	8	18	13	19	4	0	45	2	0	7	0	4	16	26	10	1	1	0	0	0	0	0	0	22.4	17.4	5
0900 - 1000	85	12	24	24	25	7	1	72	2	2	1	0	13	36	26	7	3	0	0	0	0	0	0	0	19.5	15.5	4.6
1000 - 1100	178	46	39	46	47	9	0	152	12	2	3	5	33	83	42	12	2	1	0	0	0	0	0	0	19	14.3	4.8
1100 - 1200	189	48	41	50	50	12	3	162	8	3	1	8	71	84	21	5	0	0	0	0	0	0	0	0	15.4	12.1	3.7
1200 - 1300	182	41	44	50	47	8	1	151	17	3	2	3	72	77	25	5	0	0	0	0	0	0	0	0	16.6	12.3	3.8
1300 - 1400	225	51	49	60	65	5	1	201	9	1	8	10	116	81	15	3	0	0	0	0	0	0	0	0	14.1	11.1	3.5
1400 - 1500	205	57	53	45	50	6	0	175	15	3	6	9	93	66	28	8	1	0	0	0	0	0	0	0	16.3	11.9	4.4
1500 - 1600	216	48	58	48	62	9	2	185	15	2	3	20	115	58	22	1	0	0	0	0	0	0	0	0	14.5	10.5	3.9
1600 - 1700	172	47	44	47	34	11	0	146	11	1	3	5	63	63	30	9	2	0	0	0	0	0	0	0	18.1	12.9	4.7
1700 - 1800	128	33	37	26	32	18	4	92	12	0	2	2	24	53	41	7	1	0	0	0	0	0	0	0	19	14.8	4.2
1800 - 1900	131	41	35	25	30	6	5	112	6	0	2	1	15	39	61	13	2	0	0	0	0	0	0	0	20.6	16.4	4.4
1900 - 2000	94	22	25	23	24	4	1	82	5	1	1	0	5	30	40	17	2	0	0	0	0	0	0	0	22.1	17.4	4
2000 - 2100	89	31	17	20	21	3	1	78	4	1	2	1	3	29	44	9	2	1	0	0	0	0	0	0	20.4	17.1	4.1
2100 - 2200	78	24	23	13	18	5	2	59	4	1	7	0	5	20	32	15	6	0	0	0	0	0	0	0	23.3	18.4	4.8
2200 - 2300	83	23	25	18	17	0	0	58	11	3	11	0	1	17	47	15	2	1	0	0	0	0	0	0	22.8	18.7	3.8
2300 - 0000	65	14	18	20	13	0	1	51	6	3	4	0	2	24	28	10	1	0	0	0	0	0	0	0	21.7	18	3.6
0700 - 1900	1807	440	451	438	478	96	17	1521	112	20	41	63	626	668	348	85	15	2	0	0	0	0	0	0	17.9	13	4.6
0600 - 2200	2098	525	521	504	548	108	21	1765	126	24	54	64	640	749	473	140	29	3	0	0	0	0	0	0	18.8	13.7	4.9
0600 - 0000	2246	562	564	542	578	108	22	1874	143	30	69	64	643	790	548	165	32	4	0	0	0	0	0	0	19.2	14	5
0000 - 0000	2745	686	699	689	671	121	31	2305	174	44	70	88	798	932	659	207	53	8	0	0	0	0	0	0	19.5	14	5.2

Monday 03 August 2015

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	65	18	13	17	17	2	0	47	10	2	4	0	5	9	38	10	3	0	0	0	0	0	0	0	22.1	18.3	4.4
0100 - 0200	39	4	15	13	7	1	0	30	7	1	0	0	3	7	20	8	1	0	0	0	0	0	0	0	22.4	18.3	4.5
0200 - 0300	31	8	5	8	10	0	0	27	4	0	0	0	0	4	20	6	1	0	0	0	0	0	0	0	21	19.2	2.9
0300 - 0400	33	10	8	6	9	0	0	25	8	0	0	0	2	5	17	4	5	0	0	0	0	0	0	0	25.1	20	5.4
0400 - 0500	26	12	2	3	9	0	1	24	0	1	0	0	0	1	14	6	3	2	0	0	0	0	0	0	26.6	21.5	5.3
0500 - 0600	31	6	7	8	10	0	1	24	2	4	0	0	1	4	11	10	4	1	0	0	0	0	0	0	24.4	20.9	4.8
0600 - 0700	65	15	11	15	24	1	0	37	8	8	11	0	4	9	22	21	7	2	0	0	0	0	0	0	25.5	20.1	5.5
0700 - 0800	143	23	37	33	50	23	2	66	20	10	22	0	10	37	53	38	5	0	0	0	0	0	0	0	22.8	18.1	4.6
0800 - 0900	203	44	51	59	49	34	4	95	24	14	32	3	20	77	79	23	1	0	0	0	0	0	0	0	20.4	16	4.2
0900 - 1000	194	52	53	45	44	12	2	106	28	21	25	1	29	83	65	15	1	0	0	0	0	0	0	0	19.5	15.2	4.3
1000 - 1100	197	49	38	55	55	13	2	101	38	20	23	5	51	72	46	22	1	0	0	0	0	0	0	0	19.9	14.4	4.9
1100 - 1200	213	56	57	50	50	13	1	121	33	17	28	3	55	66	73	15	1	0	0	0	0	0	0	0	19	14.6	4.5
1200 - 1300	205	51	54	51	49	8	6	112	39	18	22	3	60	84	43	13	2	0	0	0	0	0	0	0	18.1	13.8	4.5
1300 - 1400	196	47	43	56	50	15	2	116	21	12	30	2	49	72	60	12	1	0	0	0	0	0	0	0	18.8	14.4	4.3
1400 - 1500	194	38	62	50	44	5	1	115	35	13	25	4	41	84	50	15	0	0	0	0	0	0	0	0	19	14.2	4.3
1500 - 1600	171	37	48	38	48	5	1	101	20	13	31	0	36	75	46	13	1	0	0	0	0	0	0	0	19.7	14.7	4.4
1600 - 1700	200	50	63	45	42	12	5	123	24	7	29	4	37	69	64	21	3	2	0	0	0	0	0	0	20.4	15.4	5.1
1700 - 1800	212	69	45	52	46	16	3	138	24	8	23	0	27	92	69	20	3	1	0	0	0	0	0	0	19.9	15.7	4.2
1800 - 1900	191	60	39	48	44	13	1	132	23	5	17	0	24	70	63	30	3	1	0	0	0	0	0	0	21.3	16.5	4.7
1900 - 2000	149	43	42	33	31	9	3	108	15	2	12	2	13	54	61	16	3	0	0	0	0	0	0	0	20.6	16.6	4.4
2000 - 2100	104	24	30	23	27	4	0	68	15	3	14	0	9	34	47	14	0	0	0	0	0	0	0	0	20.4	16.5	4
2100 - 2200	89	23	18	23	25	1	0	65	10	3	10	0	3	26	38	16	5	1	0	0	0	0	0	0	23	18.1	4.8
2200 - 2300	87	19	25	21	22	1	0	67	9	1	9	0	2	15	55	14	1	0	0	0	0	0	0	0	21.5	18.4	3.2
2300 - 0000	85	20	24	21	20	3	3	67	9	2	1	1	2	33	27	19	3	0	0	0	0	0	0	0	22.4	18	4.6
0700 - 1900	2319	576	590	582	571	169	30	1326	329	158	307	25	439	881	711	237	22	4	0	0	0	0	0	0	19.9	15.2	4.6
0600 - 2200	2726	681	691	676	678	184	33	1604	377	174	354	27	468	1004	879	304	37	7	0	0	0	0	0	0	20.4	15.5	4.7
0600 - 0000	2898	720	740	718	720	188	36	1738	395	177	364	28	472	1052	961	337	41	7	0	0	0	0	0	0	20.6	15.7	4.7
0000 - 0000	3123	778	790	773	782	191	38	1915	426	185	368	28	483	1082	1081	381	58	10	0	0	0	0	0	0	20.8	15.9	4.8

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
0000 - 0100	87	23	22	23	19	2	1	67	9	4	4	1	11	26	35	12	2	0	0	0	0	0	0	0	21.5	16.7	5
0100 - 0200	60	14	17	14	16	1	1	48	7	3	0	1	12	17	18	10	1	0	0	0	0	0	0	0	21.3	15.7	5.4
0200 - 0300	54	12	15	15	11	0	0	45	5	2	0	1	10	15	17	9	1	0	0	0	0	0	0	0	21.3	15.9	5.2
0300 - 0400	48	16	14	11	7	1	0	38	7	1	0	3	11	14	11	7	3	0	0	0	0	0	0	0	22.4	15.2	6.3
0400 - 0500	20	6	4	4	6	0	1	15	2	1	1	0	1	2	6	7	4	1	0	0	0	0	0	0	27.3	21.7	5.8
0500 - 0600	27	6	5	7	9	0	0	18	2	4	3	0	0	2	9	12	3	1	0	0	0	0	0	0	25.7	21.7	4.4
0600 - 0700	64	10	13	18	23	3	1	39	7	7	8	0	3	12	26	15	6	1	0	0	0	0	0	0	25.3	19.5	5.1
0700 - 0800	115	18	28	30	38	12	3	68	11	8	14	0	6	35	49	22	3	0	0	0	0	0	0	0	21.9	17.6	4.3
0800 - 0900	166	39	40	45	41	25	3	101	13	7	16	1	19	68	58	17	2	0	0	0	0	0	0	0	20.1	15.9	4.2
0900 - 1000	179	40	44	49	46	14	2	114	19	15	15	2	33	76	54	13	2	0	0	0	0	0	0	0	19.5	14.9	4.4
1000 - 1100	186	49	44	48	45	11	1	125	24	13	11	4	45	76	46	13	1	0	0	0	0	0	0	0	19	14.2	4.7
1100 - 1200	192	48	43	52	48	11	2	130	22	11	16	6	51	78	46	11	1	0	0	0	0	0	0	0	18.3	13.8	4.5
1200 - 1300	191	47	46	53	44	11	2	130	27	9	12	3	59	80	38	9	1	0	0	0	0	0	0	0	17.9	13.4	4.3
1300 - 1400	201	48	50	52	51	13	2	144	19	7	16	4	69	83	36	8	1	0	0	0	0	0	0	0	17.2	13	4.2
1400 - 1500	194	48	52	47	47	8	1	140	24	6	14	4	56	75	46	11	1	0	0	0	0	0	0	0	18.3	13.6	4.5
1500 - 1600	196	45	51	48	51	13	3	141	22	6	10	5	54	80	45	10	1	0	0	0	0	0	0	0	18.3	13.7	4.4
1600 - 1700	190	49	49	50	42	11	4	136	20	6	13	2	32	71	63	17	3	0	0	0	0	0	0	0	19.9	15.4	4.7
1700 - 1800	194	50	47	49	48	16	3	141	15	5	15	2	33	74	65	17	3	0	0	0	0	0	0	0	19.9	15.5	4.4
1800 - 1900	187	51	46	45	45	12	3	141	15	5	11	2	30	74	59	18	3	0	0	0	0	0	0	0	20.1	15.4	4.6
1900 - 2000	171	45	44	41	40	11	2	131	17	5	5	2	27	62	61	16	2	0	0	0	0	0	0	0	20.1	15.6	4.6
2000 - 2100	126	35	32	29	30	6	2	99	10	4	4	1	13	45	51	13	3	0	0	0	0	0	0	0	20.6	16.4	4.4
2100 - 2200	113	27	30	27	28	5	2	87	9	3	6	1	13	31	48	15	3	1	0	0	0	0	0	0	21.3	16.9	4.8
2200 - 2300	111	28	30	26	27	5	1	85	9	5	6	1	13	32	49	14	1	0	0	0	0	0	0	0	20.8	16.6	4.5
2300 - 0000	109	28	29	29	23	4	2	89	7	5	2	0	15	45	36	12	1	0	0	0	0	0	0	0	20.1	15.8	4.4
0700 - 1900	2190	533	541	568	548	156	28	1513	231	99	163	36	488	869	606	167	21	3	0	0	0	0	0	0	19.2	14.6	4.6
0600 - 2200	2664	651	661	683	669	181	35	1869	274	118	186	39	543	1020	792	227	36	5	1	0	0	0	0	0	19.7	14.9	4.7
0600 - 0000	2884	707	721	737	719	190	39	2042	290	128	194	40	571	1098	877	253	39	5	1	0	0	0	0	0	19.7	15	4.7
0000 - 0000	3180	784	797	811	788	195	42	2274	322	143	203	46	617	1173	974	310	53	7	1	0	0	0	0	0	20.1	15.2	4.8

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Vehicle Classes COBA+ Motor Cycle	CAR	LGV	HGV	BUS	Vehicle Speed MPH 0 <6	MPH 6 <11	MPH 11 <16	MPH 16 <21	MPH 21 <26	MPH 26 <31	MPH 31 <36	MPH 36 <41	MPH 41 <46	MPH 46 <51	MPH 51 <56	MPH 56 <61	MPH 61 <150	P-Tile 85%	Average Speed	Standard deviation
Mon	3123	778	790	773	782	191	38	1915	426	185	368	28	483	1082	1081	381	58	10	0	0	0	0	0	0	20.8	15.9	4.8
Tue	3207	811	815	793	788	167	35	2020	412	223	350	37	586	1172	1014	337	55	6	0	0	0	0	0	0	20.4	15.4	4.8
Wed	3195	785	815	853	742	206	53	2293	331	165	147	43	585	1204	1005	307	44	6	1	0	0	0	0	0	19.9	15.3	4.7
Thu	3293	837	817	850	789	224	44	2475	269	133	148	43	604	1258	1031	295	56	4	1	1	0	0	0	0	19.9	15.2	4.7
Fri	3501	827	854	932	888	335	56	2530	328	127	125	48	648	1339	1073	330	54	8	1	0	0	0	0	0	19.9	15.2	4.7
Sat	3197	761	792	790	854	123	38	2381	317	122	216	36	615	1221	958	310	48	7	2	0	0	0	0	0	19.9	15.2	4.8
Sun	2745	686	699	689	671	121	31	2305	174	44	70	88	798	932	659	207	53	8	0	0	0	0	0	0	19.5	14	5.2
	22261	5485	5582	5680	5514	1367	295	15919	2257	999	1424	323	4319	8208	6821	2167	368	49	5	1	0	0	0	0	20.1	15.2	4.8

Total

Time	Hourly	15 Minute Bin Drops 00-15	15-30	30-45	45-00		Vehicle Classes COBA+					Vehicle Speed MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	P-Tile	Average	Standard

	Totals					Cycles	Motor Cycle	CAR	LGV	HGV	BUS	0 <6	6 <11	11 <16	16 <21	21 <26	26 <31	31 <36	36 <41	41 <46	46 <51	51 <56	56 <61	61 <150	85%	Speed	deviation
	22261	5485	5582	5680	5514	1367	295	15919	2257	999	1424	323	4319	8208	6821	2167	368	49	5	1	0	0	0	0	20.1	15.2	4.8