Chilmington Green

Supplementary Transport Assessment

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EXECUTIVE SUMMARY

1. Vectos has been retained by the Chilmington Green Consortium to produce a Supplementary Transport Assessment (STA) responding to stakeholders comments provided on the planning application for a proposed urban extension at Chilmington Green, Ashford, Kent (Planning Ref: 12/00400/AS).

2. In July 2013 ABC provided a comprehensive Schedule of Comments on the application from all of the key stakeholders including from ABC as the local planning authority and Kent County Council (KCC) as the local highway authority.

3. This STA provides a detailed response to the schedule of stakeholder comments and to set out the revised transport strategy that will ensure the proposed development at Chilmington Green development is in accordance with the adopted AAP.

4. The proposed site accesses to the development have been re-considered in the light of the comments received and the following are proposed:-

    - Access A – A28 Northern Access Roundabout – **drawing 131065-A-01 Rev B;**
    - Access B – A28 Priority Junction – **drawing 131065-A-04 Rev A;**
    - Access C – A28 Southern Access Roundabout **– drawing 131065-A-02 Rev B; and**
    - Access D – Coulter Road Mini Roundabout **– drawing 131065-A-15**

5. A cross section has been prepared for Access A to show the extent of the earthworks needed and this is shown on **drawing 131065-A-17.**

6. These plans were submitted to ABC in September 2013 as amendments to the planning application for approval.

7. In the light of comments made by KCC land will be safeguarded to allow the roundabout at site access A to be enlarged to accommodate additional development and/or future traffic growth should this prove to be necessary. This is shown on **drawing 131065-A-35 Rev A** with the cross section of this enlarged roundabout being shown on **drawing 131065-A-36.** These plans do not form part of the planning application and have not been submitted for approval.

8. The comments made on Public Rights of Way and pedestrians and cyclists linkages both within the proposed development and to provide connections to the surrounding area have been considered in detail within the overall context of the objective being to make the development as accessible as possible by all modes of transport.

9. The plans that both form part of the planning application in terms of the Parameter Plans and those that are supporting information, including how the Masterplan has evolved, show how the network of routes for pedestrians and cyclists within the site will be provided. This is shown on **drawing 131065-A-14 Rev A.** This work will be carried forward into the emerging Design Code for the site.

10. The proposed offsite connections are shown, in particular the route on the A28 from the Matalan Roundabout to the Tank Roundabout, have been designed in some detail and are shown on **drawing 131065-A-16 Rev A**. These facilities on the A28 would be provided at the same time as the proposed highway improvements to this section of road to ensure that the facilities for all mode of transport are co-ordinated.

11. The trip generation from the proposed development, the internalisation of trips, the distribution of this traffic and future traffic growth assumptions have been discussed with KCC during post application discussions and it is believed that the queries made have been addressed and the approach that is being taken is agreed.

12. The Transport Chapter of the revised ES together with this report responds to all of the queries raised in relation to the transport related environmental impacts of the proposed development.

13. A Construction Management Plan will be prepared prior to each phase of development commencing.

14. The following drawings have been prepared to show the proposed improvements to the A28 Chart Road:-

- **131065-A-53 – Key Plan – A28 Corridor;**
- **131065-A-54 – Matalan Roundabout – Phase 1 or 2;**
- **131065-A-53 – Louden Way – Phase 1 or 2;**
- **131065-A-42 – Tank Roundabout – Phase 3;**

- **131065-A-47 – Rail Overbridge Widening – Phase 4; and**
- **131065-A-47 – Rail Overbridge Widening – Cross-Section**

15. Further modelling is underway to consider the impact of the proposed development on the A28 Chart Road, the proposed improvements and the timing of the implementation of the works.

16. The proposed traffic calming schemes are outlined and how the monitoring of the traffic associated with the development will be undertaken for a number of reasons:-

    - To determine when the traffic calming schemes in Great Chart (**drawing 131065-A-24**) and on Magpie Hall Road (**drawing 131065-A-25**) are needed;
    - To monitor the impact of traffic associated with the development on local roads; and
    - To monitor the impact of traffic associated with the development on the A28.

17. The bus strategy associated with the proposed development has been developed through discussions with KCC and Stagecoach the local bus operator and a route has been identified that would serve each phase of the development as it progresses.

18. Bus priority measures have been identified at the Tithe Barn Lane/Brookfield Road junction as shown on **drawing 131065-A-28** and at the Victoria Way/Beaver Road junction as shown on **drawing 131065-A-27.** These measures would be funded in association with the proposed development.

19. Travel Plans have been prepared for each of the land uses included within the proposed development.

Conclusions

20. This STA sets out a response to the comments received and takes into account the post application discussions that have been held with KCC and ABC and key stakeholders.

21. It address all of the comments with the exception of the timing of the proposed works on the A28 Chart Road and the level of funding that will be required from the development to these works. Further details will be provided when the on-going modelling exercise has been completed. However, these are more matters of S106 negotiation than technical input.

22. This forms a basis for discussion about the S106 agreement that will be required in association with the proposed development by providing more details on the proposed transport strategy that has been formulated to support the proposed development.

1 INTRODUCTION

1.1 Vectos has been retained by the Chilmington Green Consortium to produce a Supplementary Transport Assessment (STA) responding to stakeholders comments provided on the planning application for a proposed urban extension at Chilmington Green, Ashford, Kent.

1.2 The Chilmington Green planning application (Ref: 12/00400/AS) was submitted to Ashford Borough Council (ABC) in August 2012 and was supported by a detailed Transport Assessment Report that had been prepared by WSP.

1.3 In July 2013 ABC provided a comprehensive Schedule of Comments on the application from all of the key stakeholders including from ABC as the local planning authority and Kent County Council (KCC) as the local highway authority.

1.4 Formal amendments to the scheme were submitted in September 2013; these comprised minor amendments to the masterplan proposals and site access junctions and are discussed in Section 2 of this report.

1.5 Since the comments were issued, further meetings and discussions have taken place with key stakeholders, including ABC and KCC to agree the additional work to be undertaken and how the transport related comments can be addressed.

1.6 The purpose of this STA is to provide a detailed response to the schedule of stakeholder comments and to set out the revised transport strategy that will ensure the proposed development at Chilmington Green development is in accordance with the adopted AAP. The schedule of numbered stakeholder transport comments which have been addressed in this STA are 21 to 31, and 155 to 182; these are contained within **Appendix A**.

1.7 The issues raised in the stakeholder comments have been addressed in turn under in the following sections:

Section 2 - Proposed Changes to the Development Masterplan;
Section 3 - PROW's, pedestrian and cycle links and infrastructure;
Section 4 - Environment Statement Addendum;
Section 5 - Trip generation and distribution;
Section 6 - Access junction design and modelling assessments;
Section 7 - Off-site A28 junction improvements;

Section 8 - Traffic Calming strategy;

Section 9 - Public transport strategy;

Section 10 - Other Transport issues;

Section 11 - Summary and Conclusions

2 REVISIONS TO THE PROPOSED DEVELOPMENT

2.1 This section of the STA describes the minor revisions that have been made to the proposed development.

Development Masterplan

2.2 Minor amendments to the application were submitted to ABC in September 2013, including an amended description of development, as follows:

"Outline application for a Comprehensive Mixed Use Development comprising:

- *up to 5,750 residential units, in a mix of sizes, types and tenures;*
- *up to 10,000 sq m (gross external floorspace) of Class B1 use;*
- *up to 9,000 sq m (gross external floorspace) of Class A1 to A5 uses;*
- *Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);*
- *Community Uses (class D1) up to 7,000 sq m (gross external floorspace);*
- *Leisure Uses (class D2) up to 6,000 sq m (gross external floorspace);*
- *Provision of local recycling facilities;*
- *Provision of areas of formal and informal open space;*
- *Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure (including CHP in the District Centre);*
- *Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road / Cuckoo Lane, other connections on to local roads and a network of internal roads, footpaths and cycle routes;*
- *New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and*
- *Associated groundworks.*

where appearance, landscaping, layout and scale are reserved for future approval and where access is reserved for future approval with the exception of the three accesses on to the A28 and the access on to Coulter Road / Cuckoo Lane".

2.3 The amendments submitted in September 2013 emerged through various discussions with key stakeholders, including ABC, KCC, Stagecoach Kent, Great Chart with Singleton Parish Council, and local residents. These amendments include:

- Removal of the Park and Ride facility from the application, although the site is shown as safeguarded in accordance with Policy CG14 of the AAP;
- Increasing in D1 floorspace by 2,000 sq m and D2 floorspace by 1,000 sq m;
- Outline planning permission is sought for renewable energy infrastructure including a CHP facility in the District Centre. For the avoidance of doubt, this does not include commercial scale wind turbines;
- Changes to the type and distribution of open space from green space and equipped play spaces to the strategic open space which will form Discovery Park;
- Minor changes to the pattern of residential densities (however still achieving 5,750 dwellings); and
- Revised northern A28 site access (40m diameter rather than 60m) plus amending the middle A28 signalised access to a staggered priority junction.

Site Accesses

2.4 The submitted application is an outline proposal, but with details for the means of access. As part of the original submission designs for 4 access points were submitted. These designs have been revised in the light of the comments made and amended plans were submitted to ABC for approval as part of the planning application in September 2013. The changes are summarised below and are detailed in **Section 7** of this STA.

Access A - Northern A28 Roundabout

2.5 This roundabout has been reduced in size to be a 40m diameter roundabout which would accommodate the traffic associated with the full development proposed. The design is shown on **drawing 131065-A-01 Rev B** as contained in **Appendix B**.

2.6 A cross section and initial earthworks drawing has been produced for the northern access roundabout as shown within **drawing 131065-A-17** contained in **Appendix B**.

2.7 To answer a subsequent concern expressed by KCC, **drawing 131065-A-35 Rev A** and a cross section for this option shown on **drawing 131065-A-36**, are also contained in **Appendix B.** These drawings show how the capacity of the roundabout could be improved in the future. This larger roundabout is not needed to facilitate the proposed development, but it is proposed to reserve the land outside of the public highway needed to allow this larger roundabout should it be needed in the future. This plan is not part of the submitted development for which planning permission is being sought.

2.8 As stated above, the detailed work undertaken in developing this revised design for the northern gateway roundabout is set out in **Section 7** below.

Access B - A28 Priority Junction

2.9 This is the access onto the A28 that is proposed in between the northern and southern accesses. The form of this junction when submitted with the outline application was a traffic signal control junction that formed a crossroads with Ashford Road on the opposite side of the A28.

2.10 In the light of the comments received and the further work undertaken the form of this junction has been revised to be a priority junction that would create a staggered junction with Ashford Road. The revised design of this junction is shown on **drawing 131065-A-04 Rev A** contained in **Appendix B**.

Access C - Southern A28 Roundabout

2.11 The design of the southern roundabout on the A28 submitted with the outline application was a 40m diameter roundabout. This design has been revised in the light of the comments received, but the basic form of the access is the same. The revised design is shown on **drawing 131065-A-02 Rev B** contained in **Appendix B**.

Access D - Coulter Road Mini Roundabout

2.12 The design of the new mini-roundabout junction with Coulter Road has been amended in the light of the comments received and after a design review was undertaken. The revised design is shown on **drawing 131065-A-15** contained in **Appendix B**.

3 PUBLIC RIGHTS OF WAY, PEDESTRIANS AND CYCLISTS

3.1 With reference to the compilation document of stakeholder comments and issues raised within **Appendix A** (comments 21, 22, 175, and 177), this chapter addresses a series of comments and issues raised in relation to how public rights of way (PRoW), pedestrian and cycle connections could be enhanced. The issues raised include:

- Clarification on the representation of proposed and existing cycle routes shown in plans submitted with the planning application;
- Clarification on diversion of PRoW and the existing number of users of PRoW network;
- The provision of a continuous cycle/pedestrian route and crossings on the A28 between the Matalan and Tank roundabouts;
- Cycle link to the town centre and stopping-up of Bartlets Lane to avoid rat-running;
- Update to PRoW Plans and consideration of changes to PRoW network;
- Request for the provision of a new footway on the southern side of Magpie Hall Road to connect to Stubbs Cross.

Response to Key Comments

3.2 Many of the comments made are very detailed in terms of addressing them at the stage of an outline planning application. The principle needs to be established now of the routes that need to be amended and new ones provided, but the detailed alignment of future routes needs to be left to the stage when detailed planning applications are submitted for each phase of development.

PRoW Diversions and Usage

3.3 Updated PRoW plans clarifying the proposed changes to the PRoW network and ensuring that the existing PROWs are correctly shown are contained within **Appendix C.**

3.4 The existing number of users of the PRoW network is difficult to quantify due to the size of the Site and the extent of the surrounding PRoW network. It is also not considered necessary to understand the level of usage of each route when the intention is to protect and enhance the existing network of routes.

3.5 This is an outline planning application and when detailed planning applications are submitted then further discussions will be needed with KCC's Countryside Access service and PRoW officers regarding the details of the proposed changes to the PRoW network. This will include discussing the precise alignments for the diversions of existing PRoW including the realignment of Greensand Way and the design of AW219 between Mock Lane and Chilmington Lane. Any changes to existing PROWs in terms of their alignment will be subject to S257 applications and at this stage detailed discussions with be held with KCC's PROW officers and local user groups.

3.6 The proposed bridleway connection toward Tally Ho Road and pedestrian improvements to the south side of Magpie Hall Road will also need to be discussed in more detail when the detailed planning application for these phases of the proposed developments are submitted. The traffic calming proposals for Magpie Hall Road include the provision of a footway on the southern side of the road and this is discussed in more detail in **Section 8** below.

A28 Pedestrian/Cycle Route

3.7 The provision of a continuous cycle/pedestrian route on the A28 between the Matalan and Tank roundabouts is proposed in association with the offsite highway works. However, the detailed design of this route needs to be co-ordinated with the proposed highway improvements along this route.

3.8 The potential design for this route is shown on **drawing 131065-A-16 Revision A which is contained in Appendix C.** This proves a 3m footway/cycleway for the majority of the route, but where constraints exist a 2m wide route is proposed. Where the route is 2m these sections could be shared use or could be signed for cyclists to dismount. The former is the preferred approach to provide a continuous off-road route for cyclists.

3.9 At the existing railway bridge the proposed approach (subject to confirmation of the design of the proposed highway improvements and confirmation of the loading capacity of the bridge) is for a segregated route to be cantilevered**. Drawings 131065-A-47** and **131065-A-52** contained in **Appendix G** provide further information in relation to the proposed alignment of the cantilevered pedestrian / cycle link section at the rail bridge.

3.10 Toucan crossings are proposed for pedestrians and cyclists along the A28 corridor where they are needed and are possible; these will be provided with 3 metre wide islands to allow safe cycling. Crossing are proposed at the following locations:

- A28 northern arm of the Matalan roundabout
- A28 at proposed signal junction with Brunswick Road;
- A28 at proposed signal junction with Hilton Road; and
- Loudon Road at proposed amended signal junction with A28.

3.11 The feasibility of delivering enhancements to pedestrian/cycle crossing facilities will be fully investigated during the detailed design stage of the A28 infrastructure improvement works.

NCN18 Cycle Link/Bartletts Lane

3.12 Recommendations have been made to stop-up Bartletts Lane at the northern end in order to retain its rural character and avoid rat-running traffic. However, this is not considered to be necessary.

3.13 Bartletts Lane is a narrow (approximately 3 – 4m wide for most of its length), lightly trafficked, winding, country lane that is unlikely to be accessed in significant numbers by motorised vehicles. This is supported by the results of the traffic modelling assessment undertaken and therefore it is not considered that leaving Bartletts Lane open to local traffic would be counter to the promotion of NCN18.

3.14 KCC has suggested the development of a traffic-free route through the ABC Environment Centre land in order to avoid cyclists having to share a section of Bucksford Lane (the Environment Centre is located on Wesley School Road, TN23 5LW). It is noted that the DfT's Manual for Streets (2007) at paragraph 2.2.7 states that '*lanes in rural areas can provide other functions than just movement, including various leisure activities such as walking, cycling and horse riding'*. Cyclists are recommended to be generally accommodated '*on streets rather than routes segregated from motor traffic. Being seen by drivers, residents and other users affords a greater sense of security'* (*Manual for Streets* para. 4.2.4). It is therefore not considered necessary to provide an off road route.

3.15 In the light of the above, NCN18 should be retained on its current route and promoted as the key cycle link between the development and the town centre.

PRoW Network and Proposed Changes

3.16 Reference should be made to Parameter Plans **OPA05R** and **OPA08R** for further reference on routes to and from the development. **Drawing 131065-A-14 Rev A** contained in **Appendix C** also identifies existing PROWs, pedestrian and cycle links within the Site and the subsequent key connection to Ashford Town Centre via NCN18.

3.17 KCC has requested that Greensand Way should be realigned along the proposed bridleway to the north-west of the development and not along Mock Lane. Figure 7.4 of the Design and Access Statement (Movement Hierarchy) shows a proposed bridleway along the north-west of the development site, mainly within the application boundary. A pedestrian route is also proposed which closely follows the route of the bridleway. As such, the retention of Greensand Way along Mock Lane facilitates additional pedestrian route choice, therefore the realignment of this route is not considered necessary.

3.18 The developer notes the aspiration for a bridleway between Discovery Park and Singleton Environment Centre. The appropriate time to consider the delivery of the bridleway will be as part of the reserved matters and masterplan for Discovery Park.

3.19 The developer will provide a financial contribution for the delivery of a 2m wide footway on the southern side of Magpie Hall Road to connect Stubbs Cross with the Chilmington Green development; this is indicated on **drawing 130165-A-25** contained in **Appendix K**.

3.20 Further discussions will be required on diversions of existing PRoW, the design of AW219 between Mock Lane and Chilmington Lane, proposed bridleway connection toward Tally Ho Road, and pedestrian improvements to the south side of Magpie Hall Road.

Further Pedestrian and Cycle Improvements

3.21 In line with the aspiration in the AAP (paragraph 9.32), the developer will provide a financial contribution to KCC for the delivery of a 2 metre wide section of footway on the south side of Magpie Hall Road between the properties of Wainsbrook and Kingsthorne Farm. This feature will be provided to improve pedestrian safety on this bend in the road, and as stated above is shown on **drawing 131065-A-25** contained in **Appendix K.**

3.22 The design of proposed the chicane build-out traffic calming features submitted with the planning application (as shown in **Drawing 2761-SK-049 Rev A**) has been updated to

incorporate a 2 metre wide bypass within the verge/edge of carriageway to allow cyclists to pass through without being forced out into the traffic. The amended design is shown in **drawing 131065-A-05** contained in **Appendix C**.

Section Summary

3.23 The comments made on Public Rights of Way and pedestrians and cyclists linkages both within the proposed development and to provide connections to the surrounding area have been considered in detail within the overall context of the objective being to make the development as accessible as possible by all modes of transport.

3.24 The plans that both form part of the planning application in terms of the Parameter Plans, the 5 access plans and those that are supporting information, including how the Masterplan has evolved, show how the network of routes for pedestrians and cyclists within the site will be provided. This is shown on **drawing 131065-A-14 Rev A.** This work will be carried forward into the emerging Design Code for the site.

3.25 The proposed offsite connections are shown, in particular the route on the A28 from the Matalan Roundabout to the Tank Roundabout, have been designed in some detail and are shown on **drawing 131065-A-16 Rev A**. These facilities on the A28 would be provided at the same time as the proposed highway improvements to this section of road to ensure that the facilities for all mode of transport are co-ordinated.

4 ENVIRONMENTAL STATEMENT

4.1 With reference to the compilation document of stakeholder comments and issues raised (**Appendix A**, items comments 23-31), the issues raised in relation to the Environmental Statement are summarised as follows:

- Clarification on ES assessment scenarios;
- Phasing of the A28 improvement works relative to the phased construction of the development site;
- Clarification over inclusion of A28 and Junction 10A works in assessment;
- Request for details of the construction traffic trip generation.
- Clarification over mitigation strategy and need for additional measures; and
- Clarification over public transport changes and inclusion of inclusion of updated committed development site details.

4.2 The Transportation and Access section of the Environmental Statement Addendum addresses the key stakeholder issues raised and should be read in conjunction with this Supplementary Transport Assessment.

Response to Key Comments

4.3 The Transport Assessment and thus the work for the Environmental Chapter were undertaken before the adoption of the Chilmington Green Area Action Plan (July 2013). The Masterplan has considered the requirements of the AAP in light of Policy CG1 which sets out that the site should be well designed, safe, accessible and sustainable, supporting a viable public transport network and walkable neighbourhood.

4.4 The principal site access points are via the A28 as specified by the AAP (Para. 9.3). Policy CG11 requires two new roundabout junctions with the A28, which have been designed as the northern and southern gateway roundabouts. The developer proposes a staggered priority junction access between the north and south accesses instead of a signal-controlled junction. This has been found to work optimally in junction capacity assessments (refer to **Section 6** of this report for further details).

4.5 The potential environmental impacts and implications of the revised access strategy have been considered within the ES Addendum.

Scenarios Assessed

4.6 The ES assumes that the A28 improvements will not have taken place in the 2031 'Do-Nothing' scenario. Discussions with KCC have clarified that a financial contribution from the Chilmington Green development is required in order to realise the improvement scheme; without this contribution there is no prospect of implementing the improvements. It is therefore considered appropriate that the A28 improvement works are not considered within the 2031 Do Nothing scenario, and that this does not result in reporting artificially high impacts, such as driver stress.

4.7 The ES assessed 2031 'With Development' scenario when the development is complete. The completed development was assessed as this reflects the scenario in which the transport effects of the development are at their greatest. It is therefore not considered relevant to undertake interim assessment within the ES.

4.8 With regard to the timing of delivery of the component parts of the A28 improvement scheme, a phasing assessment of the capacity of the A28 corridor relative to development delivery is currently being undertaken with KCC, as set out within **Section 7** of this report.

4.9 Finally, the internal layout of estate roads is intended to be indicative and allows a degree of flexibility. The key road corridors have limits of deviation fixed by the Parameter Plans, a design within those limits of deviation would not have a material effect on the assessment as set out within the ES and ES Addendum.

Construction Traffic Generation

4.10 The calculation of construction traffic (HGVs and cars /vans) within the ES is based on previous experience of similar types of development. The numbers are based on 300 dwellings per year, assuming 75 dwellings being built at any one time, resulting in 38 two-way daily HGV trips and 121 two-way daily car trips.

4.11 The construction traffic, HGV and other vehicle trip profiles are indicative and will need to be confirmed once a contractor(s) has been appointed and specific haul routes and construction methodologies are known. The initial vehicle movements may subsequently reduce as material is stockpiled on site. The build-out rate of circa 300 dwellings/year is anticipated to be consistent during each phase.

Construction Traffic Management Plan

4.12 Prior to the commencement of each phase of development a Construction Management Plan will be completion using the headings set out in **Appendix D**.

4.13 As part of any planning consent granted, the submission of these Construction Management Plans can be required for approval prior to the commencement of each phase of the development.

Mitigation

4.14 Measures associated with mitigating the traffic and transport related environmental impacts as a result of the Chilmington Green development include:

- Strategic highway improvements to the A28 corridor between Matalan and Tank Roundabouts;
- The provision of pedestrian crossings at the A28 site access junctions;
- The provision of a footway on the southern section of Magpie Hall Road; and
- The implementation of traffic calming measures at Great Chart and Magpie Hall Road.

4.15 Mitigation measures have not been proposed at all receptor points which exhibit moderate or major negative adverse impacts. Examples include Long Length in relation to accidents and safety, as the overall sensitivity of the receptor is minor due to the low existing traffic flows. However, monitoring of traffic flows as part of the Travel Plan will ensure that any potential future issues such as rat-running via Long Length could be mitigated against should the identified minor negative impacts increase to moderate or major negative adverse impacts.

Further Clarification

4.16 The statement in the ES at paragraph 6.5.33 that public transport will not change in 2031 with the addition of the development was incorrect. A bespoke high quality, frequent and direct bus service to Ashford Town Centre is proposed. The service will provide a direct and attractive link between Chilmington Green, Ashford Town Centre and Ashford International Rail Station (from which high speed rail services to London can be accessed).

Further details regarding discussions with KCC, ABC and Stagecoach Kent and the public transport strategy are set out in **Section 9** of this report.

4.17 The adopted Urban Sites DPD was issued in October 2012. The ES assessed that the Conningbrook Strategic Park is referenced in paragraph 4.14 of the Core Strategy highlighted that some 'enabling' housing development may be required at Conningbrook as the means of helping to fund the delivery of the wider sporting and recreational objectives there. The assessment work established that a residential development of around 300 dwellings would be necessary to fund the establishment of the proposed sporting and recreational facilities.

Section Summary

4.18 The Transport Chapter of the revised ES together with this report responds to all of the queries raised in relation to the transport related environmental impacts of the proposed development.

4.19 A Construction Management Plan will be prepared prior to each phase of development commencing.

5 TRIP GENERATION & DISTRIBUTION

5.1 With reference to the compilation document of stakeholder comments and issues raised within **Appendix A**, the issues raised in relation to trip generation and distribution are recorded within comments 161-165, 178 (KCC); and 182d-e (Highways Agency).

5.2 The comments provided by KCC and the HA can be summarised as follows:

- Breakdown of vehicle trips by land use type and clarification of floor areas;
- Trip distribution for each phase of the development;
- Clarification of trip generation vehicle flows & assignment;
- Appropriate measures to integrate impact of additional traffic; and
- Traffic growth, distribution and assignment derived from the Peter Davidson Demand model.

Response to Key Comments

Trip Rates

5.3 The trip rates have been previously agreed with Kent Highway Services, Ashford's Future and the Highways Agency. **Appendix G** of the TAR originally submitted provides a technical note which details the approximate building footprint of the respective land use types within the proposed development. A review of the numbers previously quoted has been undertaken with the revised quantum of development provided within **Table 5.1** below.

Table 5.1: Land Use Quantum

Land Use Type	Quantum
Residential Dwellings	5,750 (7,000 previously assumed within VISSIM model)
Primary Schools (2fe x4)	1,200 pupils
Secondary School (6fe)	1,080 pupils
District Centre – A1-A5	9,000 sqm

5.4 The July 2012 Transport Assessment is based on agreed trip rates contained in the Ashford VISSIM model. These were obtained from the Ashford Highway and Traffic Study report prepared by the Highways Agency in September 2006.

5.5 As a sensitivity test, the trip rate selection has been reconsidered using the TRICS® database 2013a. Further information on the resulting trip generation is provided in **Table 5.2.**

5.6 The table below indicates the difference in traffic generation, before internalisation is considered, based upon the trip rates applied from the AHTS report, compared to trips derived from TRICS surveyed sites.

Table 5.2: Land Use Quantum

Comparison	AM Peak (Vehicle Trips)	PM Peak (Vehicle Trips)
Traffic Generation (from Transport Assessment)	3,589	3,417
Revised TRICS Comparison	3,163	3,634
Difference Numbers	426	-217
Difference %	11.9%	-6.3%

5.7 The comparison demonstrates that as a result of interrogating sites within TRICS 2013a it can be seen that the trip generation assumptions in the submitted TAR are 11.9% (426 trips) higher in the AM Peak and are 6.3% (217 trips) lower in the PM Peak trips derived. Taking a balanced overview, the trip rates applied within the submitted TAR are considered robust. It is understood that this has been agreed with KCC during post application discussions.

5.8 In relation to the floor area of the education and community uses, for clarification, the community uses (Use Class D1) will have up to 7,000 sq m gross floorspace. The leisure uses (Use Class D2) will have up to 6,000 sq m gross floorspace. This changes are negligible in transport terms.

5.9 The education uses will include a secondary school of up to 8ha and up to four primary schools of up to 2.1ha each.

Phased Traffic Distribution

5.10 The highway enhancements will be phased as described in further detail in **Section 7**. The traffic distribution which has been applied to assess the A28 existing and proposed junctions is based on the VISSIM outputs derived from Peter Davidson's Consultancy Demand Model and produced by JACOBS on behalf of Kent County Council. The distribution is based on the defined Core Strategy scenario for Chilmington Green, and therefore provides the best available robust analysis of the "Do Something" scenario for further options testing.

5.11 The proposed highway interventions that were assumed to form part of the development proposals include:

- A northern and southern roundabout site access roundabout with the A28 in addition to a priority junction;
- A new Coulter Road mini-roundabout site access junction;
- A28 existing junction enhancements - Matalan roundabout, Tank Roundabout and Louden Way signalised junction; and
- Traffic calming along Magpie Hall Road and Ashford Road within Great Chart village.

5.12 The VISSIM model indicates the distribution of development traffic as a result of the capacity enhancements on the A28 combined with the implementation of traffic calming on Magpie Hall Road and in Great Chart.

5.13 The distribution of traffic to/from the site via the local highway network is illustrated within the figure contained in **Appendix F** of the submitted TAR and is summarised as follows:

- A28 North – 67%;
- A28 South -7%;
- Mock Lane -4%;
- Criol Lane – 1%;
- Cuckoo Lane - 2%;
- Magpie Hall Road -2%;
- Tally Ho Road (South-East) – 3%;
- Tally Ho Road (South-West) – 1%; and
- North-East via new Coulter Road link – 13%.

Traffic Distribution Discrepancy

5.14 In terms of any difference in vehicle trips (comments 163-165), it is understood that the discrepancy between the submitted TAR and the data presented at the AAP Stakeholder Workshop (November 2011) is due to the application of internalisation rates to identified land uses within the overall Masterplan.

5.15 Paragraph 9.4.1 of the submitted TAR states that a '*key element of the Chilmington Green Master Plan is to deliver a largely self-sufficient community thereby exploiting the potential for walking, cycling and public transport*'.

5.16 **Appendix G** of the submitted TAR provides more information on how the vehicular traffic internalisation was applied. Other than residential use, the three land uses which had an applied internalisation factor were employment, community and retail. This was done to reflect trips which start and/or end at the residential dwelling within the expanded community (i.e. linked trips). **Appendix G** of the submitted TAR sets out the following internalisation factors as shown below.

- Employment: 10%.
- Education: The factors are split for staff and pupils. The employment factor is applied to staff; an internalisation factor of 61% is applied to pupils.
- Food Retail: 75%
- District / Neighbourhood Centre Retail: 90%.

5.17 These internalisation factors are considered to be robust and reflect the stated objective of the masterplan for the new development of providing facilities within the new housing for residents to use.

5.18 It is understood that both the distribution of traffic and the internalisation of trips has been agreed with KCC during post application discussions.

Traffic Distribution between the A28 and Magpie Hall Road

5.19 As discussed within the submitted TAR (paragraph 13.4), the low proportion of development trips associated with the alternate distribution typically relate to non-commuting, social based trips. The low proportion of traffic which would assign via the A2070 will be further reduced following the introduction of traffic calming measures along Magpie Hall Road and therefore the resulting low number of trips during the weekday AM and PM Peak periods would not have any material impact upon Magpie Hall Road and the A2070.

Future Year Traffic Growth

5.20 In relation to the determination of future year traffic growth, committed development sites as listed within **Table 8.1** of the submitted TAR were applied within the 2031 'Do Something' VISSIM model. The growth factors presented in Table 8.2 (of the submitted TAR) reflect the TEMPRO growth factors for 2010-2031 following the removal of the committed sites

included within the TEMPRO projections to ensure that double counting does not occur. This is a robust approach.

5.21 Again, it is understood from post application discussions with KCC that future predictions of traffic growth has been agreed.

Post Occupation Monitoring and Mitigation

5.22 In association with the monitoring of travel patterns as part of the Travel Plan the use of the roads to the south and east of the development site will be monitored as the development progresses. Should the traffic on these roads grow faster than anticipated and the reason for this high level of growth is due to traffic associated with the proposed development then funding for additional traffic calming measures will be made available.

5.23 The level of this funding and the mechanism for payment in the unlikely event it is needed will need to be set out in detail in the S106 agreement that will be associated with the outline planning consent. This will provide certainty that, should they be needed, funds are available and also certainty for the developers of the potential level of funding that may be required. This is considered in more detail in **Section 8** below.

Section Summary

5.24 The trip generation from the proposed development, the internalisation of trips, the distribution of this traffic and future traffic growth assumptions have been discussed with KCC during post application discussions and it is believed that the queries made have been addressed and the approach that is being taken is agreed.

5.25 The future monitoring of traffic associated with the development is considered in more detail in **Section 8** below.

6 SITE ACCESS JUNCTION DESIGNS & MODELLING ANALYSIS

6.1 This chapter focuses upon the comments/issues raised in relation to the highway design and capacity of the proposed site access junctions, as set out at stakeholder comments 157-160 in **Appendix A**.

6.2 This chapter details the following:

- Revised vehicular access strategy design;
- Distribution of vehicular traffic via the proposed site access junctions;
- Proposed phasing of access junction delivery

Response to Key Comments

Key Vehicular Access Drawings & Safety Audits

6.3 The A28 site access drawings issued within the submitted TAR were as follows:

- Access A - A new northern A28 roundabout with a 60m ICD (**drawing 2761-GA-011-D**)
- Access B - A signalised junction off the A28, Goldwell Lane and a new site access arm to replace the existing priority junction arrangement (**drawing 2761-GA-012-D**)
- Access C - A new southern A28 roundabout with a 40m ICD (**drawing 2761-GA-013-D**)
- Access D - A new mini-roundabout junction with Coulter Road and a new site access arm (**drawing 2761-GA-014-C**).

6.4 These plans formed part of the planning application that was submitted for approval in August 2012.

6.5 Following a review of the traffic distribution via the proposed A28 site access junctions and detailed discussions on the access designs with KCC, the following amendments have been made:

- Access A - northern access roundabout ICD has been reduced from 60 metres to 40 metres;

- Access B - the proposed signalised junction with Goldwell Lane has been revised to a staggered priority junction arrangement;
- Access C – minor amendments have been made to the southern access roundabout following a design review; and
- Access D – minor amendments have been made to the mini roundabout following a design review

6.6 The form of the Access B has been changed from a traffic signal junction to a priority junction for a number of reasons including that a traffic signal junction was not needed to accommodate future development traffic and may have led to future road safety problems and the agreement with KCC that there would not be a significant future desire for pedestrians and cyclists to cross the A28 in this location.

6.7 Independent Road Safety Audits have been commissioned for all of the revised access junction designs. **Appendix R** contains the Road Safety Audit reports and the Designer's Responses. All of the recommendations made in the Safety Audit have been incorporated into the proposed amended designs.

6.8 These revised access designs have been discussed with KCC and have been agreed in principle.

6.9 A cross section and initial earthworks drawing has been produced for the northern access roundabout as shown within **drawing 131065-A-17** of **Appendix B**. It is envisaged that the extent of the ground level remodelling and re-grading would be modest.

6.10 These plans were submitted for approval as part of the planning application in September 2013 in place of the plans previously submitted in August 2012.

6.11 The distribution of traffic from the site is focused upon the A28 (74%), as identified in the previous section of this report, with the proportion of development traffic distribution informed by the JACOBS VISSIM model which includes the proposed infrastructure improvements to 2031.

6.12 The northern site access roundabout with the A28 was previously designed as the principal form of access, with circa 93% of (A28) development traffic assigning via this junction. As a

result, an ICD of 60 metres was provided to accommodate the circa 1,180 northbound vehicles exiting the roundabout in the weekday AM Peak hour.

6.13 This would require a considerable proportion of all traffic from Chilmington Green to select a route which passes through the District Centre in accessing/egressing the site via the northern gateway roundabout with the A28.As the internal road layout will be designed to accommodate low vehicle speeds through restrictive carriageway widths, and visual and horizontal calming features, it is anticipated that a higher proportion of traffic, particularly in relation to the dwellings situated within the eastern section of the site, including the Orchard Village Neighbourhood Centre, would assign onto the A28 via the staggered priority junction and southern roundabout junction.

6.14 The impact of assigning 74% (67% Northbound/7% Southbound) of all vehicle trips via the 3 proposed A28 site access junctions has subsequently been assessed on the Louden Way junction and the Tank and Matalan roundabouts. The assignment of vehicle trips is detailed within **Appendix E**.

6.15 It is anticipated that 50-60% of (A28) traffic would assign via the northern roundabout, with the remaining 40-50% of site traffic assigning via the A28 via the southern roundabout and the priority junction. A robust sensitivity test has been undertaken which assesses a 65% distribution of traffic in terms of assignment onto the A28 via the northern roundabout, with a further 35% of traffic assigned via the southern roundabout.

Site Access Junction Assessments

6.16 The A28 southern and northern site access roundabouts have been modelled using ARCADY software with the staggered priority site access modelled using PICADY software. The junction assessment outputs are contained within **Appendix F.**

Access A - Northern A28 Roundabout

6.17 The revised 40m ICD roundabout design is shown within **drawing 131065-A-01 Rev C**. The ARCADY modelling assessed 65% of all A28 site traffic, equating to 48.1% of all site traffic (74% x 65%).

Table 6.1: Northern Site Access Junction – ARCADY Results – Weekday Peak

	AM Peak		PM Peak	
Arm	**Maximum RFC**	**Maximum Queue**	**Maximum RFC**	**Maximum Queue**

A28 (North)	0.73	3	0.93	11
Site Access	0.73	3	0.48	1
A28 (South)	0.73	3	0.63	2

6.18 The results indicate that the roundabout will continue to operate within capacity in both the AM and PM Peak hours, with a maximum RFC (Ratio of Flow/Capacity) of 0.93 recorded on the A28 North arm in the PM Peak, with a corresponding maximum queue length of 11 vehicles.

Access A - Enlarged Northern A28 Roundabout

6.19 Following comments made by KCC about the need to ensure "future proofing" of the access should additional capacity be needed in the future to accommodate additional development and/or traffic growth junction assessments have been undertaken to assess a worst case scenario which assumed additional traffic using the junction.

6.20 In the event that further junction capacity proves to be required in the future to accommodate additional development and/or traffic growth then the roundabout can be enlarged to provide additional capacity. **Drawing 131065-A-35 Revision A** contained in **Appendix B** provides a design to enhance the capacity of the roundabout approaches for information purposes. This larger roundabout can be constructed on land that is either part of the development site or is part of the existing public highway. This plan is not part of the submitted development for which planning permission is being sought.

6.21 The enhanced 40 metre ICD roundabout has been assessed for the full 2031 site build-out (5,750 dwellings & associated land uses)..

Table 6.2: Enhanced Northern Site Access Junction – ARCADY Results – Weekday Peak

	AM Peak		PM Peak	
Arm	**Maximum RFC**	**Maximum Queue**	**Maximum RFC**	**Maximum Queue**
A28 (North)	0.5	1	0.63	2
Site Access	0.61	2	0.4	1
A28 (South)	0.51	1	0.45	1

6.22 The ARCADY results indicate that the roundabout will continue to operate within capacity in both the AM and PM Peak hours, with a maximum RFC of 0.63 recorded on the A28 North arm in the PM Peak, with a corresponding maximum queue length of 2 vehicles.

6.23 This larger roundabout is not required to facilitate the proposed development and therefore does not form part of the proposed access arrangements. Through discussions with KCC it has been agreed that the additional land needed to allow this roundabout to be constructed will be identified and safeguarded for future highway improvements. It is not proposed that the land is adopted as part of the public highway from the outset as it can be managed as part of the landscaping for the development and this would avoid any additional maintenance liability for the Council.

6.24 The safeguarding of the identified land for potential future highway improvements will form part of the S106 agreement that will be associated with the grant of any planning consent for the proposed development.

Access B – A28 Priority Junction

6.25 Phase 1 has been assumed for the year 2018 assuming the construction of 1,500 dwellings and no access via the proposed southern or northern access roundabouts as a worst case scenario. The PICADY results indicate that the priority junction will operate within design capacity during both peak periods.

Table 6.4: Southern Site Access Junction – ARCADY Results – Weekday Peak

	AM Peak		PM Peak	
Arm	**Maximum RFC**	**Maximum Queue**	**Maximum RFC**	**Maximum Queue**
A28 (North)	0.24	1	0.05	0
Site Access	0.86	5	0.53	1
A28 (South)	0.04	0	0.06	0

6.26 In the AM Peak the site access approach (northbound) reaches a maximum RFC of 0.86 and a corresponding queue of 5 vehicles.

6.27 In the PM Peak the junction is less congested, operating with a maximum RFC of 0.53 and a corresponding queue of 1 vehicle on the site access approach (northbound).

Access C - Southern A28 Roundabout

6.28 The proposed southern roundabout was reviewed and only very minor design layout changes were made which have no material impact upon the junction capacity.

6.29 As the level of traffic predicted to use this access has been reviewed and amended a detailed capacity assessment of the junction has been undertaken.

6.30 This roundabout has been assessed for the full 2031 site build-out (5,750 dwellings & associated land uses), assuming that 35% of all A28 site traffic, equating to 25.9% of all site traffic (35% x 74%).

Table 6.4: Southern Site Access Junction – ARCADY Results – Weekday Peak

	AM Peak		PM Peak	
Arm	**Maximum RFC**	**Maximum Queue**	**Maximum RFC**	**Maximum Queue**
A28 (North)	0.55	2	0.63	2
Site Access	0.46	1	0.3	1
A28 (South)	0.39	1	0.46	1
Sandy Lane	0.06	0	0.09	0

6.31 The ARCADY results indicate that the roundabout will operate well within capacity in both the AM and PM Peak hours, with a maximum RFC of 0.63 recorded on the A28 North arm in the PM Peak, with a corresponding maximum queue length of 2 vehicles.

Access D – Coulter Road Mini Roundabout

6.32 The proposed mini roundabout was reviewed and only very minor design layout changes were made which have no material impact upon the junction capacity.

6.33 No additional capacity analysis of this access has been undertaken above that set out in the submitted TAR as there has been no change in the predicted level of traffic predicted to use this junction.

Phasing Strategy

6.34 It is proposed to construct Access A - Northern roundabout and Access B - A28 priority junction within Phase 1. The modelling undertaken has demonstrated that the priority junction could accommodate development traffic associated with 1,500 dwellings and could therefore be constructed prior to the occupation of any dwellings on-site if necessary, prior to the completion of the northern access roundabout.

6.35 It is anticipated that Access C – A28 Southern roundabout could be constructed within phase 3 of the development and Access D - Coulter Road mini-roundabout within phase 4.

6.36 Precise triggers for the construction of the site accesses will be agreed with ABC and KCC to be included as part of the conditions that form part of any planning consent granted or as part of the S106 agreement.

Section Summary

6.37 The proposed site accesses to the development have been re-considered in the light of the comments received and the following are proposed:-

- Access A – A28 Northern Access Roundabout – **drawing 131065-A-01 Rev B;**
- Access B – A28 Priority Junction – **drawing 131065-A-04 Rev A;**
- Access C – A28 Southern Access Roundabout **– drawing 131065-A-02 Rev B;** and
- Access D – Coulter Road Mini Roundabout **– drawing 131065-A-15**

6.38 A cross section has been prepared for Access A to show the extent of the earthworks needed and this is shown on **drawing 131065-A-17.**

6.39 These plans were submitted to ABC in September 2013 as amendments to the planning application for approval.

6.40 In the light of comments made by KCC land will be safeguarded to allow the roundabout at site access A to be enlarged to accommodate additional development and/or future traffic growth should this prove to be necessary. This is shown on **drawing 131065-A-35 Rev A** with the cross section of this enlarged roundabout being shown on **drawing 131065-A-36.** These plans do not form part of the planning application and have not been submitted for approval.

7 OFF-SITE A28 JUNCTION IMPROVEMENTS AND TRIGGERS

7.1 This chapter focuses upon the comments/issues raised in relation to the delivery of the A28 improvement scheme, as set out at stakeholder comments 157, 159 and 160 in **Appendix A**.

7.2 This key stakeholder comments can be summarised as follows:

- Phasing of development to be assessed against implementation of off-site highway works;
- Trigger points for the delivery of key junctions should be established; and
- KCC should not be subjected to financial risk, off-site highway works cannot be progressed until funding is received.

Development Phasing

7.3 The construction programme for the delivery of the Chilmington Green masterplan envisages the delivery 5,750 dwellings and non-residential land uses will be built across a total of 4 phases.

7.4 KCC has previously stated that improvements to the A28 corridor between the site and Ashford Town Centre/M20 Junction 9 will be required to accommodate future growth within Ashford.

7.5 The Chilmington Green Area Action Plan states that, "*It is apparent that the existing capacity of the A28 is a potential barrier to the unconstrained delivery of the Chilmington Green development*". The document continues to state that, "*the implementation of off-site highway improvements to the A28 and any other primary or secondary links or junctions within the adjacent parts of the urban road network to ensure that, at least, a "nil detriment" position is achieved*".

7.6 It is therefore acknowledged by ABC and KCC that highway infrastructure improvements are required to facilitate development in meeting the housing trajectory targets as set out within the Core Strategy. The AAP also states that, "*the forward funding of the KCC promoted improvements to the A28 by the developer combined with a reasonable commitment to implement the works by KCC should avoid the need for the development to be stalled*."

7.7 The highway constraints along the A28 have been acknowledged as the Matalan Roundabout (A28/B2229 Brookfield Road/Chart Road), the Louden Way/A28 junction, the Tank roundabout (A28/Sir Henry Brackenbury Road/Chart Road), and the rail bridge located between the Matalan roundabout and Louden Way junction, which acts as a bottleneck constraint in terms of dualling this section of the A28.

7.8 Funding for the highway works will be procured in association with the proposed development where it can be shown that the needs for the works directly relates to the traffic associated with the development and the request for any funding is consistent with the guidance in the NPPF.

7.9 It is proposed to deliver the A28 improvement works in 4 distinct phases with KCC responsible for the delivery of the highway construction works through their approved contractors. Whilst the specific sequence to which the phasing of works are to be delivered is to be determined, an indicative order of infrastructure works to be undertaken is referenced within the drawings in **Appendix G**, as follows:

- **131065-A-53 – Key Plan – A28 Corridor;**
- **131065-A-54 – Matalan Roundabout – Phase 1 or 2;**
- **131065-A-53 – Louden Way – Phase 1 or 2;**
- **131065-A-42 – Tank Roundabout – Phase 3;**
- **131065-A-47 – Rail Overbridge Widening – Phase 4; and**
- **131065-A-47 – Rail Overbridge Widening – Cross-Section**

7.10 A plan showing the phasing of the off-site A28 junction enhancements in relation to the development construction timeframe is contained with **Appendix G**.

7.11 Extensive traffic data has been surveyed on the A28 during 2013 to assist with developing the identified improvement work. This includes traffic flows, speed data and queuing. This data is contained in **Appendix H**.

7.12 In addition to the traffic surveys, peak journey time surveys were also undertaken in 2013 and this are contained in **Appendix I**.

Scope of VISSIM Assessment

7.13 KCC, with the advice of their highways consultant Amey, have identified that in order to establish the critical highway capacity constraints on the A28 and the extent of the improvements needed to mitigate the impact of the proposed development that the town side VISSIM model should be used. The model can also be used to provide evidence for the sequence of the implementation of the works.

7.14 To facilitate this, the VISSIM model is being updated and re-validated and will then be used to test the highway improvements proposed as set out in the drawings identified above.

7.15 The surveyed traffic information for the A28 undertaken in 2013 has been used to update the transport model and to validate the base model.

7.16 The modelling exercise comprises using the Ashford VISSIM transport model to test potential highway improvements using a cordoned section of theA28 Chart Road, to the west of Ashford town centre, between the Tank and Matalan roundabouts. The aim of the modelling exercise will determine the appropriate phasing of the improvement measures and the define appropriate trigger points in relation to the build-out of the 5,750 dwelling Chilmington Green development.

7.17 The forecast assessments will be based upon a validated VISSIM base model of the A28 corridor which has been developed by KCC and Amey. The forecasting will assess defined scenarios in terms of the phasing and combinations of the proposed highway improvements for the weekday AM and PM peaks in the future year 2031. The highway improvements have been set out in four distinct phases as below:

- Matalan roundabout improvement;
- Widening of existing over bridge to accommodate dualling of A28;
- Loudon Way junction improvement;
- Tank roundabout improvement.

7.18 Sensitivity testing will also be undertaken to help define appropriate trigger points for the implementation of proposed highway improvements in terms of development quanta build-out. It is proposed that the VISSIM assessments will be undertaken in two stages:

Traffic Modelling Stage 1

7.19 The first stage of work involves the development of a number of weekday AM and PM peak scenarios for the forecast year 2031. The required scenarios are set out below:

- 2031 Do Nothing (No Chilmington Green development and no highway improvements);
- 2031 Do Minimum (Full Chilmington Green development and no highway improvements);
- 2031 Do Something A (Full Chilmington Green development and Matalan roundabout improvement only);
- 2031 Do Something B (Full Chilmington Green development and bridge widening/A28 dualling improvement only);
- 2031 Do Something C (Full Chilmington Green development and Loudon Way junction improvement only);
- 2031 Do Something D (Full Chilmington Green development and Tank roundabout improvement only);

7.20 In addition to the above it has been agreed to undertake sensitivity tests on the Do Something scenarios above to help identify appropriate 'trigger points' for the highway improvements. It has been agreed to run sensitivity tests on the above with an assumed 500 dwellings build-out of the Chilmington Green development.

7.21 The outputs of the Do Something scenarios and the associated sensitivity tests will be discussed with KCC to determine whether any further sensitivity tests are required; and to agree on appropriate combinations of improvements to be tested in Stage 2.

Traffic Modelling Stage 2

7.22 The second stage of the study will involve the testing of further scenarios which will incorporate various combinations/sequencing of the proposed highway improvement options. The scenarios to be tested will be agreed between all parties prior to the commencement of the modelling based upon the outcomes of the Stage 1 assessments.

7.23 Further sensitivity testing of the identified scenarios may also be required within this stage of work.

7.24 The results of the modelling will be discussed with KCC to identify a preferred option and determine if any further scenario/sensitivity tests are required.

7.25 Following the further VISSIM testing to be undertaken, the results will provide a good indication of the most appropriate order for the phased improvements, and the specific quantum of development which will be permitted before the highway infrastructure works are necessary.

Section Summary

7.26 The following drawings have been prepared to show the proposed improvements to the A28 Chart Road:-

- **131065-A-53 – Key Plan – A28 Corridor;**
- **131065-A-54 – Matalan Roundabout – Phase 1 or 2;**
- **131065-A-53 – Louden Way – Phase 1 or 2;**
- **131065-A-42 – Tank Roundabout – Phase 3;**
- **131065-A-47 – Rail Overbridge Widening – Phase 4; and**
- **131065-A-47 – Rail Overbridge Widening – Cross-Section**

7.27 Further modelling is underway to consider the impact of the proposed development on the A28 Chart Road, the proposed improvements and the timing of the implementation of the works.

8 TRAFFIC CALMING STRATEGY

8.1 This chapter focuses upon the comments/issues raised in relation to the traffic calming scheme and the future monitoring of traffic relating to the development, as set out at stakeholder comments 21(o), 178 and 179 in **Appendix A**.

8.2 Traffic calming scheme designs were submitted within the Transport Assessment for Great Chart and Magpie Hall Road. Stakeholder feedback on the proposed schemes was provided by ABC as set out below.

Comment 21(o):"the traffic calming measures proposed on drawing 2761/SK/049 Rev A show chicane style build outs without any cycle bypass measures in the design. Thus cyclists are forced out into the traffic. Alternative traffic calming measures should be used, or by pass measures for cyclists introduced."

8.3 The measures for both schemes have been reviewed in line with stakeholder comments and the revised schemes, which aim to reduce rat-running traffic and reduce vehicle speeds/improve driver behaviour in these sensitive areas, are discussed for Great Chart and Magpie Hall Road separately below.

8.4 To assist with the design of the proposed traffic calming scheme in Great Chart and on Magpie Hall Road traffic and speed surveys were undertaken in both roads during 2013. The results of these surveys are contained in **Appendix J.**

Great Chart

8.5 The main objectives for traffic calming in Great Chart is to reduce the rat-running of traffic through the village at peak periods (especially the weekday AM peak) to avoid the congestion on the A28 and to ensure that construction traffic does not pass through the village.

8.6 The first stage in this strategy is to improve the A28 to make this route more attractive than the alternative route of using Chart Road, this would be complemented by the traffic calming if needed.

8.7 The routing of construction traffic will be controlled by the Construction Management Plans and will use the A28 and will not pass through Great Chart.

8.8 The level of traffic passing through Great Chart will be monitored as the development progresses and the traffic calming will only be implemented if there is more than a 10% increase in either total traffic or HGVs using the road through the village.

8.9 This will avoid an impact on residents driving to/from the village from the traffic calming scheme, before the scheme is needed.

8.10 The revised traffic calming scheme has been designed to comprise improved village gateways and chicanes withy cycle bypass, which will complement the existing road narrowing already present on Chart Road.

8.11 The measures are focussed outside the centre of Great Chart, as the centre is subject to pedestrian movement and on-street parking, which will provide an element of natural traffic calming and speed reduction.

8.12 The proposed Great Chart traffic calming scheme is shown in **drawing 131065-A-24** in **Appendix K**, while the measures are discussed below.

- Upgraded village gateway features – these will comprise coloured tarmac, dragon's teeth, speed limit roundels and gateway signs on the verges carrying the village name. The gateways are proposed at the southern end of Chart Road (approx. 150m northeast of the junction with the A28) and on Chart Road to the northeast of Great Chart (approx. 300m from the Matalan roundabout junction).
- Chicanes with cycle bypass – two sets of chicanes are proposed between Ashford Friars School and St Mary's church, and approximately 300m northeast of the junction with Ninn Lane. In direct response to stakeholder feedback cycle bypasses have been incorporated into the design of these measures ensuring that cyclists are afforded priority. Illuminated bollards and supporting signage are proposed to ensure highway safety for motorists.

8.13 The proposed traffic calming measures in Great Chart have been discussed with representative of the Parish Council who indicated their in-principle approach to the proposed traffic calming and the monitoring of traffic to determine when the traffic calming is needed.

Magpie Hall Road

8.14 The revised traffic calming scheme has been designed to comprise village gateways and speed limit roundels, which will act as reminders to motorists and reduce vehicle speeds through this sensitive residential area.

8.15 The proposed Magpie Hall Road scheme is shown in **drawing 131065-A-25** in **Appendix K**, while the measures are discussed below.

- Upgraded village gateway features – these will comprise coloured tarmac. The gateways are proposed at the western edge of Stubbs Cross (approx. 200m east of Tally Ho Road) and on the eastern edge of Stubbs Cross on Magpie Hall Road (approximately 350 metres to the west of the junction with Ashford Road.
- Speed limit roundels – these comprise red coloured tarmac along with painted speed limit on the carriageway. They are proposed equidistant between the village gateways to serve as a speed limit reminder to motorists.

8.16 In addition to the above, a section of footway is proposed between Wainscot and Kingsthorne Farm on the southern side of Magpie Hall Road. This will improve safety for pedestrians on the bend and is in line with the aspiration set out within the Chilmington Green AAP.

8.17 In a similar way to Chart Road, it is proposed that the level of traffic using Magpie Hall Road is monitored and that the traffic calming is implemented at the stage if there is more than a 10% increase in either total traffic or HGVs using the road through the village.

8.18 The proposed footway will be implemented during stage 4 of the development when the footway within the site is constructed so that there is a link between the site and the village.

Funding and Delivery

8.19 It has been agreed through discussions with KCC and ABC that the schemes will be delivered by KCC, with the developer consortium contributing the costs of delivery. This will allow KCC to undertake consultation with local community groups and allow flexibility to amend the schemes in line with feedback received prior to implementation, if this proves necessary.

8.20 While the timing of the implementation of the traffic calming will be subject to the future monitoring of traffic funding will be put in place to allow the schemes to be implemented through the S106 agreement.

Monitoring of Development Impacts

8.21 In addition to the monitoring identified above in Great Chart and on Magpie Hall Road in relation to the traffic calming there is a need for the monitoring of the transport implications of the development in terms of the Travel Plan(s). KCC also wish to see monitoring of the impact of the traffic associated with the development on a number of the roads around the site.

8.22 In addition to the monitoring of Great Chart and Magpie Hall Road, KCC also wish to see monitoring of the minor access road to the development including on Mock Lane, Cuckoo Lane, Criol Lane and Tally Ho Road. These are the local roads that give access to the site. KCC also wish to see monitoring of the increases in traffic on the A28 as the development progresses.

8.23 In the light of the above it is proposed that ATC (Automatic Traffic Counts) are undertaken on the above roads prior to construction of the development commencing and then at the end of each of the four development phases. In addition to this, KCC and/or local residents could request one further set of traffic surveys at any stage within the development.

8.24 This would be a total of up to 6 traffic surveys (one before development commences, one at the each of the four development phases and one on request). A plan showing the locations of the future traffic surveys is contained in **Appendix L.**

Section Summary

8.25 This section of the report outlines the proposed traffic calming schemes and how the monitoring of the traffic associated with the development will be undertaken for a number of reasons:-

- To determine when the traffic calming schemes are needed;
- To monitor the impact of traffic associated with the development on local roads; and
- To monitor the impact of traffic associated with the development on the A28.

9 PUBLIC TRANSPORT STRATEGY

9.1 Stakeholder response comments were received from ABC, KCC and Stagecoach Kent on a range of issues. These are included in full within **Appendix A** (comments 166 - 174c), and are summarised as falling in to the following categories:

- Bus routeing and journey times;
- Bus mode share;
- Bus priority measures;
- Bus infrastructure;
- Service procurement; and
- Bus travel incentives and Travel Plan.

9.2 Following the receipt of stakeholder comments, the public transport strategy was discussed with ABC, KCC and Stagecoach Kent at a meeting in September 2013. The following bus strategy to serve the development reflects the discussions at the meeting.

Bus Routing and Journey Times

9.3 It was agreed at the public transport meeting that the preferred routeing for the Chilmington Green bespoke bus service is as follows:

- Northern site access to A28
- Tithe Barn Lane
- Knoll Lane
- Brookfield Road
- Leacon Road – Victoria Way
- Beaver Road
- Elwick Road
- A292 Somerset Road
- A2042 Station Road

9.4 Discussions with Stagecoach Kent identified that average bus speeds in Kent are approximately 12mph, taking into account delays associated with peak traffic, passengers boarding and alighting, etc. Taking this speed into account, **Table 9.1** below summarises the distance and potential bus journey times from the Chilmington Green district centre.

Table 9.1: Potential Bespoke Bus Service Journey Times

Location	Distance from CG District Centre	Assumed Journey Speed	Forecast Journey Time
Ashford International Station[1]	3.42 miles	12 mph	17.1 minutes
Ashford Town Centre	3.85 miles	12 mph	19.3 minutes

[1] Assumes access via 'international' side of station and early drop-off at Victoria Way/Beaver Road junction

9.5 The application of the 12mph journey speed provides fairly crude journey times, which do not make allowance for time saving brought about by bus priority measures, or additional journey time through internal routeing within the development; these are considered below.

9.6 Bus priority measures are proposed at the Knoll Lane /Brookfield Road and Victoria Way/Beaver Road junction that, in addition to the phased A28 improvement scheme, will realise improvements in overall journey times between the site and Ashford town centre.

9.7 Whilst the actual time saving brought about by bus priority measures is difficult to forecast, it is considered that a robust assessment would be that 1 minute could be saved at each of the improved junctions on the bespoke bus route. As this would comprise the Knoll Lane/Brookfield Road and Victoria Way/Beaver Road junctions, it is considered that the journey times would be reduced by 2 minutes.

9.8 Conversely the journey times in **Table 9.1** do not take account of bus routing within the development. The internal bus route within the site is approximately 2 miles long, therefore the distance between the southernmost point in the site and the district centre would be 1 mile. This could add a further potential 5 minutes to the overall journey time from the furthest part of the site. The revised total and average journey times between the site and Ashford International/Town Centre are set out in **Table 9.2** below.

Table 9.2: Forecast Average Bus Journey Times to Ashford

Location	Journey Time from District Centre	Journey Time from Southern part of Site	Average of Journey Times
Ashford International Station[1]	15.1 minutes	20.1 minutes	17.6 minutes
Ashford Town Centre	17.3 minutes	22.3 minutes	19.8 minutes

[1] Assumes access via 'international' side of station and early drop-off at Victoria Way/Beaver Road junction

9.9 It is worth noting that the above are considered on the basis of the conservative 12mph bus speed, and should therefore be seen as a worst case assessment. For the sake of further

assessment, it is considered that the bespoke bus service could realistically achieve an average 20 minute journey time between the site and Ashford Town Centre.

9.10 This journey times identified above would allow the provision of one dedicated bus to achieve a 40 minute headway frequency, which could be provided from day 1 of the development. As the development gathers pace, the introduction of a second would double the provision to achieve a 20 minute headway frequency. Three buses would allow a 13-14 minute headway frequency, while 4 buses would allow a 10-minute headway frequency to be achieved.

9.11 The proposed phasing of the introduction of bus services along with hourly capacity versus predicted trips is shown in **Table 9.3** below.

Table 9.3: Potential Bespoke Bus Service Frequency

Phase	Housing Delivery	Cumulative Total	Bus Service Frequency (minutes)	Buses Required	Buses Per Hour
1a	0-200	200	40	1	1.5
1b	1,122	1,222	20	2	3
2	1,550	2,772	13-14	3	5
3	1,335	4,107	13-14	3	5
4	1,643	5,750	10	4	6

9.12 To facilitate these bus services some pump-priming subsidies may be needed and the level of these subsidies will be agreed as part of the negotiation of the S106 agreement associated with any planning consent granted.

Bus Mode Share

9.13 Policy CG12 of the AAP states that "*public transport services from Chilmington Green shall be designed to deliver at least a 20% public transport mode share for trips to and from the site*".

9.14 At the meeting in September 2013 it was agreed that the bus service would need to be phased in order to avoid running empty buses and ensure that the service achieves value for money. It is also noted, however, that the phased introduction of bus services should ensure that bus travel represents a realistic alternative to car based travel, and as such early delivery is crucial.

9.15 The phased introduction of the bus service means that the achievement of the 20% bus mode share should be viewed as the target for the Chilmington Green development upon full occupation and realisation of the high frequency bus service, i.e. when the development and bus service reach 'critical mass'. The Supplementary Travel Plan contains details of the programme of monitoring and review of the bus mode share and measures that can be put in place should the development not meet the targets set out above.

9.16 It should also be noted that the achievement of a 20% bus mode share at Chilmington Green will also be reliant on realistic journey times between the site and Ashford Town Centre, which in turn will be supported by the provision of bus priority measures; these are discussed below.

Bus Priority Measures

9.17 Comments 171 (Stagecoach Kent) and 180h (KCC) set out the importance of bus priority measures between the site and Ashford Town Centre. The full comments are provided at **Appendix A**, while the points raised are discussed below.

9.18 It was agreed at the meeting that bus priority measures would be investigated at three key locations. These are summarised below and discussed in the following paragraphs.

- Tithe Barn Lane/Knoll Lane
- Knoll Lane/Brookfield Road
- Victoria Way/Beaver Road

Tithe Barn Lane/Knoll Lane

9.19 The Tithe Barn Lane/Knoll Lane junction comprises a priority junction with Tithe Barn Lane giving way to Knoll Lane. Delays are currently experienced by existing bus services turning left on to Knoll Lane which are required to wait for general traffic giving way to traffic on Knoll Lane.

9.20 A preliminary design has been undertaken changing the priority of this junction to allow continuous movement from Tithe Barn Lane to Knoll Lane north. A ghost-island right turn was incorporated in the design to reduce delays to traffic turning right in to Knoll Lane south. The preliminary design is shown in **drawing 131065-A-26** included at **Appendix M**.

9.21 Traffic surveys were undertaken at the junction to determine the prevailing traffic movements, which identified that Knoll Lane experiences heavy north/south movements during the peak hours. Delays are experienced by traffic on Tithe Barn Lane with queues reaching up to 8 vehicles at the busiest times.

9.22 The potential junction amendment was modelled using PICADY to ascertain the effects on general traffic. The modelling concluded that the junction would operate within design capacity. However due to the alignment of the junction, it is considered that the junction amendment could result in excessive delays for northbound traffic on Knoll Lane and traffic turning right into Knoll Lane south.

9.23 The safety for traffic using the amended junction was also considered. It was felt that the change in junction priority would be confusing for drivers. It was felt that it would be difficult for traffic to make the right turn from Tithe Barn Lane to Knoll Lane without conflicting with traffic in using the new priority route at the junction.

9.24 Due to the concern over the capacity of this junction and more importantly, the safety of the junction it is not proposed that this amendment to the junction is taken forward.

Knoll Lane/Brookfield Road

9.25 The Knoll Lane/Brookfield Road junction comprises a signalised junction. Delays to bus services would be experienced as buses are required to queue with other traffic awaiting a green signal.

9.26 An improvement scheme has been identified that provide a separate bus priority lane for the left turn from Knoll Lane to Brookfield Road, and vice-versa to allow buses to progress in advance of general traffic. The proposed design is shown in **drawing 131065-A-28** included at **Appendix M**.

9.27 The improvement could be implemented via installing a bus 'hurry call' which would prioritise the traffic in favour of approaching buses ahead of the signals for general traffic. Junction capacity modelling will be undertaken to demonstrate that the junction will operate within capacity following the implementation of the bus priority measures.

9.28 The developer will provide a contribution to the value of the identified bus priority works, such that the works can be delivered by KCC as highway authority.

Initial Junction Capacity Analysis of Brookfield Road-Knoll Lane Bus Priority

9.29 Traffic surveys were undertaken at the Brookfield Road-Knoll Lane junction on Wednesday 27th November 2013. The traffic surveys are included at **Appendix N**.

9.30 The traffic signal phasing and staging information has been received from KCC and has been used to prepare the model of the existing junction. It should be noted that this exercise has been undertaken to demonstrate how the bus priority measures are feasible and can be delivered. However, prior to the implementation of bus priority works at this junction, more detailed traffic signal analysis would be required.

9.31 At the time of commissioning the surveys it was not known that the Brookfield Road-Clockhouse junction is controlled by the same signal controller and that the junction operates as a single staggered signal control junction. Therefore it has been necessary to assume the traffic flows at the Clockhouse approach.

9.32 It has been assumed that 50 PCU's turn right into and left out of the Clockhouse approach during the AM and PM peak hours. This is considered to be a robust assumption as Clockhouse is a residential access road that is unlikely to carry through traffic. It has also been assumed that a proportion of the traffic entering and exiting the junction from the Brookfield Road (E) approach will have originated from/departed the Clockhouse approach in the AM peak. This has been mirrored in the PM peak.

9.33 A summary of the observed (2013) and assumed AM peak traffic flows are shown in **Table 9.4** and **9.5**.

Table 9.4: Observed (2013) AM Peak Traffic Flows (PCU's)

	Brookfield Road (E)	**Knoll Lane**	**Brookfield Road (W)**	**Total**
Brookfield Road (E)	0	177	540	717
Knoll Lane	157	0	369	526
Brookfield Road (W)	441	128	0	569
Total	598	305	909	1812

Table 9.5: Observed (2013) AM Peak Traffic Flows (PCU's) – Including Clockhouse Assumption

	Brookfield Road (E)	Knoll Lane	Brookfield Road (W)	Clockhouse	Total
Brookfield Road (E)	0	150	480	50	680
Knoll Lane	140	0	369	17	526
Brookfield Road (W)	421	128	0	20	569
Clockhouse	50	27	60	0	137
Total	611	305	909	87	1912

9.34 A summary of the observed (2013) and assumed PM peak traffic flows are shown in **Table 9.6** and **9.7**.

Table 9.6: Observed (2013) PM Peak Traffic Flows (PCU's)

	Brookfield Road (E)	Knoll Lane	Brookfield Road (W)	Total
Brookfield Road (E)	0	148	478	626
Knoll Lane	167	0	175	342
Brookfield Road (W)	631	319	0	950
Total	798	467	653	1918

Table 9.7: Observed (2013) PM Peak Traffic Flows (PCU's) – Including Clockhouse Assumption

	Brookfield Road (E)	Knoll Lane	Brookfield Road (W)	Clockhouse	Total
Brookfield Road (E)	0	131	458	50	639
Knoll Lane	140	0	175	27	342
Brookfield Road (W)	571	319	0	60	950
Clockhouse	50	17	20	0	87
Total	761	467	653	137	2018

9.35 The existing junction has been modelled using LinSig. The junction has been modelled with a 90 second cycle time and it has been assumed that the pedestrian stage is called every other cycle, meaning the pedestrian stage is called an average of once every 3 minutes over the course of the modelled hour.

9.36 The full LinSig output of the existing junction is included at **Appendix O**. A summary of the results of the modelling under the loading of the AM peak traffic flows is shown in **Table 9.8**.

Table 9.8: Existing Brookfield Road-Knoll Lane-Clockhouse Junction Modelling Summary

Link	Lane	Weekday AM Peak		Weekday PM Peak	
		DoS	MMQ (PCU)	DoS	MMQ (PCU)
1/1+1/2	Brookfield Road (Eastbound) Ahead	46.4%	6	65.8%	8
1/3	Brookfield Road (Eastbound) Right	72.6%	5	75.0%	10
2/1	Brookfield Road (Westbound Internal) Ahead Left	68.9%	2	59.6%	1
2/2	Brookfield Road (Westbound Internal) Ahead	69.9%	3	59.0%	1
3/1	Knoll Lane Left Right	72.7%	14	74.8%	10
5/1	Brookfield Road (Eastbound Internal) Left Ahead	55.5%	3	74.3%	4
5/2	Brookfield Road (Eastbound Internal) Ahead	58.4%	4	75.8%	5
7/1	Clockhouse Right Left	21.3%	3	21.4%	2
8/1	Brookfield Road (Westbound) Ahead	64.9%	8	58.3%	7
8/2+8/3	Brookfield Road (Westbound) Ahead Right	71.4%	9	66.7%	8
Cycle Time (sec)		180 (Double Cycle)		180 (Double Cycle)	
PRC		23.8%		18.7%	

9.37 The results show that the existing junction operates within design capacity with minimal queuing on all approaches. The maximum queue of 14 PCU's occurs on the Knoll Lane approach during the AM peak hour, with an associated DoS of 72.7%.

9.38 The LinSig output of the proposed junction is included at **Appendix O**. A summary of the results of the modelling is shown in **Table 9.9**. The bus lanes are modelled as a separate stage that is called every other cycle. A total of 6 buses (12 PCU's) in each direction have been included in the model. The pedestrian stage has again been called every other cycle.

Table 9.9: Proposed Brookfield Road-Knoll Lane-Clockhouse Junction Modelling Summary

Link	Lane	Weekday AM Peak		Weekday PM Peak	
		DoS	MMQ (PCU)	DoS	MMQ (PCU)
1/1+1/2	Brookfield Road (Eastbound) Ahead Right	55.0%	7	68.6%	12
1/3	Brookfield Road (Eastbound) Right	10.5%	1	10.5%	1
2/1	Brookfield Road (Westbound Internal) Ahead Left	72.4%	9	58.3%	7
2/2	Brookfield Road (Westbound Internal) Ahead	75.2%	10	60.9%	9
3/1	Knoll Lane Left Right	76.4%	15	68.7%	9
5/1	Brookfield Road (Eastbound Internal) Left Ahead	41.8%	6	64.3%	11
5/2	Brookfield Road (Eastbound Internal) Ahead	38.9%	5	25.1%	4
7/1	Clockhouse Right Left	27.3%	3	26.3%	2
8/1	Brookfield Road (Westbound) Ahead	46.5%	7	40.3%	6
8/2+8/3	Brookfield Road (Westbound) Ahead Right	54.3%	8	49.8%	7
Cycle Time (sec)		180 (Double Cycle)		180 (Double Cycle)	
PRC		17.9%			

9.39 The results show that the proposed junction continues to operate within design capacity with minimal queuing on all approaches. The maximum queue of 15 PCU's occurs on the Knoll Lane Left Right approach during the weekday AM peak, with a corresponding DoS of 76.4%.

9.40 There are a number of occasions when the modelled queue extends beyond the physical lane length of the internal lanes. LinSig is unable to model the impact that this would have on the operation of the junction, although it is not excessive and the initial assessment indicates that the modification is feasible, particularly when considering the improvement that it would bring for buses.

9.41 This improvement could either be implemented in association with the proposed development or a contribution could be paid to allow the works to be implemented.

Victoria Way/Beaver Road

9.42 At the meeting in September 2013, Stagecoach identified concerns with delays of up to 8 minutes for bus services accessing the domestic side of Ashford International rail station (via the Station Loop) on the way to Ashford Town Centre.

9.43 It was agreed to investigate the potential for bus stop facilities, in combination with bus priority, at the junction of Victoria Way/Beaver Road. This could allow passengers to alight the service to access Ashford International rail station via the international side. This could allow buses to continue on Beaver Road to Ashford town centre without the need to visit the station directly, which could be done on the return leg. The route between the international and domestic sides of the station is DDA (Disability Discrimination Act) compliant with lifts provided ensuring ease of pedestrian movement.

9.44 A bus priority lane incorporating bus stop facilities has been designed using land within the northwest quadrant of the junction, as shown in **drawing 131065-A-27** included at **Appendix M**. It is noted that due to the location of this facility, it could serve to act as a network benefit for other bus services.

9.45 Following further discussions with KCC and ABC, it is understood that the ownership/ designation of the land required for this bus priority improvement is in question. It is understood that the land has been stopped-up and is no longer public highway, in association with a future planning application for the wider land plot in the northwest quadrant of the junction, and thus has been returned to the ownership of the HCA.

9.46 In light of the above, the developer will provide a contribution to the value of the identified bus priority works, such that should ABC/KCC be able to negotiate the re-designation of this land as public highways with the HCA, the funds are available to deliver it.

Bus Infrastructure

9.47 Bus stop locations have been identified throughout the development aimed at ensuring that the maximum level of development is within a 400 metre walk of the bus service. The bus stop locations are shown on **drawing 131065-A-23** included at **Appendix P**.

9.48 During the later phases of development, a loop will be formed for the bus service; however this will not be present for Phase 1. As a result a turning facility will be provided to allow for buses to turn within the district centre.

9.49 The Chilmington Green Design Codes work has taken into account the carriageway widths along the proposed bus route within the development such that on-street parking will not impact on the smooth running of the bus service.

9.50 It is acknowledged that real-time public transport information is now readily available via mobile phone handsets, therefore is it not proposed to provide real-time information at bus stops. The developer(s) will work with the bus operator to ensure that information regarding bus frequencies is disseminated to passengers through the appropriate web-sites links or mobile phone 'apps' via the Travel Plan. Information will also be posted at bus stops informing passengers how to access this information.

Bus Service Procurement

9.51 At the meeting attendees agreed that the bespoke bus service should be tendered in order to realise the most competitive deal for future operation. The tender specification should include information on triggers for bus service provision, along with agreed routing, and should comprise good quality buses.

9.52 It was also agreed that the developer need not purchase the buses directly as operators can get good bulk discounts for buses. The purchase of buses should be included in the tender specification for the bus service. The tender specification should ensure that operators are also able to use different sized vehicles to allow flexibility and value for money during the phasing of provision.

9.53 The bus service funding and procurements will be secured through the S106 agreement.

Bus Travel Incentives and Travel Plan

9.54 The submitted Travel Plan contained a range of measures to encourage public transport use, including the provision of £100 worth of free travel passes to residents of Chilmington Green. It is noted that in order to incentivise travel by bus in order to seek to meet the 20% mode share target, further incentive for residents may be required.

9.55 It is noted that bus operators are best placed to offer discounts/subsidised travel to passengers, therefore it is proposed that the developer will work with the bus service provider to secure an increased level of bus travel provision. It is proposed that all residential properties are provided with bus debit/smart cards pre-loaded with for example £50-100 of credit for bus travel.

9.56 The developer will provide a safeguarded sum of money for residential travel passes against which the bus operating company can draw-down to fund this travel. This would allow the

provision of a tangible incentive to residents whilst also delivering best value in terms of funding provided (i.e. all funds are not required on day one of development, however a commitment is provided for safeguarded funding in line with demand).

9.57 It is considered that the bus travel incentives should form an integral part of the bus tender specification. The provision of the bus incentive measures will be detailed further within the Supplementary Travel Plan.

Section Summary

9.58 This section has demonstrated how bus services to the development can be provided as the development progresses and how bus priority measures can be provided.

9.59 It also identifies how subsidised bus travel can be provided for new residents etc on the development.

10 OTHER TRANSPORT ISSUES

10.1 This Supplementary Transport Assessment has addressed the vast majority of the stakeholder comments as summarised in **Appendix A** in the proceeding sections. The remaining stakeholder comments including those on Travel Plans and Section 106 Agreement are discussed in the paragraphs below.

Travel Plans

10.2 In addition to the additional work undertaken that has been identified above, the Travel Plans that were submitted with the planning application have been amended in the light of the comments made. These Supplementary Travel Plans are contained in **Appendix Q.**

10.3 These Travel Plans can be secured through planning conditions to require that they are submitted and approved prior to the occupation of the element of the proposed development that they refer to.

S106 Agreement

10.4 KCC made comments in 180 recorded in **Appendix A** about measures that would need to be included within the S106 Agreement that would be associated with any planning consent granted as follows:-

- **Phased contributions towards the improvements of the A28 Chart Road (between Matalan Roundabout and Tank Roundabout) in line with the roll out of the development** – discussed in Section 7;
- **Traffic Management: Traffic Monitoring and Management Strategy** – discussed in **Section 8**;
- **Public Transport Services**: off-site improvements and revenue contributions to meet the additional costs associated with local bus provision – discussed in **Section 9**;
- **Travel Plans**: – discussed in **Section 10** and **Appendix Q;**
- **Off Site Walk/Cycle Links**: – discussed in **Section 3;**
- **Off-site Public Rights of Way**: – discussed in **Section 3**;
- **Public Transport Infrastructure / priority measures**: – discussed in **Section 9**;
- **Construction Management Strategy**:– discussed in **Section 4;**

- **Community Transport**:- More details are needed on what is required – related to the bus services discussed in **Section 9**; and
- **Commuted sums for maintenance**:– linked to the measures discussed in **Section 9**.

Section Summary

10.5 This section of the report considers the comments made in relation to the Travel Plans associated with the proposed development.

10.6 The comments made by KCC on the S106 agreement are considered and are related to the earlier sections in the report.

11 SUMMARY AND CONCLUSIONS

Summary

11.1 Vectos has been retained by the Chilmington Green Consortium to produce a Supplementary Transport Assessment (STA) responding to stakeholders comments provided on the planning application for a proposed urban extension at Chilmington Green, Ashford, Kent.

11.2 In July 2013 ABC provided a comprehensive Schedule of Comments on the application from all of the key stakeholders including from ABC as the local planning authority and Kent County Council (KCC) as the local highway authority.

11.3 The purpose of this STA is to provide a detailed response to the schedule of stakeholder comments and to set out the revised transport strategy that will ensure the proposed development at Chilmington Green development is in accordance with the adopted AAP.

11.4 The proposed development description has been amended to provide clarity about the elements of the scheme.

11.5 The proposed site accesses to the development have been re-considered in the light of the comments received and the following have been formally submitted for approval:-

- Access A – A28 Northern Access Roundabout – **drawing 131065-A-01 Rev B;**
- Access B – A28 Priority Junction – **drawing 131065-A-04 Rev A;**
- Access C – A28 Southern Access Roundabout **– drawing 131065-A-02 Rev B;** and
- Access D – Coulter Road Mini Roundabout **– drawing 131065-A-15**

11.6 A cross section has been prepared for Access A to show the extent of the earthworks needed and this is shown on **drawing 131065-A-17.**

11.7 These plans were submitted to ABC in September 2013 as amendments to the planning application for approval.

11.8 In the light of comments made by KCC land will be safeguarded to allow the roundabout at site access A to be enlarged to accommodate additional development and/or future traffic growth should this prove to be necessary. This is shown on **drawing 131065-A-35 Rev A** with

the cross section of this enlarged roundabout being shown on **drawing 131065-A-36.** These plans do not form part of the planning application and has not been submitted for approval.

11.9 The comments made on Public Rights of Way and pedestrians and cyclists linkages both within the proposed development and to provide connections to the surrounding area have been considered in detail within the overall context of the objective being to make thedevelopment as accessible as possible by all modes of transport.

11.10 The plans that both form part of the planning application in terms of the Parameter Plans and those that are supporting information, including how the Masterplan has evolved, show how the network of routes for pedestrians and cyclists within the site will be provided. This is shown on **drawing 131065-A-14 Rev A.** This work will be carried forward into the emerging Design Code for the site.

11.11 The proposed off-site connections shown, in particular the route on the A28 from the Matalan Roundabout to the Tank Roundabout, have been designed in some detail and are shown on **drawing 131065-A-16 Rev A**. These facilities on the A28 would be provided at the same time as the proposed highway improvements to this section of road to ensure that the facilities for all mode of transport are co-ordinated.

11.12 The Transport Chapter of the revised ES together with this report responds to all of the queries raised in relation to the transport related environmental impacts of the proposed development.

11.13 A Construction Management Plan will be prepared prior to each phase of development commencing.

11.14 The trip generation from the proposed development, the internalisation of trips, the distribution of this traffic and future traffic growth assumptions have been discussed with KCC during post application discussions and it is believed that the queries made have been addressed and the approach that is being taken is agreed.

11.15 The following drawings have been prepared to show the proposed improvements to the A28 Chart Road:-

- **131065-A-53 – Key Plan – A28 Corridor;**
- **131065-A-54 – Matalan Roundabout – Phase 1 or 2;**

- **131065-A-53 – Louden Way – Phase 1 or 2;**
- **131065-A-42 – Tank Roundabout – Phase 3;**
- **131065-A-47 – Rail Overbridge Widening – Phase 4; and**
- **131065-A-47 – Rail Overbridge Widening – Cross-Section**

11.16 Further modelling is underway to consider the impact of the proposed development on the A28 Chart Road, the proposed improvements and the timing of the implementation of the works.

11.17 The proposed traffic calming schemes are outlined and how the monitoring of the traffic associated with the development will be undertaken for a number of reasons:-

- To determine when the traffic calming schemes in Great Chart (**drawing 131065-A-24**) and on Magpie Hall Road (**drawing 131065-A-25**) are needed;
- To monitor the impact of traffic associated with the development on local roads; and
- To monitor the impact of traffic associated with the development on the A28.

11.18 The bus strategy associated with the proposed development has been developed through discussions with KCC and Stagecoach the local bus operator and a route has been identified that would serve each phase of the development as it progresses.

11.19 Bus priority measures have been identified at the Tithe Barn Lane/Brookfield Road junction as shown on **Drawing 131065-A-28** and at the Victoria Way/Beaver Road junction as shown on **Drawing 131065-A-27.** These measures would be funded in association with the proposed development.

11.20 Travel Plans have been prepared for each of the land uses included within the proposed development.

Conclusions

11.21 This Supplementary Transport Assessment sets out a response to the comments received and takes into account the post application discussions that have been held with KCC and ABC and key stakeholders.

11.22 It address all of the comments with the exception of the timing of the proposed works on the A28 Chart Road and the level of funding that will be required from the development to these works. Further details will be provided when the on-going modelling exercise has been completed.

11.23 This forms a basis for discussion about the S106 agreement that will be required in association with the proposed development by providing more details on the proposed transport strategy that has been formulated to support the proposed development.

APPENDIX A

Stakeholder Comments

Chilmington Green : Table of Responses

No	Section / Area / Reference within the Planning Application documents	Comment	Action
21(a)		**ES Consultant** - An assessment of the effect of potential diversions of PRoWs across the site is required, with reference to the existing number of users.	Regulation 22
21(b)		**KCC comment –** There are a number of important issues which remain unresolved, and these are summarised as follows:	
		1. A28 Improvements a) In order to meet the prescribed cycling targets it is essential that a continuous cycle route be provided on the north/west side of the proposed A28 improvements between the Matalan and Tank roundabouts. The current route is not continuous and diverts into the Godinton Park estate. The link to Godinton is still important and should be retained, but to achieve a connected cycle network, in line with others in the area, it is essential that a continuous route alongside the road is also provided. b) Suitable cycle crossings must be provided on the Repton Park and A28 "town" arms of the Tank roundabout, the Loudon Road Junction and the northern arm of the Matalan roundabout. Island crossings are not suitable to provide safe cycling at these points	Submit amended plans
21(c)		2. NCN18 The planning documents make much of the cycle distance between the site and the Town Centre and rail station. The current alignment of NCN18 is the most direct, obvious route and promoted link to the town centre. While the internal network provided appears excellent, the links to the town centre are unacceptable. Recommendations were previously made to stop up Bartletts Lane at the northern end to retain its rural character and to avoid the inevitable rat running. The lane is also the route of NCN18 and it is not acceptable to promote cycling and secondary vehicular access along the existing lanes without intervention.	Submit amended plans
21(d)		KCC would therefore insist that the route shown for NCN18 is designed to prevent vehicle access. The suggestion made to stop up roads in figure 2 "carriageway widths" in the Transport Assessment appendices is supported and must be carried forward into the planning, for NCN18 to continue to be promoted. It its current design, Mock Lane and Bartlett Lanes cannot be promoted as cycling routes out of the proposed development. Development of new traffic free routes through the ABC Environment Centre land should also be made to avoid having to share the narrow section of Bucksford Lane.	Assess within the overall Transport Strategy and provide clarification and/or amended plans
21(e)		3. Attached is a plan of the existing PROW network transposed onto the development Masterplan. It is essential that the development team contact the County Council's Countryside Access Service at an early stage to discuss and prepare a PROW plan for the changes to the numerous routes affected in the application area.	For information
21(f)		4. A few of the routes on drawing 7.4 'Movement Hierarchy' (D&A Statement) are incorrectly drawn. The route shown to the north of Great Chilmington is currently a footpath and should be shown as a proposed bridleway. The proposed bridleway shown on the pedestrian cycling plan linking from the John Wesley school to the planned Discovery Park is not shown on drawing 7.4 but should be shown as a proposed bridleway as this would add significant value to the recreational resource as well as providing a direct link to the school and attached cycle network (attached)	Submit amended plans
21(g)		5. PROW AW219 between Mock Lane and Chilmington Lane would provide a direct link to the District Centre. It would significantly reduce the walking time and distance and should be designed as an arterial walking avenue in line with objectives set out in the Transport Strategy.	Submit amended plans
21(h)		6. The Greensand Way should be realigned along the proposed bridleway to the north west of the development and not along Mock Lane.	Submit amended plans
21(i)		7. The PROW linking to Long Length (AW297) is currently a public footpath and should be shown as a proposed bridleway, not existing.	Submit amended plans
21(j)		8. The proposed bridleway to the south east towards Tally Ho Road does not currently connect to Tally Ho Road and will need to. This will be a very useful connection to the development and high frequency bus routes.	Submit amended plans
21(k)		9. A new pavement or public footpath should be created on the south side of Magpie Hall Road to connect Stubbs Cross to the new development and services.	Submit amended plans
21(l)		**ABC comment** – Spokes-East Kent Cycle Campaign has expressed concern that a number of differences exist between the Access and Strategic Routes Plan (Drawing OPA05) and Figure 6.2 in the Transport Assessment – a number of the routes shown in light green in figure 6.2 aren't reflected on Drawing OPA05 and they believe that all the routes detailed in light and dark green in figure 6.2 should be included to ensure that the development is permeable. Additionally they believe that pedestrian only routes shown in light blue beside the distributor roads on figure 6.2 should also be constructed to permit cycling.	Clarification required
21(m)		They also note that the two variants of the pedestrian/cycle routes shown in light green on figure 6.2 heading west from Willow Wood pass through a flood attenuation area. They consider that these should be realigned so that flooding does not compromise the permeability of the development to cyclists and pedestrians.	Provide clarification as to whether or not these routes will be compromised when the area is flooded and submit amended plans showing an alternative route if necessary.
21(n)		They are concerned that drawing 2761/GA/010 rev. B shows that the existing cycle path beside the A28 is planned to be narrowed from 2.9m to just 2m. This would make it narrower than the usual combined cycle/pedestrian path. There is still a 2.2m verge on the opposite side of the road, which would allow space for the road alignment to be moved.	Provide clarification and amended plans if necessary
21(o)		They express concern that the traffic calming measures proposed on drawing 2761/SK/049 Rev A show chicane style build outs without any cycle bypass measures in the design. Thus cyclists are forced out into the traffic. Alternative traffic calming measures should be used, or by pass measures for cyclists introduced.	Provide clarification that provision will be made for cyclists in all proposed traffic calming measures.
22		**ABC comment** – The Singleton Environment Centre has made the comment that they would like to see any proposed development adjacent to Chart Road link and Discovery Park zone to the Singleton Environment Centre and Ashford Community Woodland corridor rather than viewing it in isolation. Cycle and footpath links from Discovery Park to connect the woodland and Environment Centre are in their view essential links to both these sites and the neighbouring Singleton community.	Clarification required
23	Chapter 6 ES – Transportation and Access	**ES Consultant** – Clarification is required on the assessment scenarios used, in particular, that there is no interim year or phase where the combination of built development, access arrangements and mitigation leads to more intense impacts at specific locations, eg any development built out prior to the works on the A28.	Clarification
24		**ES Consultant** – Clarification is required as to whether the proposed improvements to the A28 (to be undertaken by Kent County Council) need to be completed before construction of Phase 1 of the proposed development can commence. If this is not the case, at what point would the viability of further phases of construction be affected should the improvement works not go ahead or completion delayed by any significant length of time? How has this been considered within the EIA?	Clarification required
25		**ES Consultant** – Details are required of the method used to determine construction phase traffic trip generation.	Regulation 22
26		**ES Consultant** – Further consideration is required of the proposed mitigation strategy in light of the fact that it does fully mitigate all of the identified effects. Consideration should be given to additional and/or alternative measures.	Regulation 22
27		**ABC comment** – Parameter plan OPA05: Internal layout of individual phases and estate roads is still subject to reserved matters approval. This introduces a degree of uncertainty as to what is applied for which needs to be taken into account in the ES. The ES needs to expressly state that this will not affect the assessment of the planning application therein.	Statement required
28		**ABC comment** – Paras 6.3.37 and 6.3.38 takes into account proposed KCC improvements to the A28 and new Junction 10A. Is this a safe assumption for EIA purposes as there is no certainty that these schemes will definitely go ahead. Also, what scheme for J10A has the ES taken into account as this could take several forms which could have different impacts on traffic flows.	Clarification required
29		**ABC comment** – Para 6.4.43 – is it safe to assume that the A28 improvements are not included in the "do nothing 2031" scenario? The A28 improvements are not solely designed to address need generated by Chilmington: they are also designed to address capacity issues generated by Cheeseman's Green and other developments. Hence, if Chilmington didn't go ahead, would the A28 improvements go ahead nevertheless? On that basis, could the baseline "2031 do nothing" scenario be showing artificially high levels of stress delay and other indicators as a result of the A28 improvements not being factored into the assessment? A related question that needs answering – in the "no development scenario" taking into account all committed developments and no A28 improvements, will the highway network perform adequately?	Clarification required
30		**ABC comment** – Para 6.5.33 – assessment of "2031 with development" scenario states that public transport provision with development will not change significantly, particularly bus provision. However, the next paragraph makes reference to a bespoke bus route for the proposed development.	Clarification required and amendment
31		**ABC comment** – Table 6.22 refers to Conningbrook as providing 200 dwellings, whereas the current planning application proposes 300. Has this list been up-dated since the adoption of the Urban Sites DPD?	Clarification that the housing numbers are accurate and up-to-date and that assumptions made in the ES are still accurate taking into account any amended figures. If not, amended information to be submitted.

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No	Section / Area / Reference within the Planning Application documents	Comment	Action
155	Transport Assessment	**ABC comment** – Timescales for adoption of AAP are out of date at para 2.3.16. Evidently the TA was written before early 2012 so confirmation is required that it had been up-dated, particularly in light of policy CG11.	Clarification required
156		**ABC comment** – Para 10.2.1 refers to 7,000 dwellings and should refer to 5,570	Amendment required
157		**ABC comment** – Para 9.24 of the submission AAP requires "any Transport Assessment associated with an application for the development will need to assess the phasing of the development against the implementation of various off-site highway improvements to the A28 and any other primary or secondary links or junctions within the adjacent parts of the urban road network to ensure that at least a nil detriment position is achieved". It is not clear how the TA does this. The effect of the A28 improvements is assessed but not how it relates to the phasing of the A28 improvements i.e. the timing of provision of the improvements	Applicant's Highway consultant to provide a programme and justification for the phasing of the works
158		**KCC comment** – The drawings submitted with the application which show the new points of access which are in detail, are insufficiently detailed to allow a technical review to be undertaken to determine the acceptability of the proposals. A set of fully annotated engineering drawings are required containing all relevant measured distances, as well as the proposed drainage layout. It is requested that the drawings are provided in CAD format. The drawings in question are as follows: • A new northern A28 roundabout with a 60m ICD (drawing 2761/GA/011/D) • A new southern A28 roundabout with a 40m ICD (drawing 2761/GA/013/D) • A signalised junction off the A28, Goldwell Lane and a new site access arm to replace the existing priority junction arrangement (drawing 2761/GA/012/D) • A new mini-roundabout junction with Coulter Road and a new site access arm (drawing 2761/GA/014/D). A Stage 1 Safety Audit will also need to be submitted for the proposed new points of access.	Amended detailed drawings to be submitted
159		**KCC comment** – Documents submitted as part of the outline application do not explicitly define the timing/phasing of physical works required to address highway capacity issues on the A28. The Transport Assessment should confirm the phasing of development in relation to the implementation of off-site highway improvements to the A28. This should include an assessment of the impact of additional traffic flows on each junction and on individual sections of the route corridor. The application will need to demonstrate that off-site highway capacity will be increased to match the roll out of the development and the sequence of improvements to the A28 must be ordered to deliver the maximum level of highway capacity as part of a corridor approach. The suggested sequence and phasing for improvements to the A28 based on previous discussions, but subject to receipt of further modelling, is as follows: Full Tank Roundabout – Trigger point 0-250 residential units Louden Way junction (inc signals – Trigger point 1,000 residential units Full Matalan Roundabout – Trigger point 1,500-1.800 residential units Railway overbridge – Trigger point 2,500 residential units	Applicant's Highway consultant to provide a programme and justification for the phasing of the works
160		**KCC comment** – It is imperative that KCC are not subjected to any financial risk in delivering the A28 Chart Road improvement works. Indeed, KCC will not be prepared to progress off-site highway works to the A28 Chart Road until such time that all necessary funding is in place and held on account.	Confirmation required that phased payment towards the construction of the A28 improvements will be made through the S106 contributions in line with an agreed schedule and that Grampian conditions will set triggers against which the development may proceed in accordance with those phased works
161		**KCC comment** – A breakdown of the trip rates derived from TRICS by individual use is requested, as well as the built footprint (GFA) for each land use. This information will enable the trip rate values contained within Table 9.1 of the Transport Assessment to be reviewed. There are a number of inconsistencies in the quantum of floorspace indicated which need to be corrected. For example, it is stated in paragraph 1.5.13 that the secondary school will have an approximate Gross Floor Area of 10,000 sq m, yet the trip rate data in 9.1 (page 80 of the Transport Assessment), specifies a floorspace of 5,000 sq m of Education and Community Uses combined. The quantum of floorspace contained within Table 9.3 (10,000 sq m) is higher than that (Section 6 "Proposed Development"), in which "up to 9,000 sq m gross floorspace of Class A1 to A5 uses" is specified.	Further information to be submitted as requested
162		**KCC comment** – A graphic should be provided to show the traffic distribution for each phase of the development. Beyond phase 1, the cumulative traffic distribution (i.e. phases 1+2; phases 1+2+3 etc) should be represented. This is necessary to ensure there is a modelled baseline assumption on record that can be used as a reference point for purposes of Travel Plan monitoring. It is envisaged that a similar graphic to that which was presented at the November 2011 Chilmington Green Stakeholder Workshop Transport and Movement presentation.	Further information to be submitted as requested
163		**KCC comment** – The data presented at the November 2011 workshop indicated there would be 1,691 AM peak hour departure trips (i.e. leaving the site), of which 67% would be assigned to the A28 northbound. This equates to 1,132 trips. There is a discrepancy between this and the commentary within the Transport Assessment which assumes 700-8—vehicles using the A28 corridor in the AM peak. The difference of up to 432 trips is significant and needs to be explained. Furthermore, the data presented in Figures 13.1 and 13.2 of the Transport Assessment is of too poor grain to be interpreted.	Further information to be submitted as requested
164		**KCC comment** – Data presented within Table 9.5 of the Transport Assessment (Scenario 2 Vehicle Trip Distribution at Chilmington Green), the AM peak internal to external movements is 1,990 trips. Applying the 67% assignment factor for trip travelling northbound on the A28 as stated in the November 2011 presentation, gives a figure of 1,333 trips leaving the site in the AM peak and moving northbound along the A28. This number of trips (1,333) is far in excess of the assumed number of trips stated in the Transport Assessment. Further clarification is requested to explain the above discrepancies in the AM peak hour trips leaving the site and travelling northbound along the A28.	Further information to be submitted as requested
165		**KCC comment** – Section 13.4 of the Transport Assessment explains that "in the morning peak, the arrivals are evenly split between the S28 and the use of the A2070 from the east with approximately 200 vehicles on each. In this peak hour, Magpie Hall Road is used by approximately 100 vehicles". The commentary accounts for arrival trips along Magpie Hall Road (100 trips) but does not suggest how the remaining (assumed) 100 trips will arrive to the site from the east (having interacted with the A2070).	Further information to be submitted as requested
166		**KCC comment** – The Ashford Transport Study proposed a bus mode share target of 30-35% which has been reduced to 20% in the AAP. This reduced figure needs to feed into the VISSIM Transport Model to ascertain the potential impact on trip generation. It is essential that the proposed Travel Plan demonstrates how the proposed modal shift will be achieved.	Further information to be submitted as requested
167		**ABC comment** – The Transport Assessment assumes a certain proportion of journeys will be made by rail, but as there is no station at Chilmington Green, people will have to make the trip to the town centre station by car. Have these journeys been inputted into the modelling and if not, is it legitimate to assume this many rail journeys within the overall Transport Assessment?	Clarification and further explanation required
168(a)		**KCC comment** – An explanation is required as to whether the proposed bus journey time of 15 minutes between Chilmington Green and the town centre was an output of the VISSIM model or the output of a known measured travel distance and assumed average journey speed. If a 15 minute journey time cannot be achieved, this would have a knock-on effect on service frequency, unless additional buses were brought in to serve the route, with associated costs. A reduced level of service could reduce bus patronage for journeys between Chilmington Green and the town centre, resulting in a modal share below the target of 20%.	Explanation required as requested
168(b)		**Stagecoach comment** – Notes that the rail modal share gradually increases as the development does, whereas bus modal share is shown to be the same throughout. Stagecoach has had particular success in increasing the number of passengers to and from Ashford station since the start of the High Speed service and it may be more appropriate for bus patronage to follow a similar profile. This is likely to impact on viability as patronage would take time to build up. In addition, since initial discussions, a number of government decisions have increased the operating costs for all bus operators. Accordingly the ambition in para 11.3.16 of the Transport Assessment that "the proposed bus services should break even by Phase 2 of the development" may be somewhat ambitious. Viability will also depend on the journey times that can be achieved; if a round trip can be undertaken in less than 30 minutes, three buses can provide a 10 minute interval service. If the journey time is longer, four buses would be needed for the same level of service, thus representing a one third increase in costs.	Comments required and clarification
169		**KCC comment** – Figure 11.3 "Phased high frequency bus service route" (Transport Assessment) does not show the commencement of a bus service through Discovery Park during Phase 2 of the Chilmington Green development. The detail of Figure 11.3 should accord with Figure 11.2	Amendment required as requested
170		**KCC comment** – The journey time of 15 minutes between the site and the town centre is likely to require certain priority measures (at a number of junctions and routes) to be implemented to ensure that the stated journey time can be achieved. Those Smartlink priority measures (referred to in the AAP and the Smartlink business case) that are critical to achieving a 15 minute journey time should be delivered as off-site highway improvements attributable to the Chilmington Green development. These include: • Tithe Barn Lane/Knoll Lane junction • Leacon and the Broadfield Road/Knoll Lane junction • Leacon Road/Victoria Way and Cuckoo Lane vial Knoll Lane. The budget estimates prepared by Jacobs in 2010 suggest that the cost of all these works is estimated at C£2.5m. However, not all of these works would be necessary for the start of a Smartlink service, and certain measures could be deferred until a later date, and triggered by necessary highway capacity improvements. It is suggested that cost of delivering "must haves" required at the commencement of a bus service would be in the region of £1.8m to £2m, although this should be subject to a detailed cost exercise to be undertaken by the applicant and included in the S106.	Confirmation required that this is acceptable
171		**Stagecoach comment** – Agrees that the bus service would use the A28 then Tithe Barn Lane. Considers that bus priority on this route is essential to ensure fast, reliable and consistent journey times. A northbound bus lane on the A28 would be an ideal way of achieving this, and may well represent good value for money if faster journey times enabled the service to be operated with fewer resources (and therefore at lesser cost). In this respect, traffic signals on the northern access on to the A28 may be of benefit to give bus priority.	Comments required

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No	Section / Area / Reference within the Planning Application documents	Comment	Action
172(a)		**KCC comment** – The proposed offer of one months free travel will not do enough to encourage sufficient number of residents to travel by public transport to achieve the 20% modal shift target. An offer of one year's free travel per resident is required to achieve the rate of take-up necessary to meet the target. Furthermore the "offer" should be more flexible than simply being limited to a Megarider type ticket. For example, a bus travel debit card credited with a fixed amount of money would provide individual residents with the ability to chose how to use a card locally for their own travel needs. This approach would ensure the contribution is not time limited and should be included in the S106.	Confirmation required that one year's free travel per resident is acceptable, the details of which can be agreed with KCC and Stagecoach
172(b)		**Stagecoach comment** – Experience from elsewhere suggests that the longer the period of free travel, the more likely it is that people will then continue to travel by bus at their own expense. KCC comments above about a bus travel debit card are noted, but ticket systems outside London are rarely able to offer such a facility because unlike London, fares vary for different journeys. However, it would be possible to load a smartcard with a number of Dayrider tickets that could be used on individual days, rather than a Megarider ticket for a continuous period of travel. However, for four days use or more, the latter is cheaper.	
173		**KCC comment** – The level of revenue support required to support bus services must be adequate to avoid compromising service quality and impacting adversely on patronage. The output of a pricing exercise was shared with the Developers Transport Consultants for comment but no response has been received. Stagecoach has since advised that the outputs need to be adjusted to take account of fuel prices.	Response required as requested
174(a)		**KCC comment** – Stagecoach, the principal operator in East Kent should be asked to confirm that the proposed bus stops are sited in the most appropriate locations. The bus connection through Discovery Park is not shown on Figure 13.4, which should be amended.	Confirmation required that Stagecoach has been consulted on the location of the bus stops and amendment to Figure 13.4 required to show the bus connection through Discovery Park
174(b)		**Stagecoach comment** – Figure 11.3 in the Transport Assessment shows that from Phase 2 onwards, the bus can run a circular in the development. However, in phase 1 this is not possible and it it is essential that the design incorporates a means for the bus to turn around in the vicinity of the Market Square.	Clarification required that this will be possible in phase 1
174(c)		**Stagecoach comment** – Note that as the phasing suggests some roads served initially will later not be served, the design of stop infrastructure should enable it to be moved to a different location as required. Stops should be placed on the exit arms of junctions, to ensure that the all buses travelling to the same point leave from the same spot.	Clarification required that this will be the case
175		**KCC comment** – Figure 2 "Carriageway Widths" to the Transport Scoping letter (appendices to the Transport Assessment) proposes the closure of Bartletts Lane in two locations, thereby permitting local access only to the area around the Chilmington Green hamlet. This has not been translated into other drawings, for example OPA 05; Access and Strategic Routes Plan and Figure 6.1 "Proposed Development Access Points". The rationale for proposing the closure of Bartletts Lane to 'through traffic' was to preserve the character of the hamlet and to provide a suitable environment for the alignment of national cycle route NCR18. It was also proposed that Chart Road would be closed to through traffic. This should be clearly shown and explained in the material accompanying the application.	All relevant plans to correspond to the written material and amendments submitted
176		**KCC comment** – The proposed road width for Mock Lane should be reduced from the proposed width of 6m (as shown on Figure ") to reflect its position in the road hierarchy as a minor access to serve Chilmington Green.	Amendment required as requested
177		**KCC comment** – The walking and cycle routes plan, shown on page 40 of the DAS and Figure 3.2 of the Transport Assessment is drawn too tightly, particularly the area to the east of Chilmington Green. A broader impression of the footpath/footway network and cycleway network, especially how the on-site network connects with the 'wider' network, should be shown on an appropriately scaled drawing	Amendment required as requested
178		**KCC comment** – If future post-occupation monitoring demonstrates that certain traffic-sensitive routes are being more heavily trafficked than originally predicted, then appropriate measures will need to be taken by the developer to mitigate the impact of additional traffic. The traffic sensitive routes are considered to be those that will accommodate less than 15% of trips (arrivals and departures, either singularly or combined) generated by the Chilmington Green development. The relative assignment of trips onto the road network proximate to Chilmington Green is of relevance here.	Confirmation required that this is acceptable
179		**KCC comment** – KCC's Intelligent Transport is to introduce an Urban Traffic Management System within the 2012/2013 financial year. Due to the importance of the A28 as part of the strategic network, data collected at the key entry/exit points to Chilmington Green from the A28 Chart Road will be collected using permanent loops. The collected data will enhance the level of 'live' information coverage that KCC would collect for the local highway network. In order to accurately monitor the network, if additional investment in equipment to support a legitimate expansion of the UTMC is required as part of the traffic monitoring and management strategy, then it would be for the developer of Chilmington Green to fund any necessary infrastructure.	Confirmation required that this is acceptable subject to the funding being related to the Chilmington Green development
180		**KCC comment** – The key items that will need to form part of the Highways and Transport element of the S106 are listed as follows:	For comment and discussion
180(a)		• Phased contributions towards the improvements of the A28 Chart Road (between Matalan Roundabout and Tank Roundabout) in line with the roll out of the development;	
180(b)		• Traffic Management: Traffic Monitoring and Management Strategy, with capital and revenue contributions towards the monitoring of traffic flows upon the local network;	
180(c)		• Public Transport Services: Off site physical improvements and revenue contributions to meet the additional costs associated with local bus provision;	
180(d)		• Travel Plans: Revenue contributions (sum + associated measures) towards the implementation and monitoring of Travel Plan measures;	
180(e)		• Off Site Walk/Cycle Links: Capital contribution towards the construction of off-site walking and cycling schemes;	
180(f)		• Off-site Public Rights of Way: Capital contribution towards Public Rights of Way improvements;	
180(g)		• Public Transport Infrastructure / priority measures: Capital contribution towards the installation of bus stops and shelters, and physical bus priority measures to implement and express service between the site and the town centre;	
180(h)		• Construction Management Strategy: Revenue contribution to meet monitoring costs associated with construction activity. The strategy will need to provide clear evidence that there are appropriate measures in place to restrict trips associated with construction activities from taking place during peak hour movements. A movement strategy for construction workers will also have to be submitted and agreed with the highway authority;	
180(i)		• Community Transport: Capital and revenue contribution towards the costs of providing community transport services for the community;	
180(j)		• Commuted sums for maintenance: Revenue contributions to meet future maintenance costs arising from specific transport measures such as new signals or bus stops.	
181		**KCC comment** – It is believed that there is a 'typo' in Table 2.1 of the Transport Assessment with respect to the proposed source(s) of funding for major schemes. The abbreviation 'LIP' should be replaced with 'LEP'. There is a table reference error within paragraph 9.5.2 of the Transport Assessment. The text references Table 7.1 but should reference Table 9.1	Amendments to the text required
182		**HA comment** – The Highways Agency has identified the following areas which require further justification/clarification:	
182(a)		Personal Injury Accident (PIA) Review – Due to a number of accidents involving vehicles losing control on the bends that form the on/off slips of the A2070/A2042 junction, the PIA review for Corridor 5 resulted in a potential mitigation measure involving anti-skid surface treatment and chevron signage. The measure is not however contained within the road safety mitigation summary.	Confirmation is sought as to whether or not this measure is to be taken forward and if not, how the identified issue is planned to be dealt with.
182(b)		Accident data has not been provided for M20 Junction 10 or the A2070 Orbital Park Junction. The HA has assumed that this may be because of the improvement schemes included in the 2031 traffic impact assessment, or because the majority of the traffic flow associated with development is predicated to use the A28, but this will need to be confirmed.	Confirmation required
182(c)		Modelling Methodology – In paragraph 8.2.1 of the TA it is stated that in 2008 a base year VISSIM model (developed by Jacobs) was agreed with the HA (amongst others). It goes on to state that the model has since been updated (in 2009) to incorporate the Smartlink Scheme and again in 2010 where the model was extended to include the Chilmington Green site. An LMVR report (December 2010) detailing the extension of the model area is included in Appendix E. It is not clear from HA records whether the model, as variously updated, has also been agreed by parties, including the HA, and/or whether subsequent revisions have affected the accuracy of the models outputs (particularly the SRN junctions). For this reason the HA cannot currently confirm the predicted traffic impact of the proposed development and would like to see documentation on the matter.	Confirmation and the necessary documentation is required
182(d)		Traffic Growthing – Table 8.2 presents the growth factors derived from TEMPRO that have been applied to the VISSIM model. Growth factors applied to AM origins and PM destinations for both urban and rural roads are less than one. It has therefore been assumed that the discounted committed development has resulted in a negative background growth but confirmation of this will be required.	Confirmation is required
182(e)		Traffic Distribution and Assignment – In Section 9.6 it is stated that the trip distribution applied to the VISSIM model has been based on information outputted from the Peter Davidson Demand Model. The Demand Model has been agreed with Kent County Council but we cannot find any record of being consulted on this work, so request further details on the traffic distribution, particularly traffic proportions predicted to use SRN junctions.	Further details required
182(f)		Traffic Impact – Notwithstanding the comment about whether or not the VISSIM model has been agreed, the HA has some queries with the results provided in Appendix F for M20 Junctions 9 and 10. The results show queuing increases but delay per vehicle reductions in the Do Something scenario, when compared with the Do Minimum. There can be legitimate reasons for this but further clarification is sought. There are also some results missing for ling 44.8 (M20 J10 NB slip-off) that requires justification. The A2070 Orbital Park junction and the A2070/A2042 junction have not been included in the traffic impact assessment. We have assumed that this is because of the improvement schemes/low traffic flow associated with development using these junctions, but clarification is sought.	Further clarification and justification required
182(g)		Construction Traffic Impact – Section 14 provides some early stage information regarding the likely construction traffic impact and states a full Construction Management Plan (CMP) will be completed at a later stage. The final CMP should adequate provision to control and manage construction traffic and address any wear and tear to the highway and will need to be agreed with the Local Planning Authority, Kent County Council and the HA.	Confirmation that this will be carried out is required
182(h)		Overall it appears to the HA that there are no matters of significant concern. However, in order to demonstrate this, they do require responses to the various matters set out in their letter and the accompanying technical note (attached).	
183	Sustainability Appraisal	**ABC comment** – para 2.2.3 refers to the draft Sustainable Design and Construction SPD. It was however adopted in April 2012, prior to the submission of the planning application. Confirmation is required that the adopted version has been considered and applied.	Confirmation required that the Sustainability Appraisal has taken into account the adopted version of the Sustainable Design and Construction SPD
184		**ABC comment –** Section 3 – Context and Sustainability Issues – summary of applicable policy; no mention of paragraph 96 of NPPF "in determining planning applications local planning authorities should expect new development to: Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant having regard to the type of development involved and its design that it is not feasible or viable". This is particularly relevant to the provision of the CHP unit at the District Centre as required by Policy CG19 of the AAP.	Clarification required

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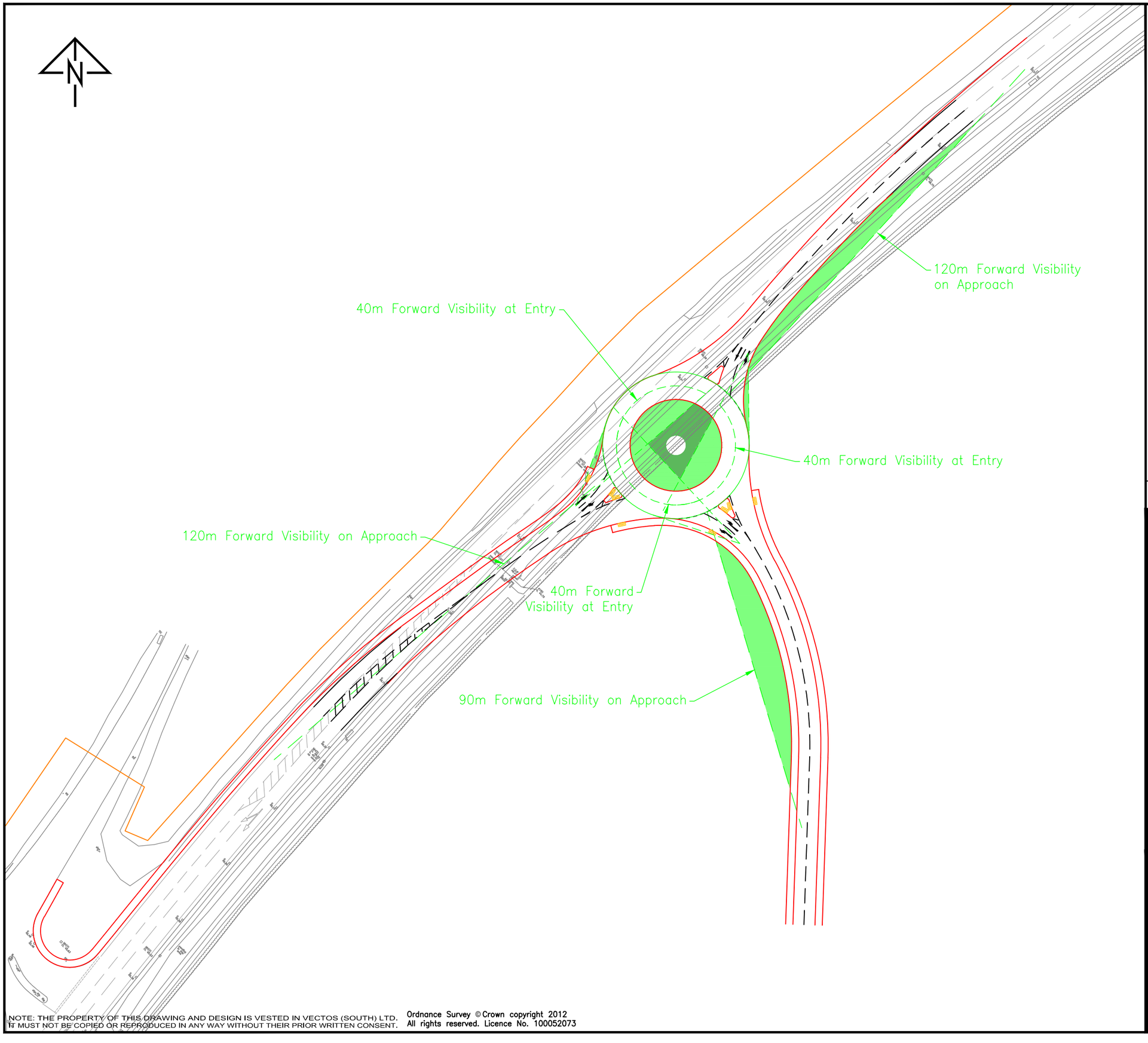
No	Section / Area / Reference within the Planning Application documents	Comment	Action
185		**ABC comment** – Reference at para 4.2.6 highlighting CO2 savings "if" CHP unit provided. Para 4.3.2 (the conclusion of the report) states that the "positive contribution to the sustainability aspirations of ABC" will be achieved through "inclusion of low and zero carbon energy generation". Hence it is not clear whether CHP will be provided as part of the scheme, yet the application claims the sustainability credentials accrued from it.	Clarification required as to whether CHP is to be provided and/or justification of position with regard to AAP policy CG19
186		**ABC comment** – Para 3.1.30 provides a very broad-brush approach to the requirements of the AAP. As well as cross referencing to the requirements of the Sustainable Design and Construction SPD, the AAP has specific policy requirements in relation to Chilmington e.g provision of a CHP unit.	Clarification sought as to compliance with policy CG19
187	Employment and Economic Benefits Report	**ABC comment** - Conclusion flags "significantly more than 1,000 jobs" created by the development. Have the ES and TA been based on this same figure? If not, then the soundness of their conclusions might be questioned.	Clarification required and amendments submitted if necessary
188	Flood Risk Assessment	**ABC comment** – Para 6.3.10 – reference again to the Community Trust managing the SUDS should KCC not adopt them. Question whether this is appropriate.	Clarification
189		**KCC comment** – KCC has increased responsibilities under the Flood and Water Management Act 2010 and is awaiting commencement of its role as the drainage approving body (SAB). This requires the SAB to approve the SUDS in new developments and redevelopments, subject to exemptions, thresholds and compliance with specific standards. Approval must be granted in order for the developer to commence construction. The anticipated commencement date for KCC's SAB role will be in 2014. In the interim period prior to commencement of the legislation, KCC is consulting with Councils and applicants where a proposed development has drainage implications and which may, due to submission timelines and construction phasing, require future drainage approval. KCC is providing advice to applicants to facilitate development of planning proposals which include a sustainable drainage approach. Until commencement, any advice given is not binding in terms of validation for later applications and does not constitute a formal decision as requirements of legislation may change.	For information
190		**KCC comment** – The inclusion of green and blue corridors and the presumption against culverting is to be commended. Particular comments are as follows: • In order to receive SAB drainage approval at detailed design, it will be necessary to clearly demonstrate inclusion of all aspects of the SUDS management train. As detailed in Section 6 of the Flood Risk Assessment, this will require consideration of control of surface water at source. In parking areas and in higher density locations this must not rely wholly on the use of permeable pavement, and consideration should also be given to the use of bioretention and other surface features. • The draft National Standards for Sustainable Drainage were published for consultation in December 2011. Defra has yet to finalise the standards and secondary legislation, but the draft document does indicate the requirements with which sustainable drainage will need to comply to gain drainage approval. It should be noted that the draft National Standards specify discharge requirements which differ from the Ashford SPD and do not allow for any local discharge specification. KCC would advise that before any detailed design is undertaken, the position with the National Standards should be confirmed, and if still prior to commencement of KCC's SAB responsibility, any design must be sufficiently flexible to be able to meet more stringent standards • The FRA refers to consents required for works within ordinary watercourses for which 'currently the Environment Agency's consent is required'. The changes in legislation came into effect on the 6th April 2012. Consent is not required from KCC by anyone who intends to carry out works in, over, under or near an ordinary watercourse.	Confirmation that this is accepted is required
191(a)		**Yalding Parish Council comment** – Raise extreme concern re allowing surface water to run off into the River Beult, which runs through the centre of Yalding village and has been the cause of severe flooding to many homes in the catchment area. They request an in depth investigation to be carried out before planning permission is granted to ensure that the proposal will not exacerbate flooding in Yalding.	Confirmation that the Flood Risk Assessment has taken this into account or that further work will be undertaken, and at what stage, to assess the implications of impact downstream
191(b)		**EA comment** – Although we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide further information with regard to the surface water drainage scheme to ensure that the proposed development can go ahead without increasing flood risk downstream of the site.	As above

APPENDIX B

Site Accesses



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

Visibilty Zone - No obstructions between 0.26 & 2m height.

Visibilty Zone - No obstructions between 1.05 & 2m height.

REV.	DETAILS	DRAWN	CHECKED	DATE
B	Unnecessary footways & crossings removed. Kerblines mistakenly tied into roadmarkings corrected.	JM	CS	10/09/2013
A	Rndbt moved & tied into topo	JM	CS	27/08/2013

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access A
Northern A28 Roundabout
40m ICD

SCALES:

1:1000 at A3

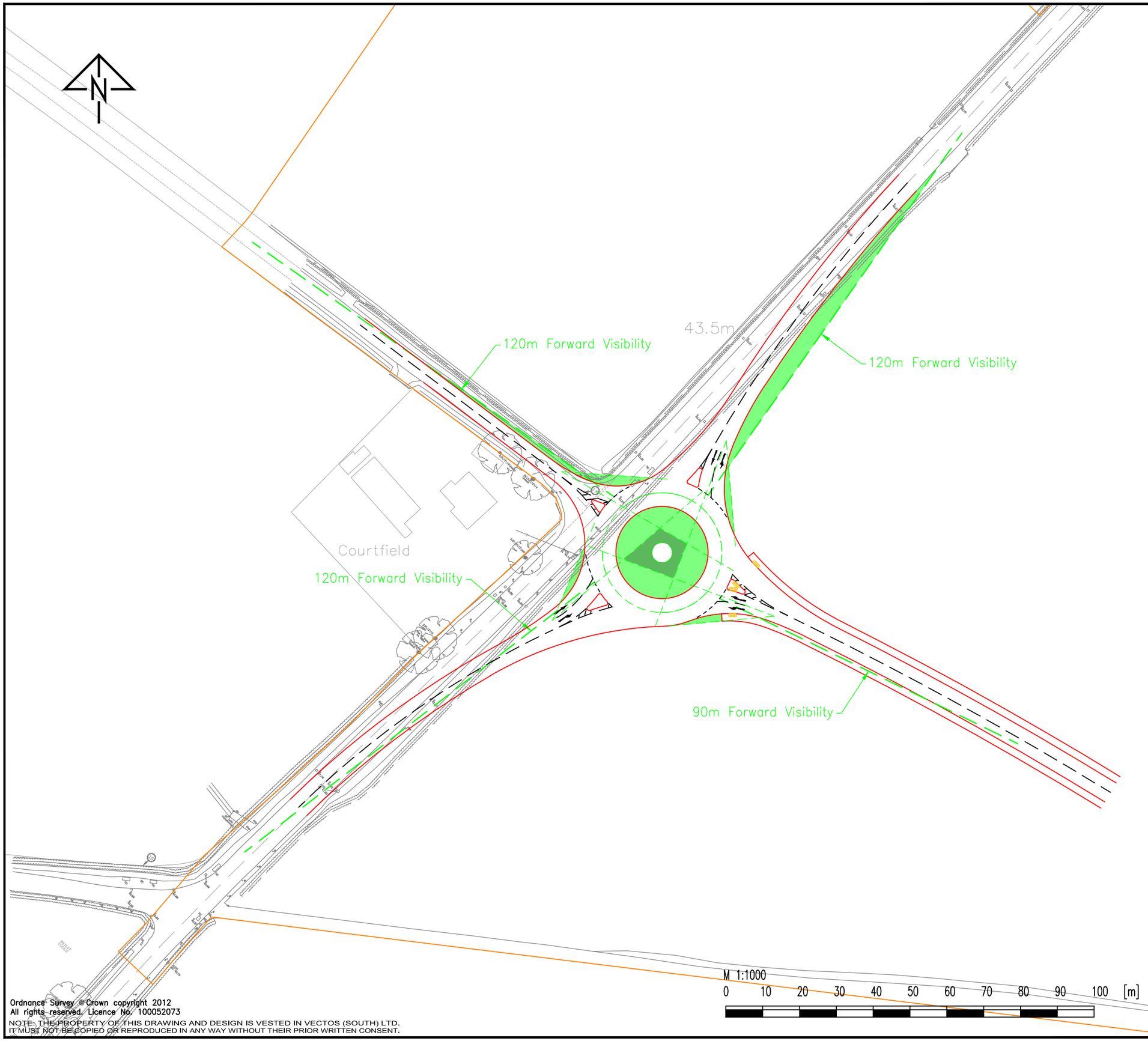
DRAWN:	CHECKED:	DATE:
JM	CS	12/08/2013

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/01

REVISION: B



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
B	Unnecessary footways & crossings removed	JM	CS	10/09/2013
A	Rndbt tied into topographical survey	JM	CS	27/08/2013

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access C
Southern A28 Roundabout
40m ICD

SCALES:

1:1000 at A3

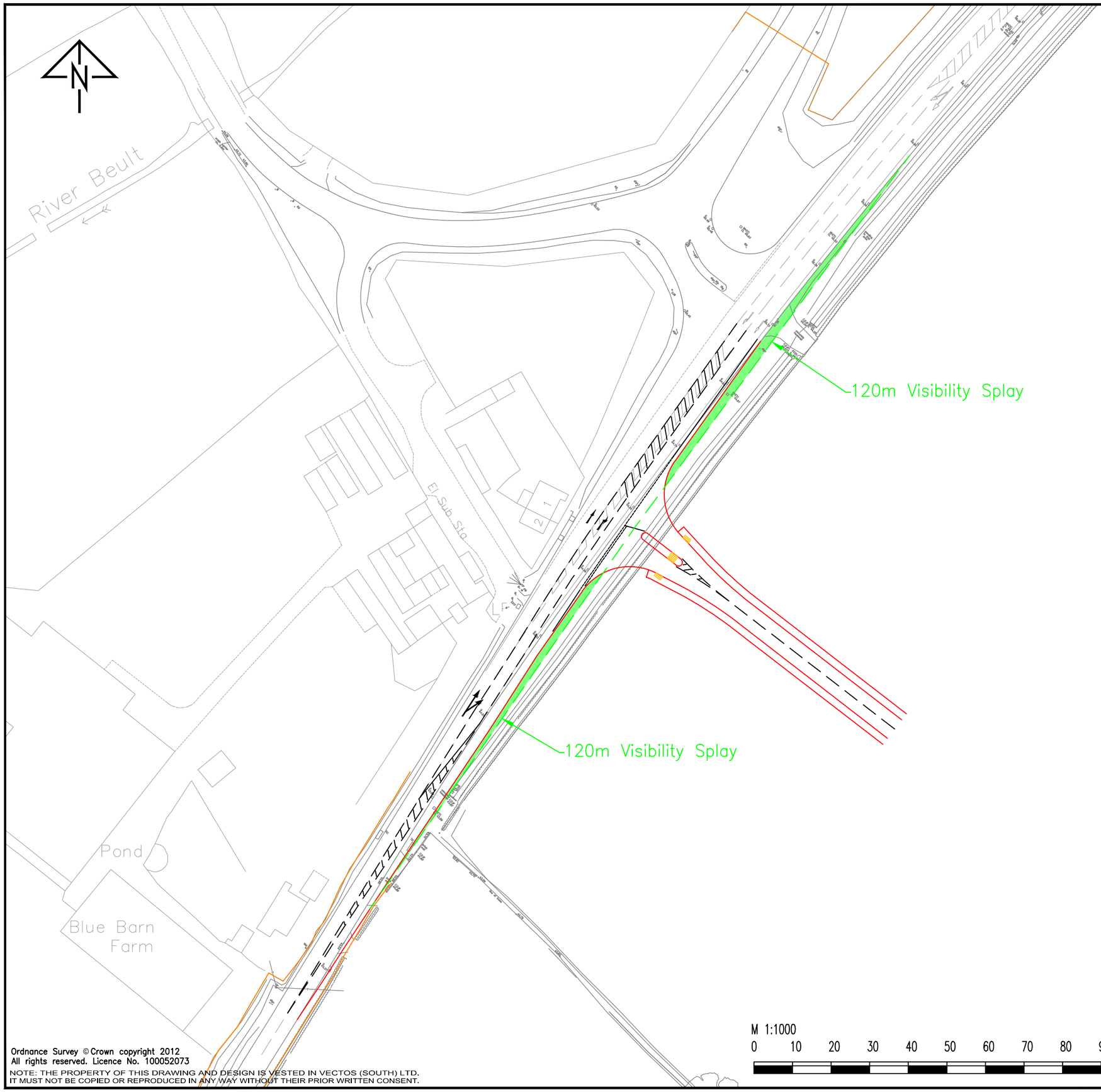
DRAWN:	CHECKED:	DATE:
JM	CS	15/08/2013

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/02

REVISION: B



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Footways & crossings added	JM	CS	10/09/2013

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access B
A28 Priority Junction

SCALES:

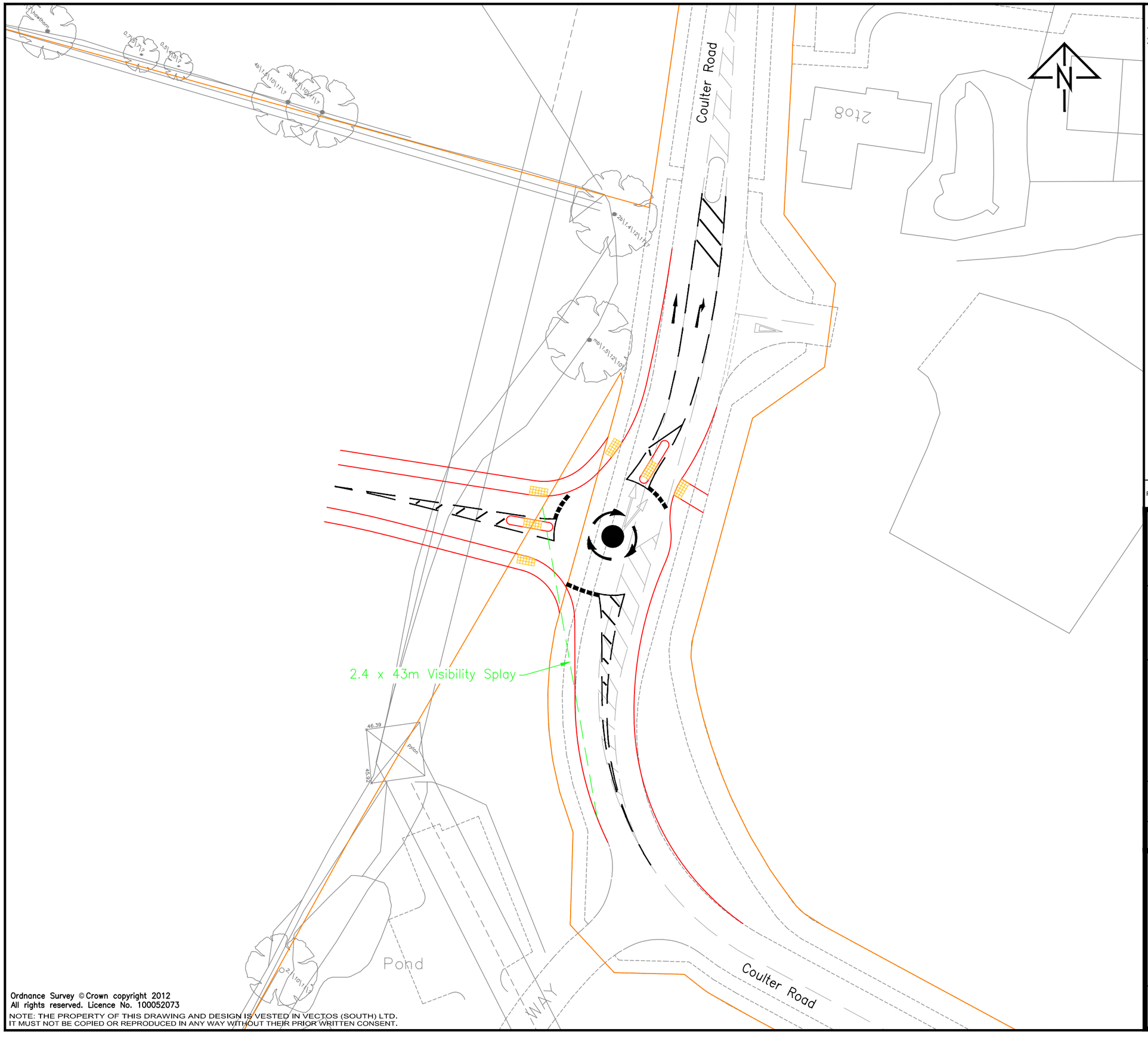
1:1000 at A3

DRAWN:	CHECKED:	DATE:
JM	CS	19/08/2013

vectos
transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/04

REVISION: A



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access D
Coulter Road Mini-Roundabout

SCALES:

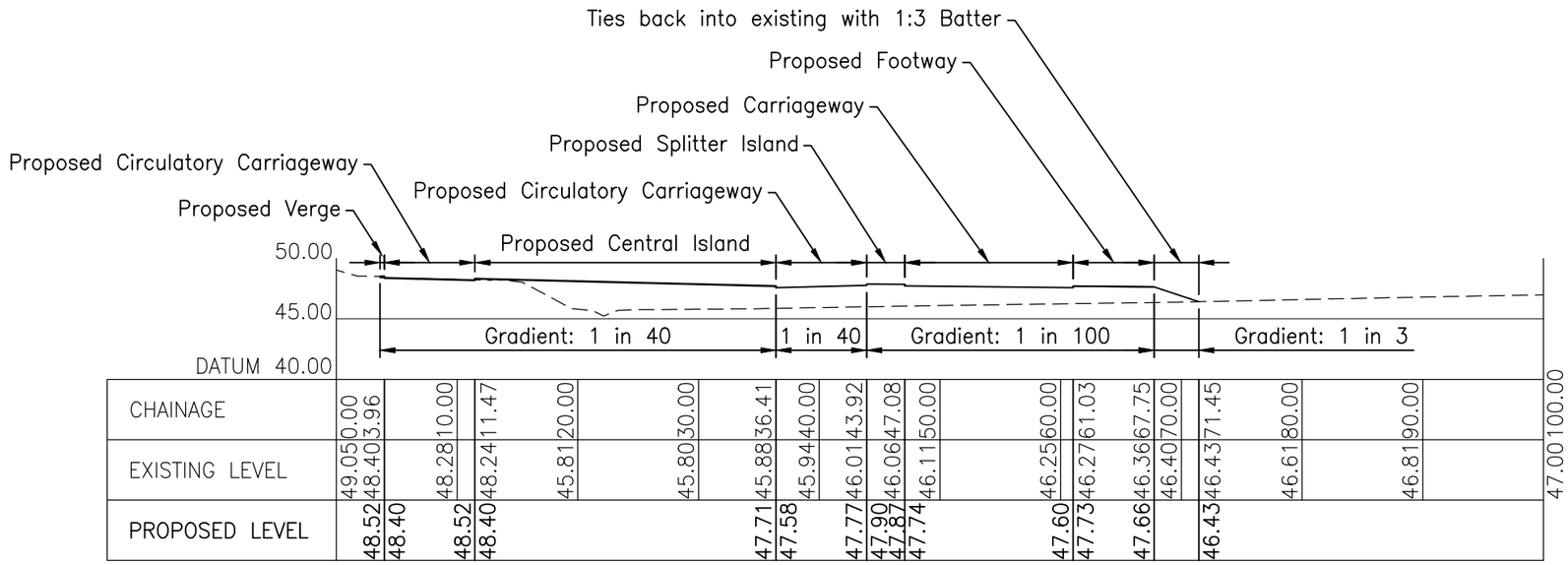
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	CS	04/09/2013

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

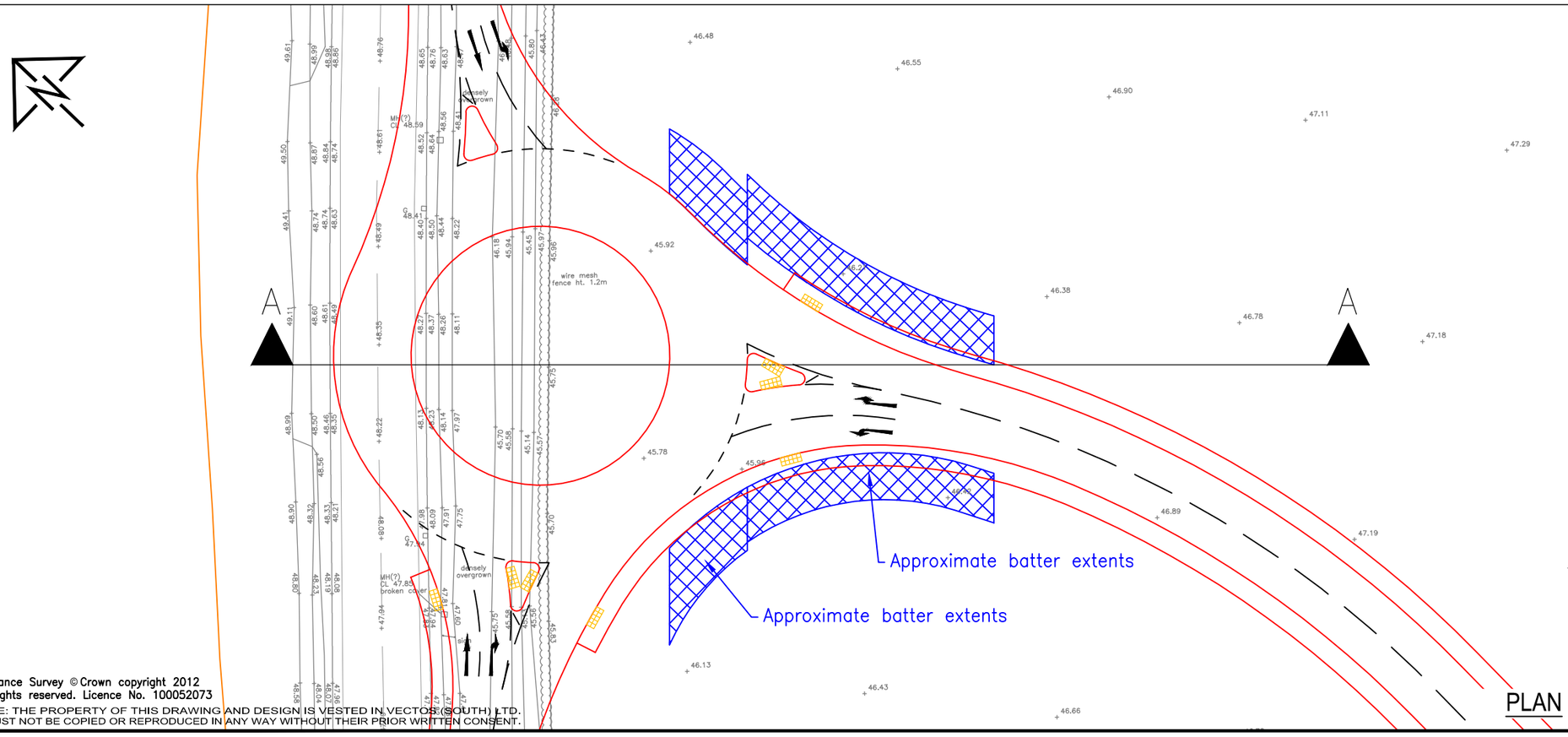
DRAWING NUMBER:	REVISION:
131065/A/15	.



M 1:500

0 5 10 15 20 25 30 35 40 45 50 [m]

CROSS SECTION A-A



PLAN

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Access A Roundabout design from 131065_A_01 Rev C.

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT: Chilmington Green Consortium

PROJECT: Chilmington Green

DRAWING TITLE: Cross Section Access A Northern A28 Roundabout

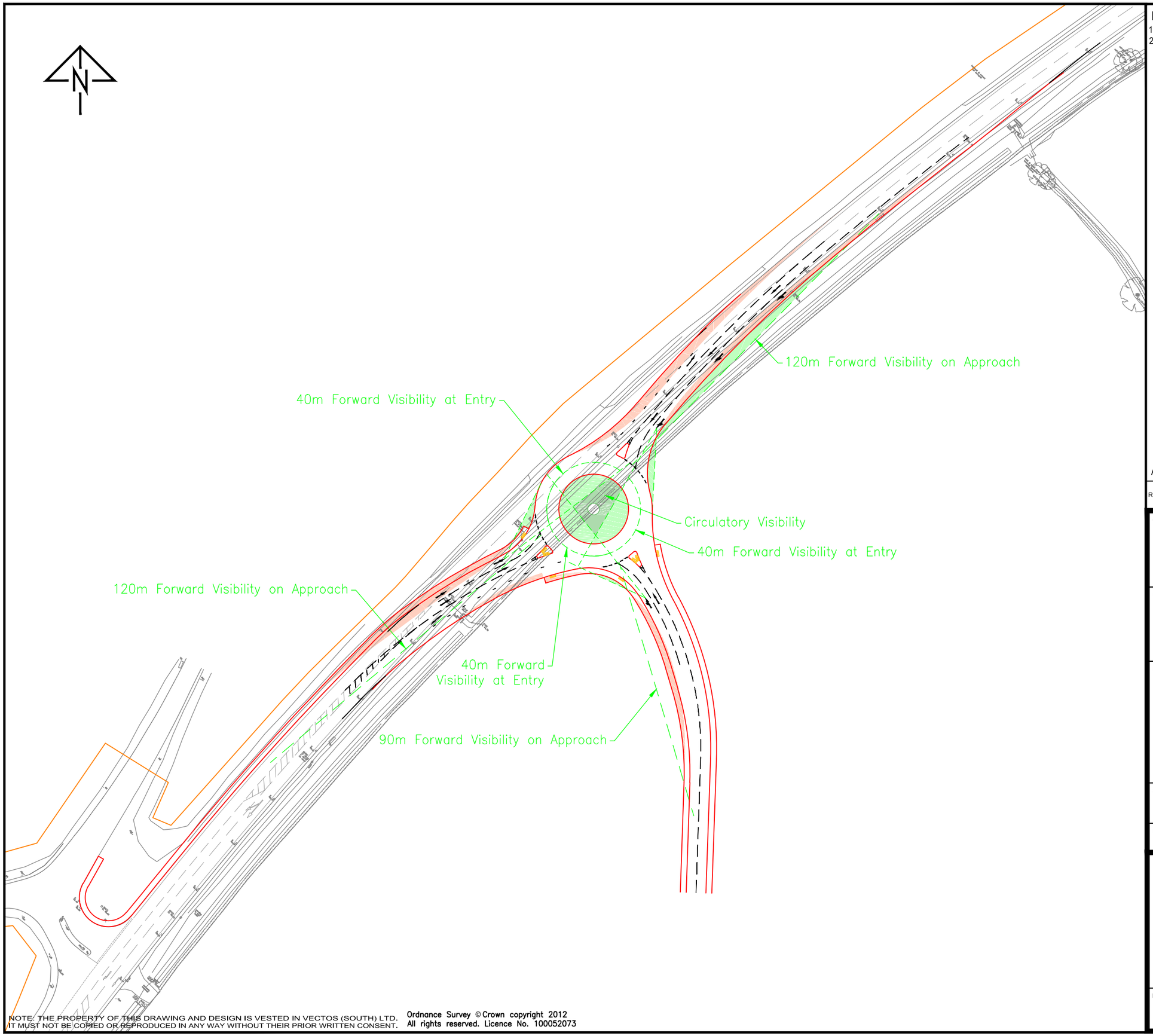
SCALES: 1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	CS	10/09/2013

vectos transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/17

REVISION: .



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

Visibilty Zone - No obstructions between 0.26 & 2m height.

Visibilty Zone - No obstructions between 1.05 & 2m height.

Additional Land required for High Capacity Design

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Circulatory carriageway width increased 0.1m to 8.1m. North eastern arm - Entry width increased from 8m to 8.1m, Effective flare length increased from 125m to 165m.	JM	CS	07/11/2013

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access A
Northern A28 Roundabout
40m ICD
High Capacity Version

SCALES:

1:1250 at A3

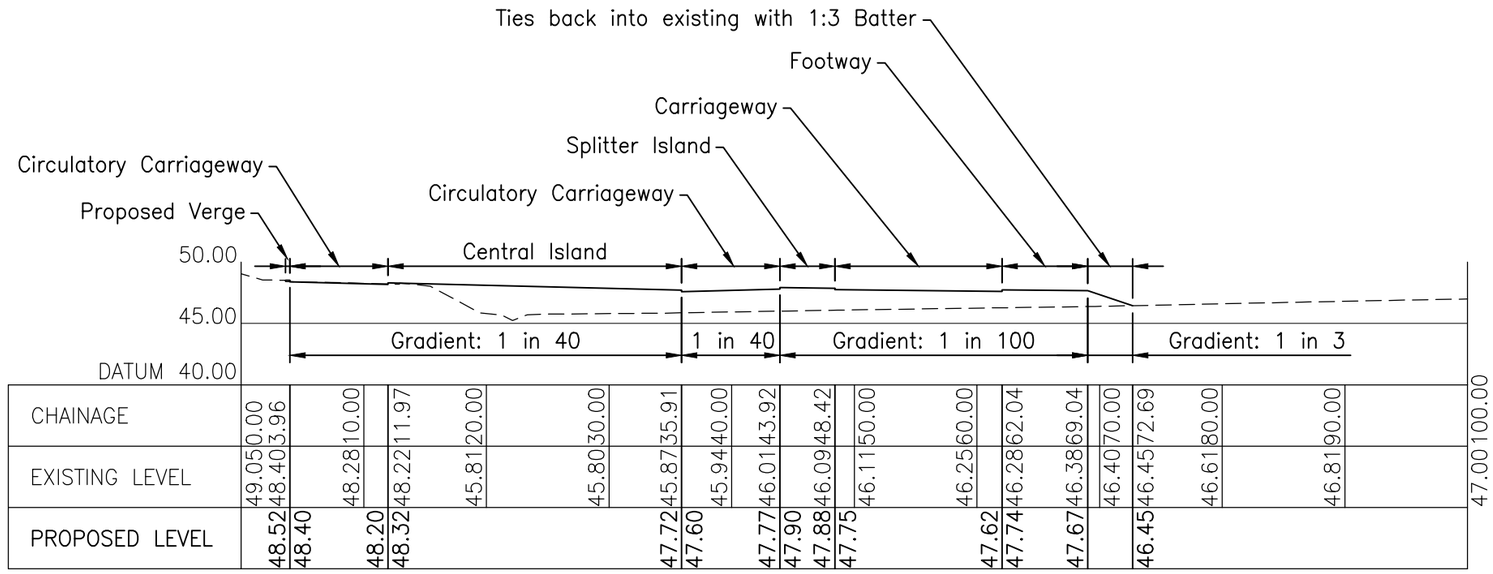
DRAWN:	CHECKED:	DATE:
JM	CS	12/08/2013

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/35

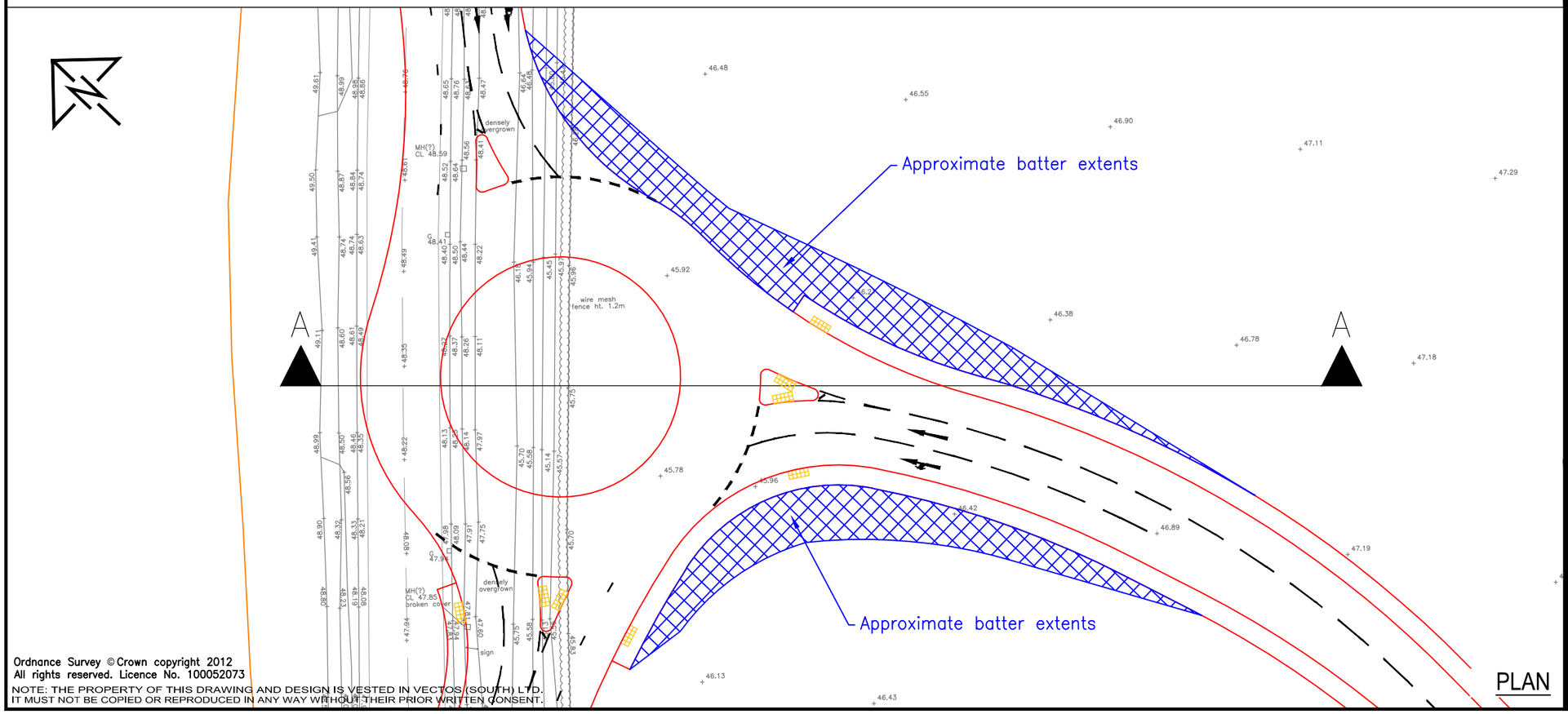
REVISION: A



M 1:500

0 5 10 15 20 25 30 35 40 45 50 [m]

CROSS SECTION A-A



PLAN

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Access A Roundabout - High Capacity Version - design from 131065_A_35.

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Cross Section
Access A
Northern A28 Roundabout
High Capacity Version

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	CS	05/11/2013

vectos
transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/36

REVISION: .

APPENDIX C

Public Rights of Way

N

0m 100m 500m

ChilmingtonGreen

NOTES

DO NOT SCALE FROM THIS DRAWING.
ALL CONTRACTORS MUST VISIT THE SITE AND BE RESPONSIBLE FOR TAKING AND CHECKING DIMENSIONS.
ALL CONSTRUCTION INFORMATION SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY.
ANY DISCREPANCIES BETWEEN DRAWINGS, SPECIFICATIONS AND SITE CONDITIONS MUST BE BROUGHT TO THE ATTENTION OF THE SUPERVISING OFFICER.

THIS DRAWING IS FOR PLANNING PURPOSES ONLY. IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION PURPOSES. WHILST ALL REASONABLE EFFORTS ARE USED TO ENSURE DRAWINGS ARE ACCURATE, JOHN THOMPSON & PARTNERS ACCEPT NO RESPONSIBILITY OR LIABILITY FOR ANY RELIANCE PLACED ON, OR USE MADE OF, THIS PLAN BY ANYONE FOR PURPOSES OTHER THAN THOSE STATED ABOVE.

- Site boundary
- Existing national footpath to be retained (Greensands Way)
- Existing national footpath to be realigned (Greensands Way)
- Proposed national footpath diversion (Greensands Way)
- Existing footpath to be retained
- Existing footpath to be realigned
- Proposed footpath
- Existing national cycle route
- Proposed main pedestrian & cycle spine
- Proposed cycleway integrated within carriageway
- Existing byway
- Existing bridleway
- Proposed bridleway
- Residential & mixed used development footprint

Client

Chilmington Green Consortium

jtp

23-25 Great Sutton Street, London, EC1V 0DN T: +44 (0)20 7017 1780 F: +44 (0)20 7017 1781 W: www.jtp.co.uk

Project

Chilmington Green, Ashford

JOHN THOMPSON & PARTNERS

Job Ref.	Drawn	Checked By
00122 PLH.CG	SM	CSM

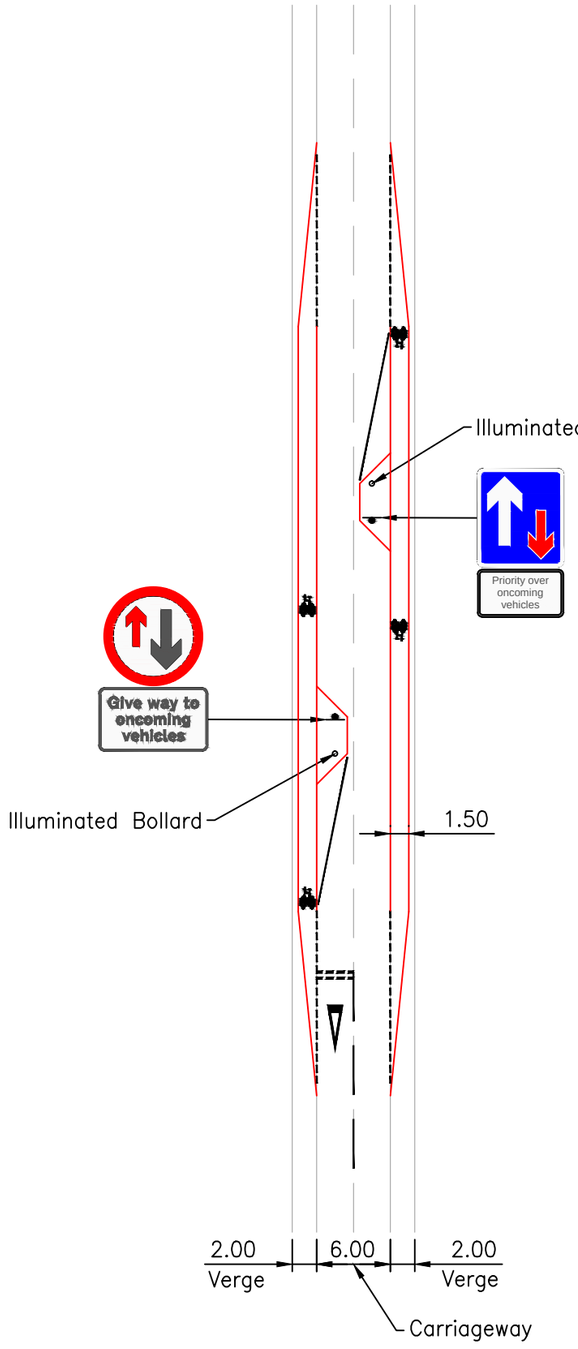
Drawing Title

OPA08R: Footpath and Cycle Routes Plan

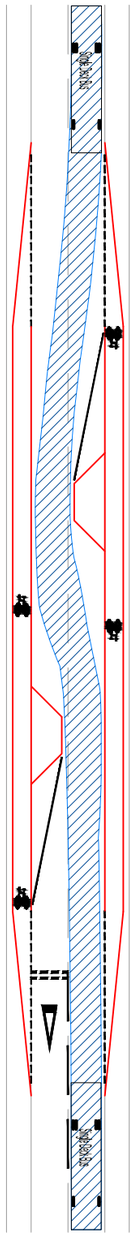
Scale @A3	Date
1:10,000	09/09/2013

Drawing No. 00122_OPA_08R

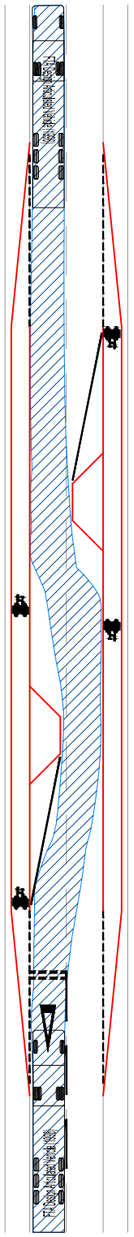
Revision



DESIGN



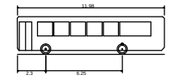
Swept Path
Single Deck Bus



Swept Path
16.5m Articulated Vehicle

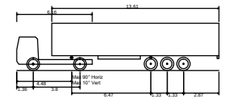
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



Single Deck Bus

Overall Length	11.980m
Overall Width	2.440m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	10.368m



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

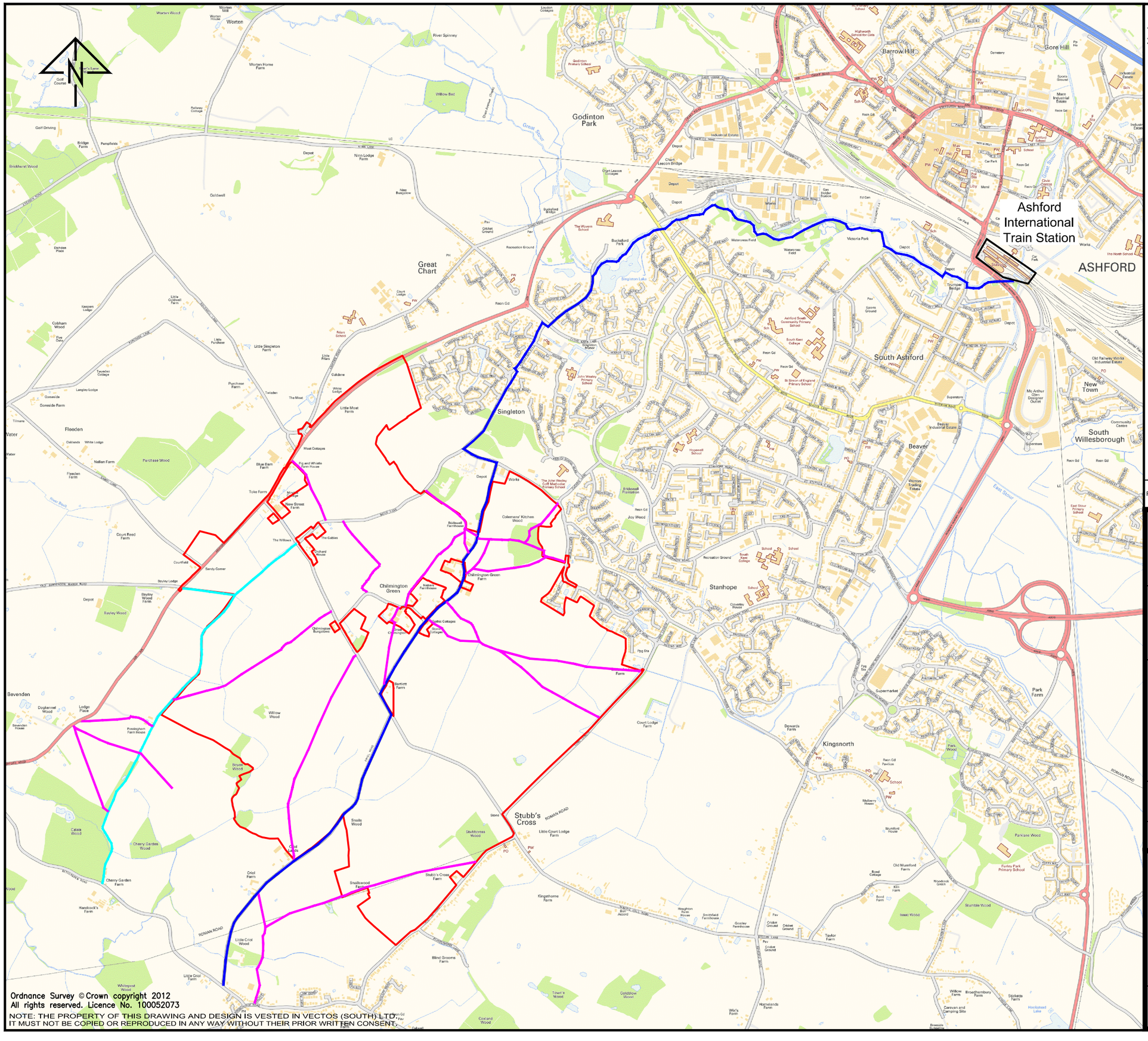
DRAWING TITLE:
Detail
Chicane with Cycle Bypass

SCALES:
1:500 at A3

DRAWN:	CHECKED:	DATE:
JM	CS	06/09/2013

vectos
transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/05
REVISION: .



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

- Site Boundary
- National Cycle Route 18
- Footpath
- Byway

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

PRoW & Cycle Routes between Ashford & Chilmington Green Development

SCALES:

1:20,000 at A3

DRAWN:	CHECKED:	DATE:
JM	SG-H	03/09/2013

vectos
transport planning specialists

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/14

REVISION: .

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

- Site Boundary
- National Cycle Route 18
- Footpath
- Byway
- Greensands Way

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Greensand Way added	JM	SG-H	11/11/2013

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

PRoW & Cycle Routes between Ashford & Chilmington Green Development

SCALES:

1:20,000 at A3

DRAWN:	CHECKED:	DATE:
JM	SG-H	03/09/2013

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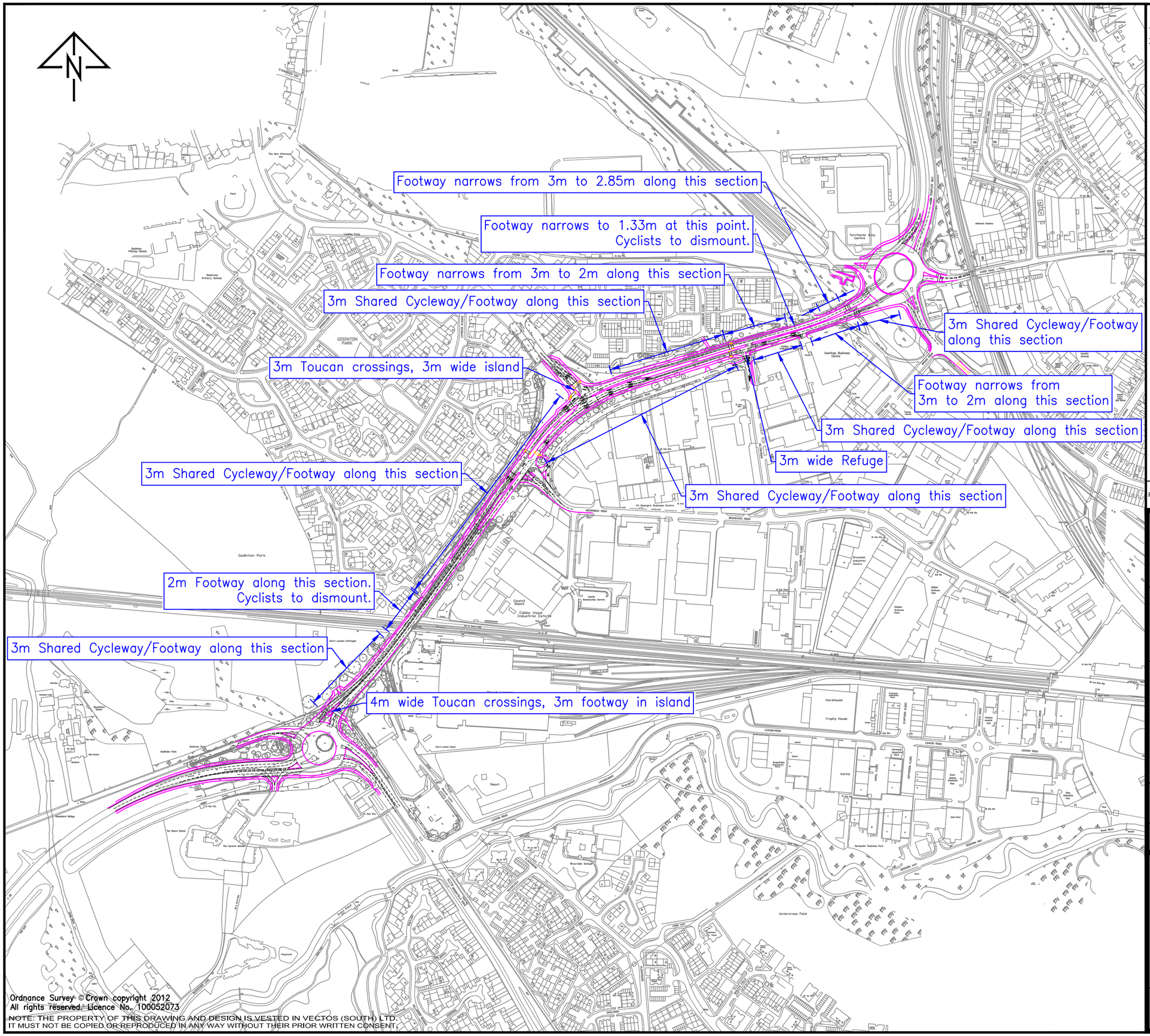
DRAWING NUMBER: 131065/A/14

REVISION: A



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Shared Cycleway/Footway
Matalan Roundabout to
Tank Roundabout

SCALES:

1:5000 at A3

DRAWN:	CHECKED:	DATE:
JM	SG-H	05/09/2013

vectos
transport planning specialists

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DRAWING NUMBER: 131065/A/16

REVISION: .

APPENDIX D

Construction Traffic Management Plan

Chilmington Green

Construction Traffic Management Plan

Suggested Details for Inclusion:

Introduction

- Planned Development
- Site History

Construction Traffic Management Plan

- Phasing of Construction
- Access Arrangements for Vehicles
- Access Route
- Vehicle Size and Schedule of Use
- Necessary Highway Works
- Parking and Loading Arrangements
- Parking Bay Suspension
- Traffic Management Orders
- Proposed Overhang of Public Highway
- Proposed Hoarding
- Pedestrian and Cyclist Safety
- Proposed Working Hours
- Proposed Start and End Dates for Each Phase of Construction

Other Issues

Figures

- Location Plan
- Proposed Access Route

Appendices

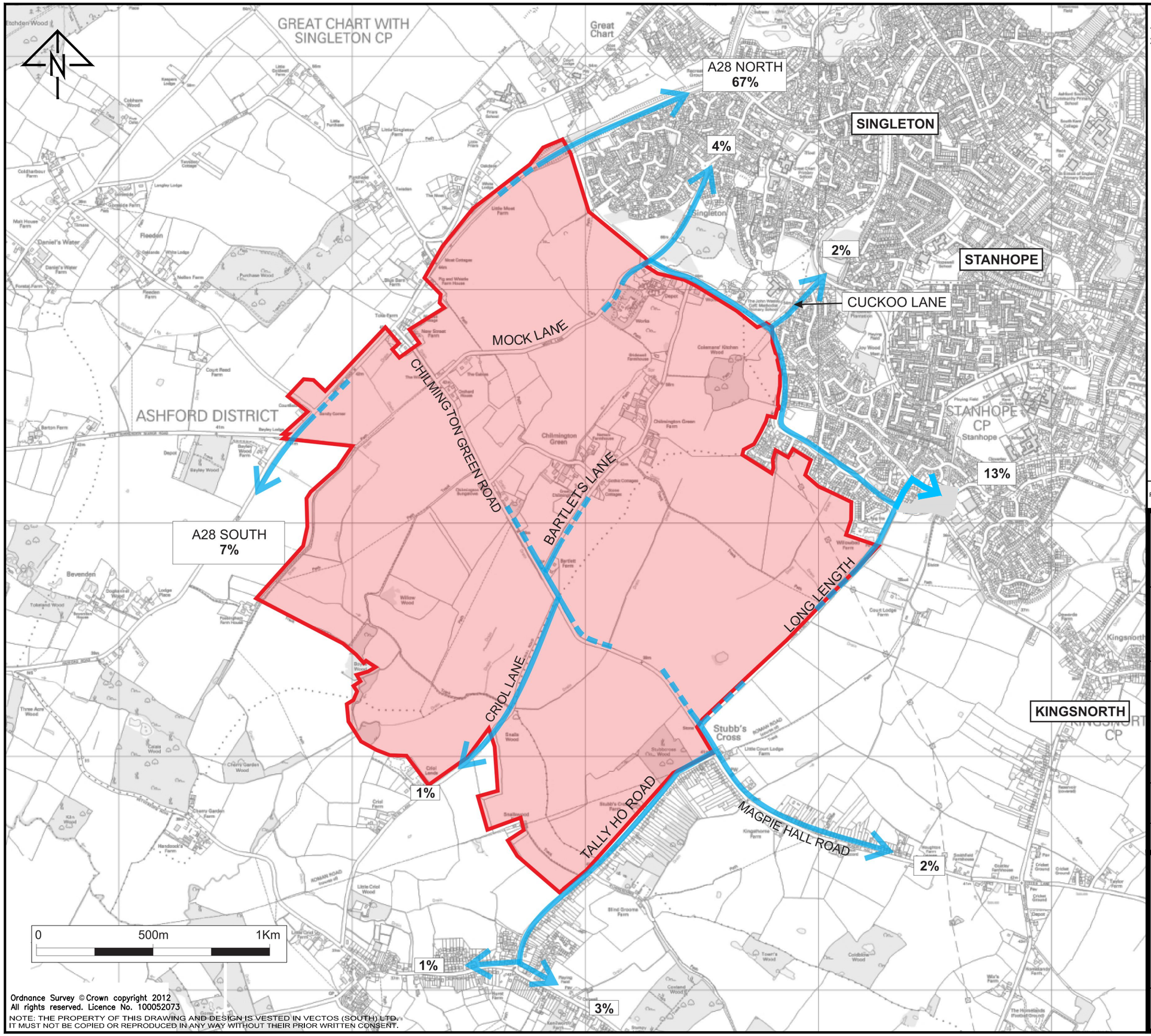
- Scheme Plan & Vehicle Swept Paths

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 www.vectos.co.uk

Company no. 7591661
Registered address: Vectos (South) Limited, Hardwick House, Prospect Place, Swindon SN1 3LJ

APPENDIX E

Traffic Assignment



Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

KEY
Site Location

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

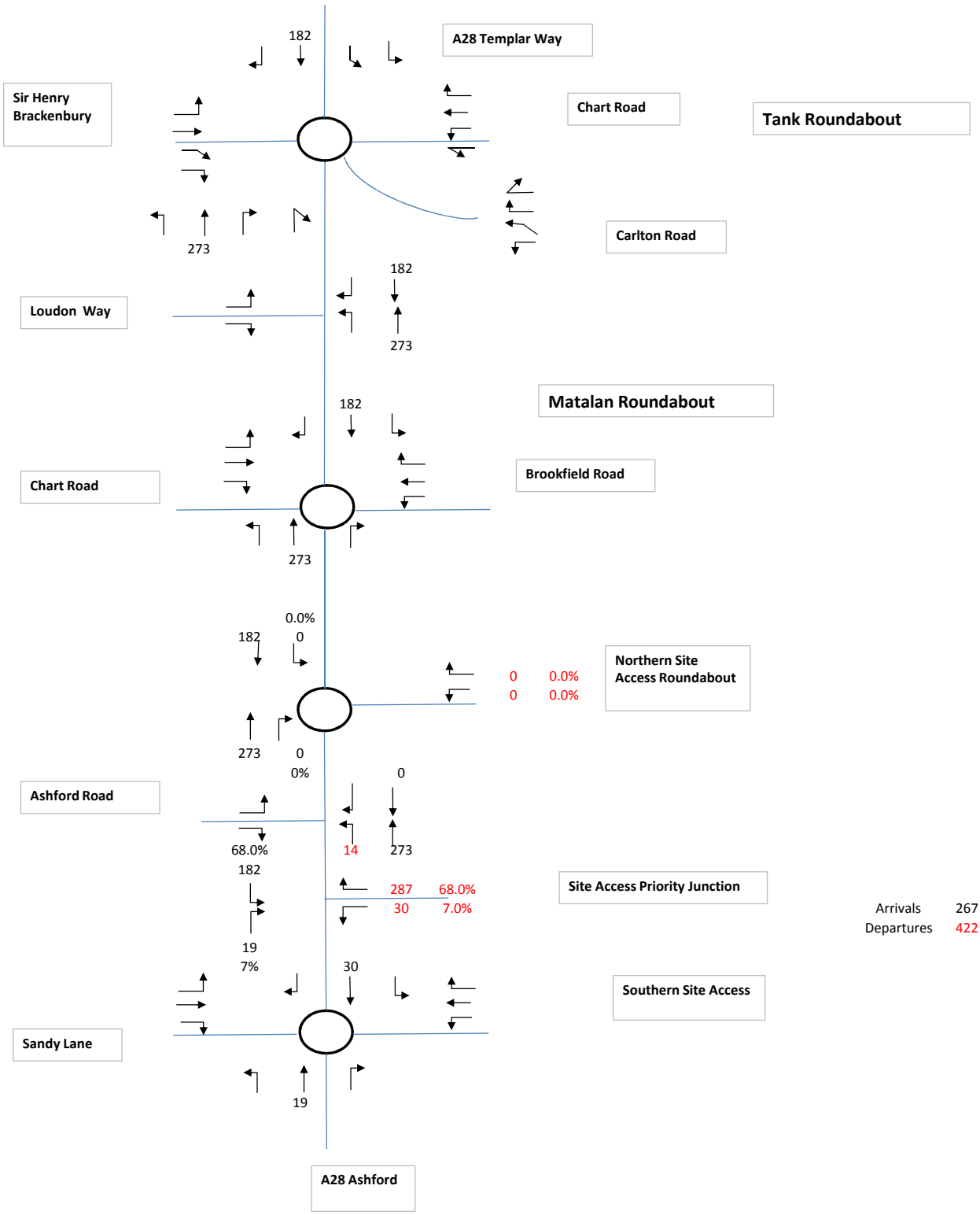
DRAWING TITLE:
Figure 4.1
Traffic Distribution

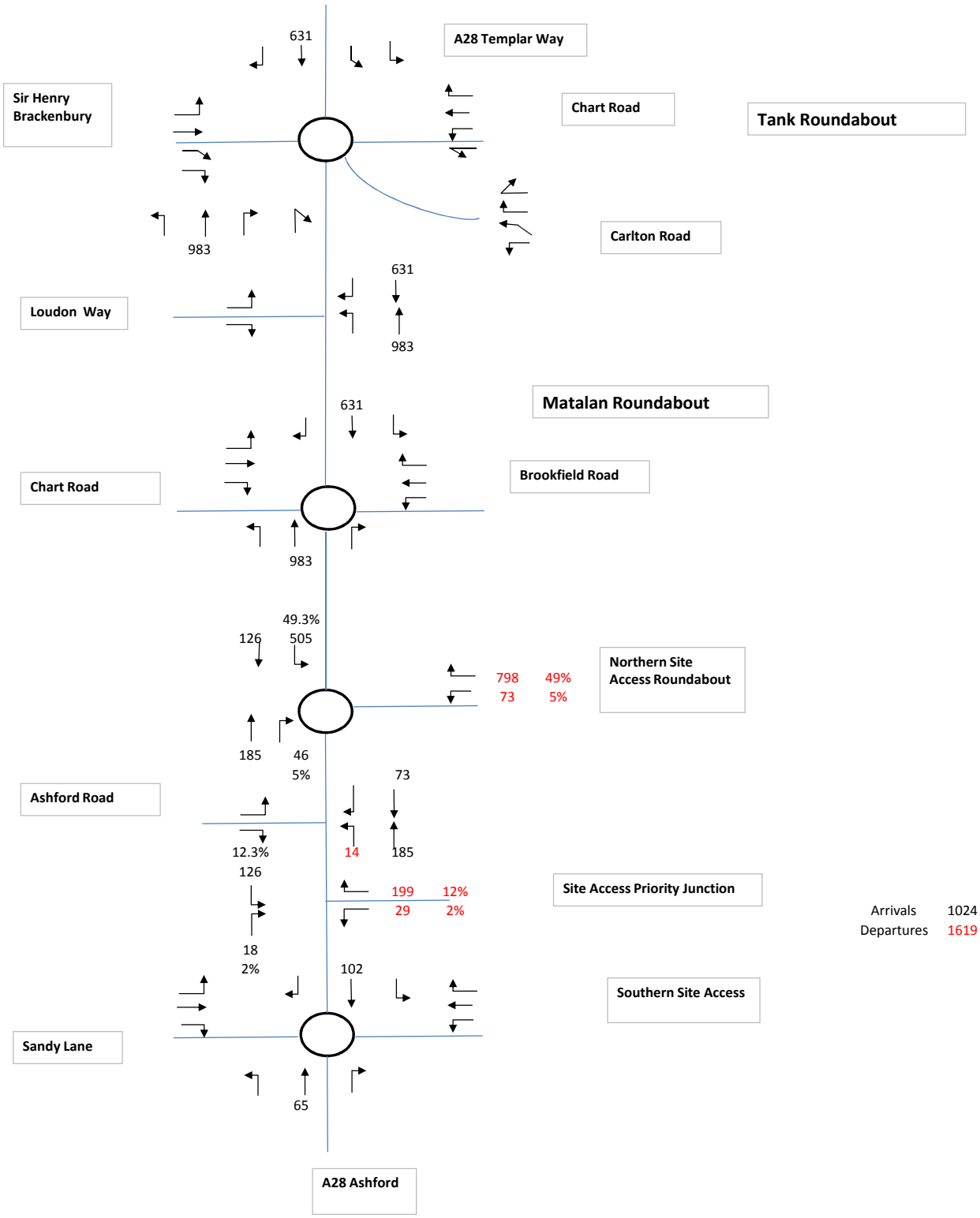
SCALES:
As Shown at A3

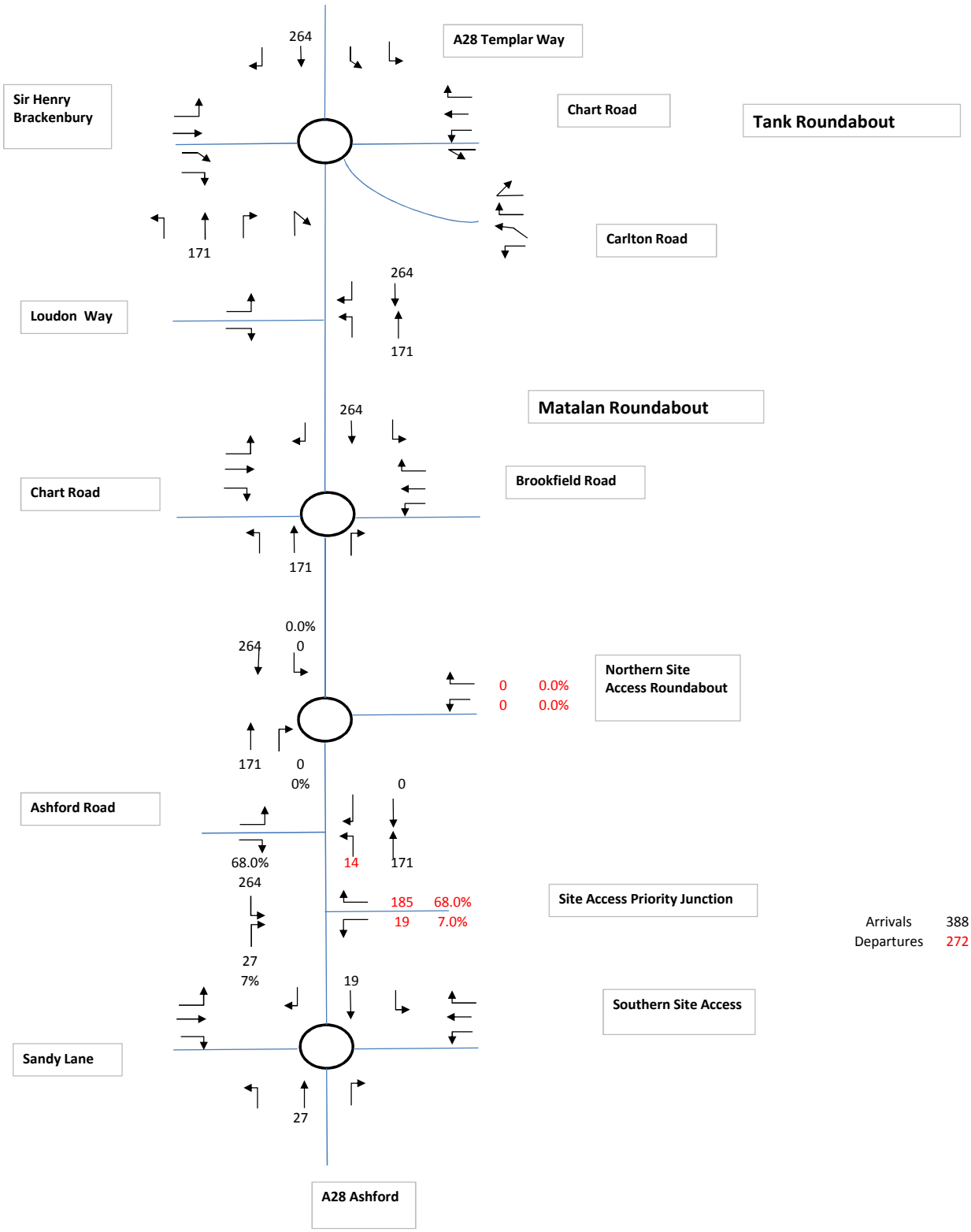
DRAWN:	CHECKED:	DATE:
TF	CS	05/11/2013

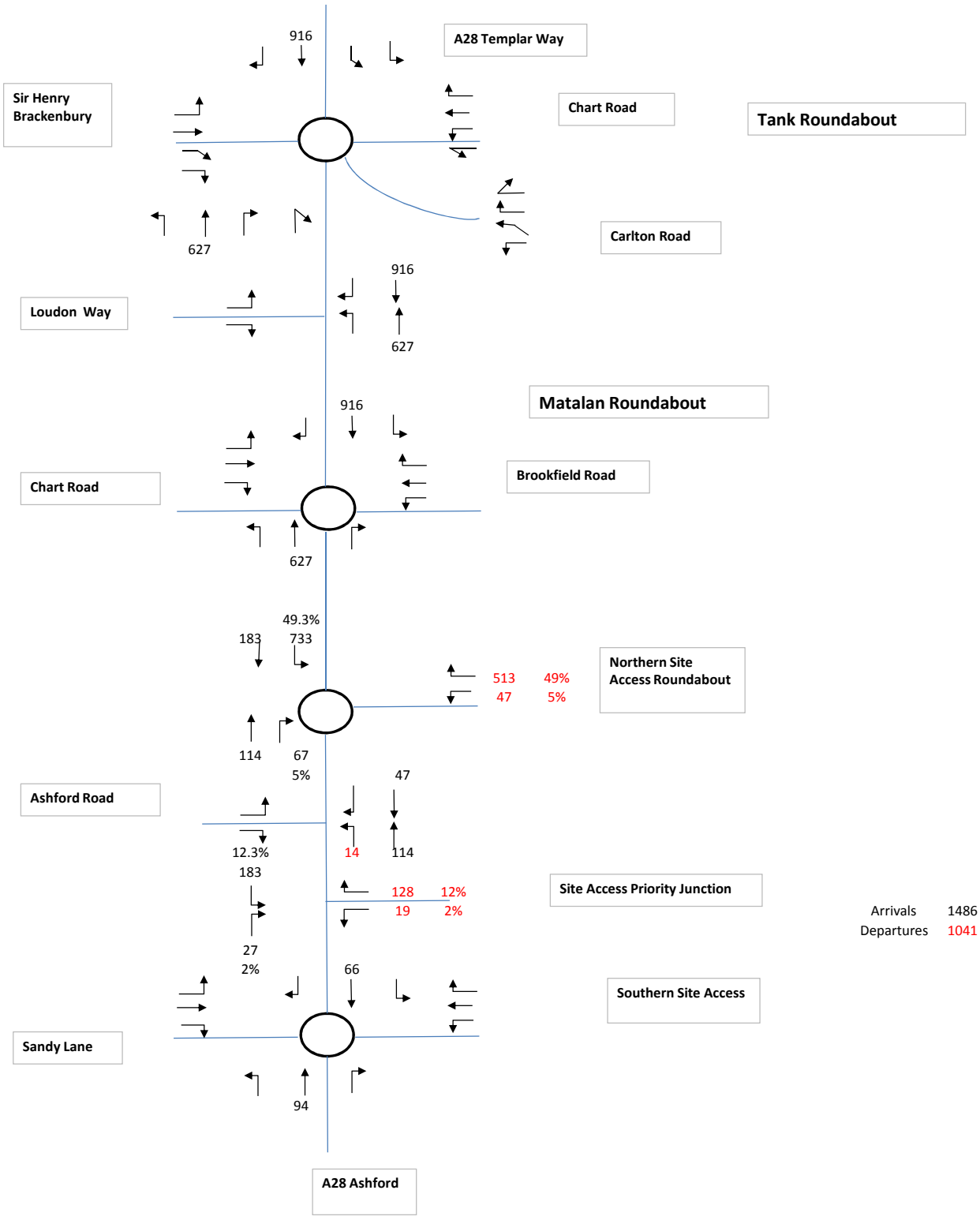
vectos
transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/Figure 4.1
REVISION: .


A28 Templar Way
Sir Henry Brackenbury
Chart Road
Tank Roundabout
Carlton Road
Loudon Way
Matalan Roundabout
Brookfield Road
Chart Road
Northern Site Access Roundabout
Ashford Road
Site Access Priority Junction
Southern Site Access
Sandy Lane
A28 Ashford
182
273
0.0%
0
68.0%
14
287
68.0%
30
7.0%
19
7%
Arrivals 267
Departures 422


631
A28 Templar Way
Sir Henry Brackenbury
Chart Road
Tank Roundabout
983
Carlton Road
631
Loudon Way
983
Matalan Roundabout
631
Chart Road
Brookfield Road
983
49.3%
126
505
798
49%
Northern Site Access Roundabout
73
5%
185
46
5%
Ashford Road
73
12.3%
14
185
126
199
12%
Site Access Priority Junction
29
2%
18
2%
102
Southern Site Access
Sandy Lane
65
A28 Ashford
Arrivals 1024
Departures 1619


A28 Templar Way
264
Sir Henry Brackenbury
Chart Road
Tank Roundabout
171
Carlton Road
264
Loudon Way
171
Matalan Roundabout
264
Chart Road
Brookfield Road
171
0.0%
264
0
0
0.0%
0
0.0%
Northern Site Access Roundabout
171
0
0%
Ashford Road
0
68.0%
14
171
264
185
68.0%
Site Access Priority Junction
19
7.0%
27
7%
19
Southern Site Access
Sandy Lane
27
A28 Ashford
Arrivals 388
Departures 272


916
A28 Templar Way
Sir Henry Brackenbury
Chart Road
Tank Roundabout
627
Carlton Road
916
Loudon Way
627
Matalan Roundabout
916
Chart Road
Brookfield Road
627
49.3%
183
733
513
49%
Northern Site Access Roundabout
47
5%
114
67
5%
47
Ashford Road
12.3%
14
114
183
128
12%
Site Access Priority Junction
19
2%
27
2%
66
Southern Site Access
Sandy Lane
94
A28 Ashford
Arrivals 1486
Departures 1041

APPENDIX F

Site Access Capacity Analysis

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Northern Access Roundabout - High Capacity Design - 2031 (TA FLOWS)+ Full Dev.arc8
Path: X:\Projects\130000\131065 - Chilmington Green - Post Application\Modelling\Site Access Junctions\Northern Site Access Junction
Report generation date: 08/11/2013 14:28:13

Summary of junction performance

	AM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	A1 - 2031 AM Peak				
Arm A	0.98	0.05	0.50	A	37 %
Arm B	1.52	0.11	0.61	A	
Arm C	1.02	0.08	0.51	A	[Arm B]

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2031 AM Peak, AM " model duration: 07:45 - 09:15
"D2 - 2031 PM Peak, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 08/11/2013 14:28:11

File summary

File Description

Title	A28 Northern Access Roundabout
Location	
Site Number	
Date	24/01/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ukddd001 [W11UK0063]
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	0.60	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	min	-Min	perMin

(Default Analysis Set) - 2031 AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 AM Peak, AM	2031 AM Peak	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	A,B,C				0.08	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	37	Arm B

Arms

Arms

Arm	Name	Description
A	A28 (North)	
B	Site Access	
C	A28 (South)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.65	8.10	165.84	26.00	40.00	34.00	
B	3.38	7.10	52.15	20.00	40.00	41.00	
C	3.65	7.92	60.03	20.00	40.00	38.00	

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

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.769	2341.585
B		(calculated)	(calculated)	0.664	1867.706
C		(calculated)	(calculated)	0.713	2099.910

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1035.00	100.000
B	ONE HOUR	✓	793.00	100.000
C	ONE HOUR	✓	709.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	451.000	584.000
	B	712.000	0.000	81.000
	C	658.000	51.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.44	0.56
	B	0.90	0.00	0.10
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (min)
A	0.50	0.05	0.98	A	949.73	1424.60	64.58	0.05	0.72	64.58	0.05
B	0.61	0.11	1.52	A	727.67	1091.51	89.40	0.08	0.99	89.41	0.08
C	0.51	0.08	1.02	A	650.59	975.89	62.62	0.06	0.70	62.63	0.06

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	779.20	194.80	777.18	1027.57	38.27	0.00	2312.15	2261.57	0.337	0.00	0.51	0.039	A
B	597.01	149.25	594.59	376.92	438.52	0.00	1576.60	1020.59	0.379	0.00	0.61	0.061	A
C	533.77	133.44	531.98	499.26	533.86	0.00	1719.08	1446.24	0.311	0.00	0.45	0.050	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	930.44	232.61	929.78	1229.96	45.80	0.00	2306.36	2261.57	0.403	0.51	0.67	0.044	A
B	712.89	178.22	711.81	450.95	524.63	0.00	1519.44	1020.59	0.469	0.61	0.88	0.074	A
C	637.38	159.34	636.65	597.33	639.10	0.00	1644.01	1446.24	0.388	0.45	0.63	0.060	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1139.56	284.89	1138.34	1504.69	56.04	0.00	2298.48	2261.57	0.496	0.67	0.98	0.052	A
B	873.11	218.28	870.57	552.07	642.31	0.00	1441.31	1020.58	0.606	0.88	1.51	0.105	A
C	780.62	195.16	779.08	731.23	781.65	0.00	1542.32	1446.24	0.506	0.63	1.01	0.078	A

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1139.56	284.89	1139.54	1508.32	56.15	0.00	2298.39	2261.57	0.496	0.98	0.98	0.052	A
B	873.11	218.28	873.05	552.70	642.99	0.00	1440.86	1020.58	0.606	1.51	1.52	0.106	A
C	780.62	195.16	780.60	732.17	783.88	0.00	1540.73	1446.24	0.507	1.01	1.02	0.079	A

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	930.44	232.61	931.65	1235.29	45.96	0.00	2306.23	2261.57	0.403	0.98	0.68	0.044	A
B	712.89	178.22	715.42	451.92	525.68	0.00	1518.74	1020.59	0.469	1.52	0.89	0.075	A
C	637.38	159.34	638.91	598.76	642.34	0.00	1641.70	1446.24	0.388	1.02	0.64	0.060	A

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	779.20	194.80	779.88	1033.10	38.45	0.00	2312.01	2261.57	0.337	0.68	0.51	0.039	A
B	597.01	149.25	598.13	378.28	440.05	0.00	1575.58	1020.59	0.379	0.89	0.61	0.061	A
C	533.77	133.44	534.51	501.14	537.03	0.00	1716.82	1446.24	0.311	0.64	0.45	0.051	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	7.46	0.50	0.039	A	A
B	8.85	0.59	0.061	A	A
C	6.58	0.44	0.050	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.95	0.66	0.044	A	A
B	12.82	0.85	0.074	A	A
C	9.26	0.62	0.060	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	14.36	0.96	0.052	A	A
B	21.74	1.45	0.105	A	A
C	14.79	0.99	0.078	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	14.68	0.98	0.052	A	A
B	22.78	1.52	0.106	A	A
C	15.28	1.02	0.079	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	10.37	0.69	0.044	A	A
B	13.80	0.92	0.075	A	A
C	9.80	0.65	0.060	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	7.76	0.52	0.039	A	A
B	9.41	0.63	0.061	A	A
C	6.91	0.46	0.051	A	A

(Default Analysis Set) - 2031 PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm B - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm C - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 PM Peak, PM	2031 PM Peak	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	A,B,C				0.07	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	52	Arm A

Arms

Arms

Arm	Name	Description
A	A28 (North)	
B	Site Access	
C	A28 (South)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.65	8.10	165.84	26.00	40.00	34.00	
B	3.38	7.10	52.15	20.00	40.00	41.00	
C	3.65	7.92	60.03	20.00	40.00	38.00	

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

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.769	2341.585
B		(calculated)	(calculated)	0.664	1867.706
C		(calculated)	(calculated)	0.713	2099.910

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1302.00	100.000
B	ONE HOUR	✓	510.00	100.000
C	ONE HOUR	✓	706.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	654.000	648.000
	B	458.000	0.000	52.000
	C	632.000	74.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.50	0.50
	B	0.90	0.00	0.10
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (min)
A	0.63	0.07	1.69	A	1194.74	1792.11	103.23	0.06	1.15	103.24	0.06
B	0.40	0.07	0.67	A	467.98	701.98	43.24	0.06	0.48	43.25	0.06
C	0.45	0.06	0.80	A	647.84	971.76	52.11	0.05	0.58	52.12	0.05

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	980.21	245.05	977.26	817.99	55.54	0.00	2298.86	2230.68	0.426	0.00	0.74	0.045	A
B	383.95	95.99	382.64	546.42	486.38	0.00	1544.83	1130.71	0.249	0.00	0.33	0.052	A
C	531.51	132.88	529.91	525.39	343.62	0.00	1854.79	1375.56	0.287	0.00	0.40	0.045	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1170.47	292.62	1169.28	978.97	66.47	0.00	2290.46	2230.69	0.511	0.74	1.04	0.053	A
B	458.48	114.62	458.01	653.80	581.95	0.00	1481.39	1130.71	0.309	0.33	0.45	0.059	A
C	634.68	158.67	634.12	628.64	411.31	0.00	1806.50	1375.56	0.351	0.40	0.54	0.051	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1433.53	358.38	1430.98	1198.37	81.37	0.00	2279.00	2230.68	0.629	1.04	1.67	0.071	A
B	561.52	140.38	560.63	800.15	712.19	0.00	1394.92	1130.71	0.403	0.45	0.67	0.072	A
C	777.32	194.33	776.27	769.36	503.47	0.00	1740.76	1375.56	0.447	0.54	0.80	0.062	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1433.53	358.38	1433.49	1200.09	81.47	0.00	2278.91	2230.68	0.629	1.67	1.69	0.071	A
B	561.52	140.38	561.51	801.52	713.44	0.00	1394.10	1130.71	0.403	0.67	0.67	0.072	A
C	777.32	194.33	777.31	770.69	504.26	0.00	1740.20	1375.56	0.447	0.80	0.80	0.062	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1170.47	292.62	1173.00	981.61	66.63	0.00	2290.33	2230.69	0.511	1.69	1.05	0.054	A
B	458.48	114.62	459.36	655.84	583.80	0.00	1480.16	1130.71	0.310	0.67	0.45	0.059	A
C	634.68	158.67	635.72	630.63	412.52	0.00	1805.64	1375.56	0.352	0.80	0.54	0.051	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	980.21	245.05	981.44	821.54	55.77	0.00	2298.69	2230.68	0.426	1.05	0.75	0.046	A
B	383.95	95.99	384.43	548.75	488.46	0.00	1543.45	1130.71	0.249	0.45	0.33	0.052	A
C	531.51	132.88	532.08	527.65	345.23	0.00	1853.64	1375.56	0.287	0.54	0.40	0.045	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	10.85	0.72	0.045	A	A
B	4.84	0.32	0.052	A	A
C	5.89	0.39	0.045	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	15.25	1.02	0.053	A	A
B	6.58	0.44	0.059	A	A
C	7.96	0.53	0.051	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	24.33	1.62	0.071	A	A
B	9.80	0.65	0.072	A	A
C	11.76	0.78	0.062	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	25.22	1.68	0.071	A	A
B	10.06	0.67	0.072	A	A
C	12.04	0.80	0.062	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	16.18	1.08	0.054	A	A
B	6.90	0.46	0.059	A	A
C	8.32	0.55	0.051	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	11.41	0.76	0.046	A	A
B	5.07	0.34	0.052	A	A
C	6.14	0.41	0.045	A	A

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Site Access Priority Junction 2031 (TA FLOWS) + 1500 Units.arc8
Path: X:\Projects\130000\131065 - Chilmington Green - Post Application\Modelling\Site Access Junctions
Report generation date: 08/11/2013 14:19:18

» (Default Analysis Set) - 2031 AM Peak, AM
» (Default Analysis Set) - 2031 PM Peak, PM

Summary of junction performance

	AM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	A1 - 2031 AM Peak				
Stream B-C	0.31	34.53	0.24	D	-9 % [Stream B-A]
Stream B-A	5.11	63.71	0.86	F	
Stream C-AB	0.04	7.36	0.04	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2031 AM Peak, AM" model duration: 07:45 - 09:15
"D2 - 2031 PM Peak, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 08/11/2013 14:19:09

File summary

File Description

Title	Site Access Priority Junction - 2018 Phase 1 Alternative
Location	Chilmington Green
Site Number	
Date	29/08/2013
Version	
Status	
Identifier	
Client	
Jobnumber	131065
Enumerator	seamus.odwyer [VEC-LAPL024]
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - 2031 AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 AM Peak, AM	2031 AM Peak	AM	Site Access Priority Junction - 2018 Phase 1 Alternative	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		57.85	F

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	-9	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	A28 North		Major
B	Site Access		Minor
C	A28 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00	✓	3.00	228.00	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.10	4.59	3.85	✓	2.00	120	120

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	670.698	0.115	0.291	0.183	0.416
1	B-C	691.426	0.100	0.253	-	-
1	C-B	767.470	0.281	0.281	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	607.00	100.000
B	ONE HOUR	✓	313.00	100.000
C	ONE HOUR	✓	415.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	179.000	428.000
	B	283.000	0.000	30.000
	C	396.000	19.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.29	0.71
	B	0.90	0.00	0.10
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	10.000	10.000
	B	10.000	10.000	10.000
	C	10.000	10.000	10.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.24	34.53	0.31	D	27.53	41.29	11.74	17.06	0.13	11.74	17.06
B-A	0.86	63.71	5.11	F	259.69	389.53	208.21	32.07	2.31	208.28	32.08
C-AB	0.04	7.36	0.04	A	17.43	26.15	3.02	6.93	0.03	3.02	6.93
C-A	-	-	-	-	363.38	545.06	-	-	-	-	-
A-B	-	-	-	-	164.25	246.38	-	-	-	-	-
A-C	-	-	-	-	392.74	589.11	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	22.59	5.65	22.37	0.00	442.32	0.051	0.00	0.05	8.568	A
B-A	213.06	53.26	209.42	0.00	439.70	0.485	0.00	0.91	15.405	C
C-AB	14.30	3.58	14.20	0.00	569.50	0.025	0.00	0.03	6.483	A
C-A	298.13	74.53	298.13	0.00	-	-	-	-	-	-
A-B	134.76	33.69	134.76	0.00	-	-	-	-	-	-
A-C	322.22	80.56	322.22	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	26.97	6.74	26.87	0.00	364.37	0.074	0.05	0.08	10.663	B
B-A	254.41	63.60	251.76	0.00	406.63	0.626	0.91	1.57	22.846	C
C-AB	17.08	4.27	17.05	0.00	544.61	0.031	0.03	0.03	6.823	A
C-A	356.00	89.00	356.00	0.00	-	-	-	-	-	-
A-B	160.92	40.23	160.92	0.00	-	-	-	-	-	-
A-C	384.76	96.19	384.76	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	33.03	8.26	32.41	0.00	169.38	0.195	0.08	0.23	26.170	D
B-A	311.59	77.90	299.99	0.00	360.80	0.864	1.57	4.47	51.485	F
C-AB	20.92	5.23	20.88	0.00	510.21	0.041	0.03	0.04	7.356	A
C-A	436.00	109.00	436.00	0.00	-	-	-	-	-	-
A-B	197.08	49.27	197.08	0.00	-	-	-	-	-	-
A-C	471.24	117.81	471.24	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	33.03	8.26	32.75	0.00	136.66	0.242	0.23	0.31	34.532	D
B-A	311.59	77.90	309.05	0.00	360.79	0.864	4.47	5.11	63.707	F
C-AB	20.92	5.23	20.92	0.00	510.21	0.041	0.04	0.04	7.356	A
C-A	436.00	109.00	436.00	0.00	-	-	-	-	-	-
A-B	197.08	49.27	197.08	0.00	-	-	-	-	-	-
A-C	471.24	117.81	471.24	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	26.97	6.74	27.84	0.00	341.16	0.079	0.31	0.09	11.522	B
B-A	254.41	63.60	267.70	0.00	406.65	0.626	5.11	1.79	27.981	D
C-AB	17.08	4.27	17.12	0.00	544.61	0.031	0.04	0.03	6.827	A
C-A	356.00	89.00	356.00	0.00	-	-	-	-	-	-
A-B	160.92	40.23	160.92	0.00	-	-	-	-	-	-
A-C	384.76	96.19	384.76	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	22.59	5.65	22.71	0.00	436.60	0.052	0.09	0.06	8.700	A
B-A	213.06	53.26	216.32	0.00	439.70	0.485	1.79	0.97	16.340	C
C-AB	14.30	3.58	14.33	0.00	569.50	0.025	0.03	0.03	6.486	A
C-A	298.13	74.53	298.13	0.00	-	-	-	-	-	-
A-B	134.76	33.69	134.76	0.00	-	-	-	-	-	-
A-C	322.22	80.56	322.22	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.77	0.05	8.568	A	A
B-A	12.56	0.84	15.405	C	B
C-AB	0.38	0.03	6.483	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.15	0.08	10.663	B	B
B-A	21.61	1.44	22.846	C	C
C-AB	0.48	0.03	6.823	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.25	0.22	26.170	D	C
B-A	53.50	3.57	51.485	F	D
C-AB	0.64	0.04	7.356	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	4.34	0.29	34.532	D	C
B-A	72.53	4.84	63.707	F	E
C-AB	0.64	0.04	7.356	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.39	0.09	11.522	B	B
B-A	32.40	2.16	27.981	D	C
C-AB	0.49	0.03	6.827	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.85	0.06	8.700	A	A
B-A	15.61	1.04	16.340	C	B
C-AB	0.39	0.03	6.486	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2031 PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 PM Peak, PM	2031 PM Peak	PM	Site Access Priority Junction - 2018 Phase 1 Alternative Demand Set	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
untitled	T-Junction	Two-way	A,B,C		18.05	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	17	Stream B-A

Arms

Arms

Arm	Name	Description	Arm Type
A	A28 North		Major
B	Site Access		Minor
C	A28 South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.30		0.00	✓	3.00	228.00	✓	11.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	10.00	6.10	4.59	3.85	✓	2.00	120	120

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	670.768	0.115	0.291	0.183	0.416
1	B-C	691.320	0.100	0.253	-	-
1	C-B	767.470	0.281	0.281	-	-

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

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

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
✓			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	587.00	100.000
B	ONE HOUR	✓	201.00	100.000
C	ONE HOUR	✓	443.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	260.000	327.000
	B	182.000	0.000	19.000
	C	416.000	27.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.44	0.56
	B	0.91	0.00	0.09
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.100	1.100	1.100
	B	1.100	1.100	1.100
	C	1.100	1.100	1.100

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	10.000	10.000	10.000
	B	10.000	10.000	10.000
	C	10.000	10.000	10.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	9.50	0.05	A	17.43	26.15	3.64	8.35	0.04	3.64	8.35
B-A	0.53	20.52	1.12	C	167.01	250.51	64.39	15.42	0.72	64.40	15.42
C-AB	0.06	7.40	0.06	A	24.78	37.16	4.31	6.96	0.05	4.31	6.96
C-A	-	-	-	-	381.73	572.59	-	-	-	-	-
A-B	-	-	-	-	238.58	357.87	-	-	-	-	-
A-C	-	-	-	-	300.06	450.09	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	14.30	3.58	14.19	0.00	500.12	0.029	0.00	0.03	7.406	A
B-A	137.02	34.25	135.30	0.00	449.64	0.305	0.00	0.43	11.393	B
C-AB	20.33	5.08	20.18	0.00	573.72	0.035	0.00	0.04	6.501	A
C-A	313.19	78.30	313.19	0.00	-	-	-	-	-	-
A-B	195.74	48.94	195.74	0.00	-	-	-	-	-	-
A-C	246.18	61.55	246.18	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	17.08	4.27	17.05	0.00	465.78	0.037	0.03	0.04	8.022	A
B-A	163.61	40.90	162.83	0.00	418.50	0.391	0.43	0.63	14.034	B
C-AB	24.27	6.07	24.23	0.00	549.66	0.044	0.04	0.05	6.851	A
C-A	373.98	93.49	373.98	0.00	-	-	-	-	-	-
A-B	233.73	58.43	233.73	0.00	-	-	-	-	-	-
A-C	293.97	73.49	293.97	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	20.92	5.23	20.85	0.00	401.74	0.052	0.04	0.05	9.451	A
B-A	200.39	50.10	198.51	0.00	375.48	0.534	0.63	1.09	20.125	C
C-AB	29.73	7.43	29.67	0.00	516.39	0.058	0.05	0.06	7.396	A
C-A	458.02	114.51	458.02	0.00	-	-	-	-	-	-
A-B	286.27	71.57	286.27	0.00	-	-	-	-	-	-
A-C	360.03	90.01	360.03	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	20.92	5.23	20.92	0.00	399.75	0.052	0.05	0.05	9.502	A
B-A	200.39	50.10	200.29	0.00	375.47	0.534	1.09	1.12	20.518	C
C-AB	29.73	7.43	29.73	0.00	516.39	0.058	0.06	0.06	7.396	A
C-A	458.02	114.51	458.02	0.00	-	-	-	-	-	-
A-B	286.27	71.57	286.27	0.00	-	-	-	-	-	-
A-C	360.03	90.01	360.03	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	17.08	4.27	17.15	0.00	464.06	0.037	0.05	0.04	8.057	A
B-A	163.61	40.90	165.45	0.00	418.49	0.391	1.12	0.66	14.327	B
C-AB	24.27	6.07	24.33	0.00	549.66	0.044	0.06	0.05	6.855	A
C-A	373.98	93.49	373.98	0.00	-	-	-	-	-	-
A-B	233.73	58.43	233.73	0.00	-	-	-	-	-	-
A-C	293.97	73.49	293.97	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	14.30	3.58	14.34	0.00	498.91	0.029	0.04	0.03	7.428	A
B-A	137.02	34.25	137.87	0.00	449.59	0.305	0.66	0.45	11.581	B
C-AB	20.33	5.08	20.37	0.00	573.72	0.035	0.05	0.04	6.507	A
C-A	313.19	78.30	313.19	0.00	-	-	-	-	-	-
A-B	195.74	48.94	195.74	0.00	-	-	-	-	-	-
A-C	246.18	61.55	246.18	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.42	0.03	7.406	A	A
B-A	6.11	0.41	11.393	B	B
C-AB	0.54	0.04	6.501	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.55	0.04	8.022	A	A
B-A	8.98	0.60	14.034	B	B
C-AB	0.69	0.05	6.851	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.79	0.05	9.451	A	A
B-A	15.25	1.02	20.125	C	C
C-AB	0.91	0.06	7.396	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.82	0.05	9.502	A	A
B-A	16.63	1.11	20.518	C	C
C-AB	0.92	0.06	7.396	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.59	0.04	8.057	A	A
B-A	10.45	0.70	14.327	B	B
C-AB	0.70	0.05	6.855	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	0.46	0.03	7.428	A	A
B-A	6.98	0.47	11.581	B	B
C-AB	0.55	0.04	6.507	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8

ARCADY 8 - Roundabout Module

Filename: Southern Access Roundabout - 2031(TA FLOWS) + Full Dev.arc8
Path: X:\Projects\130000\131065 - Chilmington Green - Post Application\Modelling\Site Access Junctions\Southern Site Access Junction
Report generation date: 08/11/2013 14:24:51

Summary of junction performance

	AM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	A1 - 2031 AM Peak				
Arm A	1.22	0.09	0.55	A	56 % [Arm B]
Arm B	0.85	0.12	0.46	A	
Arm C	0.63	0.08	0.39	A	
Arm D	0.06	0.13	0.06	A	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2031 AM Peak, AM " model duration: 07:45 - 09:15
"D2 - 2031 PM Peak, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 08/11/2013 14:24:48

File summary

File Description

Title	A28 Northern Access Roundabout
Location	
Site Number	
Date	24/01/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ukddd001 [W11UK0063]
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	0.60	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	min	-Min	perMin

(Default Analysis Set) - 2031 AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 AM Peak, AM	2031 AM Peak	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	A,B,C,D				0.09	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	56	Arm B

Arms

Arms

Arm	Name	Description
A	A28 (North)	
B	Site Access	
C	A28 (South)	
D	Sandy Lane	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.25	7.05	9.22	30.00	40.00	32.00	
B	3.00	6.56	5.76	30.00	40.00	34.00	
C	3.15	7.09	11.07	22.00	40.00	33.00	
D	2.10	4.43	7.06	20.00	40.00	44.00	

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

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.604	1495.149
B		(calculated)	(calculated)	0.558	1274.320
C		(calculated)	(calculated)	0.601	1503.566
D		(calculated)	(calculated)	0.474	932.073

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	743.00	100.000
B	ONE HOUR	✓	404.00	100.000
C	ONE HOUR	✓	439.00	100.000
D	ONE HOUR	✓	28.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	236.000	498.000	9.000
	B	372.000	0.000	32.000	0.000
	C	419.000	20.000	0.000	0.000
	D	28.000	0.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.32	0.67	0.01
	B	0.92	0.00	0.08	0.00
	C	0.95	0.05	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (min)
A	0.55	0.09	1.22	A	681.79	1022.68	78.66	0.08	0.87	78.67	0.08
B	0.46	0.12	0.85	A	370.72	556.08	53.65	0.10	0.60	53.66	0.10
C	0.39	0.08	0.63	A	402.83	604.25	41.54	0.07	0.46	41.54	0.07
D	0.06	0.13	0.06	A	25.69	38.54	4.26	0.11	0.05	4.26	0.11

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	559.37	139.84	556.97	613.73	15.00	0.00	1486.09	1464.99	0.376	0.00	0.60	0.064	A
B	304.15	76.04	302.56	191.91	380.06	0.00	1062.38	716.86	0.286	0.00	0.40	0.079	A
C	330.50	82.63	329.19	397.28	285.34	0.00	1332.11	1096.28	0.248	0.00	0.33	0.060	A
D	21.08	5.27	20.95	6.75	607.78	0.00	644.05	99.76	0.033	0.00	0.03	0.096	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	667.94	166.99	667.10	735.27	17.96	0.00	1484.30	1464.99	0.450	0.60	0.81	0.073	A
B	363.19	90.80	362.59	229.85	455.20	0.00	1020.47	716.86	0.356	0.40	0.55	0.091	A
C	394.65	98.66	394.23	475.84	341.95	0.00	1298.09	1096.28	0.304	0.33	0.43	0.066	A
D	25.17	6.29	25.13	8.08	728.10	0.00	587.03	99.76	0.043	0.03	0.04	0.107	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	818.06	204.51	816.44	899.84	21.99	0.00	1481.87	1464.99	0.552	0.81	1.22	0.090	A
B	444.81	111.20	443.62	281.31	557.11	0.00	963.65	716.86	0.462	0.55	0.85	0.115	A
C	483.35	120.84	482.59	582.36	418.37	0.00	1252.17	1096.28	0.386	0.43	0.62	0.078	A
D	30.83	7.71	30.75	9.89	891.07	0.00	509.80	99.76	0.060	0.04	0.06	0.125	A

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	818.06	204.51	818.03	901.70	22.02	0.00	1481.85	1464.99	0.552	1.22	1.22	0.090	A
B	444.81	111.20	444.79	281.85	558.20	0.00	963.04	716.86	0.462	0.85	0.85	0.116	A
C	483.35	120.84	483.34	583.52	419.46	0.00	1251.52	1096.28	0.386	0.62	0.63	0.078	A
D	30.83	7.71	30.83	9.91	892.89	0.00	508.94	99.76	0.061	0.06	0.06	0.125	A

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	667.94	166.99	669.54	738.13	18.01	0.00	1484.27	1464.99	0.450	1.22	0.83	0.074	A
B	363.19	90.80	364.36	230.68	456.87	0.00	1019.55	716.86	0.356	0.85	0.56	0.092	A
C	394.65	98.66	395.40	477.62	343.61	0.00	1297.10	1096.28	0.304	0.63	0.44	0.067	A
D	25.17	6.29	25.25	8.11	730.90	0.00	585.71	99.76	0.043	0.06	0.05	0.107	A

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	559.37	139.84	560.24	617.61	15.08	0.00	1486.05	1464.99	0.376	0.83	0.61	0.065	A
B	304.15	76.04	304.77	193.03	382.29	0.00	1061.14	716.86	0.287	0.56	0.40	0.079	A
C	330.50	82.63	330.93	399.64	287.41	0.00	1330.86	1096.28	0.248	0.44	0.33	0.060	A
D	21.08	5.27	21.12	6.79	611.56	0.00	642.26	99.76	0.033	0.05	0.03	0.097	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	8.75	0.58	0.064	A	A
B	5.80	0.39	0.079	A	A
C	4.81	0.32	0.060	A	A
D	0.49	0.03	0.096	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	11.90	0.79	0.073	A	A
B	8.02	0.53	0.091	A	A
C	6.40	0.43	0.066	A	A
D	0.65	0.04	0.107	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	17.68	1.18	0.090	A	A
B	12.26	0.82	0.115	A	A
C	9.14	0.61	0.078	A	A
D	0.93	0.06	0.125	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	18.32	1.22	0.090	A	A
B	12.74	0.85	0.116	A	A
C	9.38	0.63	0.078	A	A
D	0.96	0.06	0.125	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	12.71	0.85	0.074	A	A
B	8.62	0.57	0.092	A	A
C	6.74	0.45	0.067	A	A
D	0.69	0.05	0.107	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	9.30	0.62	0.065	A	A
B	6.20	0.41	0.079	A	A
C	5.06	0.34	0.060	A	A
D	0.52	0.03	0.097	A	A

(Default Analysis Set) - 2031 PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 PM Peak, PM	2031 PM Peak	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	A,B,C,D				0.10	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	49	Arm A

Arms

Arms

Arm	Name	Description
A	A28 (North)	
B	Site Access	
C	A28 (South)	
D	Sandy Lane	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.25	7.05	9.22	30.00	40.00	32.00	
B	3.00	6.56	5.76	30.00	40.00	34.00	
C	3.15	7.09	11.07	22.00	40.00	33.00	
D	2.10	4.43	7.06	20.00	40.00	44.00	

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

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.604	1495.149
B		(calculated)	(calculated)	0.558	1274.320
C		(calculated)	(calculated)	0.601	1503.566
D		(calculated)	(calculated)	0.474	932.073

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	843.00	100.000
B	ONE HOUR	✓	260.00	100.000
C	ONE HOUR	✓	555.00	100.000
D	ONE HOUR	✓	43.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	342.000	486.000	15.000
	B	239.000	0.000	21.000	0.000
	C	525.000	30.000	0.000	0.000
	D	43.000	0.000	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.41	0.58	0.02
	B	0.92	0.00	0.08	0.00
	C	0.95	0.05	0.00	0.00
	D	1.00	0.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (min)
A	0.63	0.11	1.68	A	773.55	1160.33	103.13	0.09	1.15	103.14	0.09
B	0.30	0.09	0.42	A	238.58	357.87	28.03	0.08	0.31	28.03	0.08
C	0.46	0.08	0.84	A	509.28	763.92	54.93	0.07	0.61	54.93	0.07
D	0.09	0.13	0.10	A	39.46	59.19	6.62	0.11	0.07	6.62	0.11

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	634.65	158.66	631.68	604.90	22.49	0.00	1481.57	1460.83	0.428	0.00	0.74	0.070	A
B	195.74	48.94	194.85	278.76	375.41	0.00	1064.97	790.18	0.184	0.00	0.22	0.069	A
C	417.83	104.46	416.12	379.91	190.35	0.00	1389.19	1051.49	0.301	0.00	0.43	0.062	A
D	32.37	8.09	32.16	11.24	595.23	0.00	650.00	89.57	0.050	0.00	0.05	0.097	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	757.84	189.46	756.65	724.61	26.94	0.00	1478.88	1460.83	0.512	0.74	1.04	0.083	A
B	233.73	58.43	233.45	333.91	449.68	0.00	1023.55	790.18	0.228	0.22	0.29	0.076	A
C	498.93	124.73	498.36	455.08	228.06	0.00	1366.53	1051.49	0.365	0.43	0.57	0.069	A
D	38.66	9.66	38.59	13.46	712.96	0.00	594.21	89.57	0.065	0.05	0.07	0.108	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	928.16	232.04	925.66	886.95	32.97	0.00	1475.24	1460.83	0.629	1.04	1.66	0.109	A
B	286.27	71.57	285.77	408.51	550.12	0.00	967.54	790.18	0.296	0.29	0.42	0.088	A
C	611.07	152.77	610.01	556.74	279.16	0.00	1335.82	1051.49	0.457	0.57	0.83	0.083	A
D	47.34	11.84	47.22	16.47	872.70	0.00	518.51	89.57	0.091	0.07	0.10	0.127	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	928.16	232.04	928.10	888.50	33.03	0.00	1475.20	1460.83	0.629	1.66	1.68	0.110	A
B	286.27	71.57	286.26	409.55	551.57	0.00	966.73	790.18	0.296	0.42	0.42	0.088	A
C	611.07	152.77	611.05	558.18	279.65	0.00	1335.53	1051.49	0.458	0.83	0.84	0.083	A
D	47.34	11.84	47.34	16.51	874.19	0.00	517.81	89.57	0.091	0.10	0.10	0.128	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	757.84	189.46	760.31	727.02	27.03	0.00	1478.83	1460.83	0.512	1.68	1.06	0.084	A
B	233.73	58.43	234.22	335.48	451.86	0.00	1022.34	790.18	0.229	0.42	0.30	0.076	A
C	498.93	124.73	499.97	457.25	228.83	0.00	1366.07	1051.49	0.365	0.84	0.58	0.069	A
D	38.66	9.66	38.78	13.53	715.27	0.00	593.11	89.57	0.065	0.10	0.07	0.108	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	634.65	158.66	635.88	608.44	22.62	0.00	1481.49	1460.83	0.428	1.06	0.76	0.071	A
B	195.74	48.94	196.03	280.59	377.91	0.00	1063.58	790.18	0.184	0.30	0.23	0.069	A
C	417.83	104.46	418.42	382.43	191.51	0.00	1388.49	1051.49	0.301	0.58	0.43	0.062	A
D	32.37	8.09	32.44	11.31	598.61	0.00	648.40	89.57	0.050	0.07	0.05	0.097	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	10.81	0.72	0.070	A	A
B	3.28	0.22	0.069	A	A
C	6.26	0.42	0.062	A	A
D	0.76	0.05	0.097	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	15.18	1.01	0.083	A	A
B	4.33	0.29	0.076	A	A
C	8.40	0.56	0.069	A	A
D	1.02	0.07	0.108	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	23.95	1.60	0.109	A	A
B	6.11	0.41	0.088	A	A
C	12.20	0.81	0.083	A	A
D	1.46	0.10	0.127	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	25.11	1.67	0.110	A	A
B	6.27	0.42	0.088	A	A
C	12.56	0.84	0.083	A	A
D	1.50	0.10	0.128	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	16.47	1.10	0.084	A	A
B	4.57	0.30	0.076	A	A
C	8.89	0.59	0.069	A	A
D	1.08	0.07	0.108	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	11.60	0.77	0.071	A	A
B	3.46	0.23	0.069	A	A
C	6.61	0.44	0.062	A	A
D	0.81	0.05	0.097	A	A

Junctions 8

ARCADY 8 - Roundabout Module

Filename: Northern Access Roundabout - Lower Capacity Design - 2031 (TA FLOWS) + Full Dev.arc8
Path: X:\Projects\130000\131065 - Chilmington Green - Post Application\Modelling\Site Access Junctions\Northern Site Access Junction
Report generation date: 08/11/2013 14:29:49

Summary of junction performance

	AM				
	Queue (Veh)	Delay (min)	RFC	LOS	Network Residual Capacity
	A1 - 2031 AM Peak				
Arm A	2.70	0.14	0.73	A	16 %
Arm B	2.60	0.18	0.73	B	
Arm C	2.61	0.21	0.73	B	[Arm C]

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2031 AM Peak, AM " model duration: 07:45 - 09:15
"D2 - 2031 PM Peak, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 08/11/2013 14:29:47

File summary

File Description

Title	A28 Northern Access Roundabout
Location	
Site Number	
Date	24/01/2012
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	ukddd001 [W11UK0063]
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (min)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	0.60	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	min	-Min	perMin

(Default Analysis Set) - 2031 AM Peak, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 AM Peak, AM	2031 AM Peak	AM		Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	A,B,C				0.17	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	16	Arm C

Arms

Arms

Arm	Name	Description
A	A28 (North)	
B	Site Access	
C	A28 (South)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.65	7.05	9.04	30.00	40.00	31.90	
B	3.38	6.97	12.08	30.00	40.00	30.60	
C	3.65	7.05	8.04	30.00	40.00	33.00	

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

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.623	1588.744
B		(calculated)	(calculated)	0.627	1604.175
C		(calculated)	(calculated)	0.614	1552.823

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1035.00	100.000
B	ONE HOUR	✓	793.00	100.000
C	ONE HOUR	✓	709.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	451.000	584.000
	B	712.000	0.000	81.000
	C	658.000	51.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.44	0.56
	B	0.90	0.00	0.10
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (min)
A	0.73	0.14	2.70	A	949.73	1424.60	151.95	0.11	1.69	151.97	0.11
B	0.73	0.18	2.60	B	727.67	1091.51	136.85	0.13	1.52	136.87	0.13
C	0.73	0.21	2.61	B	650.59	975.89	134.08	0.14	1.49	134.09	0.14

Main Results for each time segment

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	779.20	194.80	775.28	1025.67	38.18	0.00	1564.97	1545.32	0.498	0.00	0.98	0.076	A
B	597.01	149.25	593.79	376.00	437.45	0.00	1329.86	1057.40	0.449	0.00	0.81	0.081	A
C	533.77	133.44	530.72	498.10	533.13	0.00	1225.32	969.61	0.436	0.00	0.76	0.086	A

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	930.44	232.61	928.55	1228.41	45.72	0.00	1560.28	1545.32	0.596	0.98	1.46	0.095	A
B	712.89	178.22	711.13	450.34	523.94	0.00	1275.63	1057.40	0.559	0.81	1.25	0.106	A
C	637.38	159.34	635.64	596.57	638.49	0.00	1160.60	969.61	0.549	0.76	1.20	0.114	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1139.56	284.89	1134.74	1498.77	55.77	0.00	1554.02	1545.32	0.733	1.46	2.66	0.141	A
B	873.11	218.28	867.93	550.23	640.28	0.00	1202.67	1057.40	0.726	1.25	2.54	0.177	B
C	780.62	195.16	775.26	728.93	779.27	0.00	1074.11	969.61	0.727	1.20	2.54	0.197	B

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1139.56	284.89	1139.38	1507.91	56.13	0.00	1553.80	1545.32	0.733	2.66	2.70	0.145	A
B	873.11	218.28	872.87	552.61	642.89	0.00	1201.04	1057.40	0.727	2.54	2.60	0.182	B
C	780.62	195.16	780.33	732.05	783.71	0.00	1071.39	969.61	0.729	2.54	2.61	0.206	B

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	930.44	232.61	935.25	1241.38	46.24	0.00	1559.95	1545.32	0.596	2.70	1.50	0.097	A
B	712.89	178.22	718.13	453.78	527.72	0.00	1273.26	1057.40	0.560	2.60	1.29	0.109	A
C	637.38	159.34	642.84	601.07	644.78	0.00	1156.73	969.61	0.551	2.61	1.25	0.118	A

Main results: (09:00-09:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	779.20	194.80	781.20	1034.81	38.53	0.00	1564.75	1545.32	0.498	1.50	1.00	0.077	A
B	597.01	149.25	598.88	378.94	440.79	0.00	1327.77	1057.40	0.450	1.29	0.82	0.083	A
C	533.77	133.44	535.63	501.96	537.71	0.00	1222.51	969.61	0.437	1.25	0.78	0.088	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	14.22	0.95	0.076	A	A
B	11.69	0.78	0.081	A	A
C	11.06	0.74	0.086	A	A

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	21.09	1.41	0.095	A	A
B	18.05	1.20	0.106	A	A
C	17.31	1.15	0.114	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	37.41	2.49	0.141	A	A
B	35.38	2.36	0.177	B	B
C	35.13	2.34	0.197	B	B

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	40.28	2.69	0.145	A	A
B	38.69	2.58	0.182	B	B
C	38.79	2.59	0.206	B	B

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	23.49	1.57	0.097	A	A
B	20.30	1.35	0.109	A	A
C	19.68	1.31	0.118	A	A

Queueing Delay results: (09:00-09:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	15.46	1.03	0.077	A	A
B	12.74	0.85	0.083	A	A
C	12.11	0.81	0.088	A	A

(Default Analysis Set) - 2031 PM Peak, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	DemandSets	D1 - 2031 AM Peak, AM	Demand Set 1: Scenario Name includes Time Period Name ("AM"). Are you sure this is correct?
Warning	DemandSets	D2 - 2031 PM Peak, PM	Demand Set 2: Scenario Name includes Time Period Name ("PM"). Are you sure this is correct?

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2031 PM Peak, PM	2031 PM Peak	PM		Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (min)	Junction LOS
(untitled)	Roundabout	A,B,C				0.31	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	1	Arm A

Arms

Arms

Arm	Name	Description
A	A28 (North)	
B	Site Access	
C	A28 (South)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	3.65	7.05	9.04	30.00	40.00	31.90	
B	3.38	6.97	12.08	30.00	40.00	30.60	
C	3.65	7.05	8.04	30.00	40.00	33.00	

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

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.623	1588.744
B		(calculated)	(calculated)	0.627	1604.175
C		(calculated)	(calculated)	0.614	1552.823

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1302.00	100.000
B	ONE HOUR	✓	510.00	100.000
C	ONE HOUR	✓	706.00	100.000

Turning Proportions

Turning Counts or Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	654.000	648.000
	B	458.000	0.000	52.000
	C	632.000	74.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.50	0.50
	B	0.90	0.00	0.10
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (min)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (min)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (min)
A	0.93	0.50	11.17	D	1194.74	1792.11	427.69	0.24	4.75	427.75	0.24
B	0.48	0.10	0.93	A	467.98	701.98	57.61	0.08	0.64	57.61	0.08
C	0.63	0.13	1.65	A	647.84	971.76	96.34	0.10	1.07	96.35	0.10

Main Results for each time segment

Main results: (16:45-17:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	980.21	245.05	973.51	816.78	55.44	0.00	1554.23	1527.99	0.631	0.00	1.68	0.102	A
B	383.95	95.99	382.29	544.44	484.51	0.00	1300.35	1127.30	0.295	0.00	0.42	0.065	A
C	531.51	132.88	528.91	523.49	343.31	0.00	1341.93	930.93	0.396	0.00	0.65	0.074	A

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1170.47	292.62	1165.24	978.25	66.40	0.00	1547.40	1527.99	0.756	1.68	2.98	0.155	A
B	458.48	114.62	457.82	651.71	579.94	0.00	1240.51	1127.30	0.370	0.42	0.58	0.077	A
C	634.68	158.67	633.51	626.62	411.14	0.00	1300.26	930.93	0.488	0.65	0.94	0.090	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1433.53	358.38	1406.23	1196.44	81.19	0.00	1538.19	1527.99	0.932	2.98	9.81	0.392	C
B	561.52	140.38	560.17	787.54	699.87	0.00	1165.31	1127.31	0.482	0.58	0.92	0.099	A
C	777.32	194.33	774.57	756.99	503.06	0.00	1243.80	930.93	0.625	0.94	1.63	0.127	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1433.53	358.38	1428.10	1199.99	81.47	0.00	1538.02	1527.99	0.932	9.81	11.17	0.499	D
B	561.52	140.38	561.46	798.81	710.76	0.00	1158.48	1127.31	0.485	0.92	0.93	0.100	A
C	777.32	194.33	777.24	768.01	504.22	0.00	1243.08	930.93	0.625	1.63	1.65	0.129	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	1170.47	292.62	1202.17	983.53	66.81	0.00	1547.15	1527.99	0.757	11.17	3.24	0.189	B
B	458.48	114.62	459.81	670.66	598.31	0.00	1228.99	1127.30	0.373	0.93	0.60	0.078	A
C	634.68	158.67	637.41	645.20	412.93	0.00	1299.16	930.93	0.489	1.65	0.97	0.091	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (min)	LOS
A	980.21	245.05	986.23	822.33	55.84	0.00	1553.98	1527.99	0.631	3.24	1.74	0.107	A
B	383.95	95.99	384.66	551.23	490.84	0.00	1296.38	1127.30	0.296	0.60	0.42	0.066	A
C	531.51	132.88	532.73	530.06	345.44	0.00	1340.62	930.93	0.396	0.97	0.66	0.074	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	23.83	1.59	0.102	A	A
B	6.09	0.41	0.065	A	A
C	9.47	0.63	0.074	A	A

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	41.75	2.78	0.155	A	A
B	8.54	0.57	0.077	A	A
C	13.75	0.92	0.090	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	117.03	7.80	0.392	C	C
B	13.35	0.89	0.099	A	A
C	23.31	1.55	0.127	A	A

Queueing Delay results: (17:30-17:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	158.84	10.59	0.499	D	C
B	13.92	0.93	0.100	A	A
C	24.63	1.64	0.129	A	A

Queueing Delay results: (17:45-18:00)

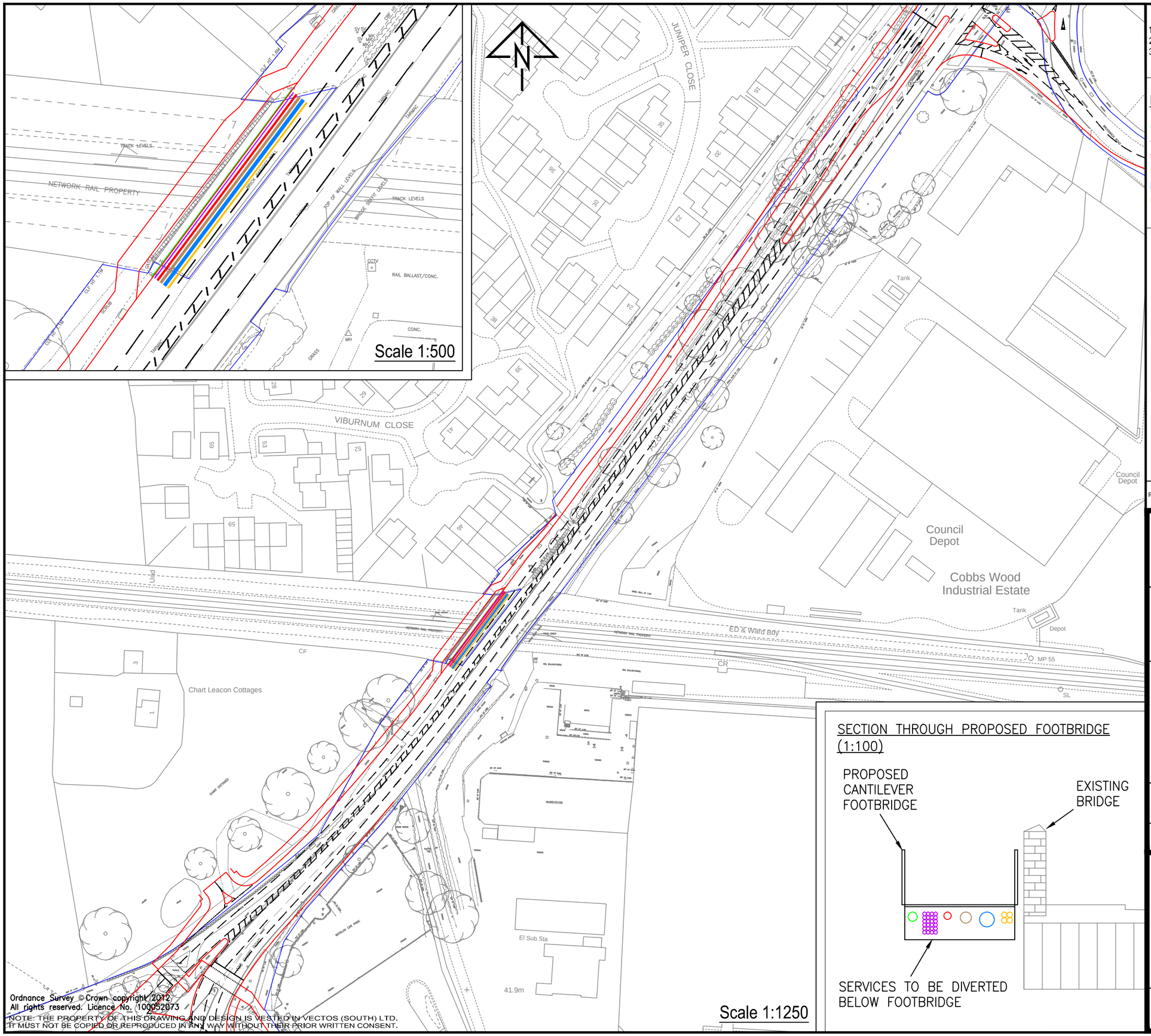
Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	58.85	3.92	0.189	B	B
B	9.23	0.62	0.078	A	A
C	15.00	1.00	0.091	A	A

Queueing Delay results: (18:00-18:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	27.39	1.83	0.107	A	A
B	6.48	0.43	0.066	A	A
C	10.18	0.68	0.074	A	A

APPENDIX G

Proposed A28 Improvements



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. See 131065/A/52 for Cross Section of full width of Railway Bridge.

KEY:

- GAS
- TELECOMS
- WATER 200Ø (FOUL ASSUMED)
- WATER 300Ø (COMBINED ASSUMED)
- WATER 400Ø (STORM ASSUMED)
- ELECTRICITY

SECTION THROUGH PROPOSED FOOTBRIDGE (1:100)

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

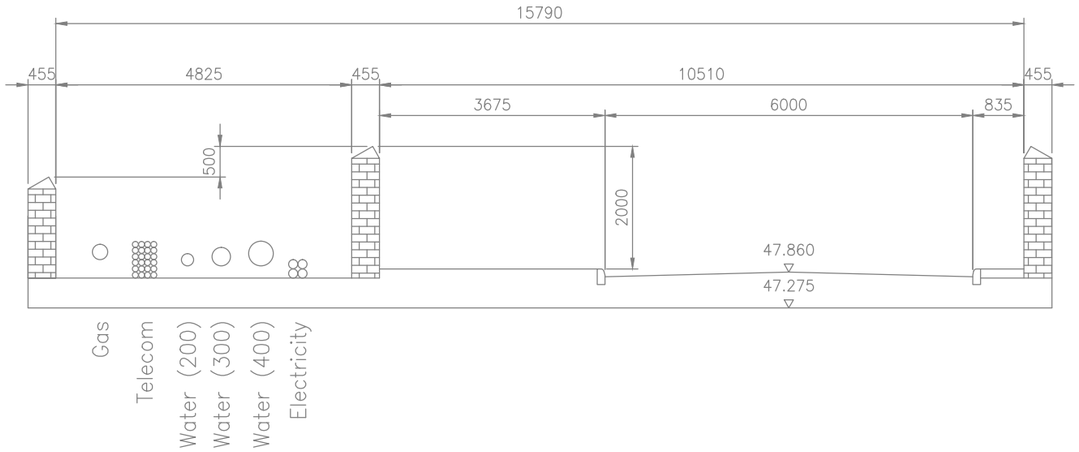
DRAWING TITLE:
Phase 4
Railway Bridge Widening

SCALES:
As Shown at A3

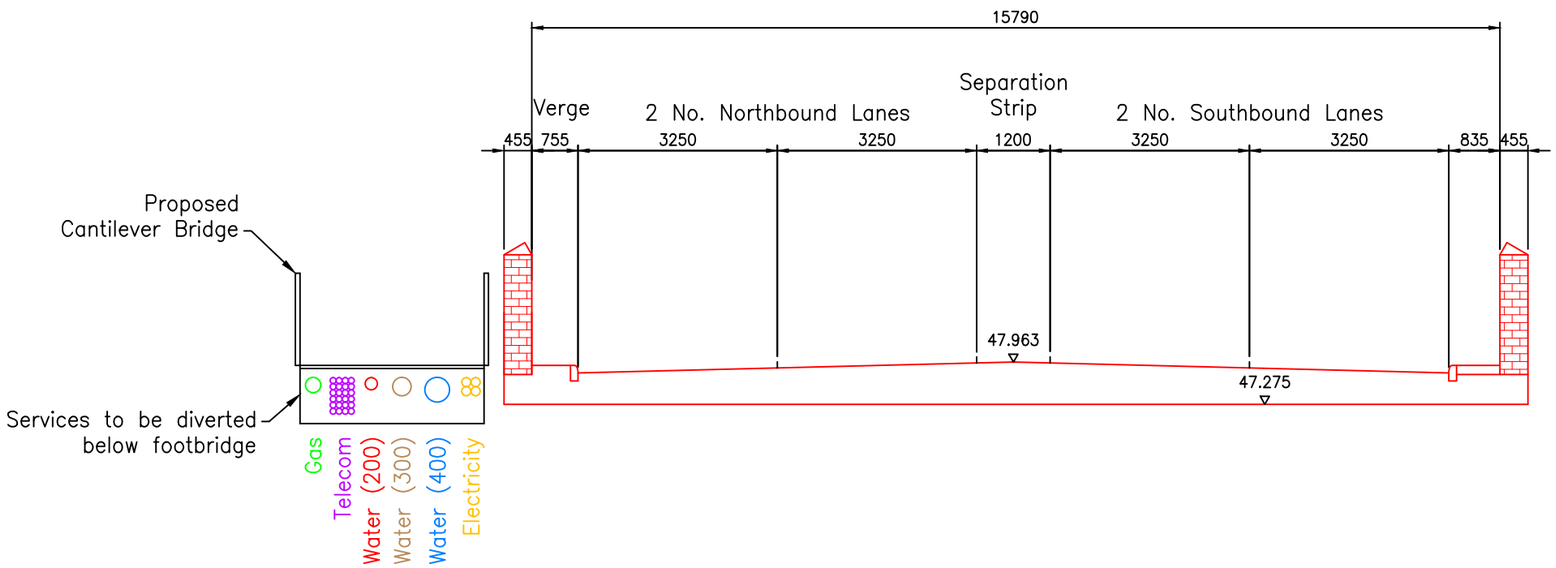
DRAWN:	CHECKED:	DATE:
JM	CS	17/12/2013

vectos
transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/47
REVISION: .



EXISTING



PROPOSED

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
.	.	.	.	.

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
Phase 4
Cross Section
Railway Bridge Widening

SCALES:
1:100 at A3

DRAWN:	CHECKED:	DATE:
JM	CS	18/12/2013

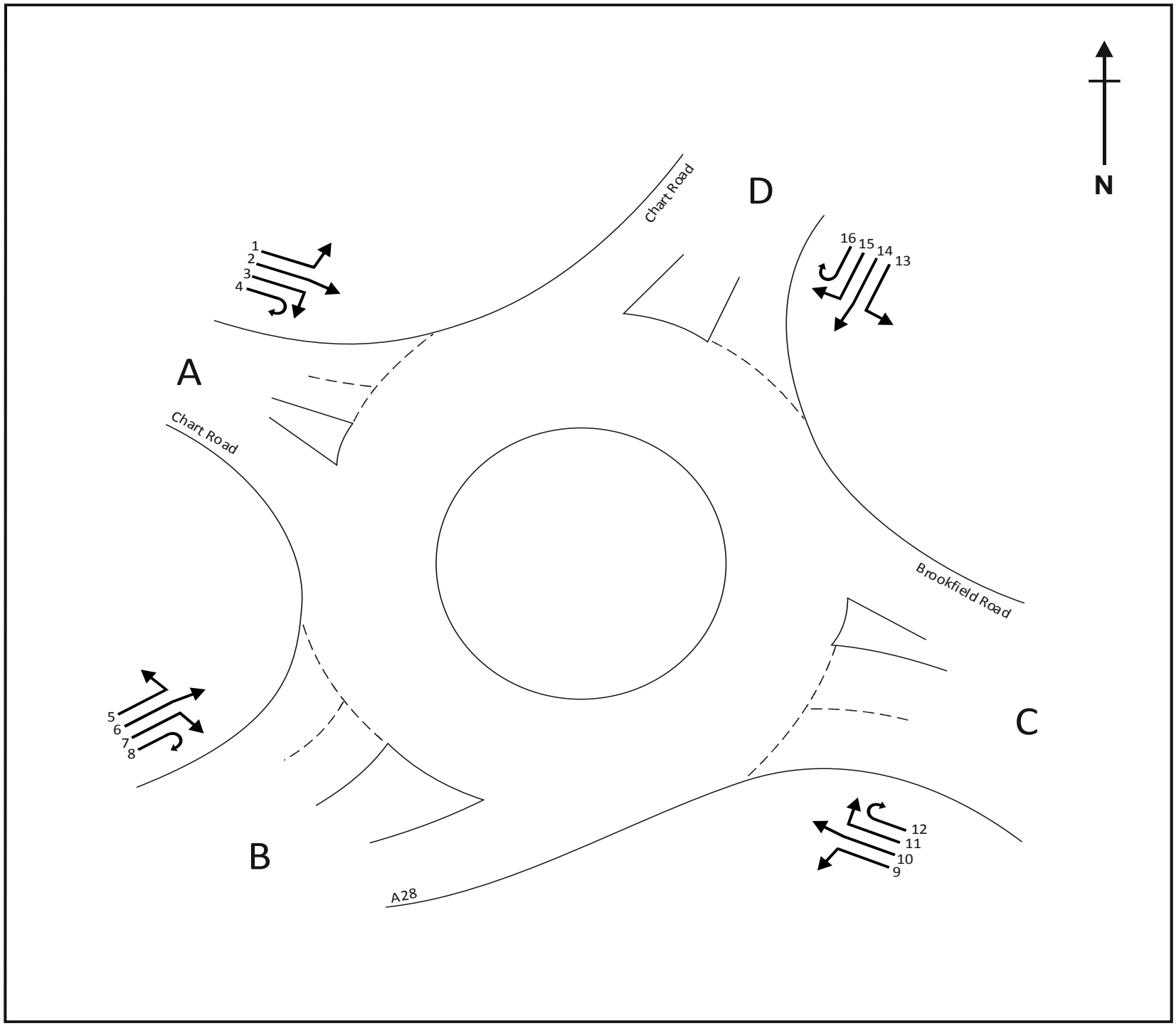
vectos transport planning specialists
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 131065/A/52

REVISION: .

APPENDIX H

A28 Traffic Surveys



AXIOM Traffic Limited

For and on behalf of:

vectos

CHILMINGTON GREEN

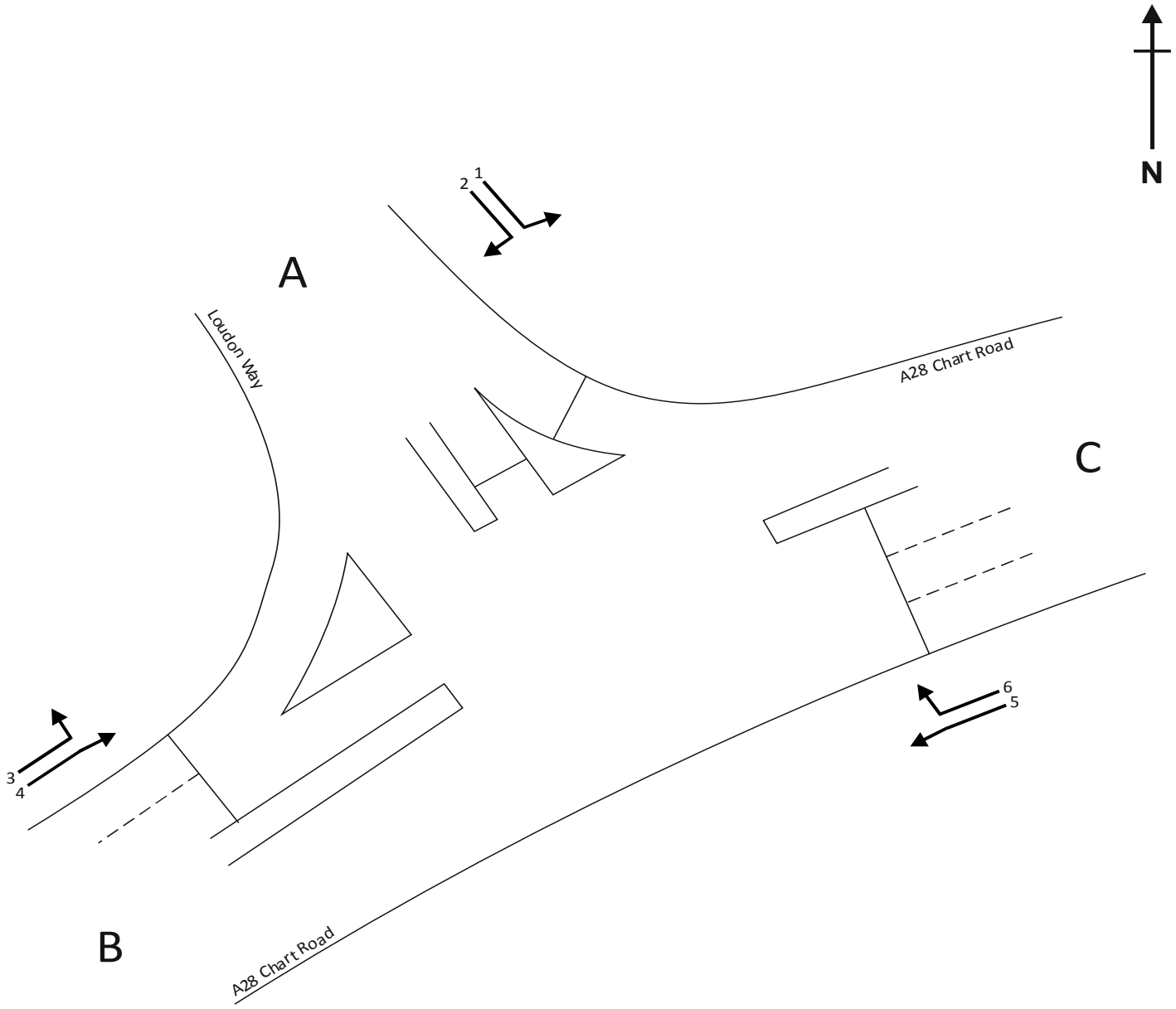
Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N°: **16768 - 01**

Site: **1**

Location: **Chart Road / A28 / Brookfield Road**



AXIOM Traffic Limited

For and on behalf of:

vectos

CHILMINGTON GREEN

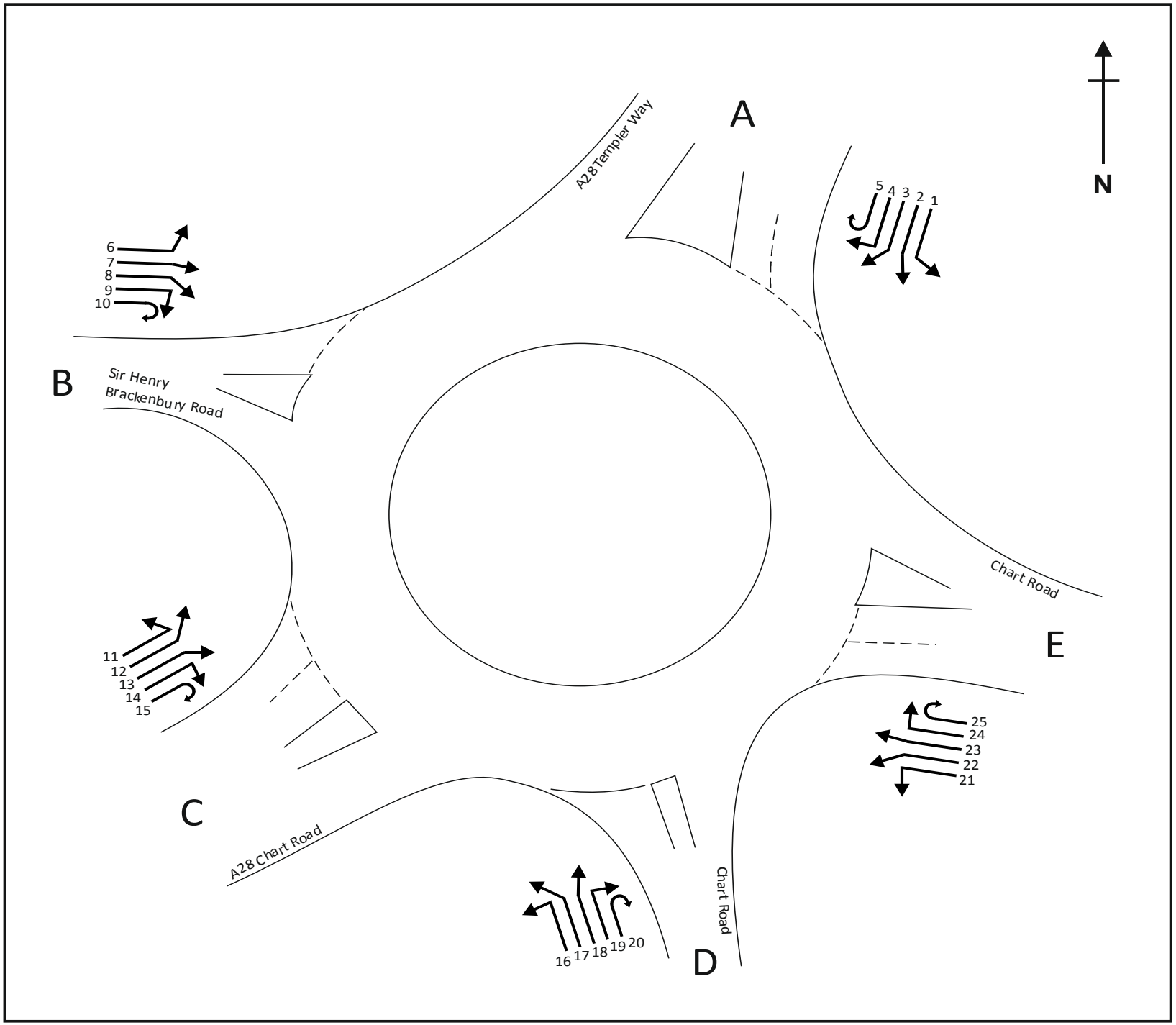
Tuesday 17 September 2013

0700-1000
1600-1900

Drawing №: **16768 - 02**

Site: **2**

Location: **Loudon Way / A28 Chart Road**



AXIOM Traffic Limited

For and on behalf of:

vectos

CHILMINGTON GREEN

Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N°:	**16768 - 03**
Site:	**3**
Location:	**A28 Templer Way / Sir Henry Brackenbury Road / A28 Chart Road / Chart Road**

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM CHART ROAD (NW) TO CHART ROAD (NE)						MOVEMENT 2 FROM CHART ROAD (NW) TO BROOKFIELD ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	7	3	2	0	0	12	4	0	0	0	0	4
07:15	6	0	3	0	0	9	15	2	0	0	0	17
07:30	13	5	0	0	0	18	11	3	1	1	0	16
07:45	25	4	3	0	0	32	12	2	0	0	1	15
H/TOT	51	12	8	0	0	71	42	7	1	1	1	52
08:00	38	6	0	1	0	45	12	1	0	0	0	13
08:15	53	3	2	1	0	59	13	1	1	1	0	16
08:30	68	5	1	0	0	74	19	3	0	0	0	22
08:45	28	2	3	0	0	33	7	2	0	0	0	9
H/TOT	187	16	6	2	0	211	51	7	1	1	0	60
09:00	9	1	1	0	0	11	12	2	1	0	0	15
09:15	9	2	0	0	0	11	10	4	0	0	0	14
09:30	14	3	2	0	0	19	8	2	0	1	0	11
09:45	13	1	2	0	0	16	9	2	0	0	0	11
H/TOT	45	7	5	0	0	57	39	10	1	1	0	51
P/TOT	283	35	19	2	0	339	132	24	3	3	1	163

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM CHART ROAD (NW) TO CHART ROAD (NE)						MOVEMENT 2 FROM CHART ROAD (NW) TO BROOKFIELD ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	18	5	1	0	0	24	13	6	0	2	0	21
16:15	23	1	0	0	0	24	12	4	0	0	0	16
16:30	13	3	0	0	1	17	17	2	0	0	0	19
16:45	27	2	1	0	0	30	9	2	0	0	0	11
H/TOT	81	11	2	0	1	95	51	14	0	2	0	67
17:00	23	2	1	0	1	27	27	4	1	1	0	33
17:15	14	4	0	0	0	18	21	2	0	0	0	23
17:30	18	3	0	0	0	21	12	3	0	0	0	15
17:45	7	1	0	0	0	8	16	2	0	0	0	18
H/TOT	62	10	1	0	1	74	76	11	1	1	0	89
18:00	6	1	0	0	0	7	14	1	0	1	0	16
18:15	14	2	0	0	0	16	12	2	0	0	0	14
18:30	9	1	0	0	0	10	11	1	0	0	0	12
18:45	6	1	0	0	0	7	8	1	0	0	0	9
H/TOT	35	5	0	0	0	40	45	5	0	1	0	51
P/TOT	178	26	3	0	2	209	172	30	1	4	0	207

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM CHART ROAD (NW) TO A28						MOVEMENT 4 FROM CHART ROAD (NW) TO CHART ROAD (NW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	0	0	0	0	1
07:45	3	0	1	0	0	4	0	0	0	0	0	0
H/TOT	4	0	1	0	0	5	1	0	0	0	0	1
08:00	4	0	0	0	0	4	0	0	0	0	0	0
08:15	3	0	0	0	0	3	0	0	0	0	0	0
08:30	8	0	1	0	0	9	0	0	0	0	0	0
08:45	6	0	0	0	0	6	0	0	0	0	0	0
H/TOT	21	0	1	0	0	22	0	0	0	0	0	0
09:00	2	1	0	0	0	3	0	0	0	0	0	0
09:15	1	0	0	0	0	1	0	0	0	0	0	0
09:30	2	0	0	0	0	2	0	0	0	0	0	0
09:45	2	0	0	0	0	2	0	0	0	0	0	0
H/TOT	7	1	0	0	0	8	0	0	0	0	0	0
P/TOT	32	1	2	0	0	35	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM CHART ROAD (NW) TO A28						MOVEMENT 4 FROM CHART ROAD (NW) TO CHART ROAD (NW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	4	0	0	0	0	4	1	0	0	0	0	1
16:15	2	1	0	0	0	3	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	6	1	0	0	0	7	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	3	1	0	0	0	4	0	0	0	0	0	0
17:30	2	2	0	0	0	4	0	0	0	0	0	0
17:45	1	0	0	0	0	1	0	0	0	0	0	0
H/TOT	6	3	0	0	0	9	0	0	0	0	0	0
18:00	3	0	0	0	0	3	0	0	0	0	0	0
18:15	3	0	0	0	0	3	0	0	0	0	0	0
18:30	1	0	0	0	0	1	0	0	0	0	0	0
18:45	1	0	0	0	0	1	0	0	0	0	0	0
H/TOT	8	0	0	0	0	8	0	0	0	0	0	0
P/TOT	20	4	0	0	0	24	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM A28 TO CHART ROAD (NW)						MOVEMENT 6 FROM A28 TO CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	1	0	0	0	0	1	85	21	10	0	1	117
07:15	3	0	0	0	0	3	118	34	4	0	1	157
07:30	3	0	0	0	0	3	125	20	8	0	2	155
07:45	2	0	0	0	0	2	103	20	8	0	1	132
H/TOT	9	0	0	0	0	9	431	95	30	0	5	561
08:00	0	0	0	0	0	0	106	15	7	1	0	129
08:15	1	0	0	0	0	1	110	16	3	2	0	131
08:30	0	0	0	0	0	0	94	13	8	0	0	115
08:45	1	0	0	0	0	1	97	19	6	1	0	123
H/TOT	2	0	0	0	0	2	407	63	24	4	0	498
09:00	2	0	0	0	0	2	104	14	7	0	2	127
09:15	1	2	0	0	0	3	79	21	8	0	1	109
09:30	2	0	0	0	0	2	109	15	9	0	0	133
09:45	1	0	0	0	0	1	83	16	6	0	0	105
H/TOT	6	2	0	0	0	8	375	66	30	0	3	474
P/TOT	17	2	0	0	0	19	1213	224	84	4	8	1533

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM A28 TO CHART ROAD (NW)						MOVEMENT 6 FROM A28 TO CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	7	1	0	0	0	8	106	23	7	2	0	138
16:15	3	0	0	0	0	3	96	21	10	0	0	127
16:30	5	0	0	0	0	5	109	22	7	1	1	140
16:45	1	0	0	0	0	1	102	19	3	0	0	124
H/TOT	16	1	0	0	0	17	413	85	27	3	1	529
17:00	0	0	0	0	0	0	108	16	5	3	1	133
17:15	1	0	0	0	0	1	110	18	6	0	1	135
17:30	3	0	0	0	0	3	126	16	2	0	1	145
17:45	1	0	0	0	0	1	144	24	8	0	2	178
H/TOT	5	0	0	0	0	5	488	74	21	3	5	591
18:00	1	0	0	0	0	1	116	13	4	0	1	134
18:15	4	1	0	0	0	5	107	11	3	1	1	123
18:30	2	0	0	0	0	2	90	8	3	1	1	103
18:45	3	0	0	0	0	3	92	8	2	2	0	104
H/TOT	10	1	0	0	0	11	405	40	12	4	3	464
P/TOT	31	2	0	0	0	33	1306	199	60	10	9	1584

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 7 FROM A28 TO BROOKFIELD ROAD						MOVEMENT 8 FROM A28 TO A28					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	18	1	1	0	0	20	0	0	0	0	0	0
07:15	20	1	0	0	1	22	0	0	0	0	0	0
07:30	17	2	0	0	0	19	0	0	0	0	0	0
07:45	12	5	1	0	1	19	0	0	0	0	0	0
H/TOT	67	9	2	0	2	80	0	0	0	0	0	0
08:00	21	4	0	0	0	25	0	0	0	0	0	0
08:15	10	2	0	0	0	12	0	0	0	0	0	0
08:30	16	4	0	0	0	20	3	2	0	0	0	5
08:45	15	1	1	1	0	18	2	0	0	0	0	2
H/TOT	62	11	1	1	0	75	5	2	0	0	0	7
09:00	22	5	2	1	0	30	0	0	0	0	0	0
09:15	25	3	1	0	0	29	2	0	0	0	0	2
09:30	21	3	0	0	0	24	0	1	0	0	0	1
09:45	16	0	2	0	0	18	0	0	0	0	0	0
H/TOT	84	11	5	1	0	101	2	1	0	0	0	3
P/TOT	213	31	8	2	2	256	7	3	0	0	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 7 FROM A28 TO BROOKFIELD ROAD						MOVEMENT 8 FROM A28 TO A28					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	13	8	2	0	0	23	0	0	0	0	0	0
16:15	14	9	2	0	1	26	1	0	0	0	0	1
16:30	24	3	0	0	0	27	1	0	0	0	0	1
16:45	21	3	1	0	0	25	0	0	0	0	0	0
H/TOT	72	23	5	0	1	101	2	0	0	0	0	2
17:00	21	4	1	0	0	26	0	0	0	0	0	0
17:15	27	4	0	0	0	31	0	0	0	0	0	0
17:30	20	4	0	0	0	24	2	0	0	0	0	2
17:45	23	3	0	0	0	26	1	1	0	0	0	2
H/TOT	91	15	1	0	0	107	3	1	0	0	0	4
18:00	21	2	0	0	0	23	1	0	0	0	0	1
18:15	16	2	0	0	0	18	2	0	0	0	0	2
18:30	17	0	0	0	0	17	0	0	0	0	0	0
18:45	16	4	0	0	0	20	1	0	0	0	0	1
H/TOT	70	8	0	0	0	78	4	0	0	0	0	4
P/TOT	233	46	6	0	1	286	9	1	0	0	0	10

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 9 FROM BROOKFIELD ROAD TO A28						MOVEMENT 10 FROM BROOKFIELD ROAD TO CHART ROAD (NW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	16	6	1	0	0	23	3	0	0	0	0	3
07:15	14	5	0	0	1	20	6	0	0	0	0	6
07:30	14	3	3	1	0	21	14	1	0	0	0	15
07:45	27	3	0	0	0	30	19	7	0	0	0	26
H/TOT	71	17	4	1	1	94	42	8	0	0	0	50
08:00	26	4	2	0	0	32	9	3	0	1	0	13
08:15	24	2	2	0	0	28	13	2	0	1	1	17
08:30	37	9	2	0	0	48	18	0	0	0	0	18
08:45	36	8	0	0	0	44	13	0	1	0	0	14
H/TOT	123	23	6	0	0	152	53	5	1	2	1	62
09:00	19	6	3	0	1	29	8	1	0	0	0	9
09:15	15	4	3	0	0	22	10	2	0	1	0	13
09:30	14	0	4	0	0	18	4	2	0	0	0	6
09:45	14	1	1	0	1	17	5	2	0	0	0	7
H/TOT	62	11	11	0	2	86	27	7	0	1	0	35
P/TOT	256	51	21	1	3	332	122	20	1	3	1	147

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 9 FROM BROOKFIELD ROAD TO A28						MOVEMENT 10 FROM BROOKFIELD ROAD TO CHART ROAD (NW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	30	3	1	0	2	36	8	3	0	0	0	11
16:15	38	2	1	0	0	41	12	3	0	0	0	15
16:30	31	2	0	0	0	33	14	3	0	0	0	17
16:45	26	4	0	0	0	30	12	1	0	0	0	13
H/TOT	125	11	2	0	2	140	46	10	0	0	0	56
17:00	32	2	1	1	0	36	18	4	1	0	0	23
17:15	35	3	0	0	1	39	15	4	0	0	0	19
17:30	42	1	1	0	0	44	10	6	1	0	0	17
17:45	39	6	0	0	0	45	13	2	0	0	0	15
H/TOT	148	12	2	1	1	164	56	16	2	0	0	74
18:00	33	5	0	0	0	38	13	0	0	1	0	14
18:15	42	3	0	0	0	45	9	3	0	0	0	12
18:30	25	1	1	0	0	27	5	1	0	0	0	6
18:45	28	2	0	0	0	30	9	1	0	1	0	11
H/TOT	128	11	1	0	0	140	36	5	0	2	0	43
P/TOT	401	34	5	1	3	444	138	31	2	2	0	173

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 11 FROM BROOKFIELD ROAD TO CHART ROAD (NE)						MOVEMENT 12 FROM BROOKFIELD ROAD TO BROOKFIELD ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	105	20	5	0	1	131	0	0	0	0	0	0
07:15	134	28	3	0	2	167	0	0	0	0	0	0
07:30	147	32	6	0	1	186	0	0	0	0	0	0
07:45	112	32	7	0	1	152	0	0	0	0	0	0
H/TOT	498	112	21	0	5	636	0	0	0	0	0	0
08:00	125	23	5	1	0	154	0	0	0	0	0	0
08:15	108	14	6	1	0	129	0	0	0	0	0	0
08:30	112	19	7	1	1	140	0	0	0	0	0	0
08:45	129	17	5	0	1	152	0	0	0	0	0	0
H/TOT	474	73	23	3	2	575	0	0	0	0	0	0
09:00	98	15	10	1	0	124	0	0	0	0	0	0
09:15	103	22	4	0	0	129	0	0	0	0	0	0
09:30	93	14	5	0	0	112	0	0	0	0	0	0
09:45	85	14	4	0	1	104	0	0	0	0	0	0
H/TOT	379	65	23	1	1	469	0	0	0	0	0	0
P/TOT	1351	250	67	4	8	1680	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 11 FROM BROOKFIELD ROAD TO CHART ROAD (NE)						MOVEMENT 12 FROM BROOKFIELD ROAD TO BROOKFIELD ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	107	22	4	1	1	135	0	0	0	0	0	0
16:15	111	16	7	2	1	137	1	0	0	0	0	1
16:30	119	28	8	2	2	159	0	0	0	0	0	0
16:45	132	18	0	0	0	150	1	0	0	0	0	1
H/TOT	469	84	19	5	4	581	2	0	0	0	0	2
17:00	129	11	5	0	1	146	0	0	0	0	0	0
17:15	127	13	2	0	0	142	0	0	0	0	0	0
17:30	115	13	1	0	1	130	0	0	0	0	0	0
17:45	108	13	1	1	1	124	0	0	0	0	0	0
H/TOT	479	50	9	1	3	542	0	0	0	0	0	0
18:00	100	9	2	1	2	114	0	0	0	0	0	0
18:15	98	9	4	0	0	111	0	0	0	0	0	0
18:30	94	12	1	2	1	110	0	0	0	0	0	0
18:45	89	9	0	0	1	99	0	0	0	0	0	0
H/TOT	381	39	7	3	4	434	0	0	0	0	0	0
P/TOT	1329	173	35	9	11	1557	2	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 13 FROM CHART ROAD (NE) TO BROOKFIELD ROAD						MOVEMENT 14 FROM CHART ROAD (NE) TO A28					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	53	15	11	1	0	80	38	15	9	3	0	65
07:15	71	21	5	2	0	99	56	13	9	0	0	78
07:30	95	20	6	8	1	130	61	26	4	1	1	93
07:45	104	27	9	4	0	144	96	22	3	1	0	122
H/TOT	323	83	31	15	1	453	251	76	25	5	1	358
08:00	107	18	1	0	1	127	104	16	6	0	0	126
08:15	118	24	6	0	0	148	109	18	6	2	0	135
08:30	125	29	5	1	1	161	80	14	10	2	0	106
08:45	112	16	13	0	0	141	80	26	3	0	0	109
H/TOT	462	87	25	1	2	577	373	74	25	4	0	476
09:00	111	12	4	1	1	129	82	31	7	0	0	120
09:15	89	25	8	0	0	122	71	15	3	3	1	93
09:30	111	12	6	0	0	129	54	14	10	1	0	79
09:45	82	14	3	0	0	99	69	18	6	3	0	96
H/TOT	393	63	21	1	1	479	276	78	26	7	1	388
P/TOT	1178	233	77	17	4	1509	900	228	76	16	2	1222

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 13 FROM CHART ROAD (NE) TO BROOKFIELD ROAD						MOVEMENT 14 FROM CHART ROAD (NE) TO A28					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	106	29	3	0	2	140	115	22	11	2	0	150
16:15	144	29	6	0	1	180	94	20	6	0	0	120
16:30	152	23	4	1	6	186	101	17	3	0	0	121
16:45	142	29	2	0	0	173	136	18	5	0	1	160
H/TOT	544	110	15	1	9	679	446	77	25	2	1	551
17:00	146	26	3	0	3	178	125	21	5	0	0	151
17:15	169	15	4	2	3	193	117	20	4	0	2	143
17:30	174	28	2	0	2	206	126	12	5	0	1	144
17:45	161	21	4	0	1	187	124	18	2	0	1	145
H/TOT	650	90	13	2	9	764	492	71	16	0	4	583
18:00	150	20	1	0	0	171	135	21	1	0	2	159
18:15	142	12	3	0	2	159	105	15	2	0	2	124
18:30	109	18	1	0	0	128	97	12	2	1	0	112
18:45	97	12	2	0	0	111	68	10	3	0	1	82
H/TOT	498	62	7	0	2	569	405	58	8	1	5	477
P/TOT	1692	262	35	3	20	2012	1343	206	49	3	10	1611

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 15 FROM CHART ROAD (NE) TO CHART ROAD (NW)						MOVEMENT 16 FROM CHART ROAD (NE) TO CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	4	0	0	0	0	4	0	0	0	0	0	0
07:15	12	1	1	0	0	14	1	0	0	0	0	1
07:30	12	1	0	0	0	13	1	0	1	0	0	2
07:45	24	2	0	0	0	26	0	0	0	0	0	0
H/TOT	52	4	1	0	0	57	2	0	1	0	0	3
08:00	18	5	0	1	0	24	0	0	0	0	0	0
08:15	31	3	2	0	1	37	0	0	0	0	0	0
08:30	9	1	0	0	0	10	0	0	0	0	0	0
08:45	2	1	0	0	0	3	0	0	0	0	0	0
H/TOT	60	10	2	1	1	74	0	0	0	0	0	0
09:00	9	4	3	0	0	16	0	0	0	0	0	0
09:15	7	4	1	0	0	12	0	0	0	0	0	0
09:30	6	1	3	0	0	10	0	1	0	0	0	1
09:45	8	0	1	0	0	9	0	0	0	0	0	0
H/TOT	30	9	8	0	0	47	0	1	0	0	0	1
P/TOT	142	23	11	1	1	178	2	1	1	0	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	MOVEMENT 15 FROM CHART ROAD (NE) TO CHART ROAD (NW)						MOVEMENT 16 FROM CHART ROAD (NE) TO CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	15	4	2	0	0	21	2	0	0	0	0	2
16:15	13	2	4	0	1	20	0	0	0	0	0	0
16:30	19	2	1	0	0	22	0	0	0	0	0	0
16:45	15	3	3	0	0	21	2	0	0	0	0	2
H/TOT	62	11	10	0	1	84	4	0	0	0	0	4
17:00	5	2	0	0	0	7	0	1	0	0	0	1
17:15	11	3	0	0	0	14	0	0	0	0	0	0
17:30	12	2	1	0	0	15	0	0	0	0	0	0
17:45	5	3	0	0	0	8	0	0	0	0	0	0
H/TOT	33	10	1	0	0	44	0	1	0	0	0	1
18:00	10	2	0	0	0	12	0	0	0	0	0	0
18:15	10	0	0	0	0	10	0	0	0	0	0	0
18:30	8	0	0	0	0	8	0	0	0	0	0	0
18:45	11	0	0	0	0	11	0	1	0	0	0	1
H/TOT	39	2	0	0	0	41	0	1	0	0	0	1
P/TOT	134	23	11	0	1	169	4	2	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM A CHART ROAD (NW)						FROM ARM A CHART ROAD (NW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	8	0	0	0	0	8	11	3	2	0	0	16
07:15	21	1	1	0	0	23	21	2	3	0	0	26
07:30	30	2	0	0	0	32	26	8	1	1	0	36
07:45	45	9	0	0	0	54	40	6	4	0	1	51
H/TOT	104	12	1	0	0	117	98	19	10	1	1	129
08:00	27	8	0	2	0	37	54	7	0	1	0	62
08:15	45	5	2	1	2	55	69	4	3	2	0	78
08:30	27	1	0	0	0	28	95	8	2	0	0	105
08:45	16	1	1	0	0	18	41	4	3	0	0	48
H/TOT	115	15	3	3	2	138	259	23	8	3	0	293
09:00	19	5	3	0	0	27	23	4	2	0	0	29
09:15	18	8	1	1	0	28	20	6	0	0	0	26
09:30	12	3	3	0	0	18	24	5	2	1	0	32
09:45	14	2	1	0	0	17	24	3	2	0	0	29
H/TOT	63	18	8	1	0	90	91	18	6	1	0	116
P/TOT	282	45	12	4	2	345	448	60	24	5	1	538

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM A CHART ROAD (NW)						FROM ARM A CHART ROAD (NW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	31	8	2	0	0	41	36	11	1	2	0	50
16:15	28	5	4	0	1	38	37	6	0	0	0	43
16:30	38	5	1	0	0	44	30	5	0	0	1	36
16:45	28	4	3	0	0	35	36	4	1	0	0	41
H/TOT	125	22	10	0	1	158	139	26	2	2	1	170
17:00	23	6	1	0	0	30	50	6	2	1	1	60
17:15	27	7	0	0	0	34	38	7	0	0	0	45
17:30	25	8	2	0	0	35	32	8	0	0	0	40
17:45	19	5	0	0	0	24	24	3	0	0	0	27
H/TOT	94	26	3	0	0	123	144	24	2	1	1	172
18:00	24	2	0	1	0	27	23	2	0	1	0	26
18:15	23	4	0	0	0	27	29	4	0	0	0	33
18:30	15	1	0	0	0	16	21	2	0	0	0	23
18:45	23	1	0	1	0	25	15	2	0	0	0	17
H/TOT	85	8	0	2	0	95	88	10	0	1	0	99
P/TOT	304	56	13	2	1	376	371	60	4	4	2	441

TO ARM A IS TOTAL OF MOVEMENTS 4, 5, 10, 15
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM B A28						FROM ARM B A28					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	54	21	10	3	0	88	104	22	11	0	1	138
07:15	70	18	9	0	1	98	141	35	4	0	2	182
07:30	76	29	7	2	1	115	145	22	8	0	2	177
07:45	126	25	4	1	0	156	117	25	9	0	2	153
H/TOT	326	93	30	6	2	457	507	104	32	0	7	650
08:00	134	20	8	0	0	162	127	19	7	1	0	154
08:15	136	20	8	2	0	166	121	18	3	2	0	144
08:30	128	25	13	2	0	168	113	19	8	0	0	140
08:45	124	34	3	0	0	161	115	20	7	2	0	144
H/TOT	522	99	32	4	0	657	476	76	25	5	0	582
09:00	103	38	10	0	1	152	128	19	9	1	2	159
09:15	89	19	6	3	1	118	107	26	9	0	1	143
09:30	70	15	14	1	0	100	132	19	9	0	0	160
09:45	85	19	7	3	1	115	100	16	8	0	0	124
H/TOT	347	91	37	7	3	485	467	80	35	1	3	586
P/TOT	1195	283	99	17	5	1599	1450	260	92	6	10	1818

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM B A28						FROM ARM B A28					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	149	25	12	2	2	190	126	32	9	2	0	169
16:15	135	23	7	0	0	165	114	30	12	0	1	157
16:30	133	19	3	0	0	155	139	25	7	1	1	173
16:45	162	22	5	0	1	190	124	22	4	0	0	150
H/TOT	579	89	27	2	3	700	503	109	32	3	2	649
17:00	157	23	6	1	0	187	129	20	6	3	1	159
17:15	155	24	4	0	3	186	138	22	6	0	1	167
17:30	172	15	6	0	1	194	151	20	2	0	1	174
17:45	165	25	2	0	1	193	169	28	8	0	2	207
H/TOT	649	87	18	1	5	760	587	90	22	3	5	707
18:00	172	26	1	0	2	201	139	15	4	0	1	159
18:15	152	18	2	0	2	174	129	14	3	1	1	148
18:30	123	13	3	1	0	140	109	8	3	1	1	122
18:45	98	12	3	0	1	114	112	12	2	2	0	128
H/TOT	545	69	9	1	5	629	489	49	12	4	3	557
P/TOT	1773	245	54	4	13	2089	1579	248	66	10	10	1913

TO ARM B IS TOTAL OF MOVEMENTS 3, 8, 9, 14
FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM C BROOKFIELD ROAD						FROM ARM C BROOKFIELD ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	75	16	12	1	0	104	124	26	6	0	1	157
07:15	106	24	5	2	1	138	154	33	3	0	3	193
07:30	123	25	7	9	1	165	175	36	9	1	1	222
07:45	128	34	10	4	2	178	158	42	7	0	1	208
H/TOT	432	99	34	16	4	585	611	137	25	1	6	780
08:00	140	23	1	0	1	165	160	30	7	2	0	199
08:15	141	27	7	1	0	176	145	18	8	2	1	174
08:30	160	36	5	1	1	203	167	28	9	1	1	206
08:45	134	19	14	1	0	168	178	25	6	0	1	210
H/TOT	575	105	27	3	2	712	650	101	30	5	3	789
09:00	145	19	7	2	1	174	125	22	13	1	1	162
09:15	124	32	9	0	0	165	128	28	7	1	0	164
09:30	140	17	6	1	0	164	111	16	9	0	0	136
09:45	107	16	5	0	0	128	104	17	5	0	2	128
H/TOT	516	84	27	3	1	631	468	83	34	2	3	590
P/TOT	1523	288	88	22	7	1928	1729	321	89	8	12	2159

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM C BROOKFIELD ROAD						FROM ARM C BROOKFIELD ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	132	43	5	2	2	184	145	28	5	1	3	182
16:15	171	42	8	0	2	223	162	21	8	2	1	194
16:30	193	28	4	1	6	232	164	33	8	2	2	209
16:45	173	34	3	0	0	210	171	23	0	0	0	194
H/TOT	669	147	20	3	10	849	642	105	21	5	6	779
17:00	194	34	5	1	3	237	179	17	7	1	1	205
17:15	217	21	4	2	3	247	177	20	2	0	1	200
17:30	206	35	2	0	2	245	167	20	3	0	1	191
17:45	200	26	4	0	1	231	160	21	1	1	1	184
H/TOT	817	116	15	3	9	960	683	78	13	2	4	780
18:00	185	23	1	1	0	210	146	14	2	2	2	166
18:15	170	16	3	0	2	191	149	15	4	0	0	168
18:30	137	19	1	0	0	157	124	14	2	2	1	143
18:45	121	17	2	0	0	140	126	12	0	1	1	140
H/TOT	613	75	7	1	2	698	545	55	8	5	4	617
P/TOT	2099	338	42	7	21	2507	1870	238	42	12	14	2176

TO ARM C IS TOTAL OF MOVEMENTS 2, 7, 12, 13
FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM D CHART ROAD (NE)						FROM ARM D CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	197	44	17	0	2	260	95	30	20	4	0	149
07:15	259	62	10	0	3	334	140	35	15	2	0	192
07:30	286	57	15	0	3	361	169	47	11	9	2	238
07:45	240	56	18	0	2	316	224	51	12	5	0	292
H/TOT	982	219	60	0	10	1271	628	163	58	20	2	871
08:00	269	44	12	3	0	328	229	39	7	1	1	277
08:15	271	33	11	4	0	319	258	45	14	2	1	320
08:30	274	37	16	1	1	329	214	44	15	3	1	277
08:45	254	38	14	1	1	308	194	43	16	0	0	253
H/TOT	1068	152	53	9	2	1284	895	171	52	6	3	1127
09:00	211	30	18	1	2	262	202	47	14	1	1	265
09:15	191	45	12	0	1	249	167	44	12	3	1	227
09:30	216	33	16	0	0	265	171	28	19	1	0	219
09:45	181	31	12	0	1	225	159	32	10	3	0	204
H/TOT	799	139	58	1	4	1001	699	151	55	8	2	915
P/TOT	2849	510	171	10	16	3556	2222	485	165	34	7	2913

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

TIME	TO ARM D CHART ROAD (NE)						FROM ARM D CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	233	50	12	3	1	299	238	55	16	2	2	313
16:15	230	38	17	2	1	288	251	51	16	0	2	320
16:30	241	53	15	3	4	316	272	42	8	1	6	329
16:45	263	39	4	0	0	306	295	50	10	0	1	356
H/TOT	967	180	48	8	6	1209	1056	198	50	3	11	1318
17:00	260	30	11	3	3	307	276	50	8	0	3	337
17:15	251	35	8	0	1	295	297	38	8	2	5	350
17:30	259	32	3	0	2	296	312	42	8	0	3	365
17:45	259	38	9	1	3	310	290	42	6	0	2	340
H/TOT	1029	135	31	4	9	1208	1175	172	30	2	13	1392
18:00	222	23	6	1	3	255	295	43	2	0	2	342
18:15	219	22	7	1	1	250	257	27	5	0	4	293
18:30	193	21	4	3	2	223	214	30	3	1	0	248
18:45	187	19	2	2	1	211	176	23	5	0	1	205
H/TOT	821	85	19	7	7	939	942	123	15	1	7	1088
P/TOT	2817	400	98	19	22	3356	3173	493	95	6	31	3798

TO ARM D IS TOTAL OF MOVEMENTS 1, 6, 11, 16
FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM LOUDON WAY TO A28 CHART ROAD (NE)						MOVEMENT 2 FROM LOUDON WAY TO A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	24	9	0	1	0	34	12	1	0	1	0	14
07:15	40	7	2	0	0	49	11	5	3	0	0	19
07:30	49	5	0	1	0	55	25	0	1	0	0	26
07:45	61	6	0	1	0	68	40	5	1	0	0	46
H/TOT	174	27	2	3	0	206	88	11	5	1	0	105
08:00	64	4	0	1	0	69	41	3	1	0	0	45
08:15	51	2	2	1	0	56	32	5	1	1	1	40
08:30	56	7	0	0	0	63	29	6	0	1	0	36
08:45	68	5	0	1	0	74	35	3	1	1	0	40
H/TOT	239	18	2	3	0	262	137	17	3	3	1	161
09:00	55	5	1	1	0	62	37	5	2	0	0	44
09:15	24	1	0	0	0	25	16	2	0	0	0	18
09:30	21	0	1	0	0	22	22	1	0	1	0	24
09:45	20	2	0	0	0	22	16	4	0	0	0	20
H/TOT	120	8	2	1	0	131	91	12	2	1	0	106
P/TOT	533	53	6	7	0	599	316	40	10	5	1	372

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM LOUDON WAY TO A28 CHART ROAD (NE)						MOVEMENT 2 FROM LOUDON WAY TO A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	20	2	0	1	0	23	16	3	0	0	0	19
16:15	28	3	0	0	0	31	16	4	0	0	0	20
16:30	30	2	0	1	0	33	18	3	0	1	0	22
16:45	25	3	0	0	0	28	26	2	0	0	0	28
H/TOT	103	10	0	2	0	115	76	12	0	1	0	89
17:00	29	2	0	1	0	32	12	1	0	0	0	13
17:15	28	3	1	1	0	33	28	0	0	0	1	29
17:30	25	6	0	1	0	32	29	3	0	0	0	32
17:45	27	4	1	0	1	33	28	3	0	0	0	31
H/TOT	109	15	2	3	1	130	97	7	0	0	1	105
18:00	23	2	0	0	1	26	20	3	0	0	0	23
18:15	24	3	0	0	1	28	22	2	0	0	0	24
18:30	36	0	0	2	0	38	27	2	0	0	0	29
18:45	22	1	0	1	1	25	19	0	0	0	0	19
H/TOT	105	6	0	3	3	117	88	7	0	0	0	95
P/TOT	317	31	2	8	4	362	261	26	0	1	1	289

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM A28 CHART ROAD (SW) TO LOUDON WAY						MOVEMENT 4 FROM A28 CHART ROAD (SW) TO A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	5	0	1	1	0	7	163	45	16	2	2	228
07:15	13	1	0	0	0	14	211	48	9	0	2	270
07:30	7	3	0	0	0	10	232	39	11	0	2	284
07:45	9	6	0	0	0	15	226	30	10	0	2	268
H/TOT	34	10	1	1	0	46	832	162	46	2	8	1050
08:00	12	3	0	1	0	16	256	25	7	1	1	290
08:15	12	3	0	0	0	15	219	21	9	7	0	256
08:30	43	2	0	1	0	46	245	20	11	2	0	278
08:45	26	1	0	0	0	27	202	21	18	0	0	241
H/TOT	93	9	0	2	0	104	922	87	45	10	1	1065
09:00	9	5	2	0	0	16	206	18	14	2	1	241
09:15	18	0	0	0	0	18	164	25	9	0	1	199
09:30	9	2	1	0	0	12	192	18	12	0	0	222
09:45	8	1	0	0	0	9	154	25	11	0	0	190
H/TOT	44	8	3	0	0	55	716	86	46	2	2	852
P/TOT	171	27	4	3	0	205	2470	335	137	14	11	2967

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM A28 CHART ROAD (SW) TO LOUDON WAY						MOVEMENT 4 FROM A28 CHART ROAD (SW) TO A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	34	5	0	0	0	39	197	28	2	2	1	230
16:15	20	4	0	0	1	25	196	21	6	1	1	225
16:30	21	4	0	0	0	25	195	31	15	3	2	246
16:45	31	4	0	0	0	35	213	34	3	0	0	250
H/TOT	106	17	0	0	1	124	801	114	26	6	4	951
17:00	33	3	0	1	1	38	182	26	10	3	1	222
17:15	42	5	0	1	0	48	217	27	9	0	1	254
17:30	36	6	0	0	0	42	192	20	2	0	1	215
17:45	55	4	0	0	0	59	203	27	7	1	2	240
H/TOT	166	18	0	2	1	187	794	100	28	4	5	931
18:00	43	1	0	0	0	44	177	25	5	0	3	210
18:15	39	2	0	0	0	41	164	17	7	0	1	189
18:30	32	1	0	0	0	33	154	13	5	3	2	177
18:45	26	0	0	0	0	26	159	12	2	1	1	175
H/TOT	140	4	0	0	0	144	654	67	19	4	7	751
P/TOT	412	39	0	2	2	455	2249	281	73	14	16	2633

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM A28 CHART ROAD (NE) TO A28 CHART ROAD (SW)						MOVEMENT 6 FROM A28 CHART ROAD (NE) TO LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	83	25	14	0	1	123	13	2	1	0	1	17
07:15	116	20	13	0	0	149	10	3	2	2	0	17
07:30	152	35	8	1	1	197	19	2	1	0	0	22
07:45	170	37	10	2	0	219	26	7	3	3	0	39
H/TOT	521	117	45	3	2	688	68	14	7	5	1	95
08:00	194	28	8	1	0	231	23	2	2	0	0	27
08:15	215	25	8	0	1	249	31	2	0	3	0	36
08:30	169	26	12	2	0	209	39	2	2	1	1	45
08:45	158	29	13	0	0	200	44	0	0	1	0	45
H/TOT	736	108	41	3	1	889	137	6	4	5	1	153
09:00	138	34	12	1	1	186	18	1	1	0	0	20
09:15	138	28	10	2	1	179	18	0	1	2	0	21
09:30	152	30	15	0	0	197	9	3	1	0	0	13
09:45	126	18	10	3	0	157	20	4	0	0	0	24
H/TOT	554	110	47	6	2	719	65	8	3	2	0	78
P/TOT	1811	335	133	12	5	2296	270	28	14	12	2	326

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM A28 CHART ROAD (NE) TO A28 CHART ROAD (SW)						MOVEMENT 6 FROM A28 CHART ROAD (NE) TO LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	203	36	14	2	0	255	34	3	0	0	0	37
16:15	224	29	16	0	3	272	46	6	0	1	0	53
16:30	227	33	11	0	4	275	45	4	0	0	1	50
16:45	238	38	9	0	2	287	45	4	0	0	0	49
H/TOT	892	136	50	2	9	1089	170	17	0	1	1	189
17:00	226	35	8	0	1	270	46	7	1	0	0	54
17:15	252	28	8	1	2	291	40	5	0	2	0	47
17:30	230	29	6	0	3	268	69	8	0	0	0	77
17:45	237	32	6	0	2	277	54	6	0	0	0	60
H/TOT	945	124	28	1	8	1106	209	26	1	2	0	238
18:00	264	28	3	0	2	297	48	5	0	0	1	54
18:15	235	25	5	0	3	268	71	3	0	1	1	76
18:30	194	21	3	0	0	218	30	4	0	3	1	38
18:45	153	21	5	0	1	180	31	4	0	0	1	36
H/TOT	846	95	16	0	6	963	180	16	0	4	4	204
P/TOT	2683	355	94	3	23	3158	559	59	1	7	5	631

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	TO ARM A LOUDON WAY						FROM ARM A LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	18	2	2	1	1	24	36	10	0	2	0	48
07:15	23	4	2	2	0	31	51	12	5	0	0	68
07:30	26	5	1	0	0	32	74	5	1	1	0	81
07:45	35	13	3	3	0	54	101	11	1	1	0	114
H/TOT	102	24	8	6	1	141	262	38	7	4	0	311
08:00	35	5	2	1	0	43	105	7	1	1	0	114
08:15	43	5	0	3	0	51	83	7	3	2	1	96
08:30	82	4	2	2	1	91	85	13	0	1	0	99
08:45	70	1	0	1	0	72	103	8	1	2	0	114
H/TOT	230	15	4	7	1	257	376	35	5	6	1	423
09:00	27	6	3	0	0	36	92	10	3	1	0	106
09:15	36	0	1	2	0	39	40	3	0	0	0	43
09:30	18	5	2	0	0	25	43	1	1	1	0	46
09:45	28	5	0	0	0	33	36	6	0	0	0	42
H/TOT	109	16	6	2	0	133	211	20	4	2	0	237
P/TOT	441	55	18	15	2	531	849	93	16	12	1	971

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	TO ARM A LOUDON WAY						FROM ARM A LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	68	8	0	0	0	76	36	5	0	1	0	42
16:15	66	10	0	1	1	78	44	7	0	0	0	51
16:30	66	8	0	0	1	75	48	5	0	2	0	55
16:45	76	8	0	0	0	84	51	5	0	0	0	56
H/TOT	276	34	0	1	2	313	179	22	0	3	0	204
17:00	79	10	1	1	1	92	41	3	0	1	0	45
17:15	82	10	0	3	0	95	56	3	1	1	1	62
17:30	105	14	0	0	0	119	54	9	0	1	0	64
17:45	109	10	0	0	0	119	55	7	1	0	1	64
H/TOT	375	44	1	4	1	425	206	22	2	3	2	235
18:00	91	6	0	0	1	98	43	5	0	0	1	49
18:15	110	5	0	1	1	117	46	5	0	0	1	52
18:30	62	5	0	3	1	71	63	2	0	2	0	67
18:45	57	4	0	0	1	62	41	1	0	1	1	44
H/TOT	320	20	0	4	4	348	193	13	0	3	3	212
P/TOT	971	98	1	9	7	1086	578	57	2	9	5	651

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	TO ARM B A28 CHART ROAD (SW)						FROM ARM B A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	95	26	14	1	1	137	168	45	17	3	2	235
07:15	127	25	16	0	0	168	224	49	9	0	2	284
07:30	177	35	9	1	1	223	239	42	11	0	2	294
07:45	210	42	11	2	0	265	235	36	10	0	2	283
H/TOT	609	128	50	4	2	793	866	172	47	3	8	1096
08:00	235	31	9	1	0	276	268	28	7	2	1	306
08:15	247	30	9	1	2	289	231	24	9	7	0	271
08:30	198	32	12	3	0	245	288	22	11	3	0	324
08:45	193	32	14	1	0	240	228	22	18	0	0	268
H/TOT	873	125	44	6	2	1050	1015	96	45	12	1	1169
09:00	175	39	14	1	1	230	215	23	16	2	1	257
09:15	154	30	10	2	1	197	182	25	9	0	1	217
09:30	174	31	15	1	0	221	201	20	13	0	0	234
09:45	142	22	10	3	0	177	162	26	11	0	0	199
H/TOT	645	122	49	7	2	825	760	94	49	2	2	907
P/TOT	2127	375	143	17	6	2668	2641	362	141	17	11	3172

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	TO ARM B A28 CHART ROAD (SW)						FROM ARM B A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	219	39	14	2	0	274	231	33	2	2	1	269
16:15	240	33	16	0	3	292	216	25	6	1	2	250
16:30	245	36	11	1	4	297	216	35	15	3	2	271
16:45	264	40	9	0	2	315	244	38	3	0	0	285
H/TOT	968	148	50	3	9	1178	907	131	26	6	5	1075
17:00	238	36	8	0	1	283	215	29	10	4	2	260
17:15	280	28	8	1	3	320	259	32	9	1	1	302
17:30	259	32	6	0	3	300	228	26	2	0	1	257
17:45	265	35	6	0	2	308	258	31	7	1	2	299
H/TOT	1042	131	28	1	9	1211	960	118	28	6	6	1118
18:00	284	31	3	0	2	320	220	26	5	0	3	254
18:15	257	27	5	0	3	292	203	19	7	0	1	230
18:30	221	23	3	0	0	247	186	14	5	3	2	210
18:45	172	21	5	0	1	199	185	12	2	1	1	201
H/TOT	934	102	16	0	6	1058	794	71	19	4	7	895
P/TOT	2944	381	94	4	24	3447	2661	320	73	16	18	3088

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	TO ARM C A28 CHART ROAD (NE)						FROM ARM C A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	187	54	16	3	2	262	96	27	15	0	2	140
07:15	251	55	11	0	2	319	126	23	15	2	0	166
07:30	281	44	11	1	2	339	171	37	9	1	1	219
07:45	287	36	10	1	2	336	196	44	13	5	0	258
H/TOT	1006	189	48	5	8	1256	589	131	52	8	3	783
08:00	320	29	7	2	1	359	217	30	10	1	0	258
08:15	270	23	11	8	0	312	246	27	8	3	1	285
08:30	301	27	11	2	0	341	208	28	14	3	1	254
08:45	270	26	18	1	0	315	202	29	13	1	0	245
H/TOT	1161	105	47	13	1	1327	873	114	45	8	2	1042
09:00	261	23	15	3	1	303	156	35	13	1	1	206
09:15	188	26	9	0	1	224	156	28	11	4	1	200
09:30	213	18	13	0	0	244	161	33	16	0	0	210
09:45	174	27	11	0	0	212	146	22	10	3	0	181
H/TOT	836	94	48	3	2	983	619	118	50	8	2	797
P/TOT	3003	388	143	21	11	3566	2081	363	147	24	7	2622

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

TIME	TO ARM C A28 CHART ROAD (NE)						FROM ARM C A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	217	30	2	3	1	253	237	39	14	2	0	292
16:15	224	24	6	1	1	256	270	35	16	1	3	325
16:30	225	33	15	4	2	279	272	37	11	0	5	325
16:45	238	37	3	0	0	278	283	42	9	0	2	336
H/TOT	904	124	26	8	4	1066	1062	153	50	3	10	1278
17:00	211	28	10	4	1	254	272	42	9	0	1	324
17:15	245	30	10	1	1	287	292	33	8	3	2	338
17:30	217	26	2	1	1	247	299	37	6	0	3	345
17:45	230	31	8	1	3	273	291	38	6	0	2	337
H/TOT	903	115	30	7	6	1061	1154	150	29	3	8	1344
18:00	200	27	5	0	4	236	312	33	3	0	3	351
18:15	188	20	7	0	2	217	306	28	5	1	4	344
18:30	190	13	5	5	2	215	224	25	3	3	1	256
18:45	181	13	2	2	2	200	184	25	5	0	2	216
H/TOT	759	73	19	7	10	868	1026	111	16	4	10	1167
P/TOT	2566	312	75	22	20	2995	3242	414	95	10	28	3789

TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM A28 TEMPLER WAY TO CHART ROAD (E)						MOVEMENT 2 FROM A28 TEMPLER WAY TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	4	0	1	0	0	5	2	1	1	0	1	5
07:15	2	0	0	0	0	2	7	1	1	1	0	10
07:30	4	0	0	0	0	4	8	4	1	2	1	16
07:45	5	0	0	0	0	5	11	6	1	0	1	19
H/TOT	15	0	1	0	0	16	28	12	4	3	3	50
08:00	14	1	0	0	0	15	7	1	5	2	0	15
08:15	10	0	0	0	0	10	9	6	0	0	0	15
08:30	7	1	0	0	0	8	11	2	3	2	0	18
08:45	23	0	1	0	0	24	11	2	3	1	0	17
H/TOT	54	2	1	0	0	57	38	11	11	5	0	65
09:00	6	2	1	0	0	9	12	1	2	2	0	17
09:15	8	0	0	0	0	8	3	1	7	3	0	14
09:30	3	2	0	0	0	5	5	2	1	0	0	8
09:45	7	0	0	0	0	7	2	3	2	0	0	7
H/TOT	24	4	1	0	0	29	22	7	12	5	0	46
P/TOT	93	6	3	0	0	102	88	30	27	13	3	161

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 1 FROM A28 TEMPLER WAY TO CHART ROAD (E)						MOVEMENT 2 FROM A28 TEMPLER WAY TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	11	0	0	0	0	11	2	3	1	0	0	6
16:15	5	2	0	1	0	8	3	5	6	0	0	14
16:30	13	0	0	0	0	13	3	5	3	2	0	13
16:45	9	3	0	0	0	12	2	3	2	2	0	9
H/TOT	38	5	0	1	0	44	10	16	12	4	0	42
17:00	6	1	0	0	0	7	1	1	2	1	0	5
17:15	7	2	0	0	0	9	5	2	9	3	0	19
17:30	13	2	0	0	0	15	6	4	0	3	0	13
17:45	15	0	0	0	0	15	3	3	0	2	0	8
H/TOT	41	5	0	0	0	46	15	10	11	9	0	45
18:00	8	0	0	0	0	8	2	1	1	0	0	4
18:15	7	0	0	0	0	7	2	0	5	3	0	10
18:30	6	0	0	0	0	6	1	1	0	1	0	3
18:45	5	0	0	0	0	5	2	0	2	0	0	4
H/TOT	26	0	0	0	0	26	7	2	8	4	0	21
P/TOT	105	10	0	1	0	116	32	28	31	17	0	108

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM A28 TEMPLER WAY TO A28 CHART ROAD						MOVEMENT 4 FROM A28 TEMPLER WAY TO SIR HENRY BRACKENBURY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	62	28	11	0	1	102	4	0	0	0	0	4
07:15	108	26	11	1	0	146	4	1	0	0	0	5
07:30	139	35	7	0	2	183	4	3	1	0	0	8
07:45	171	41	11	3	2	228	9	0	2	0	0	11
H/TOT	480	130	40	4	5	659	21	4	3	0	0	28
08:00	164	37	7	0	2	210	6	0	1	0	0	7
08:15	188	24	11	0	0	223	6	0	0	0	0	6
08:30	155	24	18	3	0	200	4	0	0	0	0	4
08:45	157	23	11	2	0	193	2	0	1	0	0	3
H/TOT	664	108	47	5	2	826	18	0	2	0	0	20
09:00	124	33	13	2	0	172	4	1	0	0	0	5
09:15	98	17	4	3	0	122	3	0	0	0	0	3
09:30	107	19	16	0	0	142	1	0	0	0	0	1
09:45	99	19	12	3	0	133	3	0	2	0	0	5
H/TOT	428	88	45	8	0	569	11	1	2	0	0	14
P/TOT	1572	326	132	17	7	2054	50	5	7	0	0	62

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 3 FROM A28 TEMPLER WAY TO A28 CHART ROAD						MOVEMENT 4 FROM A28 TEMPLER WAY TO SIR HENRY BRACKENBURY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	155	32	9	2	0	198	7	0	0	0	0	7
16:15	166	36	15	0	2	219	1	0	0	0	0	1
16:30	173	37	14	0	5	229	2	0	0	0	0	2
16:45	205	41	10	0	0	256	0	0	0	0	0	0
H/TOT	699	146	48	2	7	902	10	0	0	0	0	10
17:00	196	33	10	1	2	242	6	3	0	0	0	9
17:15	235	38	7	0	2	282	9	0	0	0	1	10
17:30	228	23	6	0	2	259	8	3	0	0	0	11
17:45	220	30	9	0	0	259	11	0	0	0	0	11
H/TOT	879	124	32	1	6	1042	34	6	0	0	1	41
18:00	260	39	5	0	4	308	9	0	0	0	0	9
18:15	208	22	2	0	3	235	11	1	0	0	0	12
18:30	172	21	4	2	0	199	9	0	0	0	0	9
18:45	122	19	5	0	0	146	7	1	0	0	0	8
H/TOT	762	101	16	2	7	888	36	2	0	0	0	38
P/TOT	2340	371	96	5	20	2832	80	8	0	0	1	89

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM A28 TEMPLER WAY TO A28 TEMPLER WAY						MOVEMENT 6 FROM SIR HENRY BRACKENBURY ROAD TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0	3	2	0	0	0	5
07:15	0	0	0	0	0	0	7	0	0	0	0	7
07:30	0	0	0	0	0	0	8	0	0	0	1	9
07:45	0	0	0	0	0	0	11	0	0	0	0	11
H/TOT	0	0	0	0	0	0	29	2	0	0	1	32
08:00	0	0	0	0	0	0	5	1	0	0	0	6
08:15	0	0	0	0	0	0	5	0	1	0	0	6
08:30	0	0	0	0	0	0	7	0	0	0	0	7
08:45	0	0	0	0	0	0	6	1	1	0	0	8
H/TOT	0	0	0	0	0	0	23	2	2	0	0	27
09:00	0	0	0	0	0	0	8	2	0	0	0	10
09:15	0	0	0	0	0	0	2	0	0	0	0	2
09:30	0	0	0	0	0	0	2	0	0	0	0	2
09:45	0	0	0	0	0	0	5	1	1	0	0	7
H/TOT	0	0	0	0	0	0	17	3	1	0	0	21
P/TOT	0	0	0	0	0	0	69	7	3	0	1	80

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 5 FROM A28 TEMPLER WAY TO A28 TEMPLER WAY						MOVEMENT 6 FROM SIR HENRY BRACKENBURY ROAD TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	0	0	0	0	0	0	3	0	0	0	0	3
16:15	0	0	0	0	0	0	5	2	0	0	0	7
16:30	0	0	0	0	0	0	6	0	0	0	0	6
16:45	0	0	0	0	0	0	3	1	0	0	0	4
H/TOT	0	0	0	0	0	0	17	3	0	0	0	20
17:00	0	0	0	0	0	0	2	0	0	0	0	2
17:15	0	0	0	0	0	0	3	1	0	0	0	4
17:30	0	0	0	0	0	0	5	1	0	0	0	6
17:45	0	0	0	0	0	0	7	1	0	0	0	8
H/TOT	0	0	0	0	0	0	17	3	0	0	0	20
18:00	0	0	0	0	0	0	4	1	0	0	0	5
18:15	0	0	0	0	0	0	4	0	0	0	0	4
18:30	0	0	0	0	0	0	10	1	0	0	0	11
18:45	0	0	0	0	0	0	12	1	0	0	0	13
H/TOT	0	0	0	0	0	0	30	3	0	0	0	33
P/TOT	0	0	0	0	0	0	64	9	0	0	0	73

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 7 FROM SIR HENRY BRACKENBURY ROAD TO CHART ROAD (E)						MOVEMENT 8 FROM SIR HENRY BRACKENBURY ROAD TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	1	0	0	0	0	1	1	0	0	0	0	1
07:15	1	0	0	0	0	1	0	0	0	0	0	0
07:30	1	0	0	0	0	1	1	0	0	0	0	1
07:45	2	1	0	0	0	3	1	0	0	0	0	1
H/TOT	5	1	0	0	0	6	3	0	0	0	0	3
08:00	1	0	0	0	0	1	1	0	0	0	0	1
08:15	1	1	0	0	0	2	0	0	0	0	0	0
08:30	1	0	0	0	0	1	0	0	0	0	0	0
08:45	1	0	0	0	0	1	0	0	0	0	0	0
H/TOT	4	1	0	0	0	5	1	0	0	0	0	1
09:00	2	0	0	0	0	2	0	0	0	0	0	0
09:15	1	1	0	0	0	2	1	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	1	1	0	0	0	0	1
H/TOT	4	1	0	0	0	5	2	0	0	0	0	2
P/TOT	13	3	0	0	0	16	6	0	0	0	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 7 FROM SIR HENRY BRACKENBURY ROAD TO CHART ROAD (E)						MOVEMENT 8 FROM SIR HENRY BRACKENBURY ROAD TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	1	0	0	0	0	1	0	0	0	0	0	0
16:15	1	0	0	0	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	0	0	0	1	1	0	0	0	0	1
H/TOT	2	1	0	0	0	3	1	0	0	0	0	1
17:00	0	1	0	0	0	1	1	0	0	0	0	1
17:15	1	0	0	0	0	1	0	0	0	0	0	0
17:30	1	0	0	0	0	1	1	0	0	0	0	1
17:45	1	0	0	0	0	1	0	0	0	0	0	0
H/TOT	3	1	0	0	0	4	2	0	0	0	0	2
18:00	1	0	0	0	0	1	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	0	0	0	0	0
18:30	2	0	0	0	0	2	0	0	0	0	0	0
18:45	2	0	0	0	0	2	0	0	0	0	0	0
H/TOT	6	0	0	0	0	6	0	0	0	0	0	0
P/TOT	11	2	0	0	0	13	3	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 9 FROM SIR HENRY BRACKENBURY ROAD TO A28 CHART ROAD						MOVEMENT 10 FROM SIR HENRY BRACKENBURY ROAD TO SIR HENRY BRACKENBURY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	8	0	0	0	0	8	0	0	0	0	0	0
07:15	7	1	0	0	0	8	0	0	0	0	0	0
07:30	8	0	0	0	0	8	0	0	0	0	0	0
07:45	11	1	0	0	0	12	0	0	0	0	0	0
H/TOT	34	2	0	0	0	36	0	0	0	0	0	0
08:00	7	0	0	0	0	7	0	0	0	0	0	0
08:15	10	0	0	0	0	10	0	0	0	0	0	0
08:30	9	0	0	0	0	9	0	0	0	0	0	0
08:45	8	0	0	0	0	8	0	0	0	0	0	0
H/TOT	34	0	0	0	0	34	0	0	0	0	0	0
09:00	8	0	0	0	0	8	0	0	0	0	0	0
09:15	2	1	0	0	0	3	0	0	0	0	0	0
09:30	4	0	0	0	0	4	0	0	0	0	0	0
09:45	2	0	0	0	0	2	0	0	0	0	0	0
H/TOT	16	1	0	0	0	17	0	0	0	0	0	0
P/TOT	84	3	0	0	0	87	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 9 FROM SIR HENRY BRACKENBURY ROAD TO A28 CHART ROAD						MOVEMENT 10 FROM SIR HENRY BRACKENBURY ROAD TO SIR HENRY BRACKENBURY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	1	1	0	0	0	2	0	0	0	0	0	0
16:15	2	0	0	0	0	2	0	0	0	0	0	0
16:30	2	1	0	0	0	3	0	0	0	0	0	0
16:45	2	1	0	0	0	3	0	0	0	0	0	0
H/TOT	7	3	0	0	0	10	0	0	0	0	0	0
17:00	5	1	0	0	0	6	0	0	0	0	0	0
17:15	2	0	0	0	0	2	0	0	0	0	0	0
17:30	4	0	0	0	0	4	0	0	0	0	0	0
17:45	4	0	0	0	0	4	0	0	0	0	0	0
H/TOT	15	1	0	0	0	16	0	0	0	0	0	0
18:00	3	0	0	0	0	3	0	0	0	0	0	0
18:15	6	1	0	0	0	7	0	0	0	0	0	0
18:30	10	0	0	0	0	10	0	0	0	0	0	0
18:45	11	0	0	0	0	11	0	0	0	0	0	0
H/TOT	30	1	0	0	0	31	0	0	0	0	0	0
P/TOT	52	5	0	0	0	57	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 11 FROM A28 CHART ROAD TO SIR HENRY BRACKENBURY ROAD						MOVEMENT 12 FROM A28 CHART ROAD TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	2	1	0	0	0	3	143	41	7	0	1	192
07:15	6	1	0	0	0	7	178	44	7	2	2	233
07:30	4	1	0	0	0	5	196	31	4	1	3	235
07:45	1	0	0	0	0	1	197	26	10	0	2	235
H/TOT	13	3	0	0	0	16	714	142	28	3	8	895
08:00	3	1	0	0	0	4	216	25	7	1	0	249
08:15	2	0	0	0	0	2	198	24	10	4	0	236
08:30	6	0	0	0	0	6	181	16	7	0	1	205
08:45	3	0	0	0	0	3	178	25	11	1	1	216
H/TOT	14	1	0	0	0	15	773	90	35	6	2	906
09:00	4	0	0	0	0	4	174	19	7	0	1	201
09:15	3	0	1	0	0	4	132	23	6	0	0	161
09:30	2	0	0	0	0	2	106	18	6	0	1	131
09:45	3	0	0	0	0	3	111	15	8	0	0	134
H/TOT	12	0	1	0	0	13	523	75	27	0	2	627
P/TOT	39	4	1	0	0	44	2010	307	90	9	12	2428

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 11 FROM A28 CHART ROAD TO SIR HENRY BRACKENBURY ROAD						MOVEMENT 12 FROM A28 CHART ROAD TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	3	0	0	0	0	3	142	17	2	1	1	163
16:15	6	1	0	0	0	7	143	16	2	1	1	163
16:30	5	0	0	0	0	5	146	24	9	2	0	181
16:45	6	0	0	0	0	6	160	22	6	0	2	190
H/TOT	20	1	0	0	0	21	591	79	19	4	4	697
17:00	2	0	0	0	0	2	173	22	7	2	2	206
17:15	4	1	0	0	0	5	186	23	4	0	0	213
17:30	6	0	0	0	0	6	184	16	1	1	0	202
17:45	8	0	0	0	0	8	175	15	5	0	2	197
H/TOT	20	1	0	0	0	21	718	76	17	3	4	818
18:00	6	1	0	0	0	7	173	17	3	0	4	197
18:15	5	0	0	0	0	5	140	13	5	0	1	159
18:30	12	1	0	0	0	13	132	9	6	1	0	148
18:45	12	1	0	0	0	13	114	12	1	0	4	131
H/TOT	35	3	0	0	0	38	559	51	15	1	9	635
P/TOT	75	5	0	0	0	80	1868	206	51	8	17	2150

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 13 FROM A28 CHART ROAD TO CHART ROAD (E)						MOVEMENT 14 FROM A28 CHART ROAD TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	35	8	0	0	1	44	7	4	1	1	0	13
07:15	46	6	5	0	0	57	20	2	1	0	0	23
07:30	49	8	2	0	0	59	15	4	1	0	0	20
07:45	66	12	1	0	0	79	23	5	1	0	0	29
H/TOT	196	34	8	0	1	239	65	15	4	1	0	85
08:00	75	7	1	0	0	83	18	2	0	1	0	21
08:15	66	6	0	2	0	74	17	6	0	0	0	23
08:30	77	4	1	0	0	82	23	2	1	0	0	26
08:45	76	15	0	0	0	91	22	2	3	0	1	28
H/TOT	294	32	2	2	0	330	80	12	4	1	1	98
09:00	85	4	2	0	0	91	23	1	1	0	0	25
09:15	58	8	1	0	0	67	9	1	1	0	0	11
09:30	70	4	2	0	0	76	11	4	0	0	0	15
09:45	86	8	2	0	0	96	6	3	1	0	0	10
H/TOT	299	24	7	0	0	330	49	9	3	0	0	61
P/TOT	789	90	17	2	1	899	194	36	11	2	1	244

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 13 FROM A28 CHART ROAD TO CHART ROAD (E)						MOVEMENT 14 FROM A28 CHART ROAD TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	57	7	2	0	0	66	6	3	2	1	0	12
16:15	69	13	1	0	0	83	6	4	0	1	0	11
16:30	77	5	4	0	0	86	6	4	1	1	0	12
16:45	73	12	0	0	0	85	2	3	0	0	0	5
H/TOT	276	37	7	0	0	320	20	14	3	3	0	40
17:00	54	7	0	0	0	61	3	1	0	0	0	4
17:15	63	7	1	0	0	71	7	2	0	0	0	9
17:30	61	5	1	1	0	68	7	2	0	0	0	9
17:45	60	6	0	0	0	66	5	1	0	0	0	6
H/TOT	238	25	2	1	0	266	22	6	0	0	0	28
18:00	50	10	1	0	1	62	3	1	0	0	0	4
18:15	48	5	0	0	1	54	5	0	0	0	0	5
18:30	51	5	0	0	0	56	2	1	0	0	0	3
18:45	70	2	0	0	0	72	6	0	1	0	0	7
H/TOT	219	22	1	0	2	244	16	2	1	0	0	19
P/TOT	733	84	10	1	2	830	58	22	4	3	0	87

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 15 FROM A28 CHART ROAD TO A28 CHART ROAD						MOVEMENT 16 FROM CHART ROAD (S) TO A28 CHART ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0	2	0	2	0	0	4
07:15	0	0	0	0	0	0	3	0	0	0	0	3
07:30	0	0	0	0	0	0	0	2	0	0	0	2
07:45	0	0	0	0	0	0	0	0	1	1	0	2
H/TOT	0	0	0	0	0	0	5	2	3	1	0	11
08:00	0	0	0	0	0	0	2	0	1	0	0	3
08:15	0	0	0	0	0	0	1	2	0	0	0	3
08:30	0	0	0	0	0	0	3	2	0	0	0	5
08:45	0	0	0	0	0	0	5	1	1	1	0	8
H/TOT	0	0	0	0	0	0	11	5	2	1	0	19
09:00	0	0	0	0	0	0	3	2	1	0	0	6
09:15	0	0	0	0	0	0	2	1	1	0	0	4
09:30	0	0	0	0	0	0	3	0	1	0	0	4
09:45	0	0	0	0	0	0	3	2	0	0	0	5
H/TOT	0	0	0	0	0	0	11	5	3	0	0	19
P/TOT	0	0	0	0	0	0	27	12	8	2	0	49

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 15 FROM A28 CHART ROAD TO A28 CHART ROAD						MOVEMENT 16 FROM CHART ROAD (S) TO A28 CHART ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	0	0	0	0	0	0	10	4	0	0	0	14
16:15	0	0	0	0	0	0	5	0	0	1	0	6
16:30	0	0	0	0	0	0	6	1	0	0	0	7
16:45	0	0	0	0	0	0	7	0	0	0	0	7
H/TOT	0	0	0	0	0	0	28	5	0	1	0	34
17:00	0	0	0	0	0	0	15	0	0	0	0	15
17:15	0	0	0	0	0	0	2	0	0	1	0	3
17:30	0	0	0	0	0	0	3	1	0	1	0	5
17:45	0	0	0	0	0	0	3	0	0	0	0	3
H/TOT	0	0	0	0	0	0	23	1	0	2	0	26
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	3	0	3
18:45	0	0	0	0	0	0	2	0	0	0	0	2
H/TOT	0	0	0	0	0	0	2	0	0	3	0	5
P/TOT	0	0	0	0	0	0	53	6	0	6	0	65

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 17 FROM CHART ROAD (S) TO SIR HENRY BRACKENBURY ROAD						MOVEMENT 18 FROM CHART ROAD (S) TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	1	0	0	0	0	1	1	4	2	1	0	8
07:15	1	0	0	0	0	1	1	1	4	1	0	7
07:30	0	0	0	0	0	0	10	7	2	1	0	20
07:45	0	0	0	0	0	0	6	4	6	1	0	17
H/TOT	2	0	0	0	0	2	18	16	14	4	0	52
08:00	0	0	0	0	0	0	13	7	5	0	0	25
08:15	0	0	0	0	0	0	12	5	1	0	0	18
08:30	1	0	0	0	0	1	9	11	1	1	0	22
08:45	1	0	0	0	0	1	12	2	1	1	0	16
H/TOT	2	0	0	0	0	2	46	25	8	2	0	81
09:00	0	1	0	0	0	1	9	4	1	2	0	16
09:15	0	0	0	0	0	0	2	3	5	0	0	10
09:30	0	0	0	0	0	0	8	1	3	2	0	14
09:45	1	0	0	0	0	1	8	6	7	3	0	24
H/TOT	1	1	0	0	0	2	27	14	16	7	0	64
P/TOT	5	1	0	0	0	6	91	55	38	13	0	197

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 17 FROM CHART ROAD (S) TO SIR HENRY BRACKENBURY ROAD						MOVEMENT 18 FROM CHART ROAD (S) TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	1	0	0	0	0	1	23	5	2	1	0	31
16:15	1	0	0	0	0	1	10	4	0	0	0	14
16:30	1	0	0	0	0	1	26	11	2	1	0	40
16:45	0	0	0	0	0	0	20	7	1	1	0	29
H/TOT	3	0	0	0	0	3	79	27	5	3	0	114
17:00	3	1	0	0	0	4	57	4	0	1	1	63
17:15	2	0	0	0	0	2	37	3	0	2	0	42
17:30	1	1	0	0	0	2	41	3	0	0	0	44
17:45	1	0	0	0	0	1	16	6	2	0	0	24
H/TOT	7	2	0	0	0	9	151	16	2	3	1	173
18:00	0	0	0	0	0	0	14	0	0	2	1	17
18:15	0	0	0	0	0	0	6	1	0	2	0	9
18:30	1	0	0	0	0	1	5	0	0	1	0	6
18:45	1	0	0	0	0	1	6	0	2	0	0	8
H/TOT	2	0	0	0	0	2	31	1	2	5	1	40
P/TOT	12	2	0	0	0	14	261	44	9	11	2	327

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 19 FROM CHART ROAD (S) TO CHART ROAD (E)						MOVEMENT 20 FROM CHART ROAD (S) TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	1	1	0	0	0	2	0	0	0	0	0	0
07:15	1	1	1	0	0	3	0	0	0	0	0	0
07:30	2	0	2	1	0	5	0	0	0	0	0	0
07:45	1	1	1	0	0	3	0	0	0	0	0	0
H/TOT	5	3	4	1	0	13	0	0	0	0	0	0
08:00	5	1	1	0	0	7	0	0	0	0	0	0
08:15	5	1	1	1	0	8	0	0	0	0	0	0
08:30	4	3	0	0	0	7	0	0	0	0	0	0
08:45	5	0	0	0	0	5	0	0	0	0	0	0
H/TOT	19	5	2	1	0	27	0	0	0	0	0	0
09:00	3	1	0	0	0	4	0	0	0	0	0	0
09:15	6	1	1	0	0	8	0	0	0	0	0	0
09:30	5	1	1	0	0	7	0	0	0	0	0	0
09:45	6	2	1	0	0	9	0	0	0	0	0	0
H/TOT	20	5	3	0	0	28	0	0	0	0	0	0
P/TOT	44	13	9	2	0	68	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 19 FROM CHART ROAD (S) TO CHART ROAD (E)						MOVEMENT 20 FROM CHART ROAD (S) TO CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	9	2	1	0	0	12	0	0	0	0	0	0
16:15	4	3	0	0	0	7	0	0	0	0	0	0
16:30	14	2	1	0	0	17	0	0	0	0	0	0
16:45	10	4	0	0	0	14	0	0	0	0	0	0
H/TOT	37	11	2	0	0	50	0	0	0	0	0	0
17:00	20	1	0	0	0	21	0	0	0	0	0	0
17:15	12	1	0	0	1	14	0	0	0	0	0	0
17:30	14	1	0	0	0	15	0	0	0	0	0	0
17:45	5	1	0	0	0	6	0	0	0	0	0	0
H/TOT	51	4	0	0	1	56	0	0	0	0	0	0
18:00	5	0	0	0	0	5	0	0	0	0	0	0
18:15	1	1	0	0	1	3	0	0	0	0	0	0
18:30	1	0	0	0	0	1	0	0	0	0	0	0
18:45	3	0	0	0	0	3	0	0	0	0	0	0
H/TOT	10	1	0	0	1	12	0	0	0	0	0	0
P/TOT	98	16	2	0	2	118	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 21 FROM CHART ROAD (E) TO CHART ROAD (S)						MOVEMENT 22 FROM CHART ROAD (E) TO A28 CHART ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	6	3	0	0	0	9	21	5	3	0	1	30
07:15	6	0	2	0	0	8	22	7	1	0	0	30
07:30	5	1	1	0	0	7	26	3	1	0	0	30
07:45	15	2	1	0	0	18	56	5	0	0	0	61
H/TOT	32	6	4	0	0	42	125	20	5	0	1	151
08:00	10	4	1	0	0	15	46	5	0	0	0	51
08:15	8	3	1	0	0	12	62	3	0	1	0	66
08:30	14	2	0	0	0	16	62	9	2	1	1	75
08:45	10	1	0	0	0	11	38	3	1	0	0	42
H/TOT	42	10	2	0	0	54	208	20	3	2	1	234
09:00	7	0	0	0	0	7	33	9	1	0	0	43
09:15	4	2	0	0	0	6	50	6	0	0	0	56
09:30	6	1	0	0	0	7	44	8	3	1	0	56
09:45	5	3	0	0	0	8	40	8	1	0	0	49
H/TOT	22	6	0	0	0	28	167	31	5	1	0	204
P/TOT	96	22	6	0	0	124	500	71	13	3	2	589

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 21 FROM CHART ROAD (E) TO CHART ROAD (S)						MOVEMENT 22 FROM CHART ROAD (E) TO A28 CHART ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	4	3	1	0	0	8	58	7	3	1	0	69
16:15	6	1	0	0	0	7	59	7	0	0	0	66
16:30	3	3	0	0	0	6	74	4	1	0	0	79
16:45	1	0	0	0	0	1	60	8	0	0	0	68
H/TOT	14	7	1	0	0	22	251	26	4	1	0	282
17:00	3	1	0	0	0	4	53	5	0	0	0	58
17:15	4	0	0	0	0	4	35	2	0	0	1	38
17:30	2	0	0	0	0	2	49	4	0	0	0	53
17:45	0	0	0	0	0	0	35	2	0	0	1	38
H/TOT	9	1	0	0	0	10	172	13	0	0	2	187
18:00	1	0	0	0	0	1	41	1	0	0	0	42
18:15	2	0	0	0	0	2	75	3	0	0	1	79
18:30	0	0	0	0	0	0	35	4	0	0	0	39
18:45	1	0	1	0	0	2	46	2	0	0	2	50
H/TOT	4	0	1	0	0	5	197	10	0	0	3	210
P/TOT	27	8	2	0	0	37	620	49	4	1	5	679

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 23 FROM CHART ROAD (E) TO SIR HENRY BRACKENBURY ROAD						MOVEMENT 24 FROM CHART ROAD (E) TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0	15	4	2	0	0	21
07:15	0	1	0	0	0	1	17	4	3	1	0	25
07:30	0	1	0	0	0	1	17	3	4	0	0	24
07:45	0	0	0	0	0	0	30	3	0	1	1	35
H/TOT	0	2	0	0	0	2	79	14	9	2	1	105
08:00	0	0	0	0	0	0	27	3	0	0	0	30
08:15	0	0	0	0	0	0	36	5	1	0	0	42
08:30	0	0	0	0	0	0	30	5	3	0	0	38
08:45	1	0	0	0	0	1	20	4	2	0	0	26
H/TOT	1	0	0	0	0	1	113	17	6	0	0	136
09:00	1	1	0	0	0	2	20	5	1	0	0	26
09:15	2	0	0	0	0	2	16	3	0	0	0	19
09:30	2	0	0	0	0	2	17	3	2	0	0	22
09:45	1	0	0	0	0	1	16	4	1	0	0	21
H/TOT	6	1	0	0	0	7	69	15	4	0	0	88
P/TOT	7	3	0	0	0	10	261	46	19	2	1	329

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 23 FROM CHART ROAD (E) TO SIR HENRY BRACKENBURY ROAD						MOVEMENT 24 FROM CHART ROAD (E) TO A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	2	0	0	0	0	2	22	4	1	0	0	27
16:15	1	0	0	0	0	1	19	4	1	0	1	25
16:30	1	0	0	0	0	1	22	3	1	0	0	26
16:45	0	0	0	0	0	0	26	4	0	0	0	30
H/TOT	4	0	0	0	0	4	89	15	3	0	1	108
17:00	1	1	0	0	0	2	25	6	0	0	0	31
17:15	1	0	0	0	0	1	18	3	0	0	0	21
17:30	0	1	0	0	0	1	29	7	0	0	0	36
17:45	0	0	0	0	0	0	19	6	0	0	0	25
H/TOT	2	2	0	0	0	4	91	22	0	0	0	113
18:00	1	0	0	0	0	1	18	1	1	0	0	20
18:15	4	1	0	0	0	5	29	1	0	0	0	30
18:30	1	0	0	0	0	1	20	1	0	0	0	21
18:45	3	1	0	0	0	4	16	1	0	0	0	17
H/TOT	9	2	0	0	0	11	83	4	1	0	0	88
P/TOT	15	4	0	0	0	19	263	41	4	0	1	309

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 25 FROM CHART ROAD (E) TO CHART ROAD (E)					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
08:00	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:30	0	0	0	0	0	0
08:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	MOVEMENT 25 FROM CHART ROAD (E) TO CHART ROAD (E)					
	CAR	LGV	HGV	PSV	MCL	TOT
16:00	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:30	0	0	0	0	0	0
16:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM A A28 TEMPLER WAY						FROM ARM A A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	162	51	11	1	1	226	72	29	13	0	2	116
07:15	203	49	14	4	2	272	121	28	12	2	0	163
07:30	231	41	10	2	4	288	155	42	9	2	3	211
07:45	244	33	16	2	3	298	196	47	14	3	3	263
H/TOT	840	174	51	9	10	1084	544	146	48	7	8	753
08:00	261	36	12	1	0	310	191	39	13	2	2	247
08:15	251	34	13	4	0	302	213	30	11	0	0	254
08:30	227	32	11	1	1	272	177	27	21	5	0	230
08:45	216	32	15	2	1	266	193	25	16	3	0	237
H/TOT	955	134	51	8	2	1150	774	121	61	10	2	968
09:00	211	30	9	2	1	253	146	37	16	4	0	203
09:15	152	29	11	0	0	192	112	18	11	6	0	147
09:30	133	22	11	2	1	169	116	23	17	0	0	156
09:45	140	26	17	3	0	186	111	22	16	3	0	152
H/TOT	636	107	48	7	2	800	485	100	60	13	0	658
P/TOT	2431	415	150	24	14	3034	1803	367	169	30	10	2379

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM A A28 TEMPLER WAY						FROM ARM A A28 TEMPLER WAY					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	190	26	5	2	1	224	175	35	10	2	0	222
16:15	177	26	3	1	2	209	175	43	21	1	2	242
16:30	200	38	12	3	0	253	191	42	17	2	5	257
16:45	209	34	7	1	2	253	216	47	12	2	0	277
H/TOT	776	124	27	7	5	939	757	167	60	7	7	998
17:00	257	32	7	3	3	302	209	38	12	2	2	263
17:15	244	30	4	2	0	280	256	42	16	3	3	320
17:30	259	27	1	1	0	288	255	32	6	3	2	298
17:45	217	28	7	0	2	254	249	33	9	2	0	293
H/TOT	977	117	19	6	5	1124	969	145	43	10	7	1174
18:00	209	19	4	2	5	239	279	40	6	0	4	329
18:15	179	15	5	2	1	202	228	23	7	3	3	264
18:30	167	11	6	2	0	186	188	22	4	3	0	217
18:45	148	14	3	0	4	169	136	20	7	0	0	163
H/TOT	703	59	18	6	10	796	831	105	24	6	7	973
P/TOT	2456	300	64	19	20	2859	2557	417	127	23	21	3145

TO ARM A IS TOTAL OF MOVEMENTS 5, 6, 12, 18, 24
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4, 5

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM B SIR HENRY BRACKENBURY ROAD						FROM ARM B SIR HENRY BRACKENBURY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	7	1	0	0	0	8	13	2	0	0	0	15
07:15	11	3	0	0	0	14	15	1	0	0	0	16
07:30	8	5	1	0	0	14	18	0	0	0	1	19
07:45	10	0	2	0	0	12	25	2	0	0	0	27
H/TOT	36	9	3	0	0	48	71	5	0	0	1	77
08:00	9	1	1	0	0	11	14	1	0	0	0	15
08:15	8	0	0	0	0	8	16	1	1	0	0	18
08:30	11	0	0	0	0	11	17	0	0	0	0	17
08:45	7	0	1	0	0	8	15	1	1	0	0	17
H/TOT	35	1	2	0	0	38	62	3	2	0	0	67
09:00	9	3	0	0	0	12	18	2	0	0	0	20
09:15	8	0	1	0	0	9	6	2	0	0	0	8
09:30	5	0	0	0	0	5	6	0	0	0	0	6
09:45	8	0	2	0	0	10	9	1	1	0	0	11
H/TOT	30	3	3	0	0	36	39	5	1	0	0	45
P/TOT	101	13	8	0	0	122	172	13	3	0	1	189

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM B SIR HENRY BRACKENBURY ROAD						FROM ARM B SIR HENRY BRACKENBURY ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	13	0	0	0	0	13	5	1	0	0	0	6
16:15	9	1	0	0	0	10	8	2	0	0	0	10
16:30	9	0	0	0	0	9	8	1	0	0	0	9
16:45	6	0	0	0	0	6	6	3	0	0	0	9
H/TOT	37	1	0	0	0	38	27	7	0	0	0	34
17:00	12	5	0	0	0	17	8	2	0	0	0	10
17:15	16	1	0	0	1	18	6	1	0	0	0	7
17:30	15	5	0	0	0	20	11	1	0	0	0	12
17:45	20	0	0	0	0	20	12	1	0	0	0	13
H/TOT	63	11	0	0	1	75	37	5	0	0	0	42
18:00	16	1	0	0	0	17	8	1	0	0	0	9
18:15	20	2	0	0	0	22	11	1	0	0	0	12
18:30	23	1	0	0	0	24	22	1	0	0	0	23
18:45	23	3	0	0	0	26	25	1	0	0	0	26
H/TOT	82	7	0	0	0	89	66	4	0	0	0	70
P/TOT	182	19	0	0	1	202	130	16	0	0	0	146

TO ARM B IS TOTAL OF MOVEMENTS 4, 10, 11, 17, 23
FROM ARM B IS TOTAL OF MOVEMENTS 6, 7, 8, 9, 10

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM C A28 CHART ROAD						FROM ARM C A28 CHART ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	93	33	16	0	2	144	187	54	8	1	2	252
07:15	140	34	12	1	0	187	250	53	13	2	2	320
07:30	173	40	8	0	2	223	264	44	7	1	3	319
07:45	238	47	12	4	2	303	287	43	12	0	2	344
H/TOT	644	154	48	5	6	857	988	194	40	4	9	1235
08:00	219	42	8	0	2	271	312	35	8	2	0	357
08:15	261	29	11	1	0	302	283	36	10	6	0	335
08:30	229	35	20	4	1	289	287	22	9	0	1	319
08:45	208	27	13	3	0	251	279	42	14	1	2	338
H/TOT	917	133	52	8	3	1113	1161	135	41	9	3	1349
09:00	168	44	15	2	0	229	286	24	10	0	1	321
09:15	152	25	5	3	0	185	202	32	9	0	0	243
09:30	158	27	20	1	0	206	189	26	8	0	1	224
09:45	144	29	13	3	0	189	206	26	11	0	0	243
H/TOT	622	125	53	9	0	809	883	108	38	0	2	1031
P/TOT	2183	412	153	22	9	2779	3032	437	119	13	14	3615

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM C A28 CHART ROAD						FROM ARM C A28 CHART ROAD					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	224	44	12	3	0	283	208	27	6	2	1	244
16:15	232	43	15	1	2	293	224	34	3	2	1	264
16:30	255	43	15	0	5	318	234	33	14	3	0	284
16:45	274	50	10	0	0	334	241	37	6	0	2	286
H/TOT	985	180	52	4	7	1228	907	131	29	7	4	1078
17:00	269	39	10	1	2	321	232	30	7	2	2	273
17:15	274	40	7	1	3	325	260	33	5	0	0	298
17:30	284	28	6	1	2	321	258	23	2	2	0	285
17:45	262	32	9	0	1	304	248	22	5	0	2	277
H/TOT	1089	139	32	3	8	1271	998	108	19	4	4	1133
18:00	304	40	5	0	4	353	232	29	4	0	5	270
18:15	289	26	2	0	4	321	198	18	5	0	2	223
18:30	217	25	4	5	0	251	197	16	6	1	0	220
18:45	181	21	5	0	2	209	202	15	2	0	4	223
H/TOT	991	112	16	5	10	1134	829	78	17	1	11	936
P/TOT	3065	431	100	12	25	3633	2734	317	65	12	19	3147

TO ARM C IS TOTAL OF MOVEMENTS 3, 9, 15, 16, 22
FROM ARM C IS TOTAL OF MOVEMENTS 11, 12, 13, 14, 15

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM D CHART ROAD (S)						FROM ARM D CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	16	8	2	1	1	28	5	5	4	1	0	15
07:15	33	3	4	1	0	41	6	2	5	1	0	14
07:30	29	9	3	2	1	44	12	9	4	2	0	27
07:45	50	13	3	0	1	67	7	5	8	2	0	22
H/TOT	128	33	12	4	3	180	30	21	21	6	0	78
08:00	36	7	6	3	0	52	20	8	7	0	0	35
08:15	34	15	1	0	0	50	18	8	2	1	0	29
08:30	48	6	4	2	0	60	17	16	1	1	0	35
08:45	43	5	6	1	1	56	23	3	2	2	0	30
H/TOT	161	33	17	6	1	218	78	35	12	4	0	129
09:00	42	2	3	2	0	49	15	8	2	2	0	27
09:15	17	4	8	3	0	32	10	5	7	0	0	22
09:30	22	7	1	0	0	30	16	2	5	2	0	25
09:45	14	9	3	0	0	26	18	10	8	3	0	39
H/TOT	95	22	15	5	0	137	59	25	22	7	0	113
P/TOT	384	88	44	15	4	535	167	81	55	17	0	320

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM D CHART ROAD (S)						FROM ARM D CHART ROAD (S)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	12	9	4	1	0	26	43	11	3	1	0	58
16:15	15	10	6	1	0	32	20	7	0	1	0	28
16:30	12	12	4	3	0	31	47	14	3	1	0	65
16:45	6	6	2	2	0	16	37	11	1	1	0	50
H/TOT	45	37	16	7	0	105	147	43	7	4	0	201
17:00	8	3	2	1	0	14	95	6	0	1	1	103
17:15	16	4	9	3	0	32	53	4	0	3	1	61
17:30	16	6	0	3	0	25	59	6	0	1	0	66
17:45	8	4	0	2	0	14	25	7	2	0	0	34
H/TOT	48	17	11	9	0	85	232	23	2	5	2	264
18:00	6	2	1	0	0	9	19	0	0	2	1	22
18:15	9	0	5	3	0	17	7	2	0	2	1	12
18:30	3	2	0	1	0	6	7	0	0	4	0	11
18:45	9	0	4	0	0	13	12	0	2	0	0	14
H/TOT	27	4	10	4	0	45	45	2	2	8	2	59
P/TOT	120	58	37	20	0	235	424	68	11	17	4	524

TO ARM D IS TOTAL OF MOVEMENTS 2, 8, 14, 20, 21
FROM ARM D IS TOTAL OF MOVEMENTS 16, 17, 18, 19, 20

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM E CHART ROAD (E)						FROM ARM E CHART ROAD (E)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
07:00	41	9	1	0	1	52	42	12	5	0	1	60
07:15	50	7	6	0	0	63	45	12	6	1	0	64
07:30	56	8	4	1	0	69	48	8	6	0	0	62
07:45	74	14	2	0	0	90	101	10	1	1	1	114
H/TOT	221	38	13	1	1	274	236	42	18	2	2	300
08:00	95	9	2	0	0	106	83	12	1	0	0	96
08:15	82	8	1	3	0	94	106	11	2	1	0	120
08:30	89	8	1	0	0	98	106	16	5	1	1	129
08:45	105	15	1	0	0	121	69	8	3	0	0	80
H/TOT	371	40	5	3	0	419	364	47	11	2	1	425
09:00	96	7	3	0	0	106	61	15	2	0	0	78
09:15	73	10	2	0	0	85	72	11	0	0	0	83
09:30	78	7	3	0	0	88	69	12	5	1	0	87
09:45	100	10	3	0	0	113	62	15	2	0	0	79
H/TOT	347	34	11	0	0	392	264	53	9	1	0	327
P/TOT	939	112	29	4	1	1085	864	142	38	5	3	1052

MANUAL CLASSIFIED COUNTS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

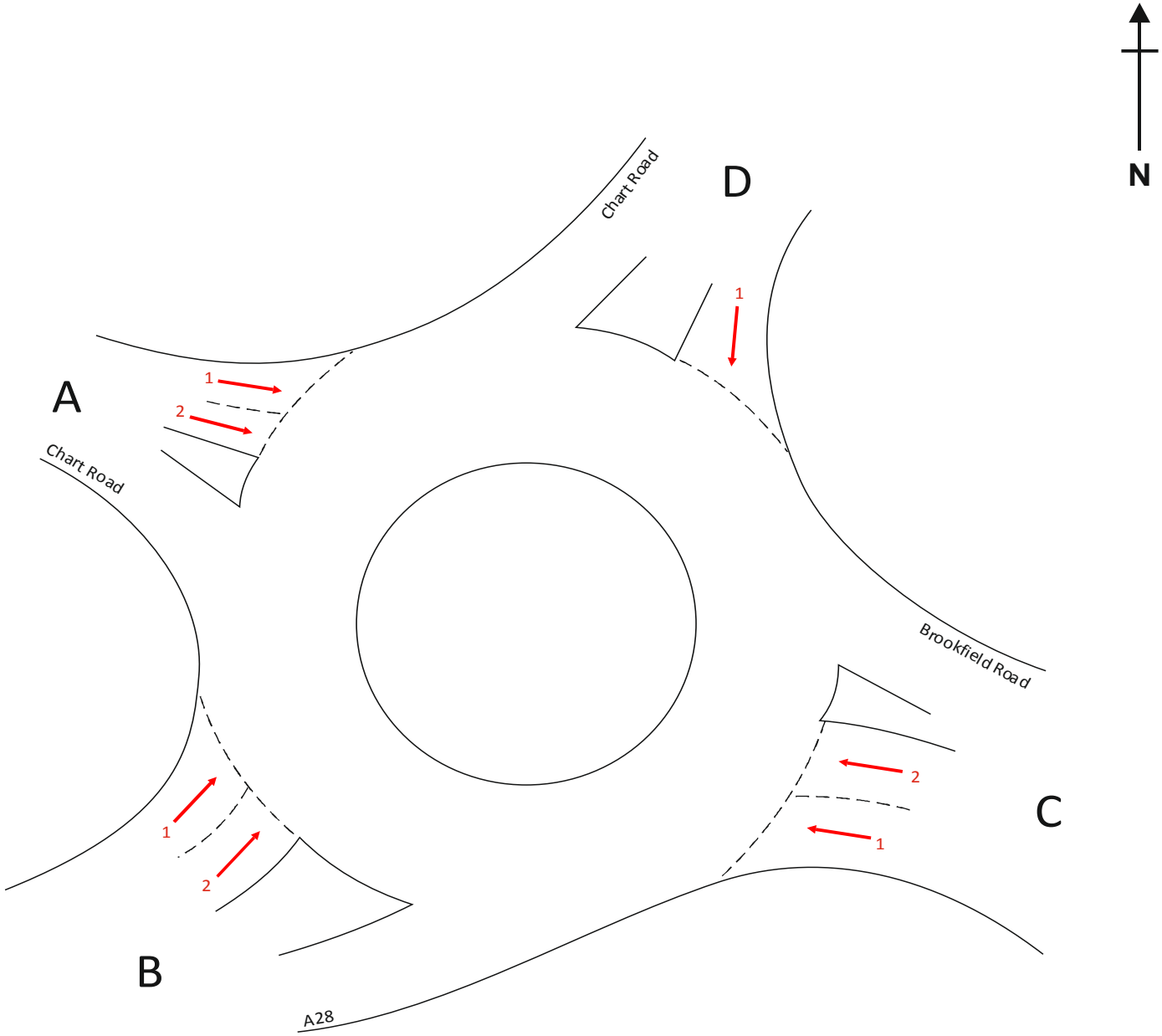
SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

TIME	TO ARM E CHART ROAD (E)						FROM ARM E CHART ROAD (E)					
	CAR	LGV	HGV	PSV	MCL	TOT	CAR	LGV	HGV	PSV	MCL	TOT
16:00	78	9	3	0	0	90	86	14	5	1	0	106
16:15	79	18	1	1	0	99	85	12	1	0	1	99
16:30	104	7	5	0	0	116	100	10	2	0	0	112
16:45	92	20	0	0	0	112	87	12	0	0	0	99
H/TOT	353	54	9	1	0	417	358	48	8	1	1	416
17:00	80	10	0	0	0	90	82	13	0	0	0	95
17:15	83	10	1	0	1	95	58	5	0	0	1	64
17:30	89	8	1	1	0	99	80	12	0	0	0	92
17:45	81	7	0	0	0	88	54	8	0	0	1	63
H/TOT	333	35	2	1	1	372	274	38	0	0	2	314
18:00	64	10	1	0	1	76	61	2	1	0	0	64
18:15	57	6	0	0	2	65	110	5	0	0	1	116
18:30	60	5	0	0	0	65	56	5	0	0	0	61
18:45	80	2	0	0	0	82	66	4	1	0	2	73
H/TOT	261	23	1	0	3	288	293	16	2	0	3	314
P/TOT	947	112	12	2	4	1077	925	102	10	1	6	1044

TO ARM E IS TOTAL OF MOVEMENTS 1, 7, 13, 19, 25

FROM ARM E IS TOTAL OF MOVEMENTS 21, 22, 23, 24, 25



AXIOM Traffic Limited

For and on behalf of:

vectos

CHILMINGTON GREEN

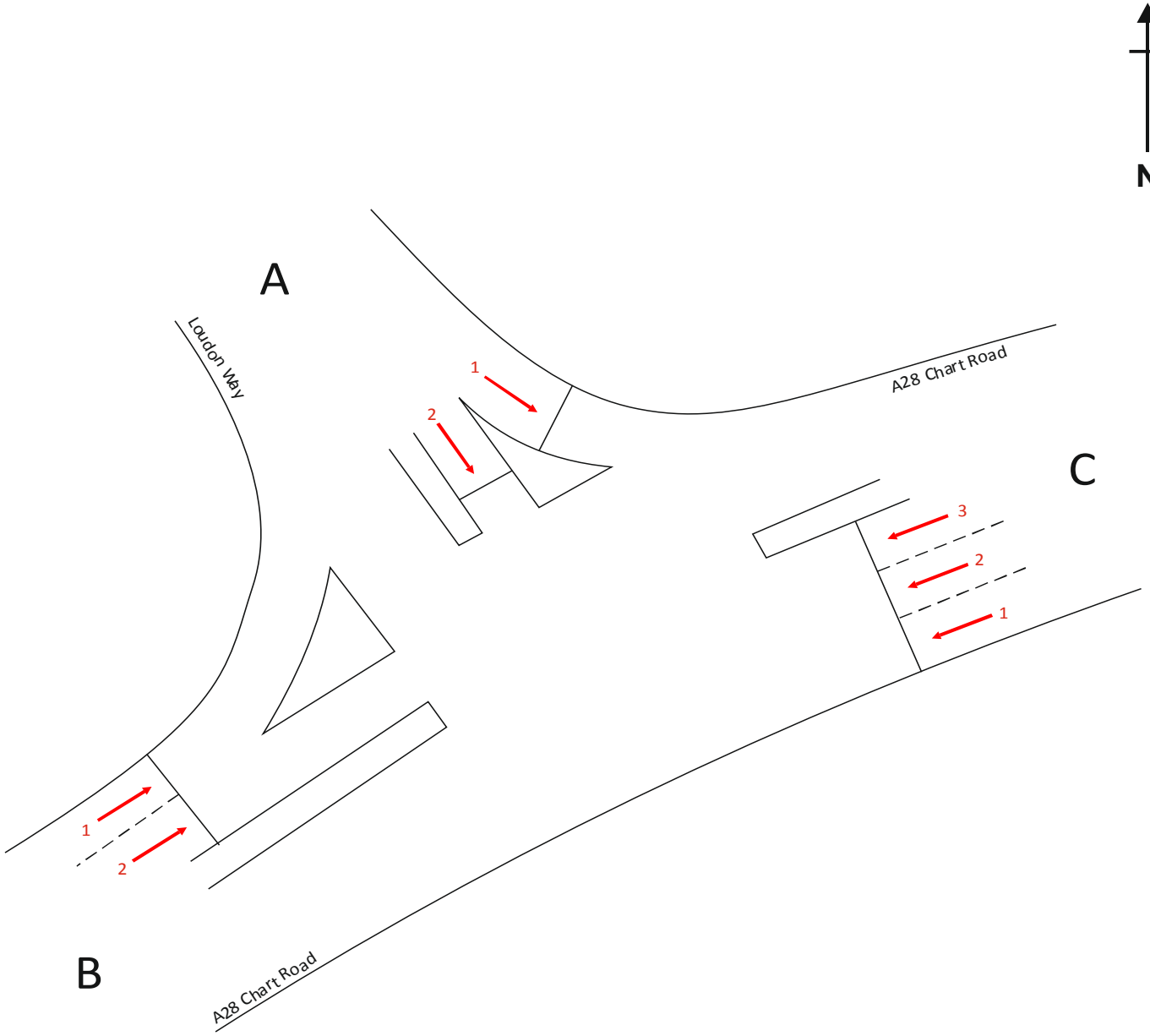
Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N°: **16768 - 01**

Site: **1 - QUEUE LENGTHS**

Location: **Chart Road / A28 / Brookfield Road**



AXIOM Traffic Limited

For and on behalf of:

vectos

CHILMINGTON GREEN

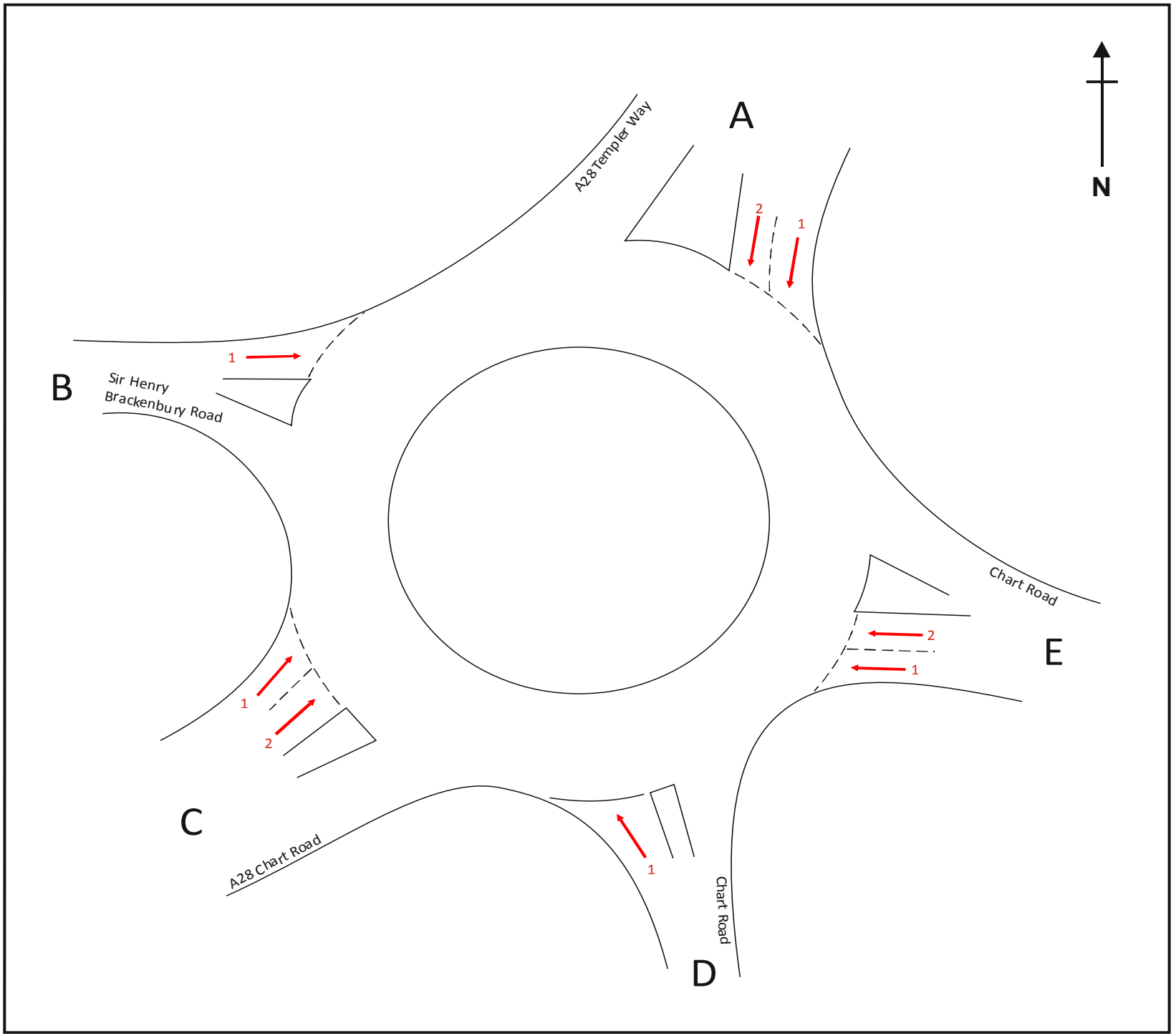
Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N°: **16768 - 02**

Site: **2 - QUEUE LENGTHS**

Location: **Loudon Way / A28 Chart Road**



AXIOM Traffic Limited

For and on behalf of:

vectos

CHILMINGTON GREEN

Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N°:	**16768 - 03**
Site:	**3 - QUEUE LENGTHS**
Location:	**A28 Templer Way / Sir Henry Brackenbury Road / A28 Chart Road / Chart Road**

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A CHART RD (NW)		ARM B A28		ARM C BROOKFIELD RD		ARM D CHART RD (NE)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0	0
07:05	1	0	0	0	0	0	0	0
07:10	2	0	2	0	0	0	0	0
07:15	0	0	3	2	0	0	0	0
07:20	0	0	3	0	0	0	0	0
07:25	0	0	1	1	0	3	0	0
07:30	1	0	0	0	1	4	0	0
07:35	0	0	1	0	0	7	0	0
07:40	0	0	6	0	0	0	0	0
07:45	1	0	10	2	1	6	0	0
07:50	3	0	1	4	0	0	1	8
07:55	1	1	4	1	0	10	0	0
08:00	2	1	26	3	0	8	0	0
08:05	0	0	28	2	0	10	0	0
08:10	4	3	30+	1	0	7	0	0
08:15	6	1	30+	1	1	6	0	0
08:20	6	0	30+	0	1	5	0	0
08:25	0	0	30+	0	2	5	0	0
08:30	2	1	30+	0	0	4	0	0
08:35	6	2	30+	0	0	15	0	0
08:40	6	2	28	2	1	19	0	0
08:45	1	1	30+	0	0	10	0	0
08:50	0	0	22	0	0	2	0	0
08:55	1	1	30+	1	0	5	0	2

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane

"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A CHART RD (NW)		ARM B A28		ARM C BROOKFIELD RD		ARM D CHART RD (NE)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
09:00	1	0	29	2	1	7	0	0
09:05	0	1	9	0	0	4	1	1
09:10	1	0	0	0	0	4	0	2
09:15	0	0	0	0	0	0	0	0
09:20	0	0	2	0	1	3	0	0
09:25	0	0	4	0	0	0	3	1
09:30	0	0	1	0	0	0	0	0
09:35	0	0	1	0	0	0	0	0
09:40	1	1	0	0	0	0	3	0
09:45	0	0	3	0	0	3	0	0
09:50	0	0	0	0	0	10	0	0
09:55	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	1	0	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A CHART RD (NW)		ARM B A28		ARM C BROOKFIELD RD		ARM D CHART RD (NE)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	1	0	0	2	0	3	1	2
16:05	0	0	0	0	0	8	0	0
16:10	2	0	0	0	0	8	0	0
16:15	7	2	6	0	0	0	0	4
16:20	0	0	2	0	0	1	0	0
16:25	2	1	6	0	1	1	8	0
16:30	0	0	1	0	0	0	0	0
16:35	0	0	0	0	2	7	0	0
16:40	3	0	5	0	3	0	3	0
16:45	0	0	1	1	0	16	15+	0
16:50	1	0	1	0	0	11	0	0
16:55	4	0	0	0	0	2	0	0
17:00	0	0	0	0	0	10	4	0
17:05	0	0	2	0	0	1	10	0
17:10	0	0	0	0	0	2	12	0
17:15	5	1	5	2	0	1	0	0
17:20	0	0	3	0	0	7	0	0
17:25	1	0	4	0	1	4	5	0
17:30	1	0	1	3	1	2	15+	0
17:35	1	0	6	0	1	0	5	0
17:40	1	0	12	0	0	8	0	0
17:45	0	2	0	0	1	14	0	0
17:50	1	0	1	2	2	13	10	0
17:55	2	0	9	0	0	0	0	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 1 **DATE:** 17/09/2013

LOCATION: CHART ROAD / A28 / BROOKFIELD ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A CHART RD (NW)		ARM B A28		ARM C BROOKFIELD RD		ARM D CHART RD (NE)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
18:00	0	0	4	0	0	0	9	0
18:05	0	0	3	0	0	5	0	2
18:10	0	0	1	1	3	3	6	0
18:15	0	0	1	0	0	5	10	0
18:20	0	0	1	0	2	6	0	0
18:25	0	0	3	0	0	5	2	1
18:30	0	0	2	0	2	4	0	0
18:35	0	0	1	1	0	0	0	0
18:40	1	0	2	0	2	13	4	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	9	0	0	0	0	0
18:55	1	1	4	1	3	0	3	0
19:00	1	0	1	0	0	0	0	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A LOUDON WAY		ARM B A28 CHART RD (SW)		ARM C A28 CHART RD (NE)		
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
07:00	1	0	0	4	2	0	1
07:05	1	0	0	4	6	0	1
07:10	3	3	0	6	5	1	2
07:15	8	3	1	6	6	0	1
07:20	7	3	1	12	2	0	3
07:25	4	3	1	14	4	0	2
07:30	6	1	0	8	1	0	0
07:35	2	2	0	18	2	0	3
07:40	2	7	1	16	5	0	1
07:45	6	7	0	25+	5	0	2
07:50	3	6	0	25+	4	0	2
07:55	4	1	0	25+	2	0	1
08:00	5	3	1	25+	5	1	3
08:05	7	6	0	25+	3	0	1
08:10	14	8	0	25+	2	0	3
08:15	8	4	1	25+	5	0	5
08:20	9	4	2	25+	4	0	1
08:25	8	7	0	25+	3	0	4
08:30	7	15	2	25+	8	0	10
08:35	15	7	3	25+	5	0	4
08:40	9	6	4	25+	5	0	11
08:45	17	3	0	25+	4	0	15
08:50	5	4	2	25+	6	1	8
08:55	6	2	1	25+	6	0	7

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A LOUDON WAY		ARM B A28 CHART RD (SW)		ARM C A28 CHART RD (NE)		
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
09:00	14	3	1	25+	10	0	3
09:05	12	7	1	19	2	0	3
09:10	5	6	1	11	3	1	2
09:15	5	2	0	11	2	0	1
09:20	1	1	0	6	2	0	2
09:25	2	3	1	17	2	0	1
09:30	0	0	1	8	3	0	5
09:35	4	2	0	10	4	0	1
09:40	0	3	1	6	5	0	1
09:45	1	5	0	11	3	0	3
09:50	1	1	0	7	4	0	0
09:55	2	1	0	18	3	1	3
10:00	0	1	1	6	3	0	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A LOUDON WAY		ARM B A28 CHART RD (SW)		ARM C A28 CHART RD (NE)		
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
16:00	1	2	0	8	5	0	14
16:05	4	3	2	12	10	0	2
16:10	0	0	0	3	0	0	0
16:15	2	0	1	10	0	0	3
16:20	5	3	2	8	9	0	6
16:25	2	1	1	7	0	0	4
16:30	1	2	0	18	6	0	12
16:35	4	4	2	16	5	0	7
16:40	2	4	0	21	4	0	2
16:45	5	2	2	13	5	0	9
16:50	1	1	1	16	3	0	4
16:55	2	3	0	18	8	0	3
17:00	1	6	3	9	7	0	7
17:05	5	1	3	16	5	0	9
17:10	1	0	2	4	0	0	1
17:15	3	1	3	15	11	1	5
17:20	3	0	0	7	7	0	8
17:25	2	3	1	13	9	0	3
17:30	5	4	3	13	8	0	6
17:35	2	3	1	17	6	0	9
17:40	2	3	2	16	6	0	3
17:45	5	7	4	17	8	1	15
17:50	2	5	3	14	9	0	7
17:55	5	3	2	21	11	0	5

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2 **DATE:** 17/09/2013

LOCATION: LOUDON WAY / A28 CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A LOUDON WAY		ARM B A28 CHART RD (SW)		ARM C A28 CHART RD (NE)		
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 3
18:00	3	2	1	20	8	0	9
18:05	1	1	3	13	7	0	1
18:10	0	3	1	7	6	0	4
18:15	3	0	1	13	7	1	2
18:20	0	1	2	7	5	0	6
18:25	0	3	0	12	5	0	13
18:30	3	1	2	16	4	1	12
18:35	5	1	3	8	4	0	3
18:40	0	2	1	2	4	0	1
18:45	1	5	2	3	7	0	3
18:50	0	2	0	4	0	0	2
18:55	1	0	0	0	0	0	0
19:00	2	1	1	3	4	0	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A A28 TEMPLER WAY		ARM B SIR HENRY BRACKENBURY RD	ARM C A28 CHART RD		ARM D CHART RD (S)	ARM E CHART RD (E)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	1	6	0	0	2	0
07:15	0	0	3	20	0	0	3	0
07:20	2	0	0	9	0	1	0	0
07:25	3	2	1	0	0	1	2	0
07:30	2	1	0	0	0	0	0	0
07:35	0	0	0	15	2	1	0	0
07:40	3	5	0	4	0	0	0	0
07:45	0	3	0	8	3	2	0	0
07:50	0	0	1	18	3	1	4	0
07:55	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:05	2	2	1	10	3	0	8	0
08:10	0	0	0	5	0	0	4	0
08:15	2	2	0	5	2	0	8	0
08:20	3	4	3	6	1	4	2	0
08:25	0	0	0	15	2	0	0	0
08:30	4	3	0	4	0	3	6	0
08:35	3	3	0	4	0	0	1	0
08:40	2	2	0	8	2	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	5	6	0	10	6	0	9	0
08:55	0	0	0	3	1	2	2	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A A28 TEMPLER WAY		ARM B SIR HENRY BRACKENBURY RD	ARM C A28 CHART RD		ARM D CHART RD (S)	ARM E CHART RD (E)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
09:00	0	0	0	0	0	2	0	0
09:05	0	0	0	5	2	2	0	2
09:10	2	1	0	5	2	0	0	0
09:15	4	2	0	2	2	0	0	0
09:20	0	0	0	4	0	3	3	0
09:25	4	2	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	1	1	0	0	0	0
09:40	0	0	0	0	0	1	0	0
09:45	0	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	3	0
09:55	0	0	1	0	0	0	0	0
10:00	0	0	0	2	1	1	0	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A A28 TEMPLER WAY		ARM B SIR HENRY BRACKENBURY RD	ARM C A28 CHART RD		ARM D CHART RD (S)	ARM E CHART RD (E)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
16:00	1	2	0	6	2	0	0	0
16:05	0	0	0	2	1	1	1	0
16:10	0	0	0	0	0	3	2	0
16:15	3	4	0	20	2	0	1	0
16:20	0	0	1	2	0	3	3	0
16:25	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	3	2	0
16:35	4	8	0	3	3	10	10	0
16:40	6	2	0	10	0	10+	18	0
16:45	0	0	0	0	3	1	2	0
16:50	3	6	0	10	1	1	4	0
16:55	2	4	0	0	0	0	5	0
17:00	3	1	0	4	1	7	4	0
17:05	6	10	0	10	2	8	9	2
17:10	10	7	0	0	0	10+	12	2
17:15	30+	30+	0	30+	1	10+	22+	2
17:20	30+	30+	0	5	2	3	22+	2
17:25	5	5	0	1	0	1	22+	2
17:30	5	4	1	0	0	6	22+	1
17:35	10	10	0	12	2	10+	22+	1
17:40	5	10	0	5	2	8	22+	1
17:45	7	6	1	6	2	2	22+	1
17:50	12	12	0	6	2	0	22+	1
17:55	30+	30+	1	0	0	1	22+	0

QUEUE LENGTHS

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 3 **DATE:** 17/09/2013

LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD **DAY:** TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval by lane
"+" Represents where queue stretched out of sight or back to next junction.

TIME	ARM A A28 TEMPLER WAY		ARM B SIR HENRY BRACKENBURY RD	ARM C A28 CHART RD		ARM D CHART RD (S)	ARM E CHART RD (E)	
	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1	LANE 2
18:00	30+	30+	0	6	2	0	22+	0
18:05	30+	30+	0	5	2	1	22+	0
18:10	25	25	0	4	0	0	22+	0
18:15	2	6	0	0	0	0	22+	0
18:20	2	3	0	3	0	0	20	0
18:25	0	0	1	0	0	2	12	0
18:30	1	5	0	0	0	0	2	0
18:35	5	4	1	1	1	0	0	0
18:40	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	2	0	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	1	0	0	0	0	0
19:00	0	0	1	0	0	0	0	0

16768		CHILMINGTON GREEN								
		SEPTEMBER 2013								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Mean Speed
Site No: 16768001	Site 1, A28, Ashford Road, Chilmington Green (Right Turn Sign) TQ 97077 40738	Channel: Northbound	Tue 10-Sep-13	Mon 16-Sep-13	60	40211	6110	5744	49.1	42.0
		Channel: Southbound	Tue 10-Sep-13	Mon 16-Sep-13		39617	6037	5660	52.8	45.7

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
01:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
02:00	**15**	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
03:00	**4**	0	0.0	2	50.0	1	25.0	1	25.0	0	0.0
04:00	**21**	0	0.0	17	81.0	1	4.8	3	14.3	0	0.0
05:00	**73**	0	0.0	59	80.8	8	11.0	6	8.2	0	0.0
06:00	**168**	0	0.0	136	81.0	22	13.1	10	6.0	0	0.0
07:00	**342**	1	0.3	306	89.5	25	7.3	9	2.6	1	0.3
08:00	**460**	10	2.2	391	85.0	40	8.7	14	3.0	5	1.1
09:00	**449**	3	0.7	381	84.9	44	9.8	21	4.7	0	0.0
10:00	**414**	4	1.0	346	83.6	47	11.4	15	3.6	2	0.5
11:00	**364**	4	1.1	298	81.9	40	11.0	21	5.8	1	0.3
12:00	**371**	2	0.5	321	86.5	32	8.6	11	3.0	5	1.4
13:00	**387**	2	0.5	335	86.6	39	10.1	9	2.3	2	0.5
14:00	**422**	4	1.0	349	82.7	48	11.4	20	4.7	1	0.2
15:00	**480**	4	0.8	405	84.4	50	10.4	18	3.8	3	0.6
16:00	**523**	0	0.0	447	85.5	51	9.8	23	4.4	2	0.4
17:00	**575**	5	0.9	524	91.1	37	6.4	6	1.0	3	0.5
18:00	**411**	3	0.7	381	92.7	20	4.9	7	1.7	0	0.0
19:00	**247**	1	0.4	225	91.1	19	7.7	2	0.8	0	0.0
20:00	**148**	0	0.0	132	89.2	14	9.5	2	1.4	0	0.0
21:00	**93**	1	1.1	89	95.7	2	2.2	1	1.1	0	0.0
22:00	**64**	0	0.0	59	92.2	3	4.7	2	3.1	0	0.0
23:00	**24**	0	0.0	22	91.7	1	4.2	1	4.2	0	0.0
12H,7-19	**5198**	**42**	**0.8**	**4484**	**86.3**	**473**	**9.1**	**174**	**3.4**	**25**	**0.5**
16H,6-22	**5854**	**44**	**0.8**	**5066**	**86.5**	**530**	**9.1**	**189**	**3.2**	**25**	**0.4**
18H,6-24	**5942**	**44**	**0.7**	**5147**	**86.6**	**534**	**9.0**	**192**	**3.2**	**25**	**0.4**
24H,0-24	**6077**	**44**	**0.7**	**5256**	**86.5**	**548**	**9.0**	**204**	**3.4**	**25**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**19**	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
01:00	**8**	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
02:00	**9**	0	0.0	5	55.6	2	22.2	2	22.2	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**26**	0	0.0	20	76.9	5	19.2	1	3.9	0	0.0
05:00	**64**	0	0.0	55	85.9	5	7.8	4	6.3	0	0.0
06:00	**155**	0	0.0	134	86.5	15	9.7	6	3.9	0	0.0
07:00	**371**	2	0.5	327	88.1	26	7.0	15	4.0	1	0.3
08:00	**438**	6	1.4	384	87.7	30	6.9	15	3.4	3	0.7
09:00	**466**	5	1.1	383	82.2	51	10.9	27	5.8	0	0.0
10:00	**413**	6	1.5	344	83.3	40	9.7	18	4.4	5	1.2
11:00	**385**	6	1.6	321	83.4	39	10.1	19	4.9	0	0.0
12:00	**346**	3	0.9	289	83.5	47	13.6	7	2.0	0	0.0
13:00	**403**	5	1.2	339	84.1	40	9.9	16	4.0	3	0.7
14:00	**477**	1	0.2	399	83.7	55	11.5	22	4.6	0	0.0
15:00	**469**	4	0.9	400	85.3	45	9.6	18	3.8	2	0.4
16:00	**601**	5	0.8	528	87.9	51	8.5	14	2.3	3	0.5
17:00	**606**	5	0.8	543	89.6	44	7.3	13	2.2	1	0.2
18:00	**415**	7	1.7	378	91.1	27	6.5	3	0.7	0	0.0
19:00	**220**	3	1.4	200	90.9	9	4.1	8	3.6	0	0.0
20:00	**165**	1	0.6	150	90.9	9	5.5	5	3.0	0	0.0
21:00	**100**	3	3.0	89	89.0	4	4.0	4	4.0	0	0.0
22:00	**51**	2	3.9	48	94.1	1	2.0	0	0.0	0	0.0
23:00	**43**	0	0.0	39	90.7	3	7.0	1	2.3	0	0.0
12H,7-19	**5390**	**55**	**1.0**	**4635**	**86.0**	**495**	**9.2**	**187**	**3.5**	**18**	**0.3**
16H,6-22	**6030**	**62**	**1.0**	**5208**	**86.4**	**532**	**8.8**	**210**	**3.5**	**18**	**0.3**
18H,6-24	**6124**	**64**	**1.1**	**5295**	**86.5**	**536**	**8.8**	**211**	**3.5**	**18**	**0.3**
24H,0-24	**6251**	**64**	**1.0**	**5398**	**86.4**	**552**	**8.8**	**219**	**3.5**	**18**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**26**	0	0.0	21	80.8	2	7.7	3	11.5	0	0.0
01:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
04:00	**18**	0	0.0	14	77.8	3	16.7	1	5.6	0	0.0
05:00	**79**	0	0.0	68	86.1	10	12.7	1	1.3	0	0.0
06:00	**156**	2	1.3	126	80.8	23	14.7	5	3.2	0	0.0
07:00	**334**	2	0.6	292	87.4	31	9.3	9	2.7	0	0.0
08:00	**450**	5	1.1	383	85.1	40	8.9	20	4.4	2	0.4
09:00	**423**	2	0.5	363	85.8	41	9.7	16	3.8	1	0.2
10:00	**351**	6	1.7	286	81.5	37	10.5	19	5.4	3	0.9
11:00	**378**	1	0.3	321	84.9	43	11.4	13	3.4	0	0.0
12:00	**388**	1	0.3	332	85.6	35	9.0	18	4.6	2	0.5
13:00	**392**	2	0.5	326	83.2	44	11.2	20	5.1	0	0.0
14:00	**369**	3	0.8	326	88.4	28	7.6	10	2.7	2	0.5
15:00	**539**	4	0.7	452	83.9	57	10.6	24	4.5	2	0.4
16:00	**536**	1	0.2	465	86.8	51	9.5	19	3.5	0	0.0
17:00	**607**	6	1.0	546	90.0	44	7.3	11	1.8	0	0.0
18:00	**415**	5	1.2	375	90.4	27	6.5	8	1.9	0	0.0
19:00	**264**	1	0.4	248	93.9	11	4.2	3	1.1	1	0.4
20:00	**147**	1	0.7	133	90.5	9	6.1	4	2.7	0	0.0
21:00	**110**	1	0.9	97	88.2	7	6.4	5	4.6	0	0.0
22:00	**87**	0	0.0	83	95.4	3	3.5	1	1.2	0	0.0
23:00	**45**	5	11.1	39	86.7	0	0.0	1	2.2	0	0.0
12H,7-19	**5182**	**38**	**0.7**	**4467**	**86.2**	**478**	**9.2**	**187**	**3.6**	**12**	**0.2**
16H,6-22	**5859**	**43**	**0.7**	**5071**	**86.6**	**528**	**9.0**	**204**	**3.5**	**13**	**0.2**
18H,6-24	**5991**	**48**	**0.8**	**5193**	**86.7**	**531**	**8.9**	**206**	**3.4**	**13**	**0.2**
24H,0-24	**6132**	**48**	**0.8**	**5313**	**86.6**	**547**	**8.9**	**211**	**3.4**	**13**	**0.2**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**16**	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
01:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
02:00	**7**	0	0.0	5	71.4	0	0.0	2	28.6	0	0.0
03:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
04:00	**20**	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
05:00	**70**	1	1.4	60	85.7	8	11.4	1	1.4	0	0.0
06:00	**163**	1	0.6	137	84.1	20	12.3	5	3.1	0	0.0
07:00	**328**	1	0.3	282	86.0	29	8.8	16	4.9	0	0.0
08:00	**477**	3	0.6	406	85.1	42	8.8	21	4.4	5	1.1
09:00	**424**	2	0.5	378	89.2	23	5.4	17	4.0	4	0.9
10:00	**371**	0	0.0	323	87.1	34	9.2	11	3.0	3	0.8
11:00	**403**	3	0.7	325	80.7	57	14.1	16	4.0	2	0.5
12:00	**383**	2	0.5	318	83.0	39	10.2	22	5.7	2	0.5
13:00	**415**	1	0.2	348	83.9	50	12.1	13	3.1	3	0.7
14:00	**476**	7	1.5	403	84.7	43	9.0	20	4.2	3	0.6
15:00	**509**	1	0.2	444	87.2	45	8.8	19	3.7	0	0.0
16:00	**543**	5	0.9	469	86.4	51	9.4	18	3.3	0	0.0
17:00	**547**	5	0.9	494	90.3	34	6.2	14	2.6	0	0.0
18:00	**391**	8	2.1	352	90.0	24	6.1	6	1.5	1	0.3
19:00	**232**	2	0.9	207	89.2	15	6.5	8	3.5	0	0.0
20:00	**156**	0	0.0	148	94.9	4	2.6	4	2.6	0	0.0
21:00	**138**	0	0.0	128	92.8	8	5.8	2	1.5	0	0.0
22:00	**93**	1	1.1	87	93.6	3	3.2	2	2.2	0	0.0
23:00	**67**	0	0.0	62	92.5	3	4.5	2	3.0	0	0.0
12H,7-19	**5267**	**38**	**0.7**	**4542**	**86.2**	**471**	**8.9**	**193**	**3.7**	**23**	**0.4**
16H,6-22	**5956**	**41**	**0.7**	**5162**	**86.7**	**518**	**8.7**	**212**	**3.6**	**23**	**0.4**
18H,6-24	**6116**	**42**	**0.7**	**5311**	**86.8**	**524**	**8.6**	**216**	**3.5**	**23**	**0.4**
24H,0-24	**6249**	**43**	**0.7**	**5423**	**86.8**	**540**	**8.6**	**220**	**3.5**	**23**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**47**	0	0.0	47	100.0	0	0.0	0	0.0	0	0.0
01:00	**21**	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
02:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
03:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
04:00	**19**	0	0.0	14	73.7	5	26.3	0	0.0	0	0.0
05:00	**38**	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
06:00	**73**	1	1.4	57	78.1	13	17.8	2	2.7	0	0.0
07:00	**140**	0	0.0	125	89.3	12	8.6	2	1.4	1	0.7
08:00	**236**	0	0.0	209	88.6	23	9.8	4	1.7	0	0.0
09:00	**367**	3	0.8	341	92.9	17	4.6	6	1.6	0	0.0
10:00	**428**	4	0.9	389	90.9	22	5.1	13	3.0	0	0.0
11:00	**423**	5	1.2	392	92.7	21	5.0	5	1.2	0	0.0
12:00	**486**	8	1.7	452	93.0	20	4.1	6	1.2	0	0.0
13:00	**398**	1	0.3	376	94.5	17	4.3	3	0.8	1	0.3
14:00	**408**	3	0.7	380	93.1	20	4.9	5	1.2	0	0.0
15:00	**397**	1	0.3	373	94.0	17	4.3	6	1.5	0	0.0
16:00	**475**	2	0.4	445	93.7	16	3.4	12	2.5	0	0.0
17:00	**397**	5	1.3	372	93.7	15	3.8	5	1.3	0	0.0
18:00	**297**	0	0.0	280	94.3	13	4.4	3	1.0	1	0.3
19:00	**236**	2	0.9	223	94.5	6	2.5	5	2.1	0	0.0
20:00	**147**	0	0.0	133	90.5	10	6.8	4	2.7	0	0.0
21:00	**127**	0	0.0	122	96.1	5	3.9	0	0.0	0	0.0
22:00	**97**	0	0.0	92	94.9	2	2.1	3	3.1	0	0.0
23:00	**78**	1	1.3	73	93.6	2	2.6	2	2.6	0	0.0
12H,7-19	**4452**	**32**	**0.7**	**4134**	**92.9**	**213**	**4.8**	**70**	**1.6**	**3**	**0.1**
16H,6-22	**5035**	**35**	**0.7**	**4669**	**92.7**	**247**	**4.9**	**81**	**1.6**	**3**	**0.1**
18H,6-24	**5210**	**36**	**0.7**	**4834**	**92.8**	**251**	**4.8**	**86**	**1.7**	**3**	**0.1**
24H,0-24	**5357**	**36**	**0.7**	**4968**	**92.7**	**263**	**4.9**	**87**	**1.6**	**3**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

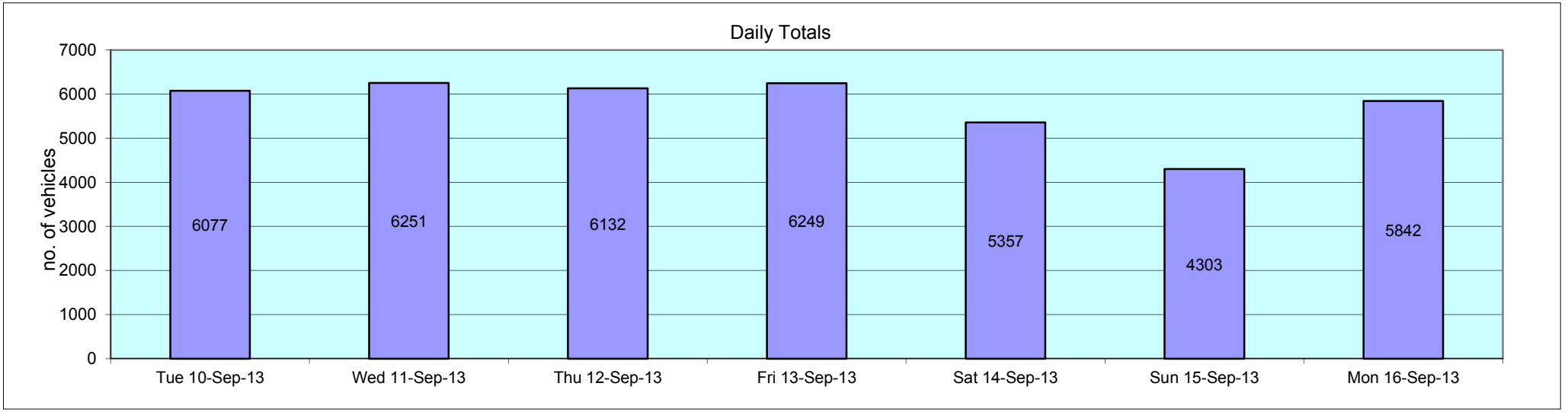
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**51**	0	0.0	50	98.0	1	2.0	0	0.0	0	0.0
01:00	**17**	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
02:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	**14**	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
04:00	**10**	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
05:00	**24**	1	4.2	23	95.8	0	0.0	0	0.0	0	0.0
06:00	**40**	0	0.0	36	90.0	3	7.5	1	2.5	0	0.0
07:00	**81**	0	0.0	75	92.6	6	7.4	0	0.0	0	0.0
08:00	**106**	3	2.8	92	86.8	9	8.5	2	1.9	0	0.0
09:00	**253**	3	1.2	238	94.1	10	4.0	2	0.8	0	0.0
10:00	**341**	9	2.6	318	93.3	12	3.5	2	0.6	0	0.0
11:00	**386**	18	4.7	348	90.2	12	3.1	8	2.1	0	0.0
12:00	**444**	10	2.3	415	93.5	13	2.9	6	1.4	0	0.0
13:00	**406**	10	2.5	375	92.4	17	4.2	4	1.0	0	0.0
14:00	**414**	6	1.5	379	91.6	21	5.1	8	1.9	0	0.0
15:00	**381**	5	1.3	356	93.4	19	5.0	1	0.3	0	0.0
16:00	**361**	5	1.4	325	90.0	23	6.4	7	1.9	1	0.3
17:00	**286**	2	0.7	257	89.9	20	7.0	7	2.5	0	0.0
18:00	**260**	2	0.8	248	95.4	8	3.1	2	0.8	0	0.0
19:00	**145**	0	0.0	139	95.9	6	4.1	0	0.0	0	0.0
20:00	**113**	0	0.0	108	95.6	4	3.5	1	0.9	0	0.0
21:00	**81**	0	0.0	76	93.8	3	3.7	2	2.5	0	0.0
22:00	**53**	0	0.0	51	96.2	2	3.8	0	0.0	0	0.0
23:00	**26**	0	0.0	23	88.5	2	7.7	1	3.9	0	0.0
12H,7-19	**3719**	**73**	**2.0**	**3426**	**92.1**	**170**	**4.6**	**49**	**1.3**	**1**	**0.0**
16H,6-22	**4098**	**73**	**1.8**	**3785**	**92.4**	**186**	**4.5**	**53**	**1.3**	**1**	**0.0**
18H,6-24	**4177**	**73**	**1.8**	**3859**	**92.4**	**190**	**4.6**	**54**	**1.3**	**1**	**0.0**
24H,0-24	**4303**	**74**	**1.7**	**3976**	**92.4**	**196**	**4.6**	**56**	**1.3**	**1**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**19**	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
01:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
03:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
04:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
05:00	**70**	0	0.0	62	88.6	6	8.6	2	2.9	0	0.0
06:00	**174**	1	0.6	149	85.6	17	9.8	7	4.0	0	0.0
07:00	**308**	2	0.7	270	87.7	25	8.1	8	2.6	3	1.0
08:00	**443**	6	1.4	392	88.5	26	5.9	17	3.8	2	0.5
09:00	**422**	1	0.2	373	88.4	30	7.1	17	4.0	1	0.2
10:00	**353**	3	0.9	303	85.8	31	8.8	14	4.0	2	0.6
11:00	**363**	3	0.8	313	86.2	33	9.1	12	3.3	2	0.6
12:00	**367**	5	1.4	310	84.5	32	8.7	19	5.2	1	0.3
13:00	**393**	4	1.0	336	85.5	34	8.7	16	4.1	3	0.8
14:00	**416**	4	1.0	355	85.3	40	9.6	15	3.6	2	0.5
15:00	**439**	8	1.8	377	85.9	34	7.7	17	3.9	3	0.7
16:00	**499**	2	0.4	429	86.0	36	7.2	30	6.0	2	0.4
17:00	**608**	9	1.5	534	87.8	45	7.4	16	2.6	4	0.7
18:00	**353**	5	1.4	321	90.9	20	5.7	7	2.0	0	0.0
19:00	**245**	0	0.0	226	92.2	14	5.7	5	2.0	0	0.0
20:00	**142**	4	2.8	118	83.1	15	10.6	5	3.5	0	0.0
21:00	**109**	1	0.9	101	92.7	6	5.5	1	0.9	0	0.0
22:00	**55**	0	0.0	53	96.4	0	0.0	2	3.6	0	0.0
23:00	**28**	0	0.0	25	89.3	2	7.1	1	3.6	0	0.0
12H,7-19	**4964**	**52**	**1.1**	**4313**	**86.9**	**386**	**7.8**	**188**	**3.8**	**25**	**0.5**
16H,6-22	**5634**	**58**	**1.0**	**4907**	**87.1**	**438**	**7.8**	**206**	**3.7**	**25**	**0.4**
18H,6-24	**5717**	**58**	**1.0**	**4985**	**87.2**	**440**	**7.7**	**209**	**3.7**	**25**	**0.4**
24H,0-24	**5842**	**58**	**1.0**	**5098**	**87.3**	**450**	**7.7**	**211**	**3.6**	**25**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**6077**	44	0.7	5256	86.5	548	9.0	204	3.4	25	0.4
Wed 11-Sep-13	**6251**	64	1.0	5398	86.4	552	8.8	219	3.5	18	0.3
Thu 12-Sep-13	**6132**	48	0.8	5313	86.6	547	8.9	211	3.4	13	0.2
Fri 13-Sep-13	**6249**	43	0.7	5423	86.8	540	8.6	220	3.5	23	0.4
Sat 14-Sep-13	**5357**	36	0.7	4968	92.7	263	4.9	87	1.6	3	0.1
Sun 15-Sep-13	**4303**	74	1.7	3976	92.4	196	4.6	56	1.3	1	0.0
Mon 16-Sep-13	**5842**	58	1.0	5098	87.3	450	7.7	211	3.6	25	0.4
Total Vehicles											
[--]	**40211**	367	0.9	35432	88.4	3096	7.5	1208	2.9	108	0.3



16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 10-Sep-13																
00:00	**15**	54.8	49.2	8.3	0	0	0	2	2	6	3	1	0	1	0	0
01:00	**7**	-	50.6	5	0	0	0	0	1	3	2	1	0	0	0	0
02:00	**15**	56.6	49.5	7.5	0	0	0	0	6	5	1	2	0	1	0	0
03:00	**4**	-	46.6	8.6	0	0	0	1	1	0	2	0	0	0	0	0
04:00	**21**	57.7	49.1	9.2	0	0	1	2	4	4	5	4	1	0	0	0
05:00	**73**	60.7	51.8	9.8	0	0	1	8	8	17	16	12	7	2	1	1
06:00	**168**	54.3	46.3	8.6	0	0	3	38	37	45	29	9	4	1	2	0
07:00	**342**	49.7	42.6	7.1	0	1	4	129	95	82	22	8	1	0	0	0
08:00	**460**	47.6	39.8	8.7	2	20	30	150	164	77	15	2	0	0	0	0
09:00	**449**	45.7	39.4	7.1	0	0	36	219	134	44	11	1	3	1	0	0
10:00	**414**	47.1	40.6	6.8	0	0	28	158	151	65	9	2	1	0	0	0
11:00	**364**	47.4	41.6	6.1	0	2	3	135	152	60	8	4	0	0	0	0
12:00	**371**	49.2	43.4	6.1	0	0	0	104	152	92	14	5	4	0	0	0
13:00	**387**	49	43.2	6.2	0	0	5	101	171	87	17	2	3	1	0	0
14:00	**422**	47.6	41.4	6.8	0	5	9	151	173	65	13	5	1	0	0	0
15:00	**480**	47.6	40.9	6.7	0	1	20	195	167	77	15	4	1	0	0	0
16:00	**523**	47.1	40.1	7.9	5	8	30	192	191	82	11	4	0	0	0	0
17:00	**575**	46.4	40.9	6.4	0	1	24	216	242	69	19	4	0	0	0	0
18:00	**411**	49	42.7	6.6	0	0	4	140	152	87	18	7	0	3	0	0
19:00	**247**	50.8	45.1	7.2	0	0	4	50	78	81	21	9	3	0	0	1
20:00	**148**	53.8	45.8	7.8	0	0	2	29	52	28	26	5	5	1	0	0
21:00	**93**	52.8	45	8.1	0	0	1	28	19	26	13	3	2	1	0	0
22:00	**64**	50.3	44.8	6.6	0	0	1	10	31	14	4	3	1	0	0	0
23:00	**24**	50.8	44.3	7.6	0	0	0	8	6	6	2	2	0	0	0	0
12H,7-19	**5198**	**47.9**	**41.3**	**7.1**	**7**	**38**	**193**	**1890**	**1944**	**887**	**172**	**48**	**14**	**5**	**0**	**0**
16H,6-22	**5854**	**48.6**	**41.8**	**7.3**	**7**	**38**	**203**	**2035**	**2130**	**1067**	**261**	**74**	**28**	**8**	**2**	**1**
18H,6-24	**5942**	**48.7**	**41.8**	**7.3**	**7**	**38**	**204**	**2053**	**2167**	**1087**	**267**	**79**	**29**	**8**	**2**	**1**
24H,0-24	**6077**	**48.9**	**42**	**7.4**	**7**	**38**	**206**	**2066**	**2189**	**1122**	**296**	**99**	**37**	**12**	**3**	**2**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green				
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 11-Sep-13																
00:00	**19**	54.3	49.6	7.9	0	0	0	2	4	5	5	1	2	0	0	0
01:00	**8**	-	47.6	7.4	0	0	0	1	3	1	2	1	0	0	0	0
02:00	**9**	-	45.4	8.4	0	0	0	3	1	3	1	1	0	0	0	0
03:00	**1**	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**26**	58.2	51.4	7.2	0	0	0	2	4	4	9	6	1	0	0	0
05:00	**64**	60.2	51.9	8.7	0	0	0	2	15	15	16	7	6	1	0	2
06:00	**155**	56.9	50.1	8	0	0	0	13	30	47	39	13	10	0	1	2
07:00	**371**	50	43.4	6.9	0	1	2	114	136	78	28	9	1	2	0	0
08:00	**438**	49.4	42	8	1	7	18	135	140	103	25	9	0	0	0	0
09:00	**466**	46.4	39.2	9.1	14	14	7	197	159	60	10	4	1	0	0	0
10:00	**413**	47.9	42	6.4	0	2	3	147	175	63	16	4	3	0	0	0
11:00	**385**	48.4	42	6.8	0	0	16	119	165	56	22	7	0	0	0	0
12:00	**346**	48.4	42	6.7	0	0	15	106	135	77	9	2	1	1	0	0
13:00	**403**	48.4	40.6	7.9	1	6	27	150	121	78	16	4	0	0	0	0
14:00	**477**	46.7	40.7	6.3	0	0	17	206	173	64	16	1	0	0	0	0
15:00	**469**	45.8	39.8	6.8	0	3	17	241	143	44	16	2	2	1	0	0
16:00	**601**	45.6	36.6	10	5	63	46	256	153	66	10	2	0	0	0	0
17:00	**606**	45.8	39.4	7.2	0	1	57	269	194	66	12	5	2	0	0	0
18:00	**415**	50.6	44	7.2	0	3	6	101	139	112	43	9	1	1	0	0
19:00	**220**	50.1	43	8.2	0	5	3	61	82	43	16	7	2	1	0	0
20:00	**165**	52.4	44.2	8.2	0	1	7	40	44	41	25	6	1	0	0	0
21:00	**100**	52.1	44.7	8.1	0	0	4	25	22	31	11	6	1	0	0	0
22:00	**51**	53.2	46.6	7.1	0	0	1	6	17	14	11	0	2	0	0	0
23:00	**43**	53.5	47.7	8.2	0	0	0	6	12	15	6	1	1	1	1	0
12H,7-19	**5390**	**48**	**40.7**	**7.9**	**21**	**100**	**231**	**2041**	**1833**	**867**	**223**	**58**	**11**	**5**	**0**	**0**
16H,6-22	**6030**	**48.7**	**41.2**	**8.1**	**21**	**106**	**245**	**2180**	**2011**	**1029**	**314**	**90**	**25**	**6**	**1**	**2**
18H,6-24	**6124**	**48.8**	**41.3**	**8.1**	**21**	**106**	**246**	**2192**	**2040**	**1058**	**331**	**91**	**28**	**7**	**2**	**2**
24H,0-24	**6251**	**49.1**	**41.5**	**8.2**	**21**	**106**	**246**	**2203**	**2067**	**1086**	**364**	**107**	**37**	**8**	**2**	**4**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 12-Sep-13																
00:00	**26**	57.5	49.9	7.7	0	0	0	1	8	8	4	2	2	1	0	0
01:00	**4**	-	38.5	9.8	0	0	1	1	1	1	0	0	0	0	0	0
02:00	**8**	-	47.6	6.9	0	0	0	1	2	3	1	1	0	0	0	0
03:00	**6**	-	51.8	7.6	0	0	0	0	2	1	0	3	0	0	0	0
04:00	**18**	57.3	51.4	9.1	0	0	0	1	3	6	4	3	0	0	0	1
05:00	**79**	57	49.9	8.2	0	0	1	5	20	18	21	8	3	2	1	0
06:00	**156**	55.1	48.7	7	0	1	0	7	45	57	27	11	6	2	0	0
07:00	**334**	50.2	43.2	8.4	1	9	7	70	131	77	30	6	2	0	1	0
08:00	**450**	49	40.4	9.4	1	21	35	133	134	96	26	3	0	0	0	1
09:00	**423**	48.7	42	6.2	0	0	7	157	142	100	16	0	1	0	0	0
10:00	**351**	48	41	7.2	0	0	27	120	125	64	12	2	1	0	0	0
11:00	**378**	47.8	40.6	7.7	0	2	36	120	140	65	13	0	1	0	1	0
12:00	**388**	48.2	42.2	6.5	0	1	11	117	169	70	15	2	3	0	0	0
13:00	**392**	48.2	40.8	7.8	1	4	26	138	133	69	17	3	0	0	1	0
14:00	**369**	48.5	41.7	7.6	0	8	14	107	151	67	16	5	1	0	0	0
15:00	**539**	46.8	39.3	8.6	1	14	66	171	194	71	17	4	1	0	0	0
16:00	**536**	47	40.5	7	0	6	22	223	189	77	15	3	1	0	0	0
17:00	**607**	48.3	42	6.7	0	1	21	192	251	110	27	2	2	0	0	1
18:00	**415**	49.7	43.5	6.2	0	1	0	117	161	98	32	5	1	0	0	0
19:00	**264**	50.5	43.2	8.8	0	0	22	60	89	59	25	3	3	0	1	2
20:00	**147**	51.8	43.5	9.2	0	0	11	45	25	41	15	6	2	2	0	0
21:00	**110**	52	43.7	8.9	0	0	3	41	24	23	10	6	2	0	0	1
22:00	**87**	53.8	46.5	8.7	0	0	1	19	21	22	19	2	0	1	1	1
23:00	**45**	55.4	49.2	9.7	0	0	0	8	8	12	10	2	2	1	2	0
12H,7-19	**5182**	**48.5**	**41.4**	**7.6**	**4**	**67**	**272**	**1665**	**1920**	**964**	**236**	**35**	**14**	**0**	**3**	**2**
16H,6-22	**5859**	**49**	**41.7**	**7.8**	**4**	**68**	**308**	**1818**	**2103**	**1144**	**313**	**61**	**27**	**4**	**4**	**5**
18H,6-24	**5991**	**49.1**	**41.9**	**7.9**	**4**	**68**	**309**	**1845**	**2132**	**1178**	**342**	**65**	**29**	**6**	**7**	**6**
24H,0-24	**6132**	**49.3**	**42**	**8**	**4**	**68**	**311**	**1854**	**2168**	**1215**	**372**	**82**	**34**	**9**	**8**	**7**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 13-Sep-13																
00:00	**16**	66.3	53.2	10.6	0	0	0	2	0	6	3	2	0	2	1	0
01:00	**13**	54.9	46.6	8.8	0	0	1	1	3	5	1	2	0	0	0	0
02:00	**7**	-	46.4	4.2	0	0	0	0	4	2	1	0	0	0	0	0
03:00	**7**	-	45.6	3.1	0	0	0	0	4	3	0	0	0	0	0	0
04:00	**20**	58.5	51.1	8	0	0	0	1	5	4	5	3	1	1	0	0
05:00	**70**	55.7	49.8	6.5	0	0	0	3	15	26	16	6	3	1	0	0
06:00	**163**	53.8	47	7.8	0	1	4	17	42	61	23	11	2	2	0	0
07:00	**328**	49.6	41.9	8.4	0	2	35	75	107	83	19	5	2	0	0	0
08:00	**477**	44.9	37.2	7.9	0	14	60	251	103	39	7	3	0	0	0	0
09:00	**424**	46	39.2	7.7	2	7	25	208	119	48	11	3	1	0	0	0
10:00	**371**	46.4	40.6	6.3	0	1	5	181	124	50	6	2	1	1	0	0
11:00	**403**	47.3	41	6.4	1	0	9	169	147	63	13	0	1	0	0	0
12:00	**383**	46.1	40.6	6.4	0	0	10	181	133	47	6	4	0	2	0	0
13:00	**415**	47.4	41	6.5	0	0	9	190	137	58	16	4	1	0	0	0
14:00	**476**	45.5	39.8	6	0	1	18	230	173	47	6	1	0	0	0	0
15:00	**509**	46.2	39.8	6.5	0	0	33	232	165	69	10	0	0	0	0	0
16:00	**543**	44.3	35.7	9.3	9	32	75	273	109	33	7	3	1	1	0	0
17:00	**547**	45.4	39.3	6.4	0	0	31	293	160	45	15	3	0	0	0	0
18:00	**391**	47.6	39.9	8.1	0	3	44	141	124	64	11	1	1	1	1	0
19:00	**232**	47.4	40.8	6.8	0	0	11	97	79	34	8	2	1	0	0	0
20:00	**156**	47.5	40	8.3	0	5	5	74	42	20	6	2	2	0	0	0
21:00	**138**	49.3	41.7	7.2	0	0	4	58	43	18	12	3	0	0	0	0
22:00	**93**	48.3	42	7.5	0	0	0	43	31	10	4	2	2	1	0	0
23:00	**67**	49.3	43.4	7.2	0	0	0	22	26	13	1	3	2	0	0	0
12H,7-19	**5267**	**46.2**	**39.5**	**7.4**	**12**	**60**	**354**	**2424**	**1601**	**646**	**127**	**29**	**8**	**5**	**1**	**0**
16H,6-22	**5956**	**46.8**	**39.8**	**7.5**	**12**	**66**	**378**	**2670**	**1807**	**779**	**176**	**47**	**13**	**7**	**1**	**0**
18H,6-24	**6116**	**46.9**	**39.9**	**7.5**	**12**	**66**	**378**	**2735**	**1864**	**802**	**181**	**52**	**17**	**8**	**1**	**0**
24H,0-24	**6249**	**47.3**	**40.1**	**7.7**	**12**	**66**	**379**	**2742**	**1895**	**848**	**207**	**65**	**21**	**12**	**2**	**0**

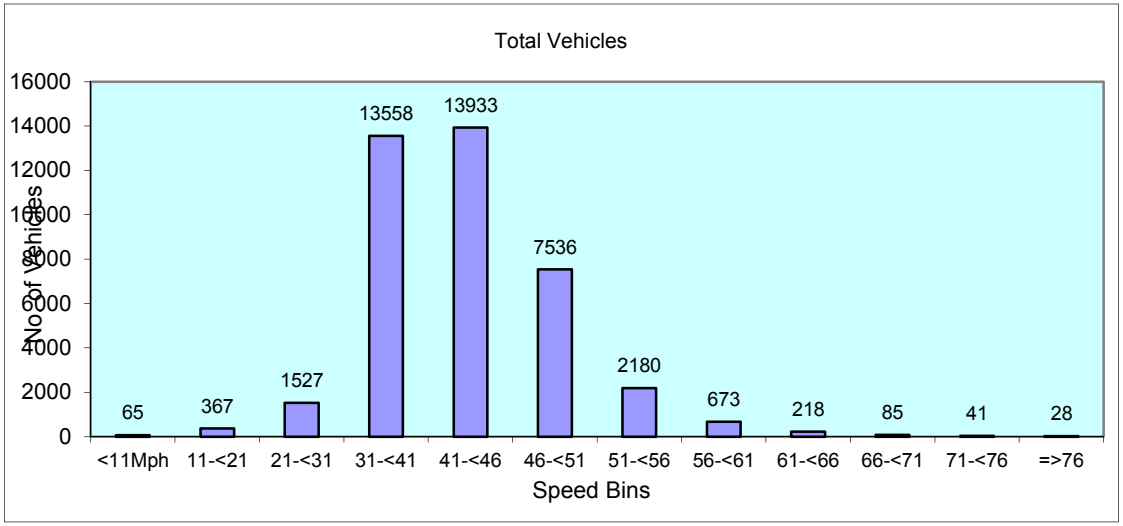
16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 14-Sep-13																
00:00	47	53.9	43.9	8.8	0	0	1	20	6	6	11	3	0	0	0	0
01:00	21	51.9	47.2	8.9	0	0	0	3	8	6	2	0	1	0	1	0
02:00	14	63.3	49.9	12.5	0	0	0	4	2	2	2	0	3	0	1	0
03:00	8	-	44.8	10.6	0	0	1	1	3	0	2	1	0	0	0	0
04:00	19	60.1	51.4	9.7	0	0	0	2	5	3	1	5	2	1	0	0
05:00	38	55.8	49.1	8.4	0	0	1	4	5	13	9	4	1	1	0	0
06:00	73	55.3	47.6	7.6	0	0	0	10	23	19	11	8	1	0	1	0
07:00	140	54.5	47.6	7.6	0	0	2	15	40	46	22	9	4	1	1	0
08:00	236	50.7	44.4	6.4	0	0	1	55	88	60	26	6	0	0	0	0
09:00	367	49.2	42.7	6.7	0	1	2	123	149	57	25	7	2	1	0	0
10:00	428	47.2	41.1	6.6	0	2	13	167	166	62	16	1	0	0	1	0
11:00	423	48.5	42.3	6.3	0	0	5	149	166	78	18	5	2	0	0	0
12:00	486	47.4	41.1	7	0	0	31	167	192	79	11	2	3	1	0	0
13:00	398	49.1	43.2	6	0	1	0	107	181	80	22	6	1	0	0	0
14:00	408	49.2	42.4	7.5	4	3	10	109	154	104	21	2	1	0	0	0
15:00	397	48.5	41.8	7.4	2	7	7	122	155	88	11	5	0	0	0	0
16:00	475	48	41	7.1	0	1	27	183	156	91	9	6	1	1	0	0
17:00	397	48.6	42.4	6.6	0	1	6	128	164	73	17	6	1	0	1	0
18:00	297	50.4	44	7.7	0	0	8	75	103	75	26	4	1	3	1	1
19:00	236	50.9	43.9	7.4	0	0	0	78	75	48	24	8	1	0	2	0
20:00	147	50.5	44.7	6.6	0	0	0	34	55	39	13	3	3	0	0	0
21:00	127	50	44.6	8.4	0	0	0	37	43	34	5	2	1	2	2	1
22:00	97	51.8	45.5	7.8	0	0	0	22	35	24	6	7	1	1	1	0
23:00	78	52.3	45.3	7.7	0	0	0	17	31	15	11	2	1	0	0	1
12H,7-19	4452	49	42.4	7	6	16	112	1400	1714	893	224	59	16	7	4	1
16H,6-22	5035	49.3	42.7	7.1	6	16	112	1559	1910	1033	277	80	22	9	9	2
18H,6-24	5210	49.4	42.8	7.2	6	16	112	1598	1976	1072	294	89	24	10	10	3
24H,0-24	5357	49.5	42.9	7.3	6	16	115	1632	2005	1102	321	102	31	12	12	3

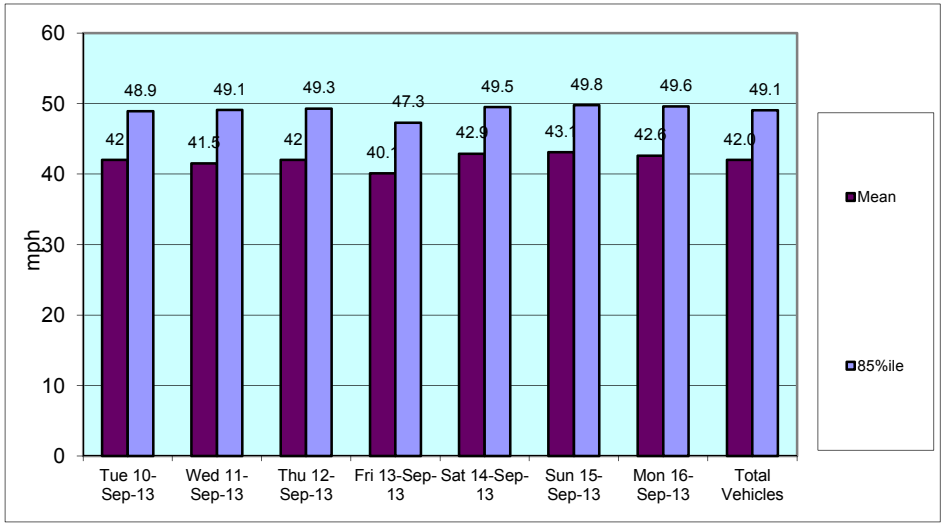
16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 15-Sep-13																
00:00	**51**	55.9	48.3	7.9	0	0	0	5	19	11	8	5	2	0	1	0
01:00	**17**	58.4	51.6	8.7	0	0	0	1	3	5	4	2	0	2	0	0
02:00	**10**	66	56	9.3	0	0	0	0	0	5	0	3	0	1	1	0
03:00	**14**	62.8	51.5	11	0	0	0	3	2	1	2	2	4	0	0	0
04:00	**10**	61	53.3	12.2	0	0	0	1	2	2	1	2	1	0	0	1
05:00	**24**	55.8	47.5	10.9	0	0	0	8	3	4	5	2	0	1	1	0
06:00	**40**	57.5	49.5	8.8	0	0	1	3	10	9	9	5	1	2	0	0
07:00	**81**	56.1	48.6	6.3	0	0	0	4	27	25	12	12	1	0	0	0
08:00	**106**	55	48.4	7.7	0	1	1	9	21	39	23	8	3	1	0	0
09:00	**253**	50.8	44.6	8.1	0	2	9	44	89	73	28	3	2	1	0	2
10:00	**341**	49.7	44.2	6.2	0	0	3	65	162	80	21	6	3	0	1	0
11:00	**386**	48.3	41.7	7.6	0	4	22	108	161	70	12	6	2	1	0	0
12:00	**444**	48.6	42.4	6.1	0	0	2	157	169	94	16	4	2	0	0	0
13:00	**406**	47.5	40.9	7.3	0	0	22	169	139	49	18	6	1	1	1	0
14:00	**414**	48	41.4	7	0	1	17	156	151	67	14	6	1	1	0	0
15:00	**381**	48.1	41.8	5.9	0	0	2	152	139	71	16	1	0	0	0	0
16:00	**361**	47.2	41.1	6.4	0	0	4	168	124	42	16	7	0	0	0	0
17:00	**286**	48.6	42.4	6.2	0	0	2	98	116	52	14	3	1	0	0	0
18:00	**260**	49.6	44.3	6	0	0	0	56	109	77	10	7	0	0	1	0
19:00	**145**	52.1	44.9	7.3	0	0	0	37	52	30	17	7	1	0	1	0
20:00	**113**	50.1	43.5	7	0	0	0	38	38	24	9	1	3	0	0	0
21:00	**81**	51.3	45.3	7.9	0	0	2	17	23	26	7	3	2	1	0	0
22:00	**53**	50.7	45.5	7.4	0	0	0	14	9	23	5	0	1	1	0	0
23:00	**26**	62.5	49.2	12.3	0	0	0	5	9	4	3	0	2	1	0	2
12H,7-19	**3719**	**49.2**	**42.6**	**7**	**0**	**8**	**84**	**1186**	**1407**	**739**	**200**	**69**	**16**	**5**	**3**	**2**
16H,6-22	**4098**	**49.5**	**42.8**	**7.1**	**0**	**8**	**87**	**1281**	**1530**	**828**	**242**	**85**	**23**	**8**	**4**	**2**
18H,6-24	**4177**	**49.5**	**42.9**	**7.1**	**0**	**8**	**87**	**1300**	**1548**	**855**	**250**	**85**	**26**	**10**	**4**	**4**
24H,0-24	**4303**	**49.8**	**43.1**	**7.3**	**0**	**8**	**87**	**1318**	**1577**	**883**	**270**	**101**	**33**	**14**	**7**	**5**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 16-Sep-13																
00:00	**19**	64.3	52.2	13.1	0	0	1	1	6	1	3	3	1	1	1	1
01:00	**7**	-	47.1	5.7	0	0	0	0	4	2	0	1	0	0	0	0
02:00	**6**	-	45.2	12	0	0	1	1	0	2	1	1	0	0	0	0
03:00	**7**	-	45.6	7.6	0	0	0	2	1	2	2	0	0	0	0	0
04:00	**16**	55.1	49.1	6.9	0	0	0	2	2	5	5	2	0	0	0	0
05:00	**70**	57.4	51.5	7.7	0	0	0	3	11	21	22	7	3	0	3	0
06:00	**174**	55.9	48.9	7.4	0	0	0	16	42	60	30	16	5	5	0	0
07:00	**308**	50.2	44.2	6.6	0	0	4	72	114	84	26	4	4	0	0	0
08:00	**443**	49.5	40.7	9.6	0	24	29	129	136	84	27	14	0	0	0	0
09:00	**422**	48.8	42.2	6.4	0	0	3	162	146	84	21	5	0	1	0	0
10:00	**353**	49.8	43.6	6.9	0	0	14	77	126	108	20	7	1	0	0	0
11:00	**363**	49.3	42.9	6.3	0	0	5	112	132	90	19	5	0	0	0	0
12:00	**367**	48.6	42.6	6.2	0	0	3	122	145	81	7	8	0	1	0	0
13:00	**393**	48.2	40.9	7.3	0	0	25	156	122	68	16	3	3	0	0	0
14:00	**416**	48.9	42.5	7.2	1	1	17	111	173	86	15	9	2	1	0	0
15:00	**439**	48.9	42.7	6.5	0	1	7	131	180	91	21	7	0	1	0	0
16:00	**499**	46.9	40.2	7.3	0	3	37	201	171	64	21	1	0	1	0	0
17:00	**608**	47.7	39.9	9.3	14	23	19	202	223	103	20	3	0	0	0	1
18:00	**353**	49.5	43.3	7.4	0	10	2	74	135	113	14	4	1	0	0	0
19:00	**245**	49.5	42.2	8	0	0	8	96	74	43	17	3	0	2	1	1
20:00	**142**	50.3	42.4	9.4	0	3	8	44	41	28	9	7	1	0	0	1
21:00	**109**	54.3	47.9	8.6	0	0	0	16	30	35	17	3	2	3	2	1
22:00	**55**	55.2	48.2	9.8	0	0	0	10	15	12	11	2	2	1	0	2
23:00	**28**	54.6	49.1	7.1	0	0	0	3	3	13	6	2	0	1	0	0
12H,7-19	**4964**	**49**	**41.9**	**7.6**	**15**	**62**	**165**	**1549**	**1803**	**1056**	**227**	**70**	**11**	**5**	**0**	**1**
16H,6-22	**5634**	**49.3**	**42.3**	**7.8**	**15**	**65**	**181**	**1721**	**1990**	**1222**	**300**	**99**	**19**	**15**	**3**	**4**
18H,6-24	**5717**	**49.4**	**42.4**	**7.9**	**15**	**65**	**181**	**1734**	**2008**	**1247**	**317**	**103**	**21**	**17**	**3**	**6**
24H,0-24	**5842**	**49.6**	**42.6**	**8**	**15**	**65**	**183**	**1743**	**2032**	**1280**	**350**	**117**	**25**	**18**	**7**	**7**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Tue 10-Sep-13	**6077**	48.9	42	7.4	7	38	206	2066	2189	1122	296	99	37	12	3	2
Wed 11-Sep-13	**6251**	49.1	41.5	8.2	21	106	246	2203	2067	1086	364	107	37	8	2	4
Thu 12-Sep-13	**6132**	49.3	42	8	4	68	311	1854	2168	1215	372	82	34	9	8	7
Fri 13-Sep-13	**6249**	47.3	40.1	7.7	12	66	379	2742	1895	848	207	65	21	12	2	0
Sat 14-Sep-13	**5357**	49.5	42.9	7.3	6	16	115	1632	2005	1102	321	102	31	12	12	3
Sun 15-Sep-13	**4303**	49.8	43.1	7.3	0	8	87	1318	1577	883	270	101	33	14	7	5
Mon 16-Sep-13	**5842**	49.6	42.6	8	15	65	183	1743	2032	1280	350	117	25	18	7	7
Total Vehicles																
[--]	**40211**	49.1	42.0	7.7	65	367	1527	13558	13933	7536	2180	673	218	85	41	28



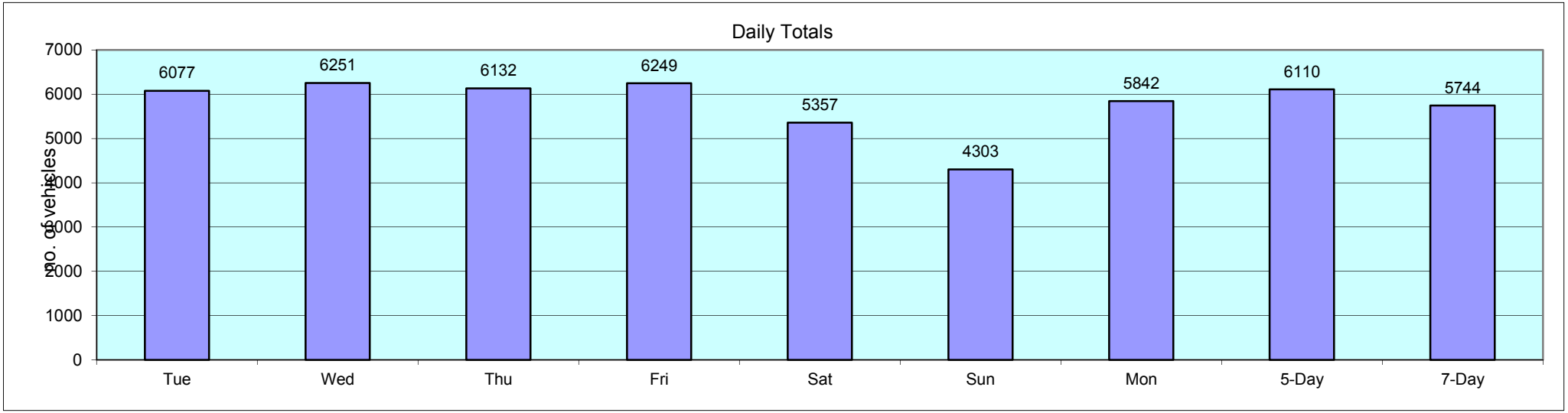


Data produced by Axiom Traffic Ltd

16768	CHILMINGTON GREEN		Site No: 16768001 Channel: Northbound		Location	Site 1, A28, Ashford Road, Chilmington Green		
TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av
Week Begin: 10-Sep-13									
00:00	**15**	19	26	16	47	51	19	19	28
01:00	**7**	8	4	13	21	17	7	8	11
02:00	**15**	9	8	7	14	10	6	9	10
03:00	**4**	1	6	7	8	14	7	5	7
04:00	**21**	26	18	20	19	10	16	20	19
05:00	**73**	64	79	70	38	24	70	71	60
06:00	**168**	155	156	163	73	40	174	163	133
07:00	**342**	371	334	328	140	81	308	337	272
08:00	**460**	438	450	477	236	106	443	454	373
09:00	**449**	466	423	424	367	253	422	437	401
10:00	**414**	413	351	371	428	341	353	380	382
11:00	**364**	385	378	403	423	386	363	379	386
12:00	**371**	346	388	383	486	444	367	371	398
13:00	**387**	403	392	415	398	406	393	398	399
14:00	**422**	477	369	476	408	414	416	432	426
15:00	**480**	469	539	509	397	381	439	487	459
16:00	**523**	601	536	543	475	361	499	540	505
17:00	**575**	606	607	547	397	286	608	589	518
18:00	**411**	415	415	391	297	260	353	397	363
19:00	**247**	220	264	232	236	145	245	242	227
20:00	**148**	165	147	156	147	113	142	152	145
21:00	**93**	100	110	138	127	81	109	110	108
22:00	**64**	51	87	93	97	53	55	70	71
23:00	**24**	43	45	67	78	26	28	41	44
12H,7-19	**5198**	**5390**	**5182**	**5267**	**4452**	**3719**	**4964**	**5200**	**4882**
16H,6-22	**5854**	**6030**	**5859**	**5956**	**5035**	**4098**	**5634**	**5867**	**5495**
18H,6-24	**5942**	**6124**	**5991**	**6116**	**5210**	**4177**	**5717**	**5978**	**5611**
24H,0-24	**6077**	**6251**	**6132**	**6249**	**5357**	**4303**	**5842**	**6110**	**5744**
Am	**08:00**	**09:00**	**08:00**	**08:00**	**10:00**	**11:00**	**08:00**	**-**	**-**
Peak	**460**	**466**	**450**	**477**	**428**	**386**	**443**	**459**	**444**
Pm	**17:00**	**17:00**	**17:00**	**17:00**	**12:00**	**12:00**	**17:00**	**-**	**-**
Peak	**575**	**606**	**607**	**547**	**486**	**444**	**608**	**589**	**553**

16768	CHILMINGTON GREEN	Site No: 16768001 Channel: Northbound	Location	Site 1, A28, Ashford Road, Chilmington Green

TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av



16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**15**	0	0.0	12	80.0	1	6.7	2	13.3	0	0.0
01:00	**10**	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
02:00	**15**	0	0.0	11	73.3	3	20.0	1	6.7	0	0.0
03:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
04:00	**27**	1	3.7	21	77.8	4	14.8	1	3.7	0	0.0
05:00	**83**	1	1.2	68	81.9	13	15.7	1	1.2	0	0.0
06:00	**207**	2	1.0	181	87.4	19	9.2	5	2.4	0	0.0
07:00	**484**	6	1.2	398	82.2	66	13.6	12	2.5	2	0.4
08:00	**618**	2	0.3	539	87.2	64	10.4	11	1.8	2	0.3
09:00	**354**	0	0.0	295	83.3	46	13.0	11	3.1	2	0.6
10:00	**351**	1	0.3	300	85.5	34	9.7	15	4.3	1	0.3
11:00	**378**	2	0.5	316	83.6	41	10.9	16	4.2	3	0.8
12:00	**363**	2	0.6	312	86.0	32	8.8	15	4.1	2	0.6
13:00	**361**	3	0.8	313	86.7	31	8.6	10	2.8	4	1.1
14:00	**419**	4	1.0	355	84.7	48	11.5	8	1.9	4	1.0
15:00	**424**	2	0.5	355	83.7	43	10.1	20	4.7	4	0.9
16:00	**472**	2	0.4	423	89.6	37	7.8	8	1.7	2	0.4
17:00	**438**	5	1.1	391	89.3	34	7.8	7	1.6	1	0.2
18:00	**320**	0	0.0	306	95.6	12	3.8	2	0.6	0	0.0
19:00	**245**	2	0.8	228	93.1	12	4.9	3	1.2	0	0.0
20:00	**151**	0	0.0	139	92.1	10	6.6	2	1.3	0	0.0
21:00	**109**	2	1.8	101	92.7	4	3.7	2	1.8	0	0.0
22:00	**93**	0	0.0	86	92.5	5	5.4	2	2.2	0	0.0
23:00	**36**	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
12H,7-19	**4982**	**29**	**0.6**	**4303**	**86.4**	**488**	**9.8**	**135**	**2.7**	**27**	**0.5**
16H,6-22	**5694**	**35**	**0.6**	**4952**	**87.0**	**533**	**9.4**	**147**	**2.6**	**27**	**0.5**
18H,6-24	**5823**	**35**	**0.6**	**5073**	**87.1**	**539**	**9.3**	**149**	**2.6**	**27**	**0.5**
24H,0-24	**5985**	**37**	**0.6**	**5202**	**86.9**	**565**	**9.4**	**154**	**2.6**	**27**	**0.5**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**20**	1	5.0	19	95.0	0	0.0	0	0.0	0	0.0
01:00	**9**	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
02:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
04:00	**27**	0	0.0	22	81.5	4	14.8	1	3.7	0	0.0
05:00	**70**	3	4.3	57	81.4	9	12.9	1	1.4	0	0.0
06:00	**227**	3	1.3	197	86.8	23	10.1	4	1.8	0	0.0
07:00	**467**	6	1.3	389	83.3	55	11.8	17	3.6	0	0.0
08:00	**567**	3	0.5	500	88.2	45	7.9	16	2.8	3	0.5
09:00	**359**	4	1.1	305	85.0	37	10.3	10	2.8	3	0.8
10:00	**347**	3	0.9	290	83.6	38	11.0	14	4.0	2	0.6
11:00	**395**	4	1.0	315	79.8	55	13.9	19	4.8	2	0.5
12:00	**377**	5	1.3	319	84.6	40	10.6	11	2.9	2	0.5
13:00	**389**	3	0.8	324	83.3	43	11.1	17	4.4	2	0.5
14:00	**395**	4	1.0	335	84.8	41	10.4	13	3.3	2	0.5
15:00	**426**	2	0.5	370	86.9	38	8.9	13	3.1	3	0.7
16:00	**469**	2	0.4	414	88.3	44	9.4	8	1.7	1	0.2
17:00	**453**	6	1.3	415	91.6	26	5.7	5	1.1	1	0.2
18:00	**349**	4	1.2	318	91.1	19	5.4	8	2.3	0	0.0
19:00	**262**	5	1.9	250	95.4	5	1.9	2	0.8	0	0.0
20:00	**159**	0	0.0	150	94.3	7	4.4	2	1.3	0	0.0
21:00	**102**	2	2.0	95	93.1	4	3.9	1	1.0	0	0.0
22:00	**99**	2	2.0	91	91.9	5	5.1	1	1.0	0	0.0
23:00	**36**	0	0.0	33	91.7	2	5.6	1	2.8	0	0.0
12H,7-19	**4993**	**46**	**0.9**	**4294**	**86.0**	**481**	**9.6**	**151**	**3.0**	**21**	**0.4**
16H,6-22	**5743**	**56**	**1.0**	**4986**	**86.8**	**520**	**9.1**	**160**	**2.8**	**21**	**0.4**
18H,6-24	**5878**	**58**	**1.0**	**5110**	**86.9**	**527**	**9.0**	**162**	**2.8**	**21**	**0.4**
24H,0-24	**6027**	**62**	**1.0**	**5234**	**86.8**	**546**	**9.1**	**164**	**2.7**	**21**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**20**	0	0.0	18	90.0	0	0.0	1	5.0	1	5.0
01:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
02:00	**8**	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
03:00	**11**	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0
04:00	**22**	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
05:00	**70**	3	4.3	54	77.1	10	14.3	3	4.3	0	0.0
06:00	**219**	1	0.5	192	87.7	20	9.1	6	2.7	0	0.0
07:00	**486**	7	1.4	407	83.7	54	11.1	17	3.5	1	0.2
08:00	**598**	2	0.3	516	86.3	56	9.4	21	3.5	3	0.5
09:00	**331**	0	0.0	260	78.6	57	17.2	11	3.3	3	0.9
10:00	**347**	2	0.6	297	85.6	40	11.5	7	2.0	1	0.3
11:00	**323**	2	0.6	276	85.5	32	9.9	13	4.0	0	0.0
12:00	**423**	4	1.0	356	84.2	43	10.2	20	4.7	0	0.0
13:00	**375**	0	0.0	316	84.3	42	11.2	15	4.0	2	0.5
14:00	**445**	6	1.4	373	83.8	45	10.1	20	4.5	1	0.2
15:00	**429**	1	0.2	380	88.6	36	8.4	10	2.3	2	0.5
16:00	**488**	2	0.4	428	87.7	43	8.8	10	2.1	5	1.0
17:00	**459**	5	1.1	417	90.9	30	6.5	7	1.5	0	0.0
18:00	**364**	3	0.8	338	92.9	19	5.2	4	1.1	0	0.0
19:00	**245**	2	0.8	233	95.1	9	3.7	1	0.4	0	0.0
20:00	**190**	0	0.0	180	94.7	5	2.6	5	2.6	0	0.0
21:00	**111**	3	2.7	103	92.8	4	3.6	1	0.9	0	0.0
22:00	**110**	0	0.0	104	94.6	4	3.6	1	0.9	1	0.9
23:00	**53**	0	0.0	50	94.3	2	3.8	1	1.9	0	0.0
12H,7-19	**5068**	**34**	**0.7**	**4364**	**86.1**	**497**	**9.8**	**155**	**3.1**	**18**	**0.4**
16H,6-22	**5833**	**40**	**0.7**	**5072**	**87.0**	**535**	**9.2**	**168**	**2.9**	**18**	**0.3**
18H,6-24	**5996**	**40**	**0.7**	**5226**	**87.2**	**541**	**9.0**	**170**	**2.8**	**19**	**0.3**
24H,0-24	**6134**	**43**	**0.7**	**5333**	**86.9**	**563**	**9.2**	**175**	**2.9**	**20**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**25**	0	0.0	22	88.0	2	8.0	0	0.0	1	4.0
01:00	**8**	0	0.0	5	62.5	2	25.0	1	12.5	0	0.0
02:00	**12**	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
03:00	**9**	0	0.0	7	77.8	1	11.1	0	0.0	1	11.1
04:00	**13**	0	0.0	8	61.5	3	23.1	1	7.7	1	7.7
05:00	**66**	2	3.0	50	75.8	14	21.2	0	0.0	0	0.0
06:00	**207**	5	2.4	178	86.0	20	9.7	4	1.9	0	0.0
07:00	**463**	4	0.9	383	82.7	62	13.4	13	2.8	1	0.2
08:00	**558**	2	0.4	471	84.4	61	10.9	23	4.1	1	0.2
09:00	**370**	2	0.5	316	85.4	41	11.1	9	2.4	2	0.5
10:00	**357**	1	0.3	304	85.2	41	11.5	10	2.8	1	0.3
11:00	**377**	2	0.5	310	82.2	48	12.7	16	4.2	1	0.3
12:00	**413**	2	0.5	352	85.2	46	11.1	13	3.2	0	0.0
13:00	**428**	2	0.5	369	86.2	45	10.5	9	2.1	3	0.7
14:00	**461**	1	0.2	394	85.5	44	9.5	20	4.3	2	0.4
15:00	**514**	3	0.6	446	86.8	47	9.1	15	2.9	3	0.6
16:00	**504**	3	0.6	449	89.1	35	6.9	12	2.4	5	1.0
17:00	**432**	3	0.7	397	91.9	24	5.6	8	1.9	0	0.0
18:00	**375**	3	0.8	345	92.0	23	6.1	4	1.1	0	0.0
19:00	**255**	0	0.0	238	93.3	15	5.9	2	0.8	0	0.0
20:00	**163**	2	1.2	147	90.2	9	5.5	5	3.1	0	0.0
21:00	**131**	1	0.8	127	97.0	2	1.5	1	0.8	0	0.0
22:00	**110**	0	0.0	105	95.5	3	2.7	2	1.8	0	0.0
23:00	**60**	0	0.0	59	98.3	1	1.7	0	0.0	0	0.0
12H,7-19	**5252**	**28**	**0.5**	**4536**	**86.4**	**517**	**9.8**	**152**	**2.9**	**19**	**0.4**
16H,6-22	**6008**	**36**	**0.6**	**5226**	**87.0**	**563**	**9.4**	**164**	**2.7**	**19**	**0.3**
18H,6-24	**6178**	**36**	**0.6**	**5390**	**87.3**	**567**	**9.2**	**166**	**2.7**	**19**	**0.3**
24H,0-24	**6311**	**38**	**0.6**	**5491**	**87.0**	**591**	**9.4**	**169**	**2.7**	**22**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**44**	0	0.0	40	90.9	3	6.8	1	2.3	0	0.0
01:00	**24**	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
02:00	**15**	0	0.0	12	80.0	2	13.3	1	6.7	0	0.0
03:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	**10**	0	0.0	6	60.0	4	40.0	0	0.0	0	0.0
05:00	**29**	0	0.0	22	75.9	5	17.2	2	6.9	0	0.0
06:00	**97**	0	0.0	77	79.4	17	17.5	2	2.1	1	1.0
07:00	**241**	1	0.4	208	86.3	30	12.5	2	0.8	0	0.0
08:00	**321**	2	0.6	287	89.4	26	8.1	5	1.6	1	0.3
09:00	**388**	4	1.0	358	92.3	19	4.9	7	1.8	0	0.0
10:00	**442**	13	2.9	395	89.4	29	6.6	5	1.1	0	0.0
11:00	**460**	2	0.4	433	94.1	18	3.9	6	1.3	1	0.2
12:00	**457**	3	0.7	436	95.4	11	2.4	7	1.5	0	0.0
13:00	**447**	2	0.5	412	92.2	28	6.3	5	1.1	0	0.0
14:00	**371**	9	2.4	345	93.0	15	4.0	2	0.5	0	0.0
15:00	**371**	4	1.1	341	91.9	22	5.9	4	1.1	0	0.0
16:00	**362**	2	0.6	345	95.3	12	3.3	3	0.8	0	0.0
17:00	**361**	4	1.1	338	93.6	15	4.2	3	0.8	1	0.3
18:00	**272**	0	0.0	262	96.3	7	2.6	3	1.1	0	0.0
19:00	**210**	0	0.0	203	96.7	5	2.4	2	1.0	0	0.0
20:00	**132**	2	1.5	122	92.4	7	5.3	1	0.8	0	0.0
21:00	**112**	0	0.0	104	92.9	5	4.5	3	2.7	0	0.0
22:00	**86**	0	0.0	83	96.5	2	2.3	1	1.2	0	0.0
23:00	**86**	1	1.2	82	95.4	3	3.5	0	0.0	0	0.0
12H,7-19	**4493**	**46**	**1.0**	**4160**	**92.6**	**232**	**5.2**	**52**	**1.2**	**3**	**0.1**
16H,6-22	**5044**	**48**	**1.0**	**4666**	**92.5**	**266**	**5.3**	**60**	**1.2**	**4**	**0.1**
18H,6-24	**5216**	**49**	**0.9**	**4831**	**92.6**	**271**	**5.2**	**61**	**1.2**	**4**	**0.1**
24H,0-24	**5348**	**49**	**0.9**	**4942**	**92.4**	**288**	**5.4**	**65**	**1.2**	**4**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

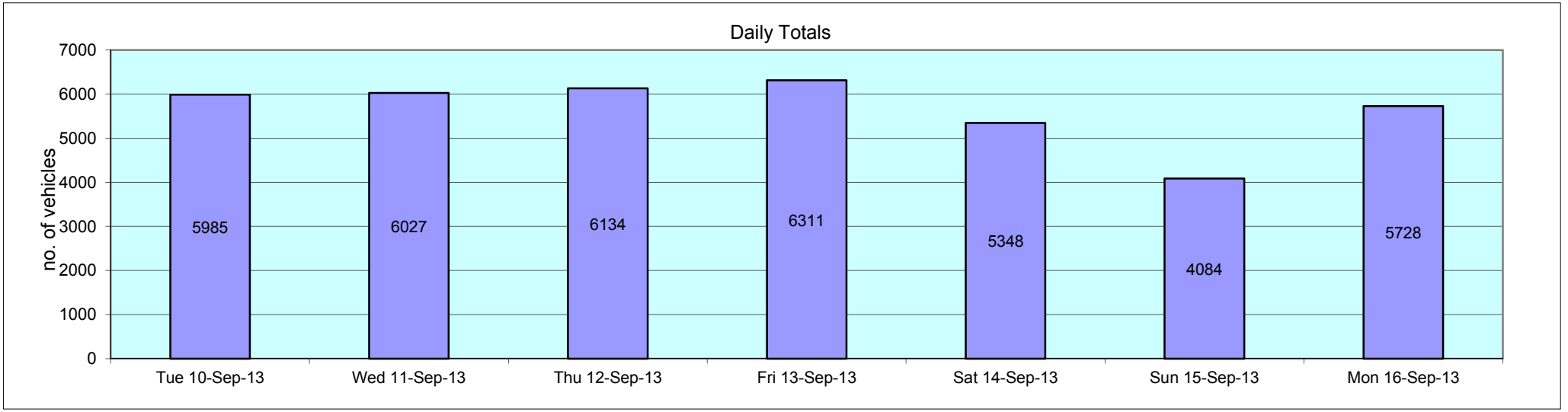
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**47**	0	0.0	47	100.0	0	0.0	0	0.0	0	0.0
01:00	**29**	1	3.5	25	86.2	2	6.9	1	3.5	0	0.0
02:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
03:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
04:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
05:00	**17**	0	0.0	14	82.4	2	11.8	1	5.9	0	0.0
06:00	**51**	1	2.0	43	84.3	6	11.8	1	2.0	0	0.0
07:00	**133**	2	1.5	117	88.0	13	9.8	1	0.8	0	0.0
08:00	**160**	16	10.0	129	80.6	10	6.3	4	2.5	1	0.6
09:00	**303**	9	3.0	273	90.1	16	5.3	4	1.3	1	0.3
10:00	**351**	16	4.6	318	90.6	14	4.0	3	0.9	0	0.0
11:00	**370**	12	3.2	340	91.9	15	4.1	3	0.8	0	0.0
12:00	**390**	8	2.1	364	93.3	14	3.6	4	1.0	0	0.0
13:00	**365**	1	0.3	348	95.3	12	3.3	4	1.1	0	0.0
14:00	**347**	2	0.6	331	95.4	14	4.0	0	0.0	0	0.0
15:00	**298**	0	0.0	278	93.3	18	6.0	2	0.7	0	0.0
16:00	**310**	2	0.7	297	95.8	10	3.2	1	0.3	0	0.0
17:00	**238**	0	0.0	229	96.2	9	3.8	0	0.0	0	0.0
18:00	**205**	1	0.5	193	94.2	11	5.4	0	0.0	0	0.0
19:00	**137**	1	0.7	132	96.4	3	2.2	1	0.7	0	0.0
20:00	**129**	2	1.6	120	93.0	5	3.9	2	1.6	0	0.0
21:00	**70**	0	0.0	64	91.4	5	7.1	1	1.4	0	0.0
22:00	**59**	0	0.0	55	93.2	3	5.1	1	1.7	0	0.0
23:00	**38**	0	0.0	33	86.8	4	10.5	1	2.6	0	0.0
12H,7-19	**3470**	**69**	**2.0**	**3217**	**92.7**	**156**	**4.5**	**26**	**0.8**	**2**	**0.1**
16H,6-22	**3857**	**73**	**1.9**	**3576**	**92.7**	**175**	**4.5**	**31**	**0.8**	**2**	**0.1**
18H,6-24	**3954**	**73**	**1.9**	**3664**	**92.7**	**182**	**4.6**	**33**	**0.8**	**2**	**0.1**
24H,0-24	**4084**	**74**	**1.8**	**3783**	**92.6**	**190**	**4.7**	**35**	**0.9**	**2**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
01:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
02:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
03:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
04:00	**18**	0	0.0	14	77.8	3	16.7	1	5.6	0	0.0
05:00	**77**	2	2.6	61	79.2	13	16.9	1	1.3	0	0.0
06:00	**232**	4	1.7	200	86.2	21	9.1	7	3.0	0	0.0
07:00	**481**	6	1.3	394	81.9	69	14.4	12	2.5	0	0.0
08:00	**564**	2	0.4	494	87.6	45	8.0	19	3.4	4	0.7
09:00	**344**	6	1.7	277	80.5	46	13.4	14	4.1	1	0.3
10:00	**302**	1	0.3	258	85.4	27	8.9	14	4.6	2	0.7
11:00	**370**	4	1.1	311	84.1	38	10.3	15	4.1	2	0.5
12:00	**367**	6	1.6	303	82.6	48	13.1	9	2.5	1	0.3
13:00	**369**	3	0.8	314	85.1	36	9.8	13	3.5	3	0.8
14:00	**401**	4	1.0	342	85.3	35	8.7	20	5.0	0	0.0
15:00	**396**	2	0.5	343	86.6	40	10.1	11	2.8	0	0.0
16:00	**444**	4	0.9	383	86.3	44	9.9	13	2.9	0	0.0
17:00	**417**	3	0.7	377	90.4	29	7.0	7	1.7	1	0.2
18:00	**368**	3	0.8	334	90.8	21	5.7	10	2.7	0	0.0
19:00	**219**	2	0.9	203	92.7	8	3.7	5	2.3	1	0.5
20:00	**117**	1	0.9	111	94.9	3	2.6	2	1.7	0	0.0
21:00	**102**	1	1.0	96	94.1	2	2.0	3	2.9	0	0.0
22:00	**71**	0	0.0	68	95.8	1	1.4	2	2.8	0	0.0
23:00	**34**	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
12H,7-19	**4823**	**44**	**0.9**	**4130**	**85.6**	**478**	**9.9**	**157**	**3.3**	**14**	**0.3**
16H,6-22	**5493**	**52**	**1.0**	**4740**	**86.3**	**512**	**9.3**	**174**	**3.2**	**15**	**0.3**
18H,6-24	**5598**	**52**	**0.9**	**4840**	**86.5**	**515**	**9.2**	**176**	**3.1**	**15**	**0.3**
24H,0-24	**5728**	**54**	**0.9**	**4942**	**86.3**	**539**	**9.4**	**178**	**3.1**	**15**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**5985**	37	0.6	5202	86.9	565	9.4	154	2.6	27	0.5
Wed 11-Sep-13	**6027**	62	1.0	5234	86.8	546	9.1	164	2.7	21	0.4
Thu 12-Sep-13	**6134**	43	0.7	5333	86.9	563	9.2	175	2.9	20	0.3
Fri 13-Sep-13	**6311**	38	0.6	5491	87.0	591	9.4	169	2.7	22	0.4
Sat 14-Sep-13	**5348**	49	0.9	4942	92.4	288	5.4	65	1.2	4	0.1
Sun 15-Sep-13	**4084**	74	1.8	3783	92.6	190	4.7	35	0.9	2	0.1
Mon 16-Sep-13	**5728**	54	0.9	4942	86.3	539	9.4	178	3.1	15	0.3
Total Vehicles											
[--]	**39617**	357	0.9	34927	88.4	3282	8.1	940	2.3	111	0.3



16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green				
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 10-Sep-13																
00:00	**15**	54.8	45.7	8.7	0	0	0	5	3	2	3	2	0	0	0	0
01:00	**10**	61	53.3	11	0	0	0	1	2	1	2	2	1	0	1	0
02:00	**15**	61.4	51.2	9.9	0	0	0	2	4	1	2	3	3	0	0	0
03:00	**12**	67.8	54.5	11.5	0	0	0	1	2	2	2	2	0	2	1	0
04:00	**27**	65.5	54.7	11.4	0	0	1	2	2	4	5	4	5	3	1	0
05:00	**83**	63.3	54.9	8.3	0	0	0	4	7	15	16	22	13	5	1	0
06:00	**207**	58.2	49.5	8.8	0	0	1	32	32	54	45	26	11	4	2	0
07:00	**484**	52.3	45.7	7.4	0	0	3	106	129	157	62	15	4	8	0	0
08:00	**618**	51.3	45.2	6.4	0	0	2	121	214	183	82	13	2	0	1	0
09:00	**354**	52.2	45.7	6.8	0	0	2	68	109	110	47	14	4	0	0	0
10:00	**351**	50.9	44.2	7.1	0	0	5	93	114	87	40	8	4	0	0	0
11:00	**378**	51.9	45.2	7.8	0	1	11	69	120	112	44	16	3	0	0	2
12:00	**363**	50.5	44.9	6.3	0	0	2	71	134	112	33	8	2	1	0	0
13:00	**361**	51.2	45	7.2	0	0	3	89	102	111	38	11	5	2	0	0
14:00	**419**	51.9	44	7.7	0	0	5	134	120	87	53	12	7	0	0	1
15:00	**424**	51.3	45.3	6.6	0	0	4	85	125	143	53	13	1	0	0	0
16:00	**472**	52.3	45.8	6.6	0	0	3	86	132	162	70	18	1	0	0	0
17:00	**438**	52.8	46	7	0	2	0	83	114	148	70	14	7	0	0	0
18:00	**320**	55.1	48.3	7.2	0	0	0	40	71	107	66	20	13	3	0	0
19:00	**245**	54.5	46.9	8.6	2	0	7	25	78	62	48	12	8	2	1	0
20:00	**151**	55	47.7	7.6	0	0	0	20	47	41	25	11	4	2	1	0
21:00	**109**	57.2	49.1	8.1	0	0	0	18	14	32	25	13	6	1	0	0
22:00	**93**	55.6	49.5	7.7	0	0	0	10	15	35	19	5	7	2	0	0
23:00	**36**	58.8	51.9	8.3	0	0	0	3	3	10	13	2	3	1	1	0
12H,7-19	**4982**	**52.1**	**45.4**	**7**	**0**	**3**	**40**	**1045**	**1484**	**1519**	**658**	**162**	**53**	**14**	**1**	**3**
16H,6-22	**5694**	**52.8**	**45.8**	**7.3**	**2**	**3**	**48**	**1140**	**1655**	**1708**	**801**	**224**	**82**	**23**	**5**	**3**
18H,6-24	**5823**	**52.9**	**45.9**	**7.3**	**2**	**3**	**48**	**1153**	**1673**	**1753**	**833**	**231**	**92**	**26**	**6**	**3**
24H,0-24	**5985**	**53.3**	**46.1**	**7.5**	**2**	**3**	**49**	**1168**	**1693**	**1778**	**863**	**266**	**114**	**36**	**10**	**3**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 11-Sep-13																
00:00	**20**	63.5	53.9	8.6	0	0	0	1	2	4	7	1	3	2	0	0
01:00	**9**	-	56.3	13	0	0	0	2	0	0	1	3	1	1	1	0
02:00	**10**	-	55.8	13.2	0	0	0	1	0	2	5	0	0	0	0	2
03:00	**13**	59.9	52.5	7.8	0	0	0	1	1	3	4	2	2	0	0	0
04:00	**27**	66.6	54.3	11.2	0	0	0	3	4	4	4	3	4	4	1	0
05:00	**70**	63	53.3	9.8	0	0	0	7	8	15	11	16	5	7	0	1
06:00	**227**	57.9	49.7	8.3	0	0	0	34	35	52	59	32	11	3	1	0
07:00	**467**	54.1	46.7	7.4	0	0	0	87	127	140	68	34	8	2	0	1
08:00	**567**	50.3	43.8	6.8	0	1	11	141	199	152	50	11	2	0	0	0
09:00	**359**	51.5	45	7.2	0	1	5	79	102	113	43	14	1	1	0	0
10:00	**347**	52.2	45.7	7.1	0	0	2	62	122	97	48	6	6	3	1	0
11:00	**395**	51.4	44.3	7.9	0	0	10	111	107	104	43	15	2	0	2	1
12:00	**377**	52.6	45.8	7.1	0	0	0	78	113	109	61	11	2	0	2	1
13:00	**389**	50.8	45.2	6.2	0	0	0	73	142	119	43	8	4	0	0	0
14:00	**395**	50.4	43.8	7.4	1	1	6	106	134	99	32	14	0	1	1	0
15:00	**426**	49.9	43.7	6.5	0	1	2	113	165	104	33	6	1	0	1	0
16:00	**469**	50.7	44.6	6.8	0	0	6	109	148	143	50	8	4	0	1	0
17:00	**453**	52.8	45.3	8.4	0	9	9	76	131	133	72	12	9	2	0	0
18:00	**349**	55	46.9	8.5	0	2	6	62	73	112	51	33	6	2	1	1
19:00	**262**	53.9	47	7.9	0	2	2	39	58	100	37	17	2	4	1	0
20:00	**159**	56.6	48.6	7.8	0	0	0	23	34	43	32	21	4	2	0	0
21:00	**102**	58.7	49.6	9.1	0	0	0	17	16	27	18	15	7	0	1	1
22:00	**99**	60.2	51.7	9	0	0	0	10	18	16	21	22	8	3	0	1
23:00	**36**	60.5	53.8	7.9	0	0	0	3	0	8	11	9	3	2	0	0
12H,7-19	**4993**	**51.7**	**45**	**7.3**	**1**	**15**	**57**	**1097**	**1563**	**1425**	**594**	**172**	**45**	**11**	**9**	**4**
16H,6-22	**5743**	**52.6**	**45.5**	**7.6**	**1**	**17**	**59**	**1210**	**1706**	**1647**	**740**	**257**	**69**	**20**	**12**	**5**
18H,6-24	**5878**	**52.9**	**45.6**	**7.7**	**1**	**17**	**59**	**1223**	**1724**	**1671**	**772**	**288**	**80**	**25**	**12**	**6**
24H,0-24	**6027**	**53.3**	**45.8**	**7.8**	**1**	**17**	**59**	**1238**	**1739**	**1699**	**804**	**313**	**95**	**39**	**14**	**9**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green				
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 12-Sep-13																
00:00	**20**	59.1	50.6	9.8	0	0	0	3	4	3	4	4	0	2	0	0
01:00	**7**	-	46.4	7.7	0	0	0	2	0	3	2	0	0	0	0	0
02:00	**8**	-	44.8	10	0	0	0	4	0	1	2	1	0	0	0	0
03:00	**11**	63.1	52.4	10.4	0	0	0	1	3	1	2	1	2	1	0	0
04:00	**22**	58	51.6	7.7	0	0	0	1	5	3	8	3	1	1	0	0
05:00	**70**	62	52.5	10	0	0	1	9	6	12	13	16	10	1	2	0
06:00	**219**	58.7	49.7	8.9	0	0	1	32	37	53	45	33	12	1	5	0
07:00	**486**	52.1	45	8.1	1	7	5	107	123	157	57	22	7	0	0	0
08:00	**598**	49.9	43.6	6.7	0	0	8	159	228	144	44	11	3	0	0	1
09:00	**331**	52.4	46.1	6.6	0	0	6	42	106	114	47	14	2	0	0	0
10:00	**347**	51.8	45.3	6.8	0	0	0	77	116	95	39	15	5	0	0	0
11:00	**323**	51.7	44.9	7.3	0	0	7	71	101	90	35	17	2	0	0	0
12:00	**423**	50.8	44.2	7.6	0	6	4	99	135	121	38	19	1	0	0	0
13:00	**375**	50.2	43.9	6.9	0	1	5	100	121	108	31	8	0	0	1	0
14:00	**445**	50.6	43.6	8.2	2	4	10	119	136	115	46	8	2	0	3	0
15:00	**429**	51	45.1	6.5	0	0	1	96	131	137	52	8	4	0	0	0
16:00	**488**	50.8	44.7	7	0	1	7	99	190	122	45	18	4	2	0	0
17:00	**459**	50.9	43.7	8.4	0	9	11	114	142	116	51	11	2	2	0	1
18:00	**364**	53.6	47.4	6.4	0	1	0	38	101	130	74	16	3	0	1	0
19:00	**245**	54.5	47.4	7.4	0	0	0	37	65	77	41	15	7	2	1	0
20:00	**190**	54	46.7	7.8	0	0	1	37	48	58	28	11	4	2	1	0
21:00	**111**	57.3	49	8.5	0	0	0	14	29	29	19	11	5	3	0	1
22:00	**110**	58.9	50.5	8.2	0	0	0	9	24	28	25	12	6	6	0	0
23:00	**53**	62.9	53.6	10.9	0	0	0	7	2	13	11	10	4	2	1	3
12H,7-19	**5068**	**51.1**	**44.7**	**7.3**	**3**	**29**	**64**	**1121**	**1630**	**1449**	**559**	**167**	**35**	**4**	**5**	**2**
16H,6-22	**5833**	**52**	**45.1**	**7.5**	**3**	**29**	**66**	**1241**	**1809**	**1666**	**692**	**237**	**63**	**12**	**12**	**3**
18H,6-24	**5996**	**52.4**	**45.3**	**7.7**	**3**	**29**	**66**	**1257**	**1835**	**1707**	**728**	**259**	**73**	**20**	**13**	**6**
24H,0-24	**6134**	**52.7**	**45.4**	**7.8**	**3**	**29**	**67**	**1277**	**1853**	**1730**	**759**	**284**	**86**	**25**	**15**	**6**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 13-Sep-13																
00:00	**25**	63.2	54.8	9.7	0	0	0	1	5	2	5	6	4	1	0	1
01:00	**8**	-	50.4	7.2	0	0	0	0	3	2	0	3	0	0	0	0
02:00	**12**	54.5	44.1	10.8	0	0	1	4	1	4	0	1	1	0	0	0
03:00	**9**	-	52.4	7.5	0	0	0	0	2	2	3	0	2	0	0	0
04:00	**13**	59.3	52.3	8.8	0	0	0	2	1	1	2	7	0	0	0	0
05:00	**66**	60.2	49.6	10.1	0	0	2	12	7	12	15	9	8	1	0	0
06:00	**207**	58.6	49.7	8.5	0	0	0	27	39	55	39	30	11	4	2	0
07:00	**463**	53.7	46.3	7.5	0	1	3	94	105	149	77	23	10	1	0	0
08:00	**558**	49.8	42.8	6.8	0	0	6	201	182	113	43	12	0	0	1	0
09:00	**370**	50.7	43.9	7.3	0	2	11	85	129	93	40	10	0	0	0	0
10:00	**357**	50.1	43.6	6.8	0	1	1	108	124	85	28	7	2	1	0	0
11:00	**377**	50	43.6	6.7	0	1	0	116	125	97	28	7	2	1	0	0
12:00	**413**	49.7	43.2	6.6	0	0	3	130	148	93	31	6	1	1	0	0
13:00	**428**	49	42.9	6.2	0	0	3	134	164	105	13	7	2	0	0	0
14:00	**461**	48.1	41.7	6	0	0	1	197	157	85	17	4	0	0	0	0
15:00	**514**	48.7	42	6.8	0	0	21	170	188	106	23	3	3	0	0	0
16:00	**504**	49	42.1	6.6	0	1	7	196	155	116	22	6	1	0	0	0
17:00	**432**	50.2	44.1	6.5	0	1	6	96	160	123	40	4	2	0	0	0
18:00	**375**	51	43.9	7.9	0	4	9	98	106	102	42	11	3	0	0	0
19:00	**255**	52	44.9	7.1	0	0	2	62	80	65	37	4	4	1	0	0
20:00	**163**	50.6	43.9	7.6	0	0	0	57	45	39	8	11	3	0	0	0
21:00	**131**	51.5	44.1	7.4	0	0	3	36	39	31	19	2	0	1	0	0
22:00	**110**	52.8	45.5	7.6	0	0	0	28	30	30	14	5	2	1	0	0
23:00	**60**	55.6	47.4	7.6	0	0	0	10	16	17	8	7	2	0	0	0
12H,7-19	**5252**	**50**	**43.3**	**6.9**	**0**	**11**	**71**	**1625**	**1743**	**1267**	**404**	**100**	**26**	**4**	**1**	**0**
16H,6-22	**6008**	**50.3**	**43.6**	**7.1**	**0**	**11**	**76**	**1807**	**1946**	**1457**	**507**	**147**	**44**	**10**	**3**	**0**
18H,6-24	**6178**	**50.4**	**43.7**	**7.1**	**0**	**11**	**76**	**1845**	**1992**	**1504**	**529**	**159**	**48**	**11**	**3**	**0**
24H,0-24	**6311**	**50.6**	**43.8**	**7.3**	**0**	**11**	**79**	**1864**	**2011**	**1527**	**554**	**185**	**63**	**13**	**3**	**1**

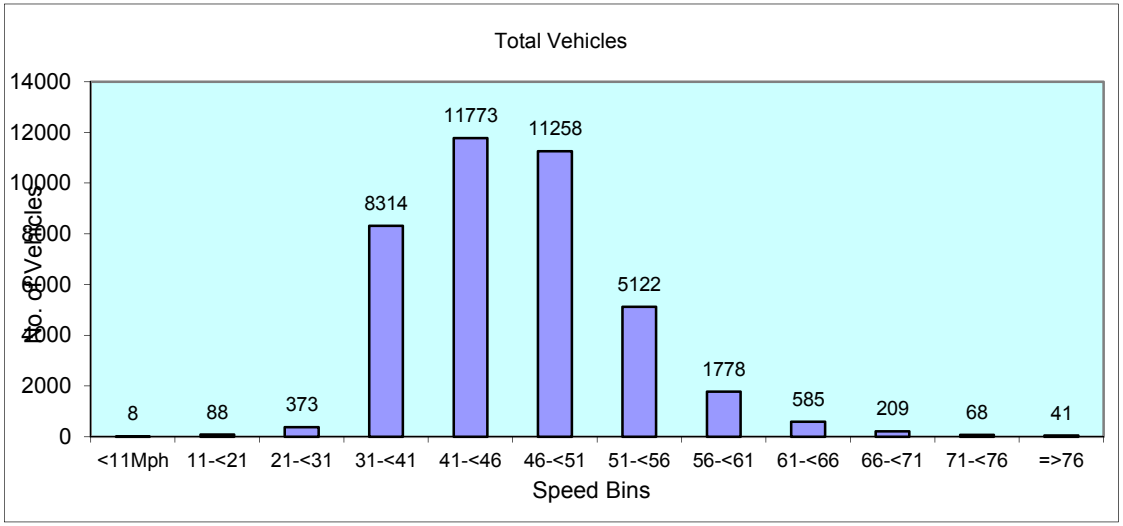
16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green				
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 14-Sep-13																
00:00	44	55.9	48.7	8.1	0	0	1	5	8	12	11	5	2	0	0	0
01:00	24	60.8	51.1	9.2	0	0	0	3	3	6	7	1	2	2	0	0
02:00	15	52.3	45.3	8.3	0	0	0	5	2	5	1	2	0	0	0	0
03:00	10	54.8	49.3	6.8	0	0	0	1	2	2	4	1	0	0	0	0
04:00	10	52.7	47	6.8	0	0	0	2	1	4	3	0	0	0	0	0
05:00	29	62.9	53.2	9.5	0	0	0	2	4	8	4	5	3	2	1	0
06:00	97	57.1	50	7.8	0	0	0	11	15	26	27	13	3	1	1	0
07:00	241	54	46.7	7.5	0	0	2	40	66	77	32	16	6	2	0	0
08:00	321	53.4	46.8	6.9	0	0	0	49	96	105	47	15	6	3	0	0
09:00	388	51	45.6	6.4	0	0	2	68	122	138	44	12	0	2	0	0
10:00	442	50.8	44.6	7	0	0	6	98	160	116	47	10	3	0	1	1
11:00	460	50.4	44.5	6.3	0	0	0	105	182	117	37	16	3	0	0	0
12:00	457	50.5	44.1	7	0	0	6	115	168	111	44	10	1	0	0	2
13:00	447	51.4	45.8	6.6	0	3	1	75	119	177	58	13	1	0	0	0
14:00	371	53.6	46.5	7.3	0	2	0	61	108	109	67	19	3	0	1	1
15:00	371	53.5	46.6	6.6	0	0	0	56	117	111	62	21	3	1	0	0
16:00	362	51.8	45.3	6.7	0	0	3	72	121	103	49	11	2	1	0	0
17:00	361	53.5	46.8	7	0	0	2	56	91	122	72	9	7	1	1	0
18:00	272	55.3	48.6	7.4	0	1	1	28	52	95	63	21	9	1	1	0
19:00	210	55.4	48.7	7.2	0	0	2	20	43	70	49	19	5	2	0	0
20:00	132	56.7	48.1	8.9	0	0	0	27	24	38	21	13	5	3	0	1
21:00	112	55.6	47.7	9.1	0	0	3	14	31	33	15	9	1	4	2	0
22:00	86	55.7	48	8.4	0	0	0	14	21	27	11	7	3	2	1	0
23:00	86	55.8	48.6	6.7	0	0	0	6	25	29	13	11	1	1	0	0
12H,7-19	4493	52.5	45.8	7	0	6	23	823	1402	1381	622	173	44	11	4	4
16H,6-22	5044	53	46.1	7.1	0	6	28	895	1515	1548	734	227	58	21	7	5
18H,6-24	5216	53.1	46.2	7.2	0	6	28	915	1561	1604	758	245	62	24	8	5
24H,0-24	5348	53.3	46.3	7.2	0	6	29	933	1581	1641	788	259	69	28	9	5

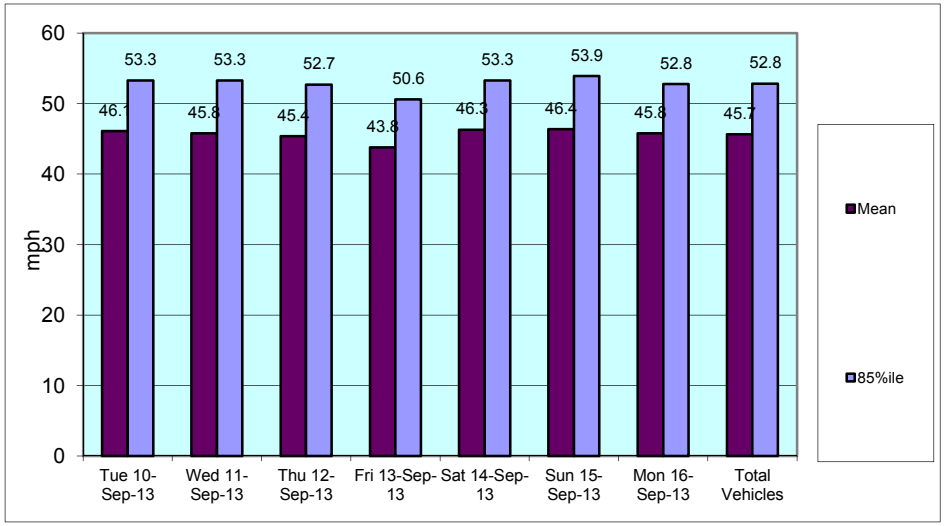
16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 15-Sep-13																
00:00	**47**	67.2	56	10.1	0	0	0	3	4	7	10	10	4	6	2	1
01:00	**29**	60.2	53.4	9	0	0	0	3	2	2	13	5	3	0	0	1
02:00	**7**	-	56.4	12.6	0	0	0	0	1	2	2	0	0	1	0	1
03:00	**19**	62.6	55.6	9.4	0	0	0	0	4	2	3	6	2	1	0	1
04:00	**11**	70.6	58.5	9.6	0	0	0	0	0	3	2	3	0	1	2	0
05:00	**17**	58.4	51.3	7.1	0	0	0	1	2	6	3	4	1	0	0	0
06:00	**51**	58.9	50.8	9.5	0	0	0	8	6	10	16	5	2	3	1	0
07:00	**133**	55.4	47.8	8.4	0	0	0	25	32	31	28	8	6	2	1	0
08:00	**160**	58.4	49.3	9.5	0	1	1	20	39	35	31	18	8	4	1	2
09:00	**303**	55.2	47.7	8.1	0	1	0	47	71	99	46	24	10	2	1	2
10:00	**351**	52.7	46.1	7.9	0	5	3	47	109	117	50	12	3	2	2	1
11:00	**370**	51	44.8	7.9	0	3	1	87	131	92	37	8	4	5	1	1
12:00	**390**	50.6	44.6	6.8	0	0	2	93	136	109	35	11	2	1	0	1
13:00	**365**	50.4	45	6.9	0	3	3	61	129	128	30	5	5	0	1	0
14:00	**347**	51.2	44.8	7.4	0	0	7	85	87	114	42	7	2	2	1	0
15:00	**298**	53	46.1	6.7	0	0	0	56	89	86	54	10	2	1	0	0
16:00	**310**	52.2	45.3	6.8	0	0	1	65	109	78	42	13	1	1	0	0
17:00	**238**	54.8	47.1	7.9	0	0	6	32	62	76	34	20	6	2	0	0
18:00	**205**	55	48.2	6.9	0	0	0	24	49	65	45	16	5	1	0	0
19:00	**137**	53.4	46.6	7.6	0	0	1	23	39	44	19	8	1	1	0	1
20:00	**129**	53.4	45	7.8	0	0	0	41	30	29	19	9	0	1	0	0
21:00	**70**	55.6	47.3	8.2	0	0	1	11	22	12	14	7	3	0	0	0
22:00	**59**	56.5	48.5	9.2	0	0	0	13	6	18	12	7	1	1	0	1
23:00	**38**	57.3	49.4	8.1	0	0	0	5	9	6	10	7	0	1	0	0
12H,7-19	**3470**	**53.1**	**46**	**7.6**	**0**	**13**	**24**	**642**	**1043**	**1030**	**474**	**152**	**54**	**23**	**8**	**7**
16H,6-22	**3857**	**53.3**	**46.1**	**7.7**	**0**	**13**	**26**	**725**	**1140**	**1125**	**542**	**181**	**60**	**28**	**9**	**8**
18H,6-24	**3954**	**53.4**	**46.2**	**7.7**	**0**	**13**	**26**	**743**	**1155**	**1149**	**564**	**195**	**61**	**30**	**9**	**9**
24H,0-24	**4084**	**53.9**	**46.4**	**7.9**	**0**	**13**	**26**	**750**	**1168**	**1171**	**597**	**223**	**71**	**39**	**13**	**13**

16768			CHILMINGTON GREEN				Site No: 16768001				Location	Site 1, A28, Ashford Road, Chilmington Green					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 16-Sep-13																
00:00	12	54.4	49.1	6.2	0	0	0	1	2	4	4	1	0	0	0	0
01:00	6	-	49.8	7.8	0	0	0	1	0	2	2	1	0	0	0	0
02:00	9	-	48.8	10.9	0	0	0	3	0	2	1	2	1	0	0	0
03:00	8	-	56	9.7	0	0	0	0	1	2	1	2	1	0	1	0
04:00	18	63.3	57.1	6.7	0	0	0	0	1	3	2	7	4	1	0	0
05:00	77	59.6	50.3	10	0	1	1	10	6	22	17	11	6	2	1	0
06:00	232	57.8	49.1	8.5	0	0	0	37	47	47	55	29	12	5	0	0
07:00	481	51.4	44.5	7.9	1	0	18	109	129	147	56	16	3	0	1	1
08:00	564	49.4	43.3	6.3	0	0	8	155	208	157	26	7	3	0	0	0
09:00	344	51.4	45.4	6.6	1	0	2	62	103	120	48	7	1	0	0	0
10:00	302	53.4	46.9	6.8	0	0	4	34	93	99	54	15	1	1	0	1
11:00	370	52.9	46.2	7.8	0	5	4	49	109	128	50	14	9	2	0	0
12:00	367	51	45	6.8	0	1	3	76	121	110	46	5	4	1	0	0
13:00	369	50.9	45.1	6.6	0	0	0	86	108	121	38	15	1	0	0	0
14:00	401	50.8	44.6	6.7	0	0	3	97	129	115	47	7	3	0	0	0
15:00	396	50.7	45.2	6.1	0	0	2	68	147	127	43	6	2	1	0	0
16:00	444	50.8	44.4	7.1	0	0	9	102	160	110	43	16	3	1	0	0
17:00	417	51.7	45.8	6.8	0	1	6	58	143	139	51	15	3	0	1	0
18:00	368	53.7	46.6	7	0	1	0	62	101	117	59	24	3	1	0	0
19:00	219	54.7	47.6	7.7	0	0	3	28	59	62	46	12	7	1	0	1
20:00	117	55	46.9	8.3	0	0	1	24	27	35	15	9	4	2	0	0
21:00	102	57.9	50.8	7.8	0	0	0	7	21	23	31	11	4	5	0	0
22:00	71	62.2	53	8.9	0	0	0	5	9	16	17	11	8	4	0	1
23:00	34	61.5	49.4	11.1	0	0	0	10	4	4	5	5	4	2	0	0
12H,7-19	4823	51.3	45.1	7	2	8	59	958	1551	1490	561	147	36	7	2	2
16H,6-22	5493	52.3	45.5	7.2	2	8	63	1054	1705	1657	708	208	63	20	2	3
18H,6-24	5598	52.5	45.6	7.3	2	8	63	1069	1718	1677	730	224	75	26	2	4
24H,0-24	5728	52.8	45.8	7.4	2	9	64	1084	1728	1712	757	248	87	29	4	4

16768	CHILMINGTON GREEN	Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Tue 10-Sep-13	**5985**	53.3	46.1	7.5	2	3	49	1168	1693	1778	863	266	114	36	10	3
Wed 11-Sep-13	**6027**	53.3	45.8	7.8	1	17	59	1238	1739	1699	804	313	95	39	14	9
Thu 12-Sep-13	**6134**	52.7	45.4	7.8	3	29	67	1277	1853	1730	759	284	86	25	15	6
Fri 13-Sep-13	**6311**	50.6	43.8	7.3	0	11	79	1864	2011	1527	554	185	63	13	3	1
Sat 14-Sep-13	**5348**	53.3	46.3	7.2	0	6	29	933	1581	1641	788	259	69	28	9	5
Sun 15-Sep-13	**4084**	53.9	46.4	7.9	0	13	26	750	1168	1171	597	223	71	39	13	13
Mon 16-Sep-13	**5728**	52.8	45.8	7.4	2	9	64	1084	1728	1712	757	248	87	29	4	4
Total Vehicles																
[--]	**39617**	52.8	45.7	7.6	8	88	373	8314	11773	11258	5122	1778	585	209	68	41



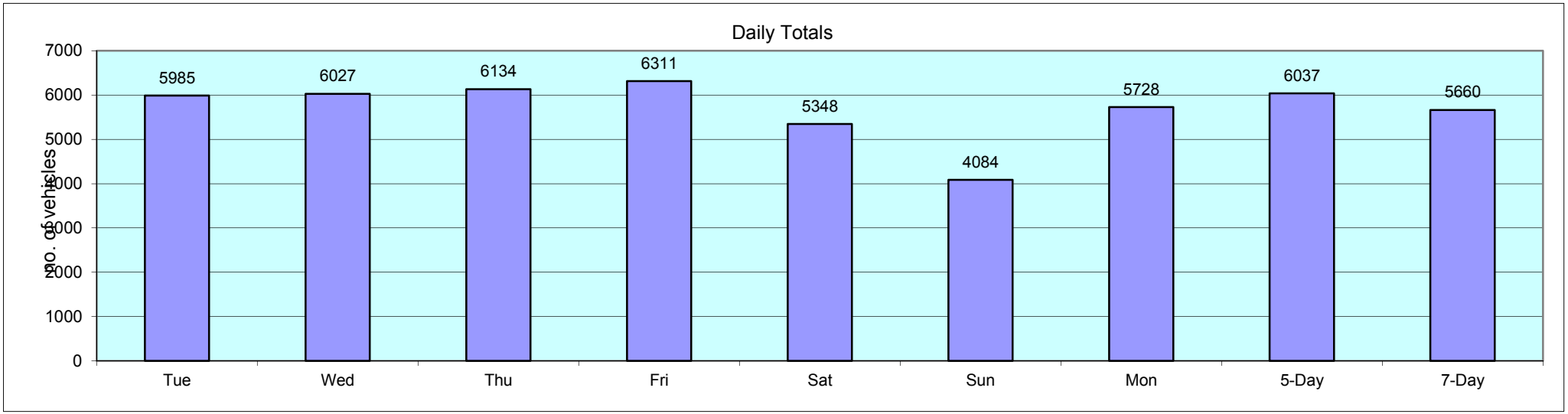


Data produced by Axiom Traffic Ltd

16768	CHILMINGTON GREEN		Site No: 16768001 Channel: Southbound		Location	Site 1, A28, Ashford Road, Chilmington Green		
TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av
Week Begin: 10-Sep-13									
00:00	**15**	20	20	25	44	47	12	18	26
01:00	**10**	9	7	8	24	29	6	8	13
02:00	**15**	10	8	12	15	7	9	11	11
03:00	**12**	13	11	9	10	19	8	11	12
04:00	**27**	27	22	13	10	11	18	21	18
05:00	**83**	70	70	66	29	17	77	73	59
06:00	**207**	227	219	207	97	51	232	218	177
07:00	**484**	467	486	463	241	133	481	476	394
08:00	**618**	567	598	558	321	160	564	581	484
09:00	**354**	359	331	370	388	303	344	352	350
10:00	**351**	347	347	357	442	351	302	341	357
11:00	**378**	395	323	377	460	370	370	369	382
12:00	**363**	377	423	413	457	390	367	389	399
13:00	**361**	389	375	428	447	365	369	384	391
14:00	**419**	395	445	461	371	347	401	424	406
15:00	**424**	426	429	514	371	298	396	438	408
16:00	**472**	469	488	504	362	310	444	475	436
17:00	**438**	453	459	432	361	238	417	440	400
18:00	**320**	349	364	375	272	205	368	355	322
19:00	**245**	262	245	255	210	137	219	245	225
20:00	**151**	159	190	163	132	129	117	156	149
21:00	**109**	102	111	131	112	70	102	111	105
22:00	**93**	99	110	110	86	59	71	97	90
23:00	**36**	36	53	60	86	38	34	44	49
12H,7-19	**4982**	**4993**	**5068**	**5252**	**4493**	**3470**	**4823**	**5024**	**4726**
16H,6-22	**5694**	**5743**	**5833**	**6008**	**5044**	**3857**	**5493**	**5754**	**5382**
18H,6-24	**5823**	**5878**	**5996**	**6178**	**5216**	**3954**	**5598**	**5895**	**5520**
24H,0-24	**5985**	**6027**	**6134**	**6311**	**5348**	**4084**	**5728**	**6037**	**5660**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**-**	**-**
Peak	**618**	**567**	**598**	**558**	**460**	**370**	**564**	**581**	**534**
Pm	**16:00**	**16:00**	**16:00**	**15:00**	**12:00**	**12:00**	**16:00**	**-**	**-**
Peak	**472**	**469**	**488**	**514**	**457**	**390**	**444**	**477**	**462**

16768	CHILMINGTON GREEN	Site No: 16768001 Channel: Southbound	Location	Site 1, A28, Ashford Road, Chilmington Green

TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

16768		CHILMINGTON GREEN SEPTEMBER 2013								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Mean Speed
Site No: 16768002	Site 2, A28, Chilmington Green (Horse Warning SP) TQ 97549 41350	Channel: Northeastbound	Tue 10-Sep-13	Mon 16-Sep-13	60	37457	5657	5351	58.7	51.9
		Channel: Southwestbound	Tue 10-Sep-13	Mon 16-Sep-13		37648	5725	5378	62.9	55.5

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
02:00	**13**	0	0.0	9	69.2	3	23.1	1	7.7	0	0.0
03:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
04:00	**25**	0	0.0	17	68.0	5	20.0	3	12.0	0	0.0
05:00	**80**	0	0.0	63	78.8	10	12.5	6	7.5	1	1.3
06:00	**176**	0	0.0	132	75.0	34	19.3	10	5.7	0	0.0
07:00	**308**	0	0.0	260	84.4	36	11.7	10	3.3	2	0.7
08:00	**348**	6	1.7	297	85.3	36	10.3	6	1.7	3	0.9
09:00	**394**	3	0.8	331	84.0	41	10.4	16	4.1	3	0.8
10:00	**396**	4	1.0	328	82.8	50	12.6	12	3.0	2	0.5
11:00	**324**	2	0.6	275	84.9	35	10.8	12	3.7	0	0.0
12:00	**356**	7	2.0	304	85.4	30	8.4	12	3.4	3	0.8
13:00	**355**	0	0.0	306	86.2	38	10.7	7	2.0	4	1.1
14:00	**388**	3	0.8	315	81.2	50	12.9	18	4.6	2	0.5
15:00	**440**	3	0.7	371	84.3	47	10.7	17	3.9	2	0.5
16:00	**431**	2	0.5	375	87.0	40	9.3	14	3.3	0	0.0
17:00	**542**	4	0.7	492	90.8	38	7.0	5	0.9	3	0.6
18:00	**374**	3	0.8	345	92.3	22	5.9	3	0.8	1	0.3
19:00	**236**	1	0.4	209	88.6	24	10.2	2	0.9	0	0.0
20:00	**144**	0	0.0	129	89.6	14	9.7	1	0.7	0	0.0
21:00	**90**	1	1.1	86	95.6	2	2.2	1	1.1	0	0.0
22:00	**55**	0	0.0	52	94.6	1	1.8	2	3.6	0	0.0
23:00	**25**	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
12H,7-19	**4656**	**37**	**0.8**	**3999**	**85.9**	**463**	**9.9**	**132**	**2.8**	**25**	**0.5**
16H,6-22	**5302**	**39**	**0.7**	**4555**	**85.9**	**537**	**10.1**	**146**	**2.8**	**25**	**0.5**
18H,6-24	**5382**	**39**	**0.7**	**4631**	**86.1**	**539**	**10.0**	**148**	**2.8**	**25**	**0.5**
24H,0-24	**5527**	**39**	**0.7**	**4741**	**85.8**	**562**	**10.2**	**159**	**2.9**	**26**	**0.5**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**19**	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
01:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
02:00	**7**	0	0.0	2	28.6	3	42.9	2	28.6	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**29**	0	0.0	20	69.0	8	27.6	1	3.5	0	0.0
05:00	**74**	0	0.0	60	81.1	8	10.8	6	8.1	0	0.0
06:00	**178**	0	0.0	153	86.0	21	11.8	4	2.3	0	0.0
07:00	**339**	0	0.0	294	86.7	33	9.7	12	3.5	0	0.0
08:00	**338**	6	1.8	287	84.9	34	10.1	10	3.0	1	0.3
09:00	**414**	6	1.5	344	83.1	46	11.1	18	4.4	0	0.0
10:00	**406**	2	0.5	341	84.0	42	10.3	18	4.4	3	0.7
11:00	**368**	3	0.8	309	84.0	47	12.8	8	2.2	1	0.3
12:00	**349**	1	0.3	292	83.7	49	14.0	6	1.7	1	0.3
13:00	**373**	1	0.3	316	84.7	40	10.7	14	3.8	2	0.5
14:00	**455**	0	0.0	397	87.3	42	9.2	14	3.1	2	0.4
15:00	**438**	1	0.2	375	85.6	47	10.7	13	3.0	2	0.5
16:00	**523**	4	0.8	451	86.2	53	10.1	10	1.9	5	1.0
17:00	**570**	4	0.7	509	89.3	44	7.7	11	1.9	2	0.4
18:00	**363**	4	1.1	324	89.3	30	8.3	4	1.1	1	0.3
19:00	**214**	6	2.8	188	87.9	16	7.5	4	1.9	0	0.0
20:00	**170**	2	1.2	152	89.4	10	5.9	6	3.5	0	0.0
21:00	**97**	1	1.0	86	88.7	8	8.3	2	2.1	0	0.0
22:00	**53**	2	3.8	49	92.5	1	1.9	1	1.9	0	0.0
23:00	**34**	0	0.0	31	91.2	3	8.8	0	0.0	0	0.0
12H,7-19	**4936**	**32**	**0.7**	**4239**	**85.9**	**507**	**10.3**	**138**	**2.8**	**20**	**0.4**
16H,6-22	**5595**	**41**	**0.7**	**4818**	**86.1**	**562**	**10.0**	**154**	**2.8**	**20**	**0.4**
18H,6-24	**5682**	**43**	**0.8**	**4898**	**86.2**	**566**	**10.0**	**155**	**2.7**	**20**	**0.4**
24H,0-24	**5825**	**43**	**0.7**	**5008**	**86.0**	**590**	**10.1**	**164**	**2.8**	**20**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**25**	0	0.0	19	76.0	4	16.0	2	8.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
04:00	**23**	0	0.0	16	69.6	4	17.4	3	13.0	0	0.0
05:00	**82**	0	0.0	68	82.9	11	13.4	3	3.7	0	0.0
06:00	**169**	0	0.0	134	79.3	27	16.0	8	4.7	0	0.0
07:00	**330**	1	0.3	280	84.9	41	12.4	7	2.1	1	0.3
08:00	**346**	3	0.9	285	82.4	43	12.4	14	4.1	1	0.3
09:00	**400**	1	0.3	341	85.3	40	10.0	17	4.3	1	0.3
10:00	**349**	2	0.6	291	83.4	42	12.0	11	3.2	3	0.9
11:00	**368**	2	0.5	304	82.6	50	13.6	12	3.3	0	0.0
12:00	**363**	2	0.6	313	86.2	36	9.9	10	2.8	2	0.6
13:00	**356**	1	0.3	299	84.0	46	12.9	10	2.8	0	0.0
14:00	**345**	1	0.3	300	87.0	35	10.1	8	2.3	1	0.3
15:00	**511**	3	0.6	420	82.2	65	12.7	19	3.7	4	0.8
16:00	**486**	2	0.4	412	84.8	55	11.3	13	2.7	4	0.8
17:00	**544**	5	0.9	488	89.7	41	7.5	7	1.3	3	0.6
18:00	**388**	2	0.5	350	90.2	25	6.4	11	2.8	0	0.0
19:00	**248**	1	0.4	228	91.9	12	4.8	7	2.8	0	0.0
20:00	**154**	1	0.7	136	88.3	11	7.1	4	2.6	2	1.3
21:00	**114**	1	0.9	99	86.8	9	7.9	5	4.4	0	0.0
22:00	**78**	0	0.0	75	96.2	3	3.9	0	0.0	0	0.0
23:00	**42**	4	9.5	37	88.1	1	2.4	0	0.0	0	0.0
12H,7-19	**4786**	**25**	**0.5**	**4083**	**85.3**	**519**	**10.8**	**139**	**2.9**	**20**	**0.4**
16H,6-22	**5471**	**28**	**0.5**	**4680**	**85.5**	**578**	**10.6**	**163**	**3.0**	**22**	**0.4**
18H,6-24	**5591**	**32**	**0.6**	**4792**	**85.7**	**582**	**10.4**	**163**	**2.9**	**22**	**0.4**
24H,0-24	**5733**	**32**	**0.6**	**4904**	**85.5**	**604**	**10.5**	**171**	**3.0**	**22**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**18**	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
01:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
02:00	**5**	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
03:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
04:00	**27**	0	0.0	21	77.8	5	18.5	1	3.7	0	0.0
05:00	**79**	0	0.0	67	84.8	10	12.7	2	2.5	0	0.0
06:00	**167**	0	0.0	140	83.8	19	11.4	8	4.8	0	0.0
07:00	**320**	0	0.0	264	82.5	41	12.8	15	4.7	0	0.0
08:00	**373**	2	0.5	310	83.1	43	11.5	15	4.0	3	0.8
09:00	**383**	1	0.3	325	84.9	34	8.9	18	4.7	5	1.3
10:00	**345**	2	0.6	295	85.5	38	11.0	7	2.0	3	0.9
11:00	**373**	2	0.5	293	78.6	60	16.1	15	4.0	3	0.8
12:00	**360**	1	0.3	293	81.4	46	12.8	19	5.3	1	0.3
13:00	**382**	2	0.5	311	81.4	51	13.4	16	4.2	2	0.5
14:00	**419**	5	1.2	351	83.8	45	10.7	15	3.6	3	0.7
15:00	**462**	1	0.2	403	87.2	42	9.1	13	2.8	3	0.7
16:00	**496**	3	0.6	428	86.3	54	10.9	11	2.2	0	0.0
17:00	**521**	4	0.8	468	89.8	32	6.1	15	2.9	2	0.4
18:00	**356**	5	1.4	327	91.9	21	5.9	3	0.8	0	0.0
19:00	**220**	1	0.5	197	89.6	17	7.7	5	2.3	0	0.0
20:00	**166**	1	0.6	150	90.4	9	5.4	6	3.6	0	0.0
21:00	**122**	0	0.0	113	92.6	8	6.6	0	0.0	1	0.8
22:00	**102**	1	1.0	95	93.1	4	3.9	2	2.0	0	0.0
23:00	**61**	0	0.0	57	93.4	4	6.6	0	0.0	0	0.0
12H,7-19	**4790**	**28**	**0.6**	**4068**	**84.9**	**507**	**10.6**	**162**	**3.4**	**25**	**0.5**
16H,6-22	**5465**	**30**	**0.6**	**4668**	**85.4**	**560**	**10.3**	**181**	**3.3**	**26**	**0.5**
18H,6-24	**5628**	**31**	**0.6**	**4820**	**85.6**	**568**	**10.1**	**183**	**3.3**	**26**	**0.5**
24H,0-24	**5774**	**31**	**0.5**	**4939**	**85.5**	**589**	**10.2**	**189**	**3.3**	**26**	**0.5**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**44**	0	0.0	42	95.5	1	2.3	1	2.3	0	0.0
01:00	**17**	0	0.0	14	82.4	3	17.7	0	0.0	0	0.0
02:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
03:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
04:00	**19**	0	0.0	14	73.7	5	26.3	0	0.0	0	0.0
05:00	**38**	0	0.0	33	86.8	5	13.2	0	0.0	0	0.0
06:00	**78**	1	1.3	60	76.9	17	21.8	0	0.0	0	0.0
07:00	**132**	0	0.0	116	87.9	14	10.6	2	1.5	0	0.0
08:00	**210**	0	0.0	187	89.1	21	10.0	2	1.0	0	0.0
09:00	**352**	4	1.1	318	90.3	21	6.0	8	2.3	1	0.3
10:00	**415**	4	1.0	374	90.1	21	5.1	16	3.9	0	0.0
11:00	**431**	3	0.7	405	94.0	18	4.2	5	1.2	0	0.0
12:00	**458**	8	1.8	416	90.8	25	5.5	9	2.0	0	0.0
13:00	**368**	1	0.3	336	91.3	23	6.3	6	1.6	2	0.5
14:00	**379**	1	0.3	348	91.8	22	5.8	8	2.1	0	0.0
15:00	**390**	0	0.0	362	92.8	21	5.4	7	1.8	0	0.0
16:00	**423**	1	0.2	397	93.9	16	3.8	8	1.9	1	0.2
17:00	**367**	4	1.1	338	92.1	15	4.1	9	2.5	1	0.3
18:00	**281**	0	0.0	252	89.7	21	7.5	6	2.1	2	0.7
19:00	**218**	1	0.5	205	94.0	8	3.7	4	1.8	0	0.0
20:00	**147**	0	0.0	134	91.2	11	7.5	2	1.4	0	0.0
21:00	**117**	0	0.0	114	97.4	2	1.7	1	0.9	0	0.0
22:00	**99**	0	0.0	93	93.9	2	2.0	4	4.0	0	0.0
23:00	**80**	2	2.5	75	93.8	2	2.5	1	1.3	0	0.0
12H,7-19	**4206**	**26**	**0.6**	**3849**	**91.5**	**238**	**5.7**	**86**	**2.0**	**7**	**0.2**
16H,6-22	**4766**	**28**	**0.6**	**4362**	**91.5**	**276**	**5.8**	**93**	**2.0**	**7**	**0.2**
18H,6-24	**4945**	**30**	**0.6**	**4530**	**91.6**	**280**	**5.7**	**98**	**2.0**	**7**	**0.1**
24H,0-24	**5086**	**30**	**0.6**	**4654**	**91.5**	**296**	**5.8**	**99**	**2.0**	**7**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

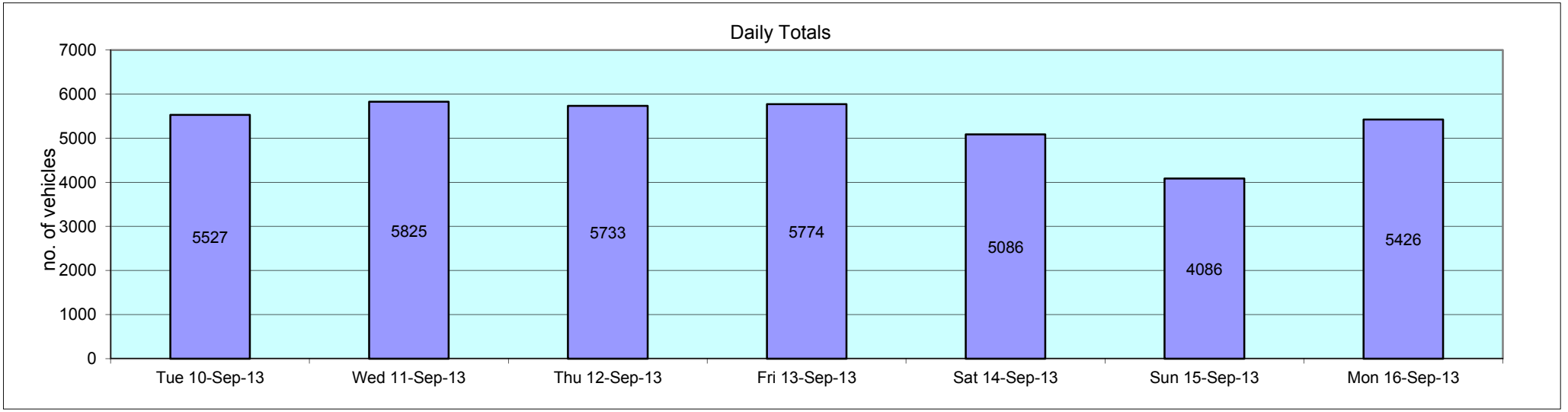
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**47**	0	0.0	44	93.6	1	2.1	2	4.3	0	0.0
01:00	**17**	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
02:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	**10**	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
04:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
05:00	**23**	1	4.4	22	95.7	0	0.0	0	0.0	0	0.0
06:00	**34**	0	0.0	31	91.2	2	5.9	1	2.9	0	0.0
07:00	**76**	0	0.0	70	92.1	6	7.9	0	0.0	0	0.0
08:00	**97**	2	2.1	81	83.5	10	10.3	4	4.1	0	0.0
09:00	**243**	4	1.7	222	91.4	14	5.8	3	1.2	0	0.0
10:00	**340**	8	2.4	316	92.9	9	2.7	7	2.1	0	0.0
11:00	**353**	11	3.1	322	91.2	16	4.5	4	1.1	0	0.0
12:00	**424**	8	1.9	397	93.6	12	2.8	7	1.7	0	0.0
13:00	**364**	9	2.5	329	90.4	15	4.1	11	3.0	0	0.0
14:00	**362**	3	0.8	330	91.2	21	5.8	8	2.2	0	0.0
15:00	**368**	7	1.9	328	89.1	29	7.9	4	1.1	0	0.0
16:00	**326**	5	1.5	281	86.2	32	9.8	7	2.2	1	0.3
17:00	**265**	2	0.8	228	86.0	25	9.4	10	3.8	0	0.0
18:00	**263**	1	0.4	247	93.9	10	3.8	5	1.9	0	0.0
19:00	**155**	0	0.0	147	94.8	5	3.2	3	1.9	0	0.0
20:00	**135**	0	0.0	121	89.6	12	8.9	2	1.5	0	0.0
21:00	**90**	0	0.0	82	91.1	4	4.4	4	4.4	0	0.0
22:00	**48**	0	0.0	46	95.8	2	4.2	0	0.0	0	0.0
23:00	**24**	0	0.0	21	87.5	1	4.2	2	8.3	0	0.0
12H,7-19	**3481**	**60**	**1.7**	**3151**	**90.5**	**199**	**5.7**	**70**	**2.0**	**1**	**0.0**
16H,6-22	**3895**	**60**	**1.5**	**3532**	**90.7**	**222**	**5.7**	**80**	**2.1**	**1**	**0.0**
18H,6-24	**3967**	**60**	**1.5**	**3599**	**90.7**	**225**	**5.7**	**82**	**2.1**	**1**	**0.0**
24H,0-24	**4086**	**61**	**1.5**	**3707**	**90.7**	**232**	**5.7**	**85**	**2.1**	**1**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**17**	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
01:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
02:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
03:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
04:00	**19**	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
05:00	**80**	1	1.3	67	83.8	10	12.5	2	2.5	0	0.0
06:00	**194**	1	0.5	167	86.1	17	8.8	9	4.6	0	0.0
07:00	**269**	3	1.1	220	81.8	37	13.8	5	1.9	4	1.5
08:00	**331**	4	1.2	286	86.4	30	9.1	10	3.0	1	0.3
09:00	**372**	1	0.3	328	88.2	28	7.5	14	3.8	1	0.3
10:00	**346**	4	1.2	285	82.4	40	11.6	14	4.1	3	0.9
11:00	**354**	1	0.3	310	87.6	28	7.9	15	4.2	0	0.0
12:00	**361**	3	0.8	307	85.0	39	10.8	9	2.5	3	0.8
13:00	**382**	2	0.5	330	86.4	32	8.4	15	3.9	3	0.8
14:00	**382**	0	0.0	322	84.3	43	11.3	14	3.7	3	0.8
15:00	**401**	5	1.3	349	87.0	33	8.2	11	2.7	3	0.8
16:00	**455**	2	0.4	401	88.1	30	6.6	19	4.2	3	0.7
17:00	**541**	7	1.3	472	87.3	44	8.1	15	2.8	3	0.6
18:00	**343**	2	0.6	306	89.2	26	7.6	9	2.6	0	0.0
19:00	**234**	0	0.0	212	90.6	14	6.0	8	3.4	0	0.0
20:00	**134**	0	0.0	115	85.8	15	11.2	4	3.0	0	0.0
21:00	**107**	1	0.9	96	89.7	8	7.5	2	1.9	0	0.0
22:00	**57**	0	0.0	56	98.3	0	0.0	1	1.8	0	0.0
23:00	**26**	0	0.0	25	96.2	0	0.0	1	3.9	0	0.0
12H,7-19	**4537**	**34**	**0.8**	**3916**	**86.3**	**410**	**9.0**	**150**	**3.3**	**27**	**0.6**
16H,6-22	**5206**	**36**	**0.7**	**4506**	**86.6**	**464**	**8.9**	**173**	**3.3**	**27**	**0.5**
18H,6-24	**5289**	**36**	**0.7**	**4587**	**86.7**	**464**	**8.8**	**175**	**3.3**	**27**	**0.5**
24H,0-24	**5426**	**37**	**0.7**	**4705**	**86.7**	**478**	**8.8**	**179**	**3.3**	**27**	**0.5**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**5527**	39	0.7	4741	85.8	562	10.2	159	2.9	26	0.5
Wed 11-Sep-13	**5825**	43	0.7	5008	86.0	590	10.1	164	2.8	20	0.3
Thu 12-Sep-13	**5733**	32	0.6	4904	85.5	604	10.5	171	3.0	22	0.4
Fri 13-Sep-13	**5774**	31	0.5	4939	85.5	589	10.2	189	3.3	26	0.5
Sat 14-Sep-13	**5086**	30	0.6	4654	91.5	296	5.8	99	2.0	7	0.1
Sun 15-Sep-13	**4086**	61	1.5	3707	90.7	232	5.7	85	2.1	1	0.0
Mon 16-Sep-13	**5426**	37	0.7	4705	86.7	478	8.8	179	3.3	27	0.5
Total Vehicles											
[--]	**37457**	273	0.8	32658	87.4	3351	8.8	1046	2.8	129	0.3



16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 10-Sep-13																
00:00	**14**	59.5	53.3	8.8	0	0	0	1	0	5	4	2	1	0	1	0
01:00	**7**	-	55.6	7.1	0	0	0	0	0	2	2	2	0	1	0	0
02:00	**13**	63.8	54.3	9.6	0	0	0	0	3	2	4	1	1	1	1	0
03:00	**6**	-	55.2	9.4	0	0	0	0	0	2	3	0	0	0	1	0
04:00	**25**	64.1	55.8	8.4	0	0	0	1	2	4	5	5	6	2	0	0
05:00	**80**	65.5	56.3	10	0	0	1	4	3	14	17	16	14	7	1	3
06:00	**176**	60.8	54.1	7.4	0	0	0	2	18	41	50	40	16	5	2	2
07:00	**308**	59.9	53	6.7	0	0	0	9	33	70	96	69	27	3	1	0
08:00	**348**	58.1	51.1	7.7	0	0	9	8	39	119	100	48	17	6	0	2
09:00	**394**	57	50.9	6.6	0	0	0	14	58	143	110	49	9	8	2	1
10:00	**396**	55.7	50.5	6.1	0	0	0	11	60	157	114	38	11	2	2	1
11:00	**324**	57.4	51.7	6.3	1	0	1	3	27	119	110	50	8	3	1	1
12:00	**356**	58.4	51.6	7.3	0	0	0	13	50	117	97	53	15	4	2	5
13:00	**355**	58.3	52.3	6.1	0	0	0	8	31	104	126	70	11	3	1	1
14:00	**388**	55.8	50.7	6.2	0	0	0	11	56	148	118	35	14	4	1	1
15:00	**440**	57.3	50.9	6.6	0	0	0	14	69	161	116	53	19	4	3	1
16:00	**431**	57.6	52	6.3	0	0	0	14	25	158	151	55	19	6	1	2
17:00	**542**	57.9	52.1	5.9	0	0	0	6	57	178	189	79	23	7	3	0
18:00	**374**	59.6	52.9	6.7	0	0	0	11	27	103	132	61	30	8	1	1
19:00	**236**	61.4	54.4	6.7	0	0	0	2	15	52	86	43	30	4	3	1
20:00	**144**	62.4	54.1	7.8	0	0	0	4	14	34	38	27	18	7	2	0
21:00	**90**	60.3	53.1	8.1	0	0	0	2	13	24	24	15	7	1	3	1
22:00	**55**	58.9	51	6.9	0	0	0	0	15	17	9	9	4	1	0	0
23:00	**25**	60.7	51.4	8.7	0	0	0	3	4	3	8	3	4	0	0	0
12H,7-19	**4656**	**57.9**	**51.6**	**6.6**	**1**	**0**	**10**	**122**	**532**	**1577**	**1459**	**660**	**203**	**58**	**18**	**16**
16H,6-22	**5302**	**58.5**	**51.9**	**6.7**	**1**	**0**	**10**	**132**	**592**	**1728**	**1657**	**785**	**274**	**75**	**28**	**20**
18H,6-24	**5382**	**58.5**	**51.9**	**6.7**	**1**	**0**	**10**	**135**	**611**	**1748**	**1674**	**797**	**282**	**76**	**28**	**20**
24H,0-24	**5527**	**58.7**	**52**	**6.8**	**1**	**0**	**11**	**141**	**619**	**1777**	**1709**	**823**	**304**	**87**	**32**	**23**

16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 11-Sep-13																
00:00	**19**	59.3	53.8	6.5	0	0	0	0	2	5	4	7	0	1	0	0
01:00	**11**	60.3	54.9	6.1	0	0	0	0	0	2	7	0	1	1	0	0
02:00	**7**	-	55.3	12.8	0	0	0	1	0	1	2	2	0	0	0	1
03:00	**3**	-	50.2	11.6	0	0	0	0	2	0	0	0	1	0	0	0
04:00	**29**	62.8	55.1	8.5	0	0	0	2	3	2	6	9	6	1	0	0
05:00	**74**	64.6	56.4	9.5	0	0	0	2	5	11	24	14	9	2	2	5
06:00	**178**	61.9	55.2	7.5	0	0	0	1	13	39	49	46	15	10	2	3
07:00	**339**	59.4	52.7	6.6	0	0	0	7	31	102	106	62	20	10	1	0
08:00	**338**	58.9	52.6	6.8	0	0	1	11	27	83	132	57	20	4	1	2
09:00	**414**	56.6	50.5	6.7	0	1	0	13	65	170	96	50	10	6	1	2
10:00	**406**	55.6	50.1	6.9	0	1	2	19	55	159	118	38	7	3	1	3
11:00	**368**	56.5	50.8	6.1	0	0	0	5	66	132	105	44	9	5	2	0
12:00	**349**	58.2	50.4	9.1	0	0	18	17	35	102	105	44	19	3	5	1
13:00	**373**	56.8	50.4	6.7	0	1	1	17	53	140	97	45	16	3	0	0
14:00	**455**	55.9	50.2	6.3	0	0	1	25	59	174	129	52	11	4	0	0
15:00	**438**	57.8	50.8	7.6	0	0	3	24	63	152	108	59	18	3	6	2
16:00	**523**	56.5	50.7	6.1	0	0	0	17	66	216	139	63	14	7	1	0
17:00	**570**	58.4	51.8	6.4	0	0	0	18	61	182	177	96	27	8	1	0
18:00	**363**	61	55	6.3	0	0	0	3	12	78	121	94	43	8	3	1
19:00	**214**	59.9	52.7	7.5	0	0	0	8	19	72	50	42	15	5	0	3
20:00	**170**	59.2	50.9	9	0	0	3	19	21	29	58	22	12	5	0	1
21:00	**97**	60.3	51.8	9.3	0	1	1	6	10	27	24	15	8	3	2	0
22:00	**53**	63.1	53.7	9	0	0	0	4	7	8	12	11	6	5	0	0
23:00	**34**	65	55.7	9.7	0	0	0	0	5	7	8	6	3	1	3	1
12H,7-19	**4936**	**57.9**	**51.3**	**6.9**	**0**	**3**	**26**	**176**	**593**	**1690**	**1433**	**704**	**214**	**64**	**22**	**11**
16H,6-22	**5595**	**58.3**	**51.5**	**7.1**	**0**	**4**	**30**	**210**	**656**	**1857**	**1614**	**829**	**264**	**87**	**26**	**18**
18H,6-24	**5682**	**58.4**	**51.5**	**7.2**	**0**	**4**	**30**	**214**	**668**	**1872**	**1634**	**846**	**273**	**93**	**29**	**19**
24H,0-24	**5825**	**58.5**	**51.6**	**7.2**	**0**	**4**	**30**	**219**	**680**	**1893**	**1677**	**878**	**290**	**98**	**31**	**25**

16768			CHILMINGTON GREEN				Site No: 16768002				Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 12-Sep-13																
00:00	**25**	63.8	54.5	8.3	0	0	0	0	3	7	7	1	5	1	1	0
01:00	**2**	-	48.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	**3**	-	49.3	11.8	0	0	0	1	0	0	1	1	0	0	0	0
03:00	**7**	-	57.8	11	0	0	0	0	2	0	0	2	2	0	1	0
04:00	**23**	68.6	59.6	9.9	0	0	0	0	2	3	2	7	4	2	1	2
05:00	**82**	64.1	56	7.8	0	0	0	0	4	21	20	18	10	4	5	0
06:00	**169**	62.8	55.6	6.8	0	0	0	1	11	26	56	40	26	7	2	0
07:00	**330**	60	53.8	6.7	0	0	0	7	20	75	123	69	20	14	1	1
08:00	**346**	59.1	52.6	6.7	0	0	1	8	31	98	121	55	21	9	2	0
09:00	**400**	57.7	51.7	6.3	0	0	0	15	38	124	142	59	15	7	0	0
10:00	**349**	55.9	50.3	6.8	0	0	0	18	54	131	96	36	9	1	0	4
11:00	**368**	56.4	50	8.2	0	0	17	9	50	124	109	41	12	2	2	2
12:00	**363**	58.8	52.5	6.4	0	0	0	8	27	121	121	56	19	10	0	1
13:00	**356**	58.9	52.3	6.9	1	0	0	6	34	121	104	62	20	4	3	1
14:00	**345**	57.2	51.4	6.6	0	2	0	6	41	112	121	45	13	4	0	1
15:00	**511**	57	51.1	6.4	0	1	2	11	68	170	168	72	12	4	3	0
16:00	**486**	59	52.3	6.9	0	0	1	16	52	137	149	97	23	8	1	2
17:00	**544**	59.2	53.5	5.8	0	0	0	6	27	142	209	120	29	7	4	0
18:00	**388**	59.8	53.3	6.5	1	0	0	3	26	109	137	70	33	8	1	0
19:00	**248**	59.5	52.3	7.7	0	0	2	16	20	56	81	50	18	4	0	1
20:00	**154**	59.7	50.2	10.3	0	0	7	15	22	39	34	18	8	8	2	1
21:00	**114**	61.1	52.7	9	0	0	0	12	12	18	32	22	14	2	0	2
22:00	**78**	63.4	56.1	8	0	0	0	1	1	17	28	15	8	3	2	3
23:00	**42**	64.2	56.6	8.4	0	0	0	0	4	5	13	10	5	3	0	2
12H,7-19	**4786**	**58.5**	**52.1**	**6.7**	**2**	**3**	**21**	**113**	**468**	**1464**	**1600**	**782**	**226**	**78**	**17**	**12**
16H,6-22	**5471**	**58.8**	**52.2**	**7**	**2**	**3**	**30**	**157**	**533**	**1603**	**1803**	**912**	**292**	**99**	**21**	**16**
18H,6-24	**5591**	**58.9**	**52.2**	**7**	**2**	**3**	**30**	**158**	**538**	**1625**	**1844**	**937**	**305**	**105**	**23**	**21**
24H,0-24	**5733**	**59.1**	**52.3**	**7.1**	**2**	**3**	**30**	**159**	**549**	**1658**	**1874**	**966**	**326**	**112**	**31**	**23**

16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 13-Sep-13																
00:00	**18**	70.5	57.9	10.1	0	0	0	0	2	2	5	3	3	0	2	1
01:00	**11**	60.3	54.9	7.9	0	0	0	0	1	1	7	0	1	0	1	0
02:00	**5**	-	48.5	5.2	0	0	0	0	2	1	2	0	0	0	0	0
03:00	**6**	-	53.5	3.4	0	0	0	0	0	1	4	1	0	0	0	0
04:00	**27**	61.8	55.4	7.1	0	0	0	1	1	2	12	6	3	2	0	0
05:00	**79**	63.7	56.3	7.6	0	0	0	0	6	10	27	21	5	5	5	0
06:00	**167**	62.8	55.6	6.9	0	0	0	2	8	27	57	39	23	9	2	0
07:00	**320**	59.2	53.2	6.3	0	0	0	5	21	89	116	63	15	8	2	1
08:00	**373**	57.9	51.3	6.6	0	1	0	7	54	132	102	54	17	4	2	0
09:00	**383**	56.6	50.7	6.1	0	0	0	10	54	162	94	44	13	5	1	0
10:00	**345**	56.6	50.5	6.6	0	0	1	12	54	134	87	39	13	3	1	1
11:00	**373**	55.4	49.9	6.2	0	0	3	10	68	141	108	31	7	4	1	0
12:00	**360**	56.1	49.5	7.1	0	1	1	29	65	111	98	46	6	3	0	0
13:00	**382**	51	45.2	6.4	0	0	2	71	140	111	45	11	1	1	0	0
14:00	**419**	54.4	48	6.3	0	1	0	33	113	155	79	35	0	3	0	0
15:00	**462**	56	50.8	5.8	0	0	0	8	73	166	146	48	17	3	1	0
16:00	**496**	55.2	49	6.8	0	0	2	41	84	214	95	42	11	5	2	0
17:00	**521**	57.6	51.3	6.3	0	0	0	14	64	195	147	71	21	6	2	1
18:00	**356**	58.5	51.4	7.3	0	0	0	25	40	98	106	66	15	4	0	2
19:00	**220**	56.1	49.6	7.3	0	0	0	15	50	74	47	22	7	3	1	1
20:00	**166**	54.2	46.7	8.1	0	1	1	26	52	44	26	10	3	1	2	0
21:00	**122**	58	49.5	7.8	0	0	0	13	26	35	24	13	10	1	0	0
22:00	**102**	55.1	49.4	6.5	0	0	0	4	25	39	22	8	2	1	1	0
23:00	**61**	56.4	50.8	7.3	0	0	0	1	15	20	15	4	3	2	1	0
12H,7-19	**4790**	**56.3**	**50**	**6.7**	**0**	**3**	**9**	**265**	**830**	**1708**	**1223**	**550**	**136**	**49**	**12**	**5**
16H,6-22	**5465**	**56.6**	**50.1**	**6.9**	**0**	**4**	**10**	**321**	**966**	**1888**	**1377**	**634**	**179**	**63**	**17**	**6**
18H,6-24	**5628**	**56.6**	**50.1**	**6.9**	**0**	**4**	**10**	**326**	**1006**	**1947**	**1414**	**646**	**184**	**66**	**19**	**6**
24H,0-24	**5774**	**56.8**	**50.2**	**7**	**0**	**4**	**10**	**327**	**1018**	**1964**	**1471**	**677**	**196**	**73**	**27**	**7**

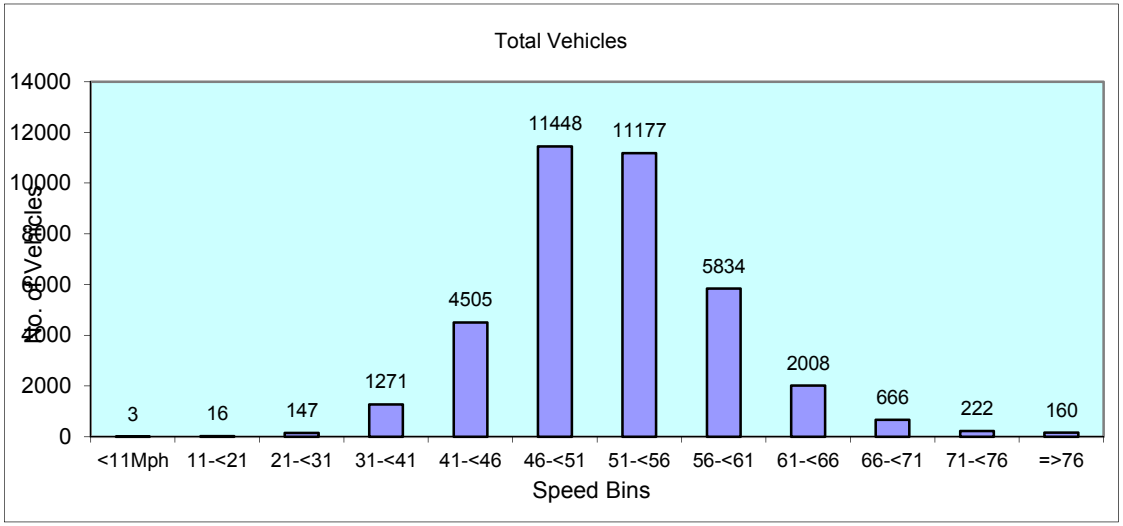
16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 14-Sep-13																
00:00	**44**	55.5	48	9.6	0	0	0	12	4	11	11	1	3	2	0	0
01:00	**17**	64.3	56.1	8.4	0	0	0	0	1	5	3	3	3	1	1	0
02:00	**15**	64.8	51.3	13.5	0	0	0	5	0	3	1	1	3	1	1	0
03:00	**8**	-	54.1	9.1	0	0	0	0	2	1	2	1	1	1	0	0
04:00	**19**	64.3	56.9	7.4	0	0	0	0	1	4	3	5	4	2	0	0
05:00	**38**	61.8	55.7	7.1	0	0	0	0	2	7	12	10	5	1	0	1
06:00	**78**	65.4	57	8.9	0	0	0	0	6	13	23	15	10	4	3	4
07:00	**132**	64.1	55.1	8.4	0	0	0	1	15	30	31	26	14	8	6	1
08:00	**210**	60.7	54.4	6.2	0	0	0	0	9	59	66	47	21	6	2	0
09:00	**352**	58.7	51.8	6.6	0	0	2	5	38	134	93	49	23	8	0	0
10:00	**415**	55.9	50.5	6	0	0	0	8	77	146	124	46	9	3	0	2
11:00	**431**	57.8	51.8	6.1	0	0	1	5	49	148	139	65	16	6	2	0
12:00	**458**	56.4	51.4	5.9	0	0	0	9	59	147	170	54	12	4	3	0
13:00	**368**	58.6	52.6	6.5	0	0	2	8	24	107	137	66	15	7	1	1
14:00	**379**	58.7	52.1	7	0	0	2	18	29	104	128	75	17	2	3	1
15:00	**390**	58.3	52.1	6.4	0	0	3	4	44	110	139	66	19	2	3	0
16:00	**423**	58.6	52.2	6.7	0	0	0	9	52	121	142	68	18	8	3	2
17:00	**367**	58.4	52.4	6.2	0	0	0	7	30	118	130	55	21	3	2	1
18:00	**281**	60.1	54.7	6.2	0	0	0	2	6	64	107	72	16	9	3	2
19:00	**218**	61.4	54.5	7.4	0	0	0	3	17	55	56	52	23	8	1	3
20:00	**147**	59.1	52	7.1	0	0	0	2	31	32	44	25	9	2	2	0
21:00	**117**	61	51.9	8.7	0	0	0	5	22	37	24	11	10	4	2	2
22:00	**99**	60.5	53.4	8.2	0	0	0	3	11	29	20	23	6	5	0	2
23:00	**80**	58	51.4	7.4	0	0	0	4	11	24	24	11	4	1	0	1
12H,7-19	**4206**	**58.6**	**52.3**	**6.5**	**0**	**0**	**10**	**76**	**432**	**1288**	**1406**	**689**	**201**	**66**	**28**	**10**
16H,6-22	**4766**	**59**	**52.4**	**6.7**	**0**	**0**	**10**	**86**	**508**	**1425**	**1553**	**792**	**253**	**84**	**36**	**19**
18H,6-24	**4945**	**59**	**52.4**	**6.8**	**0**	**0**	**10**	**93**	**530**	**1478**	**1597**	**826**	**263**	**90**	**36**	**22**
24H,0-24	**5086**	**59.1**	**52.5**	**6.9**	**0**	**0**	**10**	**110**	**540**	**1509**	**1629**	**847**	**282**	**98**	**38**	**23**

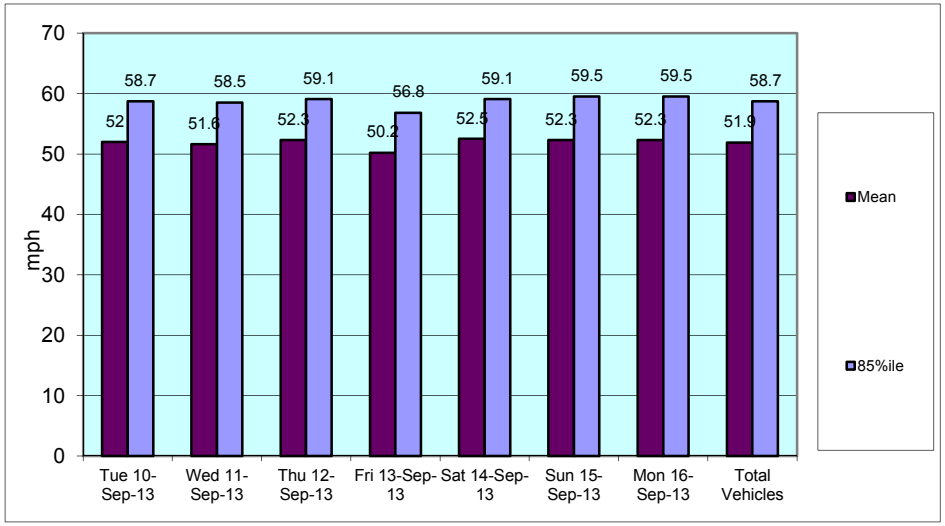
16768			CHILMINGTON GREEN				Site No: 16768002				Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 15-Sep-13																
00:00	**47**	62.5	53.9	8.1	0	0	0	2	6	9	10	10	8	2	0	0
01:00	**17**	68.4	57.9	9.3	0	0	0	0	1	3	5	2	2	2	2	0
02:00	**10**	71	63	7.7	0	0	0	0	0	0	1	4	3	0	1	1
03:00	**10**	68.5	58	11.5	0	0	0	0	1	3	1	1	1	2	0	1
04:00	**12**	72.8	62.7	10	0	0	0	0	0	2	1	3	1	2	2	1
05:00	**23**	71.3	58.4	10.8	0	0	0	1	1	2	5	9	1	0	1	3
06:00	**34**	64.8	57.8	8.5	0	0	0	1	2	4	5	8	11	2	0	1
07:00	**76**	64.1	54.8	8.4	0	0	0	1	8	17	24	8	10	5	2	1
08:00	**97**	64.2	56.4	8.4	0	0	0	5	3	9	31	23	17	6	1	2
09:00	**243**	60.1	53.2	7.7	0	0	0	10	24	60	64	59	19	1	2	4
10:00	**340**	60	52.6	8.5	0	4	3	7	24	103	99	61	21	14	2	2
11:00	**353**	59.9	53.7	6.9	0	0	1	2	27	86	135	63	24	6	4	5
12:00	**424**	59.7	53.8	6.4	0	0	0	5	28	101	157	92	26	11	1	3
13:00	**364**	59.6	52.5	7.4	0	0	0	13	40	109	94	74	20	9	2	3
14:00	**362**	59.1	52.4	7	0	0	0	15	35	95	120	67	22	4	3	1
15:00	**368**	56.9	50.8	6.7	0	0	0	17	56	119	113	40	20	1	0	2
16:00	**326**	55.8	49.7	6.2	0	0	0	14	60	137	69	35	9	1	0	1
17:00	**265**	57.8	50.3	7.3	0	0	3	13	50	78	66	41	11	3	0	0
18:00	**263**	58.2	52.3	6.5	0	0	1	3	23	88	93	35	10	6	4	0
19:00	**155**	60	52	7.7	0	0	0	9	25	28	54	19	17	2	0	1
20:00	**135**	55.8	47.3	9.8	0	0	12	16	19	31	38	15	3	1	0	0
21:00	**90**	57.8	49	9	0	0	3	9	21	18	21	11	5	2	0	0
22:00	**48**	55.8	50.8	7.2	0	0	0	5	5	8	23	4	3	0	0	0
23:00	**24**	63.3	55.4	10	0	0	0	0	3	5	9	2	2	0	1	2
12H,7-19	**3481**	**59.3**	**52.4**	**7.3**	**0**	**4**	**8**	**105**	**378**	**1002**	**1065**	**598**	**209**	**67**	**21**	**24**
16H,6-22	**3895**	**59.3**	**52.2**	**7.5**	**0**	**4**	**23**	**140**	**445**	**1083**	**1183**	**651**	**245**	**74**	**21**	**26**
18H,6-24	**3967**	**59.3**	**52.2**	**7.6**	**0**	**4**	**23**	**145**	**453**	**1096**	**1215**	**657**	**250**	**74**	**22**	**28**
24H,0-24	**4086**	**59.5**	**52.3**	**7.7**	**0**	**4**	**23**	**148**	**462**	**1115**	**1238**	**686**	**266**	**82**	**28**	**34**

16768			CHILMINGTON GREEN				Site No: 16768002				Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 16-Sep-13																
00:00	**17**	-	59.1	12.3	0	0	0	0	2	5	0	3	2	2	0	3
01:00	**6**	-	51	7	0	0	0	0	1	3	1	0	1	0	0	0
02:00	**7**	-	47.1	12.8	0	0	1	1	0	3	0	1	1	0	0	0
03:00	**8**	-	53.5	12	0	0	0	0	3	1	1	2	0	0	0	1
04:00	**19**	62.1	56.1	6	0	0	0	0	0	4	6	5	3	1	0	0
05:00	**80**	64.3	57.1	7.8	0	0	0	0	3	11	28	19	10	4	2	3
06:00	**194**	62.8	55.6	7	0	0	0	3	5	38	66	43	26	7	6	0
07:00	**269**	62.5	54.2	7.9	0	0	2	7	20	65	68	55	36	14	2	0
08:00	**331**	60.1	52.7	8.3	0	0	9	10	27	75	103	70	26	8	2	1
09:00	**372**	58.6	52.1	6.9	0	0	0	14	40	106	123	62	15	8	3	1
10:00	**346**	58.9	52.2	7.2	0	0	4	12	29	95	118	61	18	6	3	0
11:00	**354**	59	52.2	6.8	0	0	0	8	55	84	115	65	18	7	1	1
12:00	**361**	59	52.3	6.4	0	0	0	2	52	106	111	59	22	8	0	1
13:00	**382**	58.6	51.5	7.8	0	0	10	8	51	97	124	66	17	6	2	1
14:00	**382**	57.9	51.2	6.8	0	0	3	13	45	135	104	64	14	2	0	2
15:00	**401**	58.6	51.4	6.5	0	0	0	10	61	137	98	65	26	4	0	0
16:00	**455**	56	50.2	6.7	0	1	0	14	84	180	108	40	20	6	1	1
17:00	**541**	57.9	51.5	6.7	0	0	1	21	65	170	172	79	23	8	1	1
18:00	**343**	60	53.2	7.2	0	0	0	16	26	77	109	79	25	8	2	1
19:00	**234**	59.6	51.7	8	0	0	0	11	42	64	56	35	17	4	3	2
20:00	**134**	60.5	52	9.6	0	0	3	8	21	32	25	27	9	5	3	1
21:00	**107**	61.7	55.1	8.3	0	0	0	4	4	29	18	34	10	3	3	2
22:00	**57**	60.9	55	9.7	0	0	0	5	1	9	18	15	3	2	1	3
23:00	**26**	62.5	56.4	6.5	0	0	0	0	0	6	7	8	2	3	0	0
12H,7-19	**4537**	**59**	**51.9**	**7.1**	**0**	**1**	**29**	**135**	**555**	**1327**	**1353**	**765**	**260**	**85**	**17**	**10**
16H,6-22	**5206**	**59.3**	**52.1**	**7.3**	**0**	**1**	**32**	**161**	**627**	**1490**	**1518**	**904**	**322**	**104**	**32**	**15**
18H,6-24	**5289**	**59.3**	**52.2**	**7.3**	**0**	**1**	**32**	**166**	**628**	**1505**	**1543**	**927**	**327**	**109**	**33**	**18**
24H,0-24	**5426**	**59.5**	**52.3**	**7.4**	**0**	**1**	**33**	**167**	**637**	**1532**	**1579**	**957**	**344**	**116**	**35**	**25**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northeastbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Tue 10-Sep-13	**5527**	58.7	52	6.8	1	0	11	141	619	1777	1709	823	304	87	32	23
Wed 11-Sep-13	**5825**	58.5	51.6	7.2	0	4	30	219	680	1893	1677	878	290	98	31	25
Thu 12-Sep-13	**5733**	59.1	52.3	7.1	2	3	30	159	549	1658	1874	966	326	112	31	23
Fri 13-Sep-13	**5774**	56.8	50.2	7	0	4	10	327	1018	1964	1471	677	196	73	27	7
Sat 14-Sep-13	**5086**	59.1	52.5	6.9	0	0	10	110	540	1509	1629	847	282	98	38	23
Sun 15-Sep-13	**4086**	59.5	52.3	7.7	0	4	23	148	462	1115	1238	686	266	82	28	34
Mon 16-Sep-13	**5426**	59.5	52.3	7.4	0	1	33	167	637	1532	1579	957	344	116	35	25
Total Vehicles																
[--]	**37457**	58.7	51.9	7.2	3	16	147	1271	4505	11448	11177	5834	2008	666	222	160



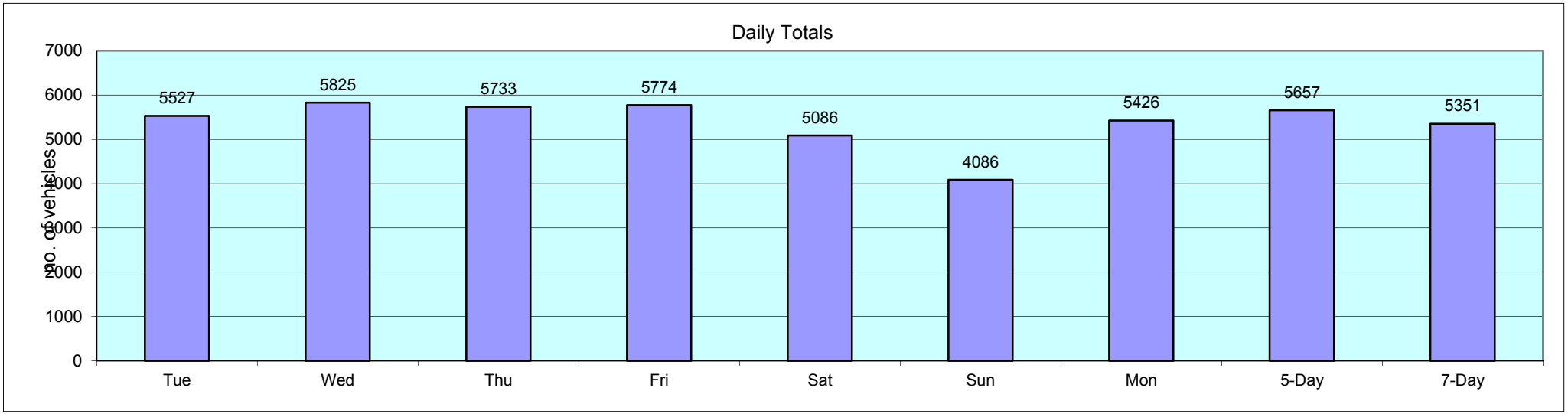


Data produced by Axiom Traffic Ltd

16768	CHILMINGTON GREEN		Site No: 16768002 Channel: Northeastbound		Location	Site 2, A28, Chilmington Green (Horse Warning SP)		
TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av
Week Begin: 10-Sep-13									
00:00	**14**	19	25	18	44	47	17	19	26
01:00	**7**	11	2	11	17	17	6	7	10
02:00	**13**	7	3	5	15	10	7	7	9
03:00	**6**	3	7	6	8	10	8	6	7
04:00	**25**	29	23	27	19	12	19	25	22
05:00	**80**	74	82	79	38	23	80	79	65
06:00	**176**	178	169	167	78	34	194	177	142
07:00	**308**	339	330	320	132	76	269	313	253
08:00	**348**	338	346	373	210	97	331	347	292
09:00	**394**	414	400	383	352	243	372	393	365
10:00	**396**	406	349	345	415	340	346	368	371
11:00	**324**	368	368	373	431	353	354	357	367
12:00	**356**	349	363	360	458	424	361	358	382
13:00	**355**	373	356	382	368	364	382	370	369
14:00	**388**	455	345	419	379	362	382	398	390
15:00	**440**	438	511	462	390	368	401	450	430
16:00	**431**	523	486	496	423	326	455	478	449
17:00	**542**	570	544	521	367	265	541	544	479
18:00	**374**	363	388	356	281	263	343	365	338
19:00	**236**	214	248	220	218	155	234	230	218
20:00	**144**	170	154	166	147	135	134	154	150
21:00	**90**	97	114	122	117	90	107	106	105
22:00	**55**	53	78	102	99	48	57	69	70
23:00	**25**	34	42	61	80	24	26	38	42
12H,7-19	**4656**	**4936**	**4786**	**4790**	**4206**	**3481**	**4537**	**4741**	**4485**
16H,6-22	**5302**	**5595**	**5471**	**5465**	**4766**	**3895**	**5206**	**5408**	**5100**
18H,6-24	**5382**	**5682**	**5591**	**5628**	**4945**	**3967**	**5289**	**5514**	**5212**
24H,0-24	**5527**	**5825**	**5733**	**5774**	**5086**	**4086**	**5426**	**5657**	**5351**
Am	**10:00**	**09:00**	**09:00**	**09:00**	**11:00**	**11:00**	**09:00**	**-**	**-**
Peak	**396**	**414**	**400**	**383**	**431**	**353**	**372**	**393**	**393**
Pm	**17:00**	**17:00**	**17:00**	**17:00**	**12:00**	**12:00**	**17:00**	**-**	**-**
Peak	**542**	**570**	**544**	**521**	**458**	**424**	**541**	**544**	**514**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
		Channel: Northeastbound		

TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av



16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
01:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
02:00	**10**	0	0.0	6	60.0	3	30.0	1	10.0	0	0.0
03:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	**25**	0	0.0	19	76.0	4	16.0	2	8.0	0	0.0
05:00	**73**	1	1.4	56	76.7	13	17.8	3	4.1	0	0.0
06:00	**174**	3	1.7	147	84.5	22	12.6	1	0.6	1	0.6
07:00	**427**	4	0.9	348	81.5	62	14.5	12	2.8	1	0.2
08:00	**585**	1	0.2	486	83.1	80	13.7	11	1.9	7	1.2
09:00	**307**	0	0.0	246	80.1	49	16.0	9	2.9	3	1.0
10:00	**310**	2	0.7	260	83.9	35	11.3	11	3.6	2	0.7
11:00	**355**	5	1.4	285	80.3	43	12.1	17	4.8	5	1.4
12:00	**341**	3	0.9	280	82.1	42	12.3	14	4.1	2	0.6
13:00	**347**	3	0.9	297	85.6	32	9.2	11	3.2	4	1.2
14:00	**392**	2	0.5	332	84.7	43	11.0	11	2.8	4	1.0
15:00	**416**	3	0.7	351	84.4	48	11.5	10	2.4	4	1.0
16:00	**475**	3	0.6	410	86.3	54	11.4	7	1.5	1	0.2
17:00	**413**	4	1.0	372	90.1	35	8.5	2	0.5	0	0.0
18:00	**297**	1	0.3	280	94.3	15	5.1	1	0.3	0	0.0
19:00	**254**	4	1.6	228	89.8	18	7.1	4	1.6	0	0.0
20:00	**141**	0	0.0	131	92.9	10	7.1	0	0.0	0	0.0
21:00	**106**	1	0.9	99	93.4	4	3.8	2	1.9	0	0.0
22:00	**96**	0	0.0	90	93.8	5	5.2	1	1.0	0	0.0
23:00	**44**	1	2.3	41	93.2	2	4.6	0	0.0	0	0.0
12H,7-19	**4665**	**31**	**0.7**	**3947**	**84.6**	**538**	**11.5**	**116**	**2.5**	**33**	**0.7**
16H,6-22	**5340**	**39**	**0.7**	**4552**	**85.2**	**592**	**11.1**	**123**	**2.3**	**34**	**0.6**
18H,6-24	**5480**	**40**	**0.7**	**4683**	**85.5**	**599**	**10.9**	**124**	**2.3**	**34**	**0.6**
24H,0-24	**5615**	**41**	**0.7**	**4786**	**85.2**	**622**	**11.1**	**132**	**2.4**	**34**	**0.6**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**19**	1	5.3	17	89.5	0	0.0	0	0.0	1	5.3
01:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
02:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
03:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
04:00	**22**	0	0.0	16	72.7	5	22.7	1	4.6	0	0.0
05:00	**62**	1	1.6	50	80.7	9	14.5	2	3.2	0	0.0
06:00	**188**	1	0.5	160	85.1	24	12.8	3	1.6	0	0.0
07:00	**439**	6	1.4	356	81.1	58	13.2	16	3.6	3	0.7
08:00	**573**	3	0.5	488	85.2	64	11.2	14	2.4	4	0.7
09:00	**350**	4	1.1	287	82.0	47	13.4	9	2.6	3	0.9
10:00	**326**	5	1.5	265	81.3	39	12.0	13	4.0	4	1.2
11:00	**352**	1	0.3	282	80.1	53	15.1	13	3.7	3	0.9
12:00	**362**	3	0.8	305	84.3	43	11.9	9	2.5	2	0.6
13:00	**372**	3	0.8	304	81.7	44	11.8	17	4.6	4	1.1
14:00	**368**	2	0.5	311	84.5	43	11.7	9	2.5	3	0.8
15:00	**405**	2	0.5	338	83.5	48	11.9	14	3.5	3	0.7
16:00	**451**	2	0.4	392	86.9	45	10.0	9	2.0	3	0.7
17:00	**412**	3	0.7	376	91.3	28	6.8	2	0.5	3	0.7
18:00	**341**	4	1.2	309	90.6	22	6.5	6	1.8	0	0.0
19:00	**249**	6	2.4	234	94.0	8	3.2	1	0.4	0	0.0
20:00	**146**	0	0.0	134	91.8	11	7.5	1	0.7	0	0.0
21:00	**95**	1	1.1	87	91.6	7	7.4	0	0.0	0	0.0
22:00	**88**	3	3.4	78	88.6	7	8.0	0	0.0	0	0.0
23:00	**34**	0	0.0	31	91.2	1	2.9	2	5.9	0	0.0
12H,7-19	**4751**	**38**	**0.8**	**4013**	**84.5**	**534**	**11.2**	**131**	**2.8**	**35**	**0.7**
16H,6-22	**5429**	**46**	**0.9**	**4628**	**85.3**	**584**	**10.8**	**136**	**2.5**	**35**	**0.6**
18H,6-24	**5551**	**49**	**0.9**	**4737**	**85.3**	**592**	**10.7**	**138**	**2.5**	**35**	**0.6**
24H,0-24	**5686**	**51**	**0.9**	**4847**	**85.2**	**611**	**10.8**	**141**	**2.5**	**36**	**0.6**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**16**	0	0.0	14	87.5	0	0.0	1	6.3	1	6.3
01:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
02:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
03:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
04:00	**16**	0	0.0	13	81.3	2	12.5	1	6.3	0	0.0
05:00	**57**	2	3.5	43	75.4	9	15.8	3	5.3	0	0.0
06:00	**183**	1	0.6	158	86.3	18	9.8	5	2.7	1	0.6
07:00	**453**	5	1.1	366	80.8	62	13.7	18	4.0	2	0.4
08:00	**573**	3	0.5	472	82.4	72	12.6	21	3.7	5	0.9
09:00	**347**	0	0.0	263	75.8	61	17.6	21	6.1	2	0.6
10:00	**350**	2	0.6	285	81.4	50	14.3	9	2.6	4	1.1
11:00	**328**	2	0.6	269	82.0	41	12.5	15	4.6	1	0.3
12:00	**393**	5	1.3	310	78.9	58	14.8	15	3.8	5	1.3
13:00	**388**	1	0.3	321	82.7	50	12.9	13	3.4	3	0.8
14:00	**413**	5	1.2	336	81.4	53	12.8	16	3.9	3	0.7
15:00	**404**	1	0.3	345	85.4	46	11.4	9	2.2	3	0.7
16:00	**436**	7	1.6	370	84.9	40	9.2	16	3.7	3	0.7
17:00	**412**	7	1.7	363	88.1	38	9.2	4	1.0	0	0.0
18:00	**382**	3	0.8	347	90.8	31	8.1	1	0.3	0	0.0
19:00	**240**	3	1.3	225	93.8	12	5.0	0	0.0	0	0.0
20:00	**185**	0	0.0	171	92.4	9	4.9	5	2.7	0	0.0
21:00	**109**	2	1.8	101	92.7	6	5.5	0	0.0	0	0.0
22:00	**109**	0	0.0	101	92.7	4	3.7	2	1.8	2	1.8
23:00	**53**	0	0.0	51	96.2	1	1.9	1	1.9	0	0.0
12H,7-19	**4879**	**41**	**0.8**	**4047**	**83.0**	**602**	**12.3**	**158**	**3.2**	**31**	**0.6**
16H,6-22	**5596**	**47**	**0.8**	**4702**	**84.0**	**647**	**11.6**	**168**	**3.0**	**32**	**0.6**
18H,6-24	**5758**	**47**	**0.8**	**4854**	**84.3**	**652**	**11.3**	**171**	**3.0**	**34**	**0.6**
24H,0-24	**5872**	**49**	**0.8**	**4945**	**84.2**	**666**	**11.3**	**177**	**3.0**	**35**	**0.6**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**32**	0	0.0	26	81.3	4	12.5	0	0.0	2	6.3
01:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
02:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
03:00	**11**	0	0.0	7	63.6	3	27.3	0	0.0	1	9.1
04:00	**12**	0	0.0	9	75.0	2	16.7	0	0.0	1	8.3
05:00	**53**	1	1.9	41	77.4	10	18.9	1	1.9	0	0.0
06:00	**176**	4	2.3	147	83.5	21	11.9	4	2.3	0	0.0
07:00	**423**	3	0.7	340	80.4	64	15.1	13	3.1	3	0.7
08:00	**554**	0	0.0	453	81.8	75	13.5	19	3.4	7	1.3
09:00	**339**	1	0.3	272	80.2	53	15.6	10	3.0	3	0.9
10:00	**342**	2	0.6	275	80.4	51	14.9	14	4.1	0	0.0
11:00	**375**	2	0.5	296	78.9	58	15.5	18	4.8	1	0.3
12:00	**401**	2	0.5	334	83.3	57	14.2	8	2.0	0	0.0
13:00	**395**	4	1.0	321	81.3	60	15.2	8	2.0	2	0.5
14:00	**436**	1	0.2	368	84.4	52	11.9	14	3.2	1	0.2
15:00	**489**	2	0.4	410	83.8	55	11.3	17	3.5	5	1.0
16:00	**479**	3	0.6	405	84.6	45	9.4	22	4.6	4	0.8
17:00	**392**	1	0.3	358	91.3	28	7.1	5	1.3	0	0.0
18:00	**351**	1	0.3	314	89.5	31	8.8	5	1.4	0	0.0
19:00	**248**	0	0.0	223	89.9	23	9.3	2	0.8	0	0.0
20:00	**150**	2	1.3	132	88.0	11	7.3	5	3.3	0	0.0
21:00	**138**	1	0.7	129	93.5	6	4.4	2	1.5	0	0.0
22:00	**104**	0	0.0	98	94.2	6	5.8	0	0.0	0	0.0
23:00	**61**	0	0.0	60	98.4	1	1.6	0	0.0	0	0.0
12H,7-19	**4976**	**22**	**0.4**	**4146**	**83.3**	**629**	**12.6**	**153**	**3.1**	**26**	**0.5**
16H,6-22	**5688**	**29**	**0.5**	**4777**	**84.0**	**690**	**12.1**	**166**	**2.9**	**26**	**0.5**
18H,6-24	**5853**	**29**	**0.5**	**4935**	**84.3**	**697**	**11.9**	**166**	**2.8**	**26**	**0.4**
24H,0-24	**5977**	**30**	**0.5**	**5030**	**84.2**	**719**	**12.0**	**168**	**2.8**	**30**	**0.5**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**52**	0	0.0	45	86.5	5	9.6	2	3.9	0	0.0
01:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
02:00	**14**	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
03:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
04:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
05:00	**34**	1	2.9	23	67.7	8	23.5	2	5.9	0	0.0
06:00	**89**	0	0.0	69	77.5	18	20.2	1	1.1	1	1.1
07:00	**221**	1	0.5	189	85.5	29	13.1	2	0.9	0	0.0
08:00	**287**	2	0.7	244	85.0	34	11.9	5	1.7	2	0.7
09:00	**350**	3	0.9	322	92.0	20	5.7	5	1.4	0	0.0
10:00	**391**	2	0.5	359	91.8	28	7.2	2	0.5	0	0.0
11:00	**434**	4	0.9	397	91.5	27	6.2	5	1.2	1	0.2
12:00	**404**	3	0.7	384	95.1	14	3.5	3	0.7	0	0.0
13:00	**412**	1	0.2	374	90.8	34	8.3	3	0.7	0	0.0
14:00	**383**	5	1.3	352	91.9	22	5.7	4	1.0	0	0.0
15:00	**365**	6	1.6	329	90.1	28	7.7	2	0.6	0	0.0
16:00	**351**	1	0.3	328	93.5	18	5.1	4	1.1	0	0.0
17:00	**332**	3	0.9	305	91.9	19	5.7	4	1.2	1	0.3
18:00	**275**	0	0.0	260	94.6	14	5.1	1	0.4	0	0.0
19:00	**208**	0	0.0	195	93.8	12	5.8	1	0.5	0	0.0
20:00	**117**	2	1.7	109	93.2	6	5.1	0	0.0	0	0.0
21:00	**100**	0	0.0	95	95.0	3	3.0	2	2.0	0	0.0
22:00	**87**	0	0.0	82	94.3	5	5.8	0	0.0	0	0.0
23:00	**84**	1	1.2	78	92.9	5	6.0	0	0.0	0	0.0
12H,7-19	**4205**	**31**	**0.7**	**3843**	**91.4**	**287**	**6.8**	**40**	**1.0**	**4**	**0.1**
16H,6-22	**4719**	**33**	**0.7**	**4311**	**91.4**	**326**	**6.9**	**44**	**0.9**	**5**	**0.1**
18H,6-24	**4890**	**34**	**0.7**	**4471**	**91.4**	**336**	**6.9**	**44**	**0.9**	**5**	**0.1**
24H,0-24	**5030**	**35**	**0.7**	**4586**	**91.2**	**355**	**7.1**	**49**	**1.0**	**5**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

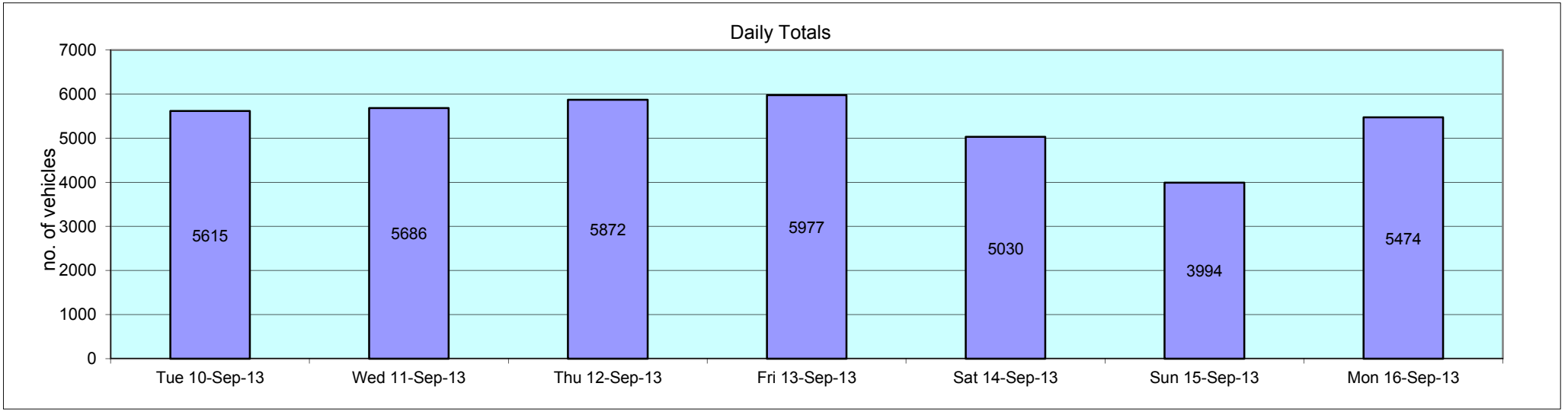
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**47**	0	0.0	46	97.9	1	2.1	0	0.0	0	0.0
01:00	**30**	1	3.3	26	86.7	1	3.3	2	6.7	0	0.0
02:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	**22**	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
04:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
05:00	**16**	0	0.0	12	75.0	3	18.8	1	6.3	0	0.0
06:00	**41**	2	4.9	33	80.5	4	9.8	2	4.9	0	0.0
07:00	**127**	3	2.4	103	81.1	20	15.8	1	0.8	0	0.0
08:00	**139**	16	11.5	111	79.9	10	7.2	2	1.4	0	0.0
09:00	**292**	10	3.4	258	88.4	22	7.5	1	0.3	1	0.3
10:00	**330**	14	4.2	295	89.4	17	5.2	4	1.2	0	0.0
11:00	**384**	13	3.4	346	90.1	22	5.7	3	0.8	0	0.0
12:00	**382**	10	2.6	348	91.1	19	5.0	5	1.3	0	0.0
13:00	**366**	4	1.1	338	92.4	22	6.0	2	0.6	0	0.0
14:00	**328**	3	0.9	309	94.2	14	4.3	2	0.6	0	0.0
15:00	**299**	0	0.0	277	92.6	22	7.4	0	0.0	0	0.0
16:00	**309**	4	1.3	287	92.9	15	4.9	1	0.3	2	0.7
17:00	**225**	0	0.0	211	93.8	13	5.8	1	0.4	0	0.0
18:00	**209**	1	0.5	193	92.3	14	6.7	1	0.5	0	0.0
19:00	**144**	1	0.7	140	97.2	3	2.1	0	0.0	0	0.0
20:00	**119**	2	1.7	111	93.3	4	3.4	2	1.7	0	0.0
21:00	**71**	0	0.0	66	93.0	4	5.6	1	1.4	0	0.0
22:00	**54**	0	0.0	52	96.3	1	1.9	1	1.9	0	0.0
23:00	**37**	0	0.0	32	86.5	4	10.8	1	2.7	0	0.0
12H,7-19	**3390**	**78**	**2.3**	**3076**	**90.7**	**210**	**6.2**	**23**	**0.7**	**3**	**0.1**
16H,6-22	**3765**	**83**	**2.2**	**3426**	**91.0**	**225**	**6.0**	**28**	**0.7**	**3**	**0.1**
18H,6-24	**3856**	**83**	**2.2**	**3510**	**91.0**	**230**	**6.0**	**30**	**0.8**	**3**	**0.1**
24H,0-24	**3994**	**84**	**2.1**	**3634**	**91.0**	**240**	**6.0**	**33**	**0.8**	**3**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
01:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
02:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
03:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
04:00	**22**	0	0.0	19	86.4	2	9.1	1	4.6	0	0.0
05:00	**58**	0	0.0	50	86.2	7	12.1	1	1.7	0	0.0
06:00	**183**	4	2.2	144	78.7	24	13.1	11	6.0	0	0.0
07:00	**442**	5	1.1	353	79.9	64	14.5	18	4.1	2	0.5
08:00	**532**	1	0.2	454	85.3	59	11.1	13	2.4	5	0.9
09:00	**342**	4	1.2	261	76.3	62	18.1	12	3.5	3	0.9
10:00	**300**	1	0.3	250	83.3	32	10.7	15	5.0	2	0.7
11:00	**346**	5	1.5	283	81.8	44	12.7	12	3.5	2	0.6
12:00	**353**	5	1.4	291	82.4	47	13.3	9	2.6	1	0.3
13:00	**350**	3	0.9	291	83.1	43	12.3	11	3.1	2	0.6
14:00	**394**	2	0.5	328	83.3	40	10.2	23	5.8	1	0.3
15:00	**423**	3	0.7	360	85.1	46	10.9	12	2.8	2	0.5
16:00	**425**	6	1.4	350	82.4	51	12.0	13	3.1	5	1.2
17:00	**400**	4	1.0	356	89.0	30	7.5	9	2.3	1	0.3
18:00	**364**	3	0.8	325	89.3	30	8.2	6	1.7	0	0.0
19:00	**189**	1	0.5	175	92.6	8	4.2	4	2.1	1	0.5
20:00	**107**	0	0.0	99	92.5	6	5.6	2	1.9	0	0.0
21:00	**102**	1	1.0	92	90.2	6	5.9	3	2.9	0	0.0
22:00	**74**	0	0.0	71	96.0	3	4.1	0	0.0	0	0.0
23:00	**33**	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
12H,7-19	**4671**	**42**	**0.9**	**3902**	**83.5**	**548**	**11.7**	**153**	**3.3**	**26**	**0.6**
16H,6-22	**5252**	**48**	**0.9**	**4412**	**84.0**	**592**	**11.3**	**173**	**3.3**	**27**	**0.5**
18H,6-24	**5359**	**48**	**0.9**	**4513**	**84.2**	**598**	**11.2**	**173**	**3.2**	**27**	**0.5**
24H,0-24	**5474**	**48**	**0.9**	**4612**	**84.3**	**612**	**11.2**	**175**	**3.2**	**27**	**0.5**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**5615**	41	0.7	4786	85.2	622	11.1	132	2.4	34	0.6
Wed 11-Sep-13	**5686**	51	0.9	4847	85.2	611	10.8	141	2.5	36	0.6
Thu 12-Sep-13	**5872**	49	0.8	4945	84.2	666	11.3	177	3.0	35	0.6
Fri 13-Sep-13	**5977**	30	0.5	5030	84.2	719	12.0	168	2.8	30	0.5
Sat 14-Sep-13	**5030**	35	0.7	4586	91.2	355	7.1	49	1.0	5	0.1
Sun 15-Sep-13	**3994**	84	2.1	3634	91.0	240	6.0	33	0.8	3	0.1
Mon 16-Sep-13	**5474**	48	0.9	4612	84.3	612	11.2	175	3.2	27	0.5
Total Vehicles											
[--]	**37648**	338	0.9	32440	86.5	3825	9.9	875	2.2	170	0.4



16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 10-Sep-13																
00:00	**11**	64.1	56.2	8	0	0	0	0	1	2	3	1	3	1	0	0
01:00	**6**	-	65.2	8.2	0	0	0	0	0	0	1	1	1	1	2	0
02:00	**10**	71	62	8.3	0	0	0	0	0	1	1	3	2	1	2	0
03:00	**10**	71	62.5	8.8	0	0	0	0	1	0	0	3	3	1	2	0
04:00	**25**	69.4	61.1	7.9	0	0	0	0	0	1	7	6	4	4	2	1
05:00	**73**	70.6	61.6	10.1	0	0	0	3	2	3	11	15	13	15	5	6
06:00	**174**	68	59.8	8.1	0	0	0	1	8	9	39	39	41	26	5	6
07:00	**427**	60.8	54.8	6.5	0	0	0	2	24	84	152	105	40	14	3	3
08:00	**585**	59.9	53.6	6.5	0	0	0	11	43	133	205	134	44	11	1	3
09:00	**307**	61	55.3	6.2	0	0	0	4	14	42	109	92	34	12	0	0
10:00	**310**	59.6	52.5	8.3	0	0	7	9	30	78	95	61	15	10	3	2
11:00	**355**	60.8	54.6	7.1	0	1	0	3	14	91	114	81	32	11	6	2
12:00	**341**	60.3	54.3	6.7	0	1	0	3	18	72	127	79	31	4	5	1
13:00	**347**	61	54.6	7.1	0	0	0	7	15	82	109	82	31	15	3	3
14:00	**392**	61.4	54.5	6.9	0	0	0	6	33	72	126	92	50	9	2	2
15:00	**416**	60.5	54.4	6.7	0	0	0	8	29	76	137	114	37	11	4	0
16:00	**475**	60.7	54.7	6.5	0	1	0	6	21	84	175	124	49	11	4	0
17:00	**413**	65.2	58.5	6.3	0	0	0	0	4	38	109	126	88	41	5	2
18:00	**297**	65.9	59.8	7	0	0	0	0	2	18	72	86	75	24	11	9
19:00	**254**	65.1	56.8	8.5	0	1	1	7	9	24	74	71	35	23	6	3
20:00	**141**	66.9	57.7	8	0	0	0	0	4	23	43	27	19	18	4	3
21:00	**106**	64.8	57.4	7.9	0	0	0	2	8	8	25	26	27	6	4	0
22:00	**96**	65.8	57.2	8.4	0	0	0	0	7	15	28	14	18	8	4	2
23:00	**44**	71.9	59	9.9	0	0	0	1	1	6	10	13	3	2	5	3
12H,7-19	**4665**	**61.7**	**55**	**7**	**0**	**3**	**7**	**59**	**247**	**870**	**1530**	**1176**	**526**	**173**	**47**	**27**
16H,6-22	**5340**	**62.5**	**55.4**	**7.2**	**0**	**4**	**8**	**69**	**276**	**934**	**1711**	**1339**	**648**	**246**	**66**	**39**
18H,6-24	**5480**	**62.7**	**55.5**	**7.3**	**0**	**4**	**8**	**70**	**284**	**955**	**1749**	**1366**	**669**	**256**	**75**	**44**
24H,0-24	**5615**	**62.9**	**55.6**	**7.4**	**0**	**4**	**8**	**73**	**288**	**962**	**1772**	**1395**	**695**	**279**	**88**	**51**

16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 11-Sep-13																
00:00	**19**	67.1	61.9	6	0	0	0	0	0	0	4	3	8	3	1	0
01:00	**8**	-	66.6	9.7	0	0	0	0	0	0	1	2	1	1	1	2
02:00	**11**	-	61.2	10.9	0	0	0	0	0	1	4	2	1	0	1	2
03:00	**13**	63.8	55.4	8.9	0	0	0	0	1	5	0	5	0	1	1	0
04:00	**22**	71.5	60.3	9.9	0	0	0	0	1	2	6	4	3	2	2	2
05:00	**62**	70.6	60.6	9.3	0	0	0	1	1	6	14	10	12	9	6	3
06:00	**188**	67.1	59	7.3	0	0	0	0	3	19	49	47	36	25	7	2
07:00	**439**	62.1	54.1	8.3	0	1	0	18	34	98	124	89	40	26	5	4
08:00	**573**	59.6	52.8	6.8	0	1	2	12	48	162	177	119	38	12	2	0
09:00	**350**	61	54.8	7.3	0	1	0	9	16	63	112	96	39	8	4	2
10:00	**326**	60.6	53.9	7.7	0	0	1	16	19	62	107	78	29	9	3	2
11:00	**352**	60.1	53.9	6.7	0	0	0	3	32	83	97	103	22	9	0	3
12:00	**362**	61.7	55.2	7.3	0	0	0	4	24	63	121	90	39	11	3	7
13:00	**372**	59.9	53	7.2	0	0	0	17	36	84	102	99	25	6	2	1
14:00	**368**	59.8	53.1	7.4	0	0	6	2	38	90	110	87	26	4	3	2
15:00	**405**	61.3	54.4	7.4	0	0	0	11	31	79	127	93	41	15	7	1
16:00	**451**	63.3	56.1	7	0	1	0	0	29	62	134	127	66	27	3	2
17:00	**412**	64.1	56.7	7.7	0	0	0	15	17	43	96	137	68	30	3	3
18:00	**341**	65.8	58.3	8.3	0	0	0	9	16	23	78	91	75	31	10	8
19:00	**249**	64.7	56.6	8.9	0	0	5	6	12	22	64	73	39	18	8	2
20:00	**146**	65.1	57.5	7.7	0	0	0	1	6	23	33	36	30	13	1	3
21:00	**95**	66.5	59.2	7	0	0	0	0	0	9	25	26	19	12	2	2
22:00	**88**	68.8	60.4	8.5	0	0	0	0	4	10	9	23	21	13	4	4
23:00	**34**	68.1	62	6.1	0	0	0	0	0	1	6	5	13	8	1	0
12H,7-19	**4751**	**61.6**	**54.6**	**7.6**	**0**	**4**	**9**	**116**	**340**	**912**	**1385**	**1209**	**508**	**188**	**45**	**35**
16H,6-22	**5429**	**62.4**	**55**	**7.7**	**0**	**4**	**14**	**123**	**361**	**985**	**1556**	**1391**	**632**	**256**	**63**	**44**
18H,6-24	**5551**	**62.7**	**55.1**	**7.8**	**0**	**4**	**14**	**123**	**365**	**996**	**1571**	**1419**	**666**	**277**	**68**	**48**
24H,0-24	**5686**	**62.9**	**55.3**	**7.8**	**0**	**4**	**14**	**124**	**368**	**1010**	**1600**	**1445**	**691**	**293**	**80**	**57**

16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 12-Sep-13																
00:00	**16**	67.8	61	7.2	0	0	0	0	0	2	1	5	4	3	1	0
01:00	**7**	-	57.8	6.2	0	0	0	0	0	0	4	1	1	1	0	0
02:00	**7**	-	54.9	7	0	0	0	0	1	1	1	3	1	0	0	0
03:00	**11**	-	64.4	9.8	0	0	0	0	0	1	1	2	3	1	1	2
04:00	**16**	63.8	57.9	9.2	0	0	0	0	0	2	8	2	2	0	0	2
05:00	**57**	70	61.3	8.1	0	0	0	0	2	3	9	15	11	10	6	1
06:00	**183**	66.3	58.8	7.5	0	0	0	2	3	12	54	48	35	19	7	3
07:00	**453**	62.1	56	6.6	0	0	0	0	27	67	125	154	53	19	6	2
08:00	**573**	59.8	53.8	6.3	1	0	0	1	43	133	204	138	41	7	4	1
09:00	**347**	62.4	54.8	7.9	0	0	6	4	21	61	103	87	46	16	1	2
10:00	**350**	61	54.8	7.1	0	0	0	5	25	62	124	81	30	17	3	3
11:00	**328**	61.7	55	7.3	0	0	0	7	24	45	124	74	30	16	8	0
12:00	**393**	60.8	54.8	6.8	0	1	0	6	18	70	136	107	38	12	5	0
13:00	**388**	61.5	54.6	7.4	0	0	0	5	37	70	126	88	36	18	4	4
14:00	**413**	62.7	55.2	7.3	0	0	1	2	28	77	143	83	50	19	6	4
15:00	**404**	62.4	56.2	6.4	0	0	0	0	15	65	120	129	51	16	6	2
16:00	**436**	63.2	55.9	7.6	1	1	1	0	20	74	132	112	66	18	6	5
17:00	**412**	64.5	57.8	6.8	0	0	0	7	4	40	109	129	86	30	3	4
18:00	**382**	64.6	57.5	7.5	0	1	0	6	10	34	103	123	65	24	14	2
19:00	**240**	67.6	59.2	8.2	0	0	0	0	7	34	40	72	42	26	8	11
20:00	**185**	63.7	55.7	7.7	0	0	0	0	16	39	45	47	18	12	8	0
21:00	**109**	66.1	58.2	8.6	0	0	0	0	7	13	27	26	19	6	7	4
22:00	**109**	68.7	60.3	8	0	0	0	1	4	6	17	33	23	15	8	2
23:00	**53**	69.8	62.7	7.8	0	0	0	0	0	3	8	10	16	10	2	4
12H,7-19	**4879**	**62.4**	**55.5**	**7.2**	**2**	**3**	**8**	**43**	**272**	**798**	**1549**	**1305**	**592**	**212**	**66**	**29**
16H,6-22	**5596**	**63**	**55.8**	**7.3**	**2**	**3**	**8**	**45**	**305**	**896**	**1715**	**1498**	**706**	**275**	**96**	**47**
18H,6-24	**5758**	**63.3**	**56**	**7.4**	**2**	**3**	**8**	**46**	**309**	**905**	**1740**	**1541**	**745**	**300**	**106**	**53**
24H,0-24	**5872**	**63.4**	**56.1**	**7.4**	**2**	**3**	**8**	**46**	**312**	**914**	**1764**	**1569**	**767**	**315**	**114**	**58**

16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 13-Sep-13																
00:00	**32**	73.1	61.6	9.9	0	0	0	0	1	4	6	3	9	2	4	3
01:00	**6**	-	59.3	9.3	0	0	0	0	1	0	0	3	0	2	0	0
02:00	**10**	63.5	58	6.1	0	0	0	0	0	1	3	3	2	1	0	0
03:00	**11**	68.1	60.8	8.6	0	0	0	0	1	0	2	2	3	2	1	0
04:00	**12**	64.5	60.2	8.7	0	0	0	0	1	0	2	4	3	1	0	1
05:00	**53**	68.2	59.5	8.7	0	0	0	2	1	4	9	13	12	8	4	0
06:00	**176**	66.8	58.7	8.4	0	0	0	3	5	21	38	39	41	13	14	2
07:00	**423**	63.3	56.4	7	0	0	0	0	26	59	117	130	60	18	9	4
08:00	**554**	60.3	53.3	6.8	0	0	0	8	55	151	159	114	50	13	3	1
09:00	**339**	61.5	55.6	6.4	0	0	0	3	7	68	107	99	37	13	5	0
10:00	**342**	60.4	52.5	8.2	0	0	0	27	34	82	87	68	33	5	6	0
11:00	**375**	60.8	52.8	8.4	0	1	0	20	48	88	93	71	34	13	5	2
12:00	**401**	60.5	53.3	7.2	0	0	0	11	38	108	108	83	38	12	3	0
13:00	**395**	58.4	51.4	7.2	0	2	1	11	56	123	111	65	20	4	1	1
14:00	**436**	58.1	51.1	7.5	0	0	0	29	56	145	119	50	25	5	5	2
15:00	**489**	59.3	52.1	7.5	0	0	8	15	49	139	143	93	31	7	4	0
16:00	**479**	59.7	52.7	6.5	0	0	0	5	65	125	151	83	39	11	0	0
17:00	**392**	61	55.8	6.1	0	0	0	3	12	49	150	119	37	18	3	1
18:00	**351**	63.1	56.1	6.7	0	0	0	0	20	57	97	98	61	13	2	3
19:00	**248**	63.3	55.6	8.1	0	0	0	10	13	33	79	61	31	12	7	2
20:00	**150**	59.8	52.3	8	0	0	0	3	32	31	48	17	9	6	3	1
21:00	**138**	59.2	51.9	7.9	0	0	0	5	24	39	36	20	6	5	2	1
22:00	**104**	62	53.6	8.7	0	0	0	4	16	20	26	20	10	5	1	2
23:00	**61**	65.5	56.2	8.3	0	0	0	1	2	15	16	11	7	6	3	0
12H,7-19	**4976**	**60.6**	**53.5**	**7.4**	**0**	**3**	**9**	**132**	**466**	**1194**	**1442**	**1073**	**465**	**132**	**46**	**14**
16H,6-22	**5688**	**60.8**	**53.7**	**7.5**	**0**	**3**	**9**	**153**	**540**	**1318**	**1643**	**1210**	**552**	**168**	**72**	**20**
18H,6-24	**5853**	**60.9**	**53.7**	**7.6**	**0**	**3**	**9**	**158**	**558**	**1353**	**1685**	**1241**	**569**	**179**	**76**	**22**
24H,0-24	**5977**	**61.1**	**53.8**	**7.6**	**0**	**3**	**9**	**160**	**563**	**1362**	**1707**	**1269**	**598**	**195**	**85**	**26**

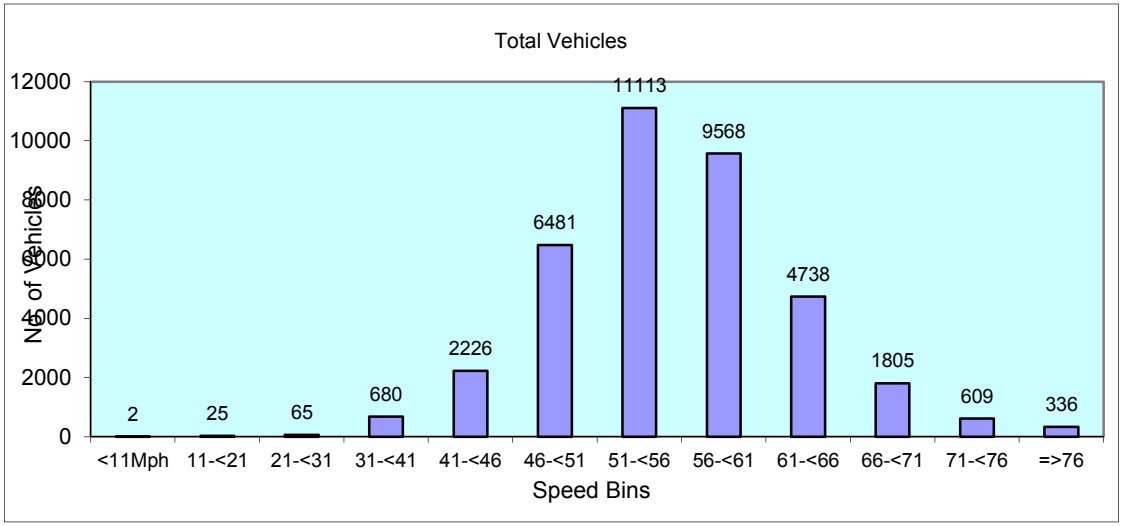
16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 14-Sep-13																
00:00	**52**	64.2	57	7.4	0	0	0	2	1	5	13	17	9	5	0	0
01:00	**19**	72.6	63	8.4	0	0	0	0	0	1	1	9	2	2	2	2
02:00	**14**	67	58.9	9.2	0	0	0	0	1	1	4	3	2	2	0	1
03:00	**14**	66.7	57.8	6.9	0	0	0	0	0	2	4	5	0	3	0	0
04:00	**7**	-	59.2	4.7	0	0	0	0	0	0	2	2	3	0	0	0
05:00	**34**	67.8	57.5	11.9	0	1	0	0	3	4	7	5	7	4	1	2
06:00	**89**	67.3	59.2	7.5	0	0	0	0	2	8	25	18	19	12	4	1
07:00	**221**	64.7	57.5	7.6	0	0	1	2	5	31	47	72	40	15	5	3
08:00	**287**	63.6	56.5	7	0	0	0	0	6	56	87	74	40	12	9	3
09:00	**350**	62.6	55.9	6.9	0	0	0	3	14	62	99	102	53	9	4	4
10:00	**391**	62.2	55.6	6.8	0	0	0	4	14	71	128	103	51	11	6	3
11:00	**434**	60.5	54.9	6.6	0	1	0	3	22	73	159	124	33	11	6	2
12:00	**404**	61.8	54.4	7.8	0	0	0	22	21	71	125	96	50	14	3	2
13:00	**412**	61.5	56.2	6.5	0	0	0	11	3	46	135	150	47	14	2	4
14:00	**383**	64.8	57.1	7.5	0	0	0	4	15	50	111	97	64	30	7	5
15:00	**365**	64.1	56.4	7.3	0	0	0	7	11	63	93	95	65	26	5	0
16:00	**351**	63	56.8	6.8	0	0	0	3	12	36	107	123	43	16	7	4
17:00	**332**	64.6	56.9	7.8	0	0	0	13	12	29	87	101	55	30	3	2
18:00	**275**	65.4	58.3	7.4	0	0	0	3	8	26	65	82	56	24	7	4
19:00	**208**	66.8	59.4	7.1	0	0	0	0	1	17	52	66	37	21	10	4
20:00	**117**	66	58.8	7.6	0	0	0	0	2	14	36	16	31	11	5	2
21:00	**100**	64.5	57.5	7.7	0	0	0	0	6	13	22	31	18	4	4	2
22:00	**87**	65.5	56.7	8.6	0	0	0	2	2	19	24	13	15	7	3	2
23:00	**84**	67	59.6	7.1	0	0	0	0	0	8	20	22	19	10	4	1
12H,7-19	**4205**	**63.3**	**56.2**	**7.2**	**0**	**1**	**1**	**75**	**143**	**614**	**1243**	**1219**	**597**	**212**	**64**	**36**
16H,6-22	**4719**	**63.7**	**56.5**	**7.3**	**0**	**1**	**1**	**75**	**154**	**666**	**1378**	**1350**	**702**	**260**	**87**	**45**
18H,6-24	**4890**	**63.9**	**56.6**	**7.3**	**0**	**1**	**1**	**77**	**156**	**693**	**1422**	**1385**	**736**	**277**	**94**	**48**
24H,0-24	**5030**	**63.9**	**56.6**	**7.4**	**0**	**2**	**1**	**79**	**161**	**706**	**1453**	**1426**	**759**	**293**	**97**	**53**

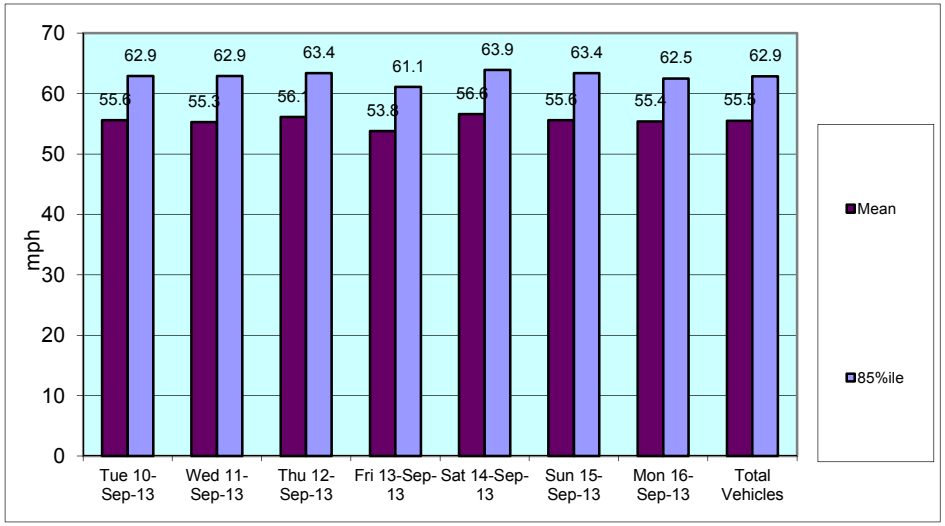
16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 15-Sep-13																
00:00	**47**	71.5	61.4	8.8	0	0	0	0	0	6	8	10	10	5	5	3
01:00	**30**	67.7	60.4	8.7	0	0	0	1	0	2	6	5	10	3	2	1
02:00	**8**	-	61.6	8.9	0	0	0	0	0	0	3	1	2	1	0	1
03:00	**22**	72	62.8	9.5	0	0	0	0	1	1	3	4	6	3	1	3
04:00	**15**	69.8	64.5	7	0	0	0	0	0	1	0	2	7	3	1	1
05:00	**16**	67.8	60.1	7.1	0	0	0	0	0	0	7	2	3	3	1	0
06:00	**41**	68	59.6	9.2	0	0	0	0	4	4	5	8	11	6	1	2
07:00	**127**	66.2	59.3	8.5	0	1	0	1	2	9	22	46	26	12	2	6
08:00	**139**	67.8	59.2	8.6	0	0	1	1	2	16	27	40	26	13	8	5
09:00	**292**	63.4	55.8	7.3	0	0	0	5	14	50	84	74	44	16	3	2
10:00	**330**	61.4	54.5	8.5	0	4	0	8	27	45	101	92	34	13	4	2
11:00	**384**	60.2	52.5	8.6	0	1	1	30	33	95	92	89	29	7	3	4
12:00	**382**	61.7	54.8	7.3	0	0	0	11	22	70	123	92	43	15	5	1
13:00	**366**	62.4	55.6	7.4	0	1	0	6	20	43	135	92	47	14	4	4
14:00	**328**	62.8	55	8.2	0	0	0	13	22	61	88	80	40	11	10	3
15:00	**299**	61.8	54.4	7.4	0	0	0	10	22	59	89	68	35	13	3	0
16:00	**309**	62.6	55.7	6.8	0	0	0	3	11	56	101	75	49	9	2	3
17:00	**225**	65.2	56.8	9.8	0	0	10	1	9	18	55	63	41	18	8	2
18:00	**209**	62.6	56.5	6.4	0	0	0	3	4	27	61	73	29	9	3	0
19:00	**144**	62.4	55	7.3	0	0	0	2	12	27	39	35	24	3	0	2
20:00	**119**	62.1	54	8.3	0	0	0	1	17	28	33	19	12	3	4	2
21:00	**71**	62.9	53.9	9.4	0	0	0	4	9	16	13	14	10	2	1	2
22:00	**54**	66.3	58.4	8.3	0	0	0	2	1	3	13	18	8	6	2	1
23:00	**37**	64.3	55.8	7.5	0	0	0	0	3	7	10	9	3	5	0	0
12H,7-19	**3390**	**62.9**	**55.3**	**8**	**0**	**7**	**12**	**92**	**188**	**549**	**978**	**884**	**443**	**150**	**55**	**32**
16H,6-22	**3765**	**63**	**55.3**	**8.1**	**0**	**7**	**12**	**99**	**230**	**624**	**1068**	**960**	**500**	**164**	**61**	**40**
18H,6-24	**3856**	**63.1**	**55.3**	**8.1**	**0**	**7**	**12**	**101**	**234**	**634**	**1091**	**987**	**511**	**175**	**63**	**41**
24H,0-24	**3994**	**63.4**	**55.6**	**8.2**	**0**	**7**	**12**	**102**	**235**	**644**	**1118**	**1011**	**549**	**193**	**73**	**50**

16768			CHILMINGTON GREEN				Site No: 16768002			Location	Site 2, A28, Chilmington Green (Horse Warning SP)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southwestbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 16-Sep-13																
00:00	**13**	62.4	55.4	7	0	0	0	0	1	2	5	2	2	1	0	0
01:00	**6**	-	58.5	7.1	0	0	0	0	0	1	1	2	1	1	0	0
02:00	**8**	-	57.3	8	0	0	0	0	0	3	0	2	2	1	0	0
03:00	**8**	-	61	10.1	0	0	0	0	0	2	0	2	2	1	0	1
04:00	**22**	68.7	61.7	7.1	0	0	0	0	0	2	3	4	6	6	1	0
05:00	**58**	67.3	59.8	8.3	0	0	0	1	1	6	9	15	15	7	2	2
06:00	**183**	66.3	58	7.9	0	0	0	1	10	19	44	53	27	19	7	3
07:00	**442**	62.5	55.9	7.1	0	0	0	2	24	72	136	125	53	16	8	6
08:00	**532**	60.2	53.9	6.7	0	0	4	5	39	117	170	139	46	8	3	1
09:00	**342**	60.5	54.6	7	0	0	7	1	14	51	124	103	33	8	0	1
10:00	**300**	63	56.4	6.9	0	0	0	3	10	46	85	94	41	12	7	2
11:00	**346**	62.1	55.5	7.2	0	0	0	6	18	53	120	89	35	16	6	3
12:00	**353**	60.7	55	6.1	0	0	0	0	18	69	123	96	32	12	2	1
13:00	**350**	61	54.9	6.5	0	0	0	3	25	56	123	90	37	14	2	0
14:00	**394**	60.8	53.9	7.1	0	0	0	12	28	87	122	89	40	13	3	0
15:00	**423**	59.8	53.6	6.1	0	0	1	3	28	102	158	89	35	5	1	1
16:00	**425**	60.9	54.1	7.6	0	1	0	18	31	75	125	114	43	15	2	1
17:00	**400**	63.7	56.5	7	0	0	1	2	29	33	124	114	68	25	3	1
18:00	**364**	64.3	55.8	9.1	0	1	0	33	9	26	98	97	68	25	5	2
19:00	**189**	64.7	57.5	6.9	0	0	0	0	3	27	55	51	33	14	3	3
20:00	**107**	64	56.8	7.9	0	0	0	2	5	13	32	24	24	2	2	3
21:00	**102**	66.2	58.6	8.8	0	0	0	3	2	11	20	33	17	6	6	4
22:00	**74**	70.1	60.9	8.5	0	0	0	0	3	3	16	19	14	9	6	4
23:00	**33**	70.3	58	10.2	0	0	0	1	1	7	6	7	5	1	3	2
12H,7-19	**4671**	**61.6**	**54.9**	**7.1**	**0**	**2**	**13**	**88**	**273**	**787**	**1508**	**1239**	**531**	**169**	**42**	**19**
16H,6-22	**5252**	**62.2**	**55.2**	**7.3**	**0**	**2**	**13**	**94**	**293**	**857**	**1659**	**1400**	**632**	**210**	**60**	**32**
18H,6-24	**5359**	**62.3**	**55.3**	**7.3**	**0**	**2**	**13**	**95**	**297**	**867**	**1681**	**1426**	**651**	**220**	**69**	**38**
24H,0-24	**5474**	**62.5**	**55.4**	**7.4**	**0**	**2**	**13**	**96**	**299**	**883**	**1699**	**1453**	**679**	**237**	**72**	**41**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																
Tue 10-Sep-13	**5615**	62.9	55.6	7.4	0	4	8	73	288	962	1772	1395	695	279	88	51
Wed 11-Sep-13	**5686**	62.9	55.3	7.8	0	4	14	124	368	1010	1600	1445	691	293	80	57
Thu 12-Sep-13	**5872**	63.4	56.1	7.4	2	3	8	46	312	914	1764	1569	767	315	114	58
Fri 13-Sep-13	**5977**	61.1	53.8	7.6	0	3	9	160	563	1362	1707	1269	598	195	85	26
Sat 14-Sep-13	**5030**	63.9	56.6	7.4	0	2	1	79	161	706	1453	1426	759	293	97	53
Sun 15-Sep-13	**3994**	63.4	55.6	8.2	0	7	12	102	235	644	1118	1011	549	193	73	50
Mon 16-Sep-13	**5474**	62.5	55.4	7.4	0	2	13	96	299	883	1699	1453	679	237	72	41
Total Vehicles																
[--]	**37648**	62.9	55.5	7.6	2	25	65	680	2226	6481	11113	9568	4738	1805	609	336



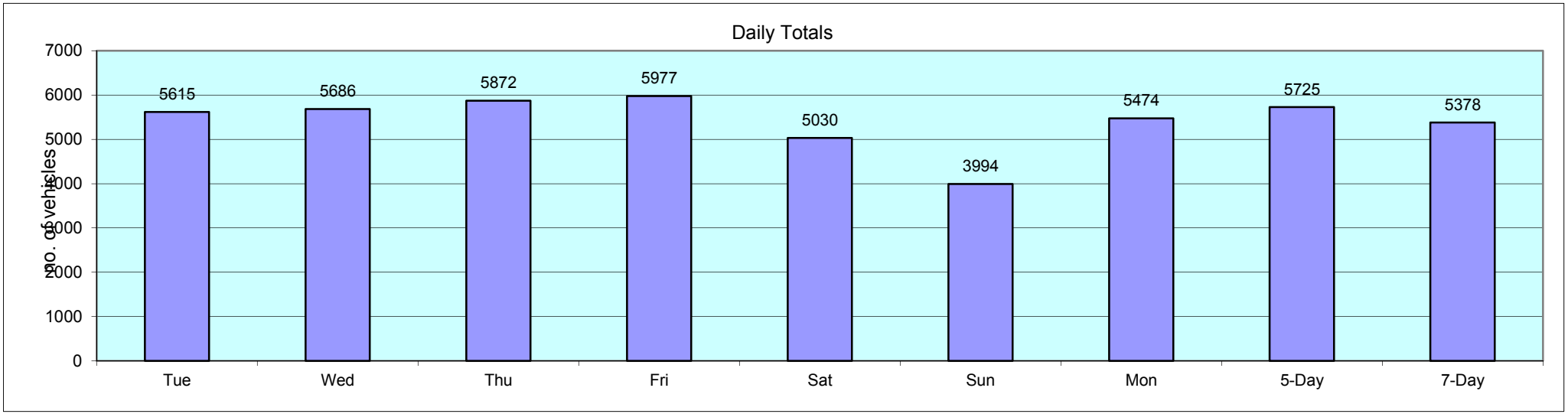


Data produced by Axiom Traffic Ltd

16768	CHILMINGTON GREEN		Site No: 16768002 Channel: Southwestbound		Location	Site 2, A28, Chilmington Green (Horse Warning SP)			
TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av
Week Begin: 10-Sep-13									
00:00	**11**	19	16	32	52	47	13	18	27
01:00	**6**	8	7	6	19	30	6	7	12
02:00	**10**	11	7	10	14	8	8	9	10
03:00	**10**	13	11	11	14	22	8	11	13
04:00	**25**	22	16	12	7	15	22	19	17
05:00	**73**	62	57	53	34	16	58	61	50
06:00	**174**	188	183	176	89	41	183	181	148
07:00	**427**	439	453	423	221	127	442	437	362
08:00	**585**	573	573	554	287	139	532	563	463
09:00	**307**	350	347	339	350	292	342	337	332
10:00	**310**	326	350	342	391	330	300	326	336
11:00	**355**	352	328	375	434	384	346	351	368
12:00	**341**	362	393	401	404	382	353	370	377
13:00	**347**	372	388	395	412	366	350	370	376
14:00	**392**	368	413	436	383	328	394	401	388
15:00	**416**	405	404	489	365	299	423	427	400
16:00	**475**	451	436	479	351	309	425	453	418
17:00	**413**	412	412	392	332	225	400	406	369
18:00	**297**	341	382	351	275	209	364	347	317
19:00	**254**	249	240	248	208	144	189	236	219
20:00	**141**	146	185	150	117	119	107	146	138
21:00	**106**	95	109	138	100	71	102	110	103
22:00	**96**	88	109	104	87	54	74	94	87
23:00	**44**	34	53	61	84	37	33	45	49
12H,7-19	**4665**	**4751**	**4879**	**4976**	**4205**	**3390**	**4671**	**4788**	**4505**
16H,6-22	**5340**	**5429**	**5596**	**5688**	**4719**	**3765**	**5252**	**5461**	**5113**
18H,6-24	**5480**	**5551**	**5758**	**5853**	**4890**	**3856**	**5359**	**5600**	**5250**
24H,0-24	**5615**	**5686**	**5872**	**5977**	**5030**	**3994**	**5474**	**5725**	**5378**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**-**	**-**
Peak	**585**	**573**	**573**	**554**	**434**	**384**	**532**	**563**	**519**
Pm	**16:00**	**16:00**	**16:00**	**15:00**	**13:00**	**12:00**	**16:00**	**-**	**-**
Peak	**475**	**451**	**436**	**489**	**412**	**382**	**425**	**455**	**439**

16768	CHILMINGTON GREEN	Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)
		Channel: Southwestbound		

TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

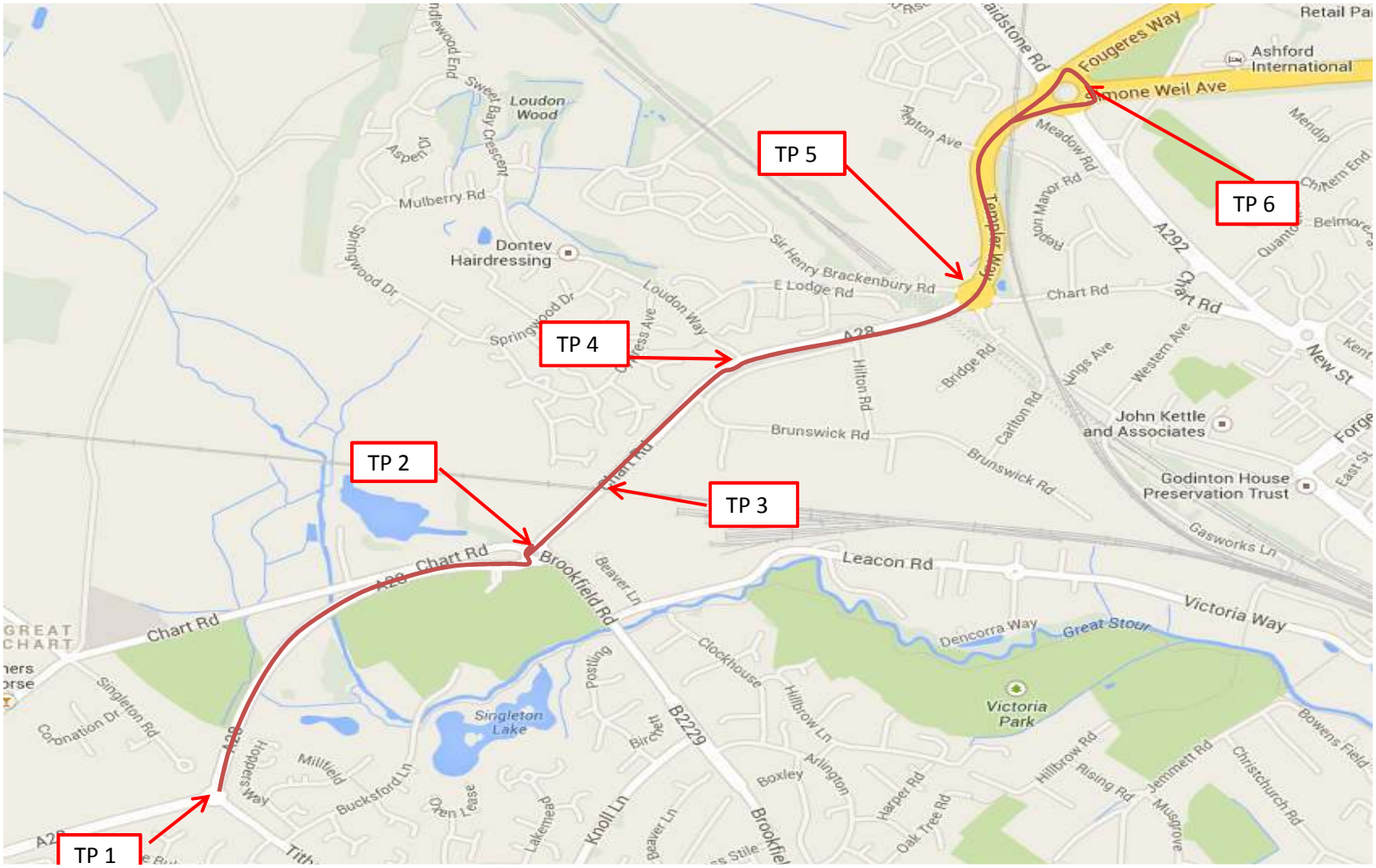
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle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

APPENDIX I

A28 Journey Time Surveys

JOURNEY TIME SURVEY

AXIOM Traffic Limited



JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 1 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 07:30:45 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	07:30:45					07:31:46	00:01:01	00:00:00	00:01:01	0.54	61	32	51
2	3	07:31:46					07:32:07	00:00:21	00:00:00	00:00:21	0.15	21	26	41
3	4	07:32:07					07:32:39	00:00:32	00:00:00	00:00:32	0.25	32	28	45
4	5	07:32:39					07:33:14	00:00:35	00:00:00	00:00:35	0.30	35	31	49
5	6	07:33:14	07:33:43	07:33:59			07:34:22	00:00:52	00:00:16	00:01:08	0.40	68	21	34
							TOTAL	**00:03:21**	**00:00:16**	**00:03:37**	**1.64**	217	**27**	**44**

ROUTE: A28 **TRIP:** 2 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 07:39:01 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	07:39:01	07:39:53	07:40:04			07:40:26	00:01:14	00:00:11	00:01:25	0.54	85	23	37
2	3	07:40:26					07:40:51	00:00:25	00:00:00	00:00:25	0.15	25	22	35
3	4	07:40:51					07:41:32	00:00:41	00:00:00	00:00:41	0.25	41	22	35
4	5	07:41:32					07:42:28	00:00:56	00:00:00	00:00:56	0.30	56	19	31
5	6	07:42:28	07:42:56	07:43:20	07:43:45	07:44:16	07:44:16	00:00:53	00:00:55	00:01:48	0.40	108	13	21
							TOTAL	**00:04:09**	**00:01:06**	**00:05:15**	**1.64**	315	**19**	**30**

ROUTE: A28 **TRIP:** 3 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 07:49:37 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	07:49:37	07:50:11	07:50:22	07:50:32	07:50:46	07:52:56	00:02:54	00:00:25	00:03:19	0.54	199	10	16
2	3	07:52:56					07:53:37	00:00:41	00:00:00	00:00:41	0.15	41	13	21
3	4	07:53:37	07:54:31	07:54:49			07:54:58	00:01:03	00:00:18	00:01:21	0.25	81	11	18
4	5	07:54:58					07:55:44	00:00:46	00:00:00	00:00:46	0.30	46	23	38
5	6	07:55:44	07:56:12	07:56:19			07:56:46	00:00:55	00:00:07	00:01:02	0.40	62	23	37
							TOTAL	**00:06:19**	**00:00:50**	**00:07:09**	**1.64**	429	**14**	**22**

JOURNEY TIME SURVEY

JOB REF: **17027**

JOB NAME: **ASHFORD**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 4 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 08:02:43 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	08:02:43	08:03:05	08:03:14	08:06:46	08:06:53	08:09:20	00:06:21	00:00:16	00:06:37	0.54	397	5	8
2	3	08:09:20	08:09:24	08:09:54			08:10:43	00:00:53	00:00:30	00:01:23	0.15	83	7	10
3	4	08:10:43	08:10:58	08:11:03			08:11:35	00:00:47	00:00:05	00:00:52	0.25	52	17	28
4	5	08:11:35					08:12:14	00:00:39	00:00:00	00:00:39	0.30	39	28	44
5	6	08:12:14	08:12:55	08:13:26			08:13:26	00:00:41	00:00:31	00:01:12	0.40	72	20	32
							TOTAL	**00:09:21**	**00:01:22**	**00:10:43**	**1.64**	643	**9**	**15**

ROUTE: A28 **TRIP:** 5 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 08:20:21 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	08:20:21	08:20:40	08:20:49	08:21:38	08:21:44	08:28:41	00:08:05	00:00:15	00:08:20	0.54	500	4	6
2	3	08:28:41	08:28:48	08:28:54	08:29:03	08:29:11	08:30:13	00:01:18	00:00:14	00:01:32	0.15	92	6	9
3	4	08:30:13					08:30:58	00:00:45	00:00:00	00:00:45	0.25	45	20	32
4	5	08:30:58	08:31:24	08:31:30			08:32:03	00:00:59	00:00:06	00:01:05	0.30	65	17	27
5	6	08:32:03	08:32:47	08:32:56			08:32:56	00:00:44	00:00:09	00:00:53	0.40	53	27	43
							TOTAL	**00:11:51**	**00:00:44**	**00:12:35**	**1.64**	755	**8**	**13**

ROUTE: A28 **TRIP:** 6 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 08:39:15 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	08:39:15	08:39:34	08:39:42	08:42:37	08:42:45	08:45:24	00:05:53	00:00:16	00:06:09	0.54	369	5	8
2	3	08:45:24	08:45:31	08:45:37			08:46:24	00:00:54	00:00:06	00:01:00	0.15	60	9	14
3	4	08:46:24	08:46:33	08:46:40	08:47:08	08:47:20	08:47:48	00:01:05	00:00:19	00:01:24	0.25	84	11	17
4	5	08:47:48	08:48:32	08:48:35			08:48:53	00:01:02	00:00:03	00:01:05	0.30	65	17	27
5	6	08:48:53					08:49:43	00:00:50	00:00:00	00:00:50	0.40	50	29	46
							TOTAL	**00:09:44**	**00:00:44**	**00:10:28**	**1.64**	628	**9**	**15**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 7 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 08:56:24 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	08:56:24	08:56:59	08:57:06	08:57:44	08:57:51	08:59:53	00:03:15	00:00:14	00:03:29	0.54	209	9	15
2	3	08:59:53	09:00:02	09:00:07			09:00:31	00:00:33	00:00:05	00:00:38	0.15	38	14	23
3	4	09:00:31	09:01:15	09:01:38			09:01:46	00:00:52	00:00:23	00:01:15	0.25	75	12	19
4	5	09:01:46					09:02:27	00:00:41	00:00:00	00:00:41	0.30	41	26	42
5	6	09:02:27	09:02:56	09:03:09	09:03:34	09:03:41	09:03:43	00:00:56	00:00:20	00:01:16	0.40	76	19	30
							TOTAL	**00:06:17**	**00:01:02**	**00:07:19**	**1.64**	439	**13**	**22**

ROUTE: A28 **TRIP:** 8 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 09:11:54 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	09:11:54	09:12:47	09:12:58			09:12:58	00:00:53	00:00:11	00:01:04	0.54	64	30	49
2	3	09:12:58					09:13:22	00:00:24	00:00:00	00:00:24	0.15	24	23	36
3	4	09:13:22	09:13:56	09:14:29			09:14:34	00:00:39	00:00:33	00:01:12	0.25	72	12	20
4	5	09:14:34					09:15:13	00:00:39	00:00:00	00:00:39	0.30	39	28	44
5	6	09:15:13	09:15:55	09:16:10			09:16:15	00:00:47	00:00:15	00:01:02	0.40	62	23	37
							TOTAL	**00:03:22**	**00:00:59**	**00:04:21**	**1.64**	261	**23**	**36**

JOURNEY TIME SURVEY

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 1 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 07:35:01 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	07:35:01					07:35:38	00:00:37	00:00:00	00:00:37	0.40	37	39	62
5	4	07:35:38					07:36:14	00:00:36	00:00:00	00:00:36	0.30	36	30	48
4	3	07:36:14					07:36:42	00:00:28	00:00:00	00:00:28	0.25	28	32	51
3	2	07:36:42					07:36:59	00:00:17	00:00:00	00:00:17	0.15	17	32	51
2	1	07:36:59					07:37:58	00:00:59	00:00:00	00:00:59	0.54	59	33	53
							TOTAL	**00:02:57**	**00:00:00**	**00:02:57**	**1.64**	177	**33**	**53**

ROUTE: A28 **TRIP:** 2 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 07:44:47 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	07:44:47					07:45:26	00:00:39	00:00:00	00:00:39	0.40	39	37	59
5	4	07:45:26					07:46:15	00:00:49	00:00:00	00:00:49	0.30	49	22	35
4	3	07:46:15					07:46:43	00:00:28	00:00:00	00:00:28	0.25	28	32	51
3	2	07:46:43					07:47:03	00:00:20	00:00:00	00:00:20	0.15	20	27	43
2	1	07:47:03					07:48:02	00:00:59	00:00:00	00:00:59	0.54	59	33	53
							TOTAL	**00:03:15**	**00:00:00**	**00:03:15**	**1.64**	195	**30**	**48**

ROUTE: A28 **TRIP:** 3 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 07:58:10 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	07:58:10					07:58:54	00:00:44	00:00:00	00:00:44	0.40	44	33	52
5	4	07:58:54					07:59:37	00:00:43	00:00:00	00:00:43	0.30	43	25	40
4	3	07:59:37					08:00:05	00:00:28	00:00:00	00:00:28	0.25	28	32	51
3	2	08:00:05					08:00:21	00:00:16	00:00:00	00:00:16	0.15	16	34	54
2	1	08:00:21					08:01:22	00:01:01	00:00:00	00:01:01	0.54	61	32	51
							TOTAL	**00:03:12**	**00:00:00**	**00:03:12**	**1.64**	192	**31**	**49**

JOURNEY TIME SURVEY

JOB REF: **16768**

JOB NAME: **CHILMINGTON GREEN**

JOURNEY TIME SURVEY

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 4 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 08:14:58 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	08:14:58	08:15:36	08:15:41			08:15:45	00:00:42	00:00:05	00:00:47	0.40	47	31	49
5	4	08:15:45	08:16:36	08:16:40			08:16:47	00:00:58	00:00:04	00:01:02	0.30	62	17	28
4	3	08:16:47					08:17:24	00:00:37	00:00:00	00:00:37	0.25	37	24	39
3	2	08:17:24					08:17:44	00:00:20	00:00:00	00:00:20	0.15	20	27	43
2	1	08:17:44					08:18:44	00:01:00	00:00:00	00:01:00	0.54	60	32	52
							TOTAL	**00:03:37**	**00:00:09**	**00:03:46**	**1.64**	226	**26**	**42**

ROUTE: A28 **TRIP:** 5 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 08:33:58 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	08:33:58	08:34:39	08:34:46			08:34:46	00:00:41	00:00:07	00:00:48	0.40	48	30	48
5	4	08:34:46					08:35:30	00:00:44	00:00:00	00:00:44	0.30	44	25	39
4	3	08:35:30	08:36:02	08:36:08			08:36:19	00:00:43	00:00:06	00:00:49	0.25	49	18	29
3	2	08:36:19	08:36:42	08:36:44			08:36:44	00:00:23	00:00:02	00:00:25	0.15	25	22	35
2	1	08:36:44					08:37:46	00:01:02	00:00:00	00:01:02	0.54	62	31	50
							TOTAL	**00:03:33**	**00:00:15**	**00:03:48**	**1.64**	228	**26**	**41**

ROUTE: A28 **TRIP:** 6 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 08:51:22 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	08:51:22	08:51:37	08:51:48			08:52:17	00:00:44	00:00:11	00:00:55	0.40	55	26	42
5	4	08:52:17					08:52:54	00:00:37	00:00:00	00:00:37	0.30	37	29	47
4	3	08:52:54					08:53:24	00:00:30	00:00:00	00:00:30	0.25	30	30	48
3	2	08:53:24					08:53:45	00:00:21	00:00:00	00:00:21	0.15	21	26	41
2	1	08:53:45					08:54:46	00:01:01	00:00:00	00:01:01	0.54	61	32	51
							TOTAL	**00:03:13**	**00:00:11**	**00:03:24**	**1.64**	204	**29**	**46**

JOURNEY TIME SURVEY

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 7 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 09:04:26 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	09:04:26					09:05:10	00:00:44	00:00:00	00:00:44	0.40	44	33	52
5	4	09:05:10					09:05:54	00:00:44	00:00:00	00:00:44	0.30	44	25	39
4	3	09:05:54					09:06:33	00:00:39	00:00:00	00:00:39	0.25	39	23	37
3	2	09:06:33					09:06:50	00:00:17	00:00:00	00:00:17	0.15	17	32	51
2	1	09:06:50					09:07:49	00:00:59	00:00:00	00:00:59	0.54	59	33	53
							TOTAL	**00:03:23**	**00:00:00**	**00:03:23**	**1.64**	203	**29**	**47**

ROUTE: A28 **TRIP:** 8 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 09:17:31 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	09:17:31	09:18:09	09:18:11			09:18:11	00:00:38	00:00:02	00:00:40	0.40	40	36	58
5	4	09:18:11					09:18:52	00:00:41	00:00:00	00:00:41	0.30	41	26	42
4	3	09:18:52					09:19:22	00:00:30	00:00:00	00:00:30	0.25	30	30	48
3	2	09:19:22					09:19:39	00:00:17	00:00:00	00:00:17	0.15	17	32	51
2	1	09:19:39					09:20:39	00:01:00	00:00:00	00:01:00	0.54	60	32	52
							TOTAL	**00:03:06**	**00:00:02**	**00:03:08**	**1.64**	188	**31**	**50**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 1 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 11:00:58 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	11:00:58	11:01:52	11:01:58			11:01:58	00:00:54	00:00:06	00:01:00	0.54	60	32	52
2	3	11:01:58					11:02:21	00:00:23	00:00:00	00:00:23	0.15	23	23	38
3	4	11:02:21	11:02:45	11:02:55			11:03:11	00:00:40	00:00:10	00:00:50	0.25	50	18	29
4	5	11:03:11	11:03:47	11:03:52			11:04:05	00:00:49	00:00:05	00:00:54	0.30	54	20	32
5	6	11:04:05	11:04:49	11:05:16			11:05:16	00:00:44	00:00:27	00:01:11	0.40	71	20	32
							TOTAL	**00:03:30**	**00:00:48**	**00:04:18**	**1.64**	258	**23**	**37**

ROUTE: A28 **TRIP:** 2 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 11:14:11 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	11:14:11					11:15:11	00:01:00	00:00:00	00:01:00	0.54	60	32	52
2	3	11:15:11					11:15:32	00:00:21	00:00:00	00:00:21	0.15	21	26	41
3	4	11:15:32	11:16:04	11:16:39			11:16:43	00:00:36	00:00:35	00:01:11	0.25	71	13	20
4	5	11:16:43					11:17:20	00:00:37	00:00:00	00:00:37	0.30	37	29	47
5	6	11:17:20					11:18:04	00:00:44	00:00:00	00:00:44	0.40	44	33	52
							TOTAL	**00:03:18**	**00:00:35**	**00:03:53**	**1.64**	233	**25**	**41**

ROUTE: A28 **TRIP:** 3 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 11:30:34 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	11:30:34					11:31:28	00:00:54	00:00:00	00:00:54	0.54	54	36	58
2	3	11:31:28					11:31:45	00:00:17	00:00:00	00:00:17	0.15	17	32	51
3	4	11:31:45	11:32:13	11:32:30			11:32:36	00:00:34	00:00:17	00:00:51	0.25	51	18	28
4	5	11:32:36					11:33:17	00:00:41	00:00:00	00:00:41	0.30	41	26	42
5	6	11:33:17	11:33:59	11:34:21			11:34:27	00:00:48	00:00:22	00:01:10	0.40	70	21	33
							TOTAL	**00:03:14**	**00:00:39**	**00:03:53**	**1.64**	233	**25**	**41**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 4 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 11:46:52 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	11:46:52					11:47:47	00:00:55	00:00:00	00:00:55	0.54	55	35	57
2	3	11:47:47					11:48:03	00:00:16	00:00:00	00:00:16	0.15	16	34	54
3	4	11:48:03					11:48:32	00:00:29	00:00:00	00:00:29	0.25	29	31	50
4	5	11:48:32					11:49:16	00:00:44	00:00:00	00:00:44	0.30	44	25	39
5	6	11:49:16	11:49:44	11:50:03	11:50:24	11:50:38	11:50:40	00:00:51	00:00:33	00:01:24	0.40	84	17	27
							TOTAL	**00:03:15**	**00:00:33**	**00:03:48**	**1.64**	228	**26**	**41**

ROUTE: A28 **TRIP:** 5 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 12:00:01 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	12:00:01					12:00:55	00:00:54	00:00:00	00:00:54	0.54	54	36	58
2	3	12:00:55					12:01:13	00:00:18	00:00:00	00:00:18	0.15	18	30	48
3	4	12:01:13					12:01:41	00:00:28	00:00:00	00:00:28	0.25	28	32	51
4	5	12:01:41					12:02:22	00:00:41	00:00:00	00:00:41	0.30	41	26	42
5	6	12:02:22	12:03:04	12:03:18			12:03:23	00:00:47	00:00:14	00:01:01	0.40	61	24	38
							TOTAL	**00:03:08**	**00:00:14**	**00:03:22**	**1.64**	202	**29**	**47**

ROUTE: A28 **TRIP:** 6 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 12:13:17 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	12:13:17					12:14:12	00:00:55	00:00:00	00:00:55	0.54	55	35	57
2	3	12:14:12					12:14:32	00:00:20	00:00:00	00:00:20	0.15	20	27	43
3	4	12:14:32	12:14:46	12:14:51	12:15:17	12:15:23	12:15:28	00:00:45	00:00:11	00:00:56	0.25	56	16	26
4	5	12:15:28					12:16:12	00:00:44	00:00:00	00:00:44	0.30	44	25	39
5	6	12:16:12					12:17:21	00:01:09	00:00:00	00:01:09	0.40	69	21	33

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

TOTAL	**00:03:53**	**00:00:11**	**00:04:04**	**1.64**	244	**24**	**39**

ROUTE: A28 **TRIP:** 7 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 12:28:55 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	12:28:55					12:29:50	00:00:55	00:00:00	00:00:55	0.54	55	35	57
2	3	12:29:50					12:30:09	00:00:19	00:00:00	00:00:19	0.15	19	28	45
3	4	12:30:09					12:30:36	00:00:27	00:00:00	00:00:27	0.25	27	33	53
4	5	12:30:36					12:31:10	00:00:34	00:00:00	00:00:34	0.30	34	32	51
5	6	12:31:10	12:31:49	12:32:25			12:32:25	00:00:39	00:00:36	00:01:15	0.40	75	19	31
							TOTAL	**00:02:54**	**00:00:36**	**00:03:30**	**1.64**	210	**28**	**45**

ROUTE: A28 **TRIP:** 8 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 12:42:56 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
1	2	12:42:56	12:43:48	12:44:03			12:44:03	00:00:52	00:00:15	00:01:07	0.54	67	29	46
2	3	12:44:03					12:44:23	00:00:20	00:00:00	00:00:20	0.15	20	27	43
3	4	12:44:23					12:44:54	00:00:31	00:00:00	00:00:31	0.25	31	29	46
4	5	12:44:54	12:45:37	12:45:43			12:45:43	00:00:43	00:00:06	00:00:49	0.30	49	22	35
5	6	12:45:43					12:46:27	00:00:44	00:00:00	00:00:44	0.40	44	33	52
							TOTAL	**00:03:10**	**00:00:21**	**00:03:31**	**1.64**	211	**28**	**45**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 1 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 11:06:07 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	11:06:07					11:06:44	00:00:37	00:00:00	00:00:37	0.40	37	39	62
5	4	11:06:44	11:07:26	11:07:32			11:07:35	00:00:45	00:00:06	00:00:51	0.30	51	21	34
4	3	11:07:35					11:08:10	00:00:35	00:00:00	00:00:35	0.25	35	26	41
3	2	11:08:10					11:08:27	00:00:17	00:00:00	00:00:17	0.15	17	32	51
2	1	11:08:27					11:09:25	00:00:58	00:00:00	00:00:58	0.54	58	34	54
							TOTAL	**00:03:12**	**00:00:06**	**00:03:18**	**1.64**	198	**30**	**48**

ROUTE: A28 **TRIP:** 2 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 11:19:14 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	11:19:14	11:19:26	11:19:46			11:20:19	00:00:45	00:00:20	00:01:05	0.40	65	22	35
5	4	11:20:19	11:21:11	11:21:14			11:21:21	00:00:59	00:00:03	00:01:02	0.30	62	17	28
4	3	11:21:21					11:21:54	00:00:33	00:00:00	00:00:33	0.25	33	27	44
3	2	11:21:54					11:22:11	00:00:17	00:00:00	00:00:17	0.15	17	32	51
2	1	11:22:11					11:23:08	00:00:57	00:00:00	00:00:57	0.54	57	34	55
							TOTAL	**00:03:31**	**00:00:23**	**00:03:54**	**1.64**	234	**25**	**40**

ROUTE: A28 **TRIP:** 3 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 11:36:22 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	11:36:22					11:37:01	00:00:39	00:00:00	00:00:39	0.40	39	37	59
5	4	11:37:01	11:37:51	11:38:08			11:38:15	00:00:57	00:00:17	00:01:14	0.30	74	15	23
4	3	11:38:15					11:38:49	00:00:34	00:00:00	00:00:34	0.25	34	26	42
3	2	11:38:49					11:39:03	00:00:14	00:00:00	00:00:14	0.15	14	39	62
2	1	11:39:03					11:40:00	00:00:57	00:00:00	00:00:57	0.54	57	34	55
							TOTAL	**00:03:21**	**00:00:17**	**00:03:38**	**1.64**	218	**27**	**43**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 4 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 11:51:21 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	11:51:21	11:51:33	11:51:38			11:52:11	00:00:45	00:00:05	00:00:50	0.40	50	29	46
5	4	11:52:11					11:52:48	00:00:37	00:00:00	00:00:37	0.30	37	29	47
4	3	11:52:48					11:53:19	00:00:31	00:00:00	00:00:31	0.25	31	29	46
3	2	11:53:19					11:53:37	00:00:18	00:00:00	00:00:18	0.15	18	30	48
2	1	11:53:37					11:54:34	00:00:57	00:00:00	00:00:57	0.54	57	34	55
							TOTAL	**00:03:08**	**00:00:05**	**00:03:13**	**1.64**	193	**31**	**49**

ROUTE: A28 **TRIP:** 5 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 12:04:36 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	12:04:36					12:05:14	00:00:38	00:00:00	00:00:38	0.40	38	38	61
5	4	12:05:14					12:05:52	00:00:38	00:00:00	00:00:38	0.30	38	28	45
4	3	12:05:52					12:06:21	00:00:29	00:00:00	00:00:29	0.25	29	31	50
3	2	12:06:21					12:06:36	00:00:15	00:00:00	00:00:15	0.15	15	36	58
2	1	12:06:36					12:07:33	00:00:57	00:00:00	00:00:57	0.54	57	34	55
							TOTAL	**00:02:57**	**00:00:00**	**00:02:57**	**1.64**	177	**33**	**53**

ROUTE: A28 **TRIP:** 6 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 12:18:20 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	12:18:20					12:19:00	00:00:40	00:00:00	00:00:40	0.40	40	36	58
5	4	12:19:00	12:19:39	12:19:49			12:19:49	00:00:39	00:00:10	00:00:49	0.30	49	22	35
4	3	12:19:49					12:20:24	00:00:35	00:00:00	00:00:35	0.25	35	26	41
3	2	12:20:24					12:20:41	00:00:17	00:00:00	00:00:17	0.15	17	32	51
2	1	12:20:41					12:21:36	00:00:55	00:00:00	00:00:55	0.54	55	35	57

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: CHILMINGTON GREEN

							TOTAL	**00:03:06**	**00:00:10**	**00:03:16**	**1.64**	196	**30**	**48**

ROUTE: A28 **TRIP:** 7 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 12:33:46 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
6	5	12:33:46	12:33:58	12:34:05	12:34:35	12:34:42	12:34:42	00:00:42	00:00:14	00:00:56	0.40	56	26	41
5	4	12:34:42					12:35:21	00:00:39	00:00:00	00:00:39	0.30	39	28	44
4	3	12:35:21					12:35:54	00:00:33	00:00:00	00:00:33	0.25	33	27	44
3	2	12:35:54					12:36:09	00:00:15	00:00:00	00:00:15	0.15	15	36	58
2	1	12:36:09					12:37:05	00:00:56	00:00:00	00:00:56	0.54	56	35	56
							TOTAL	**00:03:05**	**00:00:14**	**00:03:19**	**1.64**	199	**30**	**47**

ROUTE: A28 **TRIP:** 8 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 12:47:10 **DAY:** TUESDAY

A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	Average SPEED	Average SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
6	5	12:47:10	12:47:41	12:47:47			12:47:57	00:00:41	00:00:06	00:00:47	0.40	47	31	49
5	4	12:47:57	12:48:37	12:48:50			12:48:52	00:00:42	00:00:13	00:00:55	0.30	55	20	31
4	3	12:48:52					12:49:22	00:00:30	00:00:00	00:00:30	0.25	30	30	48
3	2	12:49:22					12:49:37	00:00:15	00:00:00	00:00:15	0.15	15	36	58
2	1	12:49:37					12:50:33	00:00:56	00:00:00	00:00:56	0.54	56	35	56
							TOTAL	**00:03:04**	**00:00:19**	**00:03:23**	**1.64**	203	**29**	**47**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 1 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 16:30:30 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	16:30:30					16:31:25	00:00:55	00:00:00	00:00:55	0.54	55	35	57
2	3	16:31:25					16:31:46	00:00:21	00:00:00	00:00:21	0.15	21	26	41
3	4	16:31:46	16:32:08	16:32:27	16:33:06	16:33:27	16:33:31	00:01:05	00:00:40	00:01:45	0.25	105	9	14
4	5	16:33:31					16:34:10	00:00:39	00:00:00	00:00:39	0.30	39	28	44
5	6	16:34:10	16:34:37	16:34:56	16:35:25	16:36:06	16:36:09	00:00:59	00:01:00	00:01:59	0.40	119	12	19
							TOTAL	**00:03:59**	**00:01:40**	**00:05:39**	**1.64**	339	**17**	**28**

ROUTE: A28 **TRIP:** 2 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 16:45:22 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	16:45:22					16:46:19	00:00:57	00:00:00	00:00:57	0.54	57	34	55
2	3	16:46:19					16:46:38	00:00:19	00:00:00	00:00:19	0.15	19	28	45
3	4	16:46:38					16:47:07	00:00:29	00:00:00	00:00:29	0.25	29	31	50
4	5	16:47:07	16:47:54	16:48:00			16:48:04	00:00:51	00:00:06	00:00:57	0.30	57	19	30
5	6	16:48:04	16:48:35	16:49:05	16:49:29	16:50:17	16:50:17	00:00:55	00:01:18	00:02:13	0.40	133	11	17
							TOTAL	**00:03:31**	**00:01:24**	**00:04:55**	**1.64**	295	**20**	**32**

ROUTE: A28 **TRIP:** 3 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 16:57:42 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	16:57:42	16:58:35	16:58:48			16:58:48	00:00:53	00:00:13	00:01:06	0.54	66	29	47
2	3	16:58:48					16:59:08	00:00:20	00:00:00	00:00:20	0.15	20	27	43
3	4	16:59:08	16:59:27	16:59:34			16:59:55	00:00:40	00:00:07	00:00:47	0.25	47	19	31
4	5	16:59:55	17:00:33	17:00:40			17:00:46	00:00:44	00:00:07	00:00:51	0.30	51	21	34
5	6	17:00:46	17:01:28	17:02:15			17:02:15	00:00:42	00:00:47	00:01:29	0.40	89	16	26
							TOTAL	**00:03:19**	**00:01:14**	**00:04:33**	**1.64**	273	**22**	**35**

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

ROUTE: A28 **TRIP:** 4 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 17:11:53 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	17:11:53	17:12:45	17:13:05	17:13:18	17:13:38	17:13:38	00:01:05	00:00:40	00:01:45	0.54	105	19	30
2	3	17:13:38					17:14:04	00:00:26	00:00:00	00:00:26	0.15	26	21	33
3	4	17:14:04	17:14:15	17:14:21	17:14:33	17:14:41	17:15:51	00:01:33	00:00:14	00:01:47	0.25	107	8	13
4	5	17:15:51	17:16:30	17:16:33			17:16:33	00:00:39	00:00:03	00:00:42	0.30	42	26	41
5	6	17:16:33	17:17:20	17:17:52			17:17:58	00:00:53	00:00:32	00:01:25	0.40	85	17	27
							TOTAL	**00:04:36**	**00:01:29**	**00:06:05**	**1.64**	365	**16**	**26**

ROUTE: A28 **TRIP:** 5 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 17:28:54 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	17:28:54					17:29:48	00:00:54	00:00:00	00:00:54	0.54	54	36	58
2	3	17:29:48					17:30:08	00:00:20	00:00:00	00:00:20	0.15	20	27	43
3	4	17:30:08					17:30:46	00:00:38	00:00:00	00:00:38	0.25	38	24	38
4	5	17:30:46					17:31:30	00:00:44	00:00:00	00:00:44	0.30	44	25	39
5	6	17:31:30	17:31:59	17:32:24	17:32:45	17:33:22	17:33:24	00:00:52	00:01:02	00:01:54	0.40	114	13	20
							TOTAL	**00:03:28**	**00:01:02**	**00:04:30**	**1.64**	270	**22**	**35**

ROUTE: A28 **TRIP:** 6 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 17:44:34 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
1	2	17:44:34	17:45:25	17:45:48			17:45:48	00:00:51	00:00:23	00:01:14	0.54	74	26	42
2	3	17:45:48					17:46:08	00:00:20	00:00:00	00:00:20	0.15	20	27	43
3	4	17:46:08	17:46:32	17:46:38			17:46:54	00:00:40	00:00:06	00:00:46	0.25	46	20	31
4	5	17:46:54	17:47:43	17:47:45			17:47:45	00:00:49	00:00:02	00:00:51	0.30	51	21	34
5	6	17:47:45	17:48:17	17:48:24	17:48:41	17:49:12	17:49:15	00:00:52	00:00:38	00:01:30	0.40	90	16	26

JOURNEY TIME SURVEY

JOB REF: 17027

JOB NAME: ASHFORD

												Average	
A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	SPEED MPH	SPEED KPH
							TOTAL	00:03:32	00:01:09	00:04:41	1.64	281	21	34

ROUTE: A28 **TRIP:** 7 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 18:00:11 **DAY:** TUESDAY

												Average	
A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	SPEED MPH	SPEED KPH
1	2	18:00:11					18:01:02	00:00:51	00:00:00	00:00:51	0.54	51	38	61
2	3	18:01:02					18:01:23	00:00:21	00:00:00	00:00:21	0.15	21	26	41
3	4	18:01:23	18:01:54	18:02:05			18:02:13	00:00:39	00:00:11	00:00:50	0.25	50	18	29
4	5	18:02:13					18:02:51	00:00:38	00:00:00	00:00:38	0.30	38	28	45
5	6	18:02:51					18:03:42	00:00:51	00:00:00	00:00:51	0.40	51	28	45
							TOTAL	00:03:20	00:00:11	00:03:31	1.64	211	28	45

ROUTE: A28 **TRIP:** 8 **DATE:** 10/12/2013

DIRECTION: NORTHEAST **START TIME:** 18:13:01 **DAY:** TUESDAY

												Average	
A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	SPEED MPH	SPEED KPH
1	2	18:13:01					18:13:55	00:00:54	00:00:00	00:00:54	0.54	54	36	58
2	3	18:13:55					18:14:14	00:00:19	00:00:00	00:00:19	0.15	19	28	45
3	4	18:14:14					18:14:47	00:00:33	00:00:00	00:00:33	0.25	33	27	44
4	5	18:14:47					18:15:30	00:00:43	00:00:00	00:00:43	0.30	43	25	40
5	6	18:15:30	18:15:56	18:16:06	18:16:28	18:17:07	18:17:10	00:00:51	00:00:49	00:01:40	0.40	100	14	23
							TOTAL	00:03:20	00:00:49	00:04:09	1.64	249	24	38

JOURNEY TIME SURVEY

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 1 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 16:37:33 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	16:37:33	16:38:22	16:38:42			16:38:45	00:00:52	00:00:20	00:01:12	0.40	72	20	32
5	4	16:38:45	16:38:56	16:39:10	16:40:18	16:40:34	16:40:41	00:01:26	00:00:30	00:01:56	0.30	116	9	15
4	3	16:40:41	16:41:27	16:41:42			16:41:58	00:01:02	00:00:15	00:01:17	0.25	77	12	19
3	2	16:41:58					16:42:34	00:00:36	00:00:00	00:00:36	0.15	36	15	24
2	1	16:42:34					16:43:30	00:00:56	00:00:00	00:00:56	0.54	56	35	56
							TOTAL	**00:04:52**	**00:01:05**	**00:05:57**	**1.64**	357	**17**	**26**

ROUTE: A28 **TRIP:** 2 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 16:51:47 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	16:51:47	16:52:27	16:52:36			16:52:36	00:00:40	00:00:09	00:00:49	0.40	49	29	47
5	4	16:52:36					16:53:40	00:01:04	00:00:00	00:01:04	0.30	64	17	27
4	3	16:53:40	16:53:52	16:53:58			16:54:38	00:00:52	00:00:06	00:00:58	0.25	58	16	25
3	2	16:54:38					16:55:05	00:00:27	00:00:00	00:00:27	0.15	27	20	32
2	1	16:55:05					16:56:00	00:00:55	00:00:00	00:00:55	0.54	55	35	57
							TOTAL	**00:03:58**	**00:00:15**	**00:04:13**	**1.64**	253	**23**	**37**

ROUTE: A28 **TRIP:** 3 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 17:03:38 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	17:03:38	17:04:16	17:04:49			17:04:49	00:00:38	00:00:33	00:01:11	0.40	71	20	32
5	4	17:04:49	17:05:03	17:05:18	17:05:40	17:06:18	17:07:29	00:01:47	00:00:53	00:02:40	0.30	160	7	11
4	3	17:07:29	17:07:47	17:08:03			17:09:02	00:01:17	00:00:16	00:01:33	0.25	93	10	15
3	2	17:09:02					17:09:22	00:00:20	00:00:00	00:00:20	0.15	20	27	43
2	1	17:09:22					17:10:20	00:00:58	00:00:00	00:00:58	0.54	58	34	54
							TOTAL	**00:05:00**	**00:01:42**	**00:06:42**	**1.64**	402	**15**	**23**

JOURNEY TIME SURVEY

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

ROUTE: A28 **TRIP:** 4 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 17:18:34 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	17:18:34	17:18:59	17:19:17	17:19:47	17:20:20	17:23:10	00:03:45	00:00:51	00:04:36	0.40	276	5	8
5	4	17:23:10	17:23:24	17:23:35	17:24:09	17:24:22	17:24:40	00:01:06	00:00:24	00:01:30	0.30	90	12	19
4	3	17:24:40					17:25:10	00:00:30	00:00:00	00:00:30	0.25	30	30	48
3	2	17:25:10					17:25:28	00:00:18	00:00:00	00:00:18	0.15	18	30	48
2	1	17:25:28					17:26:28	00:01:00	00:00:00	00:01:00	0.54	60	32	52
							TOTAL	**00:06:39**	**00:01:15**	**00:07:54**	**1.64**	474	**12**	**20**

ROUTE: A28 **TRIP:** 5 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 17:34:46 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	17:34:46	17:35:02	17:35:16	17:35:42	17:35:59	17:38:45	00:03:28	00:00:31	00:03:59	0.40	239	6	10
5	4	17:38:45	17:38:54	17:39:21			17:40:39	00:01:27	00:00:27	00:01:54	0.30	114	9	15
4	3	17:40:39					17:41:12	00:00:33	00:00:00	00:00:33	0.25	33	27	44
3	2	17:41:12					17:41:31	00:00:19	00:00:00	00:00:19	0.15	19	28	45
2	1	17:41:31					17:42:26	00:00:55	00:00:00	00:00:55	0.54	55	35	57
							TOTAL	**00:06:42**	**00:00:58**	**00:07:40**	**1.64**	460	**13**	**21**

ROUTE: A28 **TRIP:** 6 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 17:50:31 **DAY:** TUESDAY

A NODE	B NODE	START TIME	DELAY TIME[1] START	DELAY TIME[1] FINISH	DELAY TIME[2] START	DELAY TIME[2] FINISH	FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average SPEED MPH	Average SPEED KPH
6	5	17:50:31	17:50:55	17:51:29	17:52:11	17:52:33	17:53:45	00:02:18	00:00:56	00:03:14	0.40	194	7	12
5	4	17:53:45	17:54:01	17:54:07			17:55:26	00:01:35	00:00:06	00:01:41	0.30	101	11	17
4	3	17:55:26					17:56:21	00:00:55	00:00:00	00:00:55	0.25	55	16	26
3	2	17:56:21					17:56:50	00:00:29	00:00:00	00:00:29	0.15	29	19	30
2	1	17:56:50					17:57:48	00:00:58	00:00:00	00:00:58	0.54	58	34	54

JOURNEY TIME SURVEY

JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

							TOTAL	00:06:15	00:01:02	00:07:17	1.64	437	14	22

ROUTE: A28 **TRIP:** 7 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 18:04:34 **DAY:** TUESDAY

												Average	
A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	SPEED	SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
6	5	18:04:34	18:04:56	18:05:17	18:05:47	18:06:00	18:06:51	00:01:43	00:00:34	00:02:17	0.40	137	11	17
5	4	18:06:51	18:06:57	18:07:08	18:08:27	18:08:43	18:08:43	00:01:25	00:00:27	00:01:52	0.30	112	10	15
4	3	18:08:43					18:09:16	00:00:33	00:00:00	00:00:33	0.25	33	27	44
3	2	18:09:16					18:09:32	00:00:16	00:00:00	00:00:16	0.15	16	34	54
2	1	18:09:32					18:10:27	00:00:55	00:00:00	00:00:55	0.54	55	35	57
							TOTAL	**00:04:52**	**00:01:01**	**00:05:53**	**1.64**	353	**17**	**27**

ROUTE: A28 **TRIP:** 8 **DATE:** 10/12/2013

DIRECTION: SOUTHWEST **START TIME:** 18:18:16 **DAY:** TUESDAY

												Average	
A	B	START	DELAY TIME[1]		DELAY TIME[2]		FINISH	RUN	DELAY	TOTAL	DIST	SECS	SPEED	SPEED
NODE	NODE	TIME	START	FINISH	START	FINISH	TIME	TIME	TIME	TIME	miles		MPH	KPH
6	5	18:18:16	18:18:30	18:18:38	18:19:00	18:19:09	18:20:19	00:01:46	00:00:17	00:02:03	0.40	123	12	19
5	4	18:20:19	18:20:29	18:20:36	18:20:46	18:21:01	18:21:50	00:01:09	00:00:22	00:01:31	0.30	91	12	19
4	3	18:21:50					18:22:23	00:00:33	00:00:00	00:00:33	0.25	33	27	44
3	2	18:22:23					18:22:39	00:00:16	00:00:00	00:00:16	0.15	16	34	54
2	1	18:22:39					18:23:37	00:00:58	00:00:00	00:00:58	0.54	58	34	54
							TOTAL	**00:04:42**	**00:00:39**	**00:05:21**	**1.64**	321	**18**	**29**

APPENDIX J

Great Chart and Magpie Hall Road Traffic Surveys

16768		CHILMINGTON GREEN								
		SEPTEMBER 2013								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Mean Speed
Site No: 16768003	Site 3, Ashford Road, Chilmington Green (40mph Sign) TQ 97577 41643	Channel: Northbound	Tue 10-Sep-13	Mon 16-Sep-13	40	4236	730	605	43.8	36.8
		Channel: Southbound	Tue 10-Sep-13	Mon 16-Sep-13		3293	547	470	47.3	40.4

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**69**	0	0.0	60	87.0	8	11.6	1	1.5	0	0.0
08:00	**224**	4	1.8	203	90.6	13	5.8	4	1.8	0	0.0
09:00	**27**	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
10:00	**19**	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
11:00	**25**	1	4.0	22	88.0	1	4.0	1	4.0	0	0.0
12:00	**25**	0	0.0	20	80.0	3	12.0	2	8.0	0	0.0
13:00	**21**	3	14.3	14	66.7	3	14.3	1	4.8	0	0.0
14:00	**43**	0	0.0	39	90.7	2	4.7	2	4.7	0	0.0
15:00	**86**	0	0.0	82	95.4	2	2.3	2	2.3	0	0.0
16:00	**75**	4	5.3	63	84.0	5	6.7	3	4.0	0	0.0
17:00	**36**	1	2.8	33	91.7	2	5.6	0	0.0	0	0.0
18:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
19:00	**18**	0	0.0	16	88.9	1	5.6	1	5.6	0	0.0
20:00	**7**	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
21:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
12H,7-19	**671**	**13**	**1.9**	**594**	**88.5**	**45**	**6.7**	**19**	**2.8**	**0**	**0.0**
16H,6-22	**707**	**13**	**1.8**	**625**	**88.4**	**47**	**6.7**	**22**	**3.1**	**0**	**0.0**
18H,6-24	**715**	**13**	**1.8**	**632**	**88.4**	**47**	**6.6**	**23**	**3.2**	**0**	**0.0**
24H,0-24	**717**	**13**	**1.8**	**634**	**88.4**	**47**	**6.6**	**23**	**3.2**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
07:00	**65**	2	3.1	58	89.2	4	6.2	1	1.5	0	0.0
08:00	**240**	2	0.8	221	92.1	12	5.0	4	1.7	1	0.4
09:00	**32**	1	3.1	25	78.1	3	9.4	3	9.4	0	0.0
10:00	**25**	3	12.0	19	76.0	1	4.0	2	8.0	0	0.0
11:00	**23**	1	4.4	19	82.6	2	8.7	1	4.4	0	0.0
12:00	**32**	3	9.4	25	78.1	2	6.3	2	6.3	0	0.0
13:00	**22**	2	9.1	16	72.7	2	9.1	2	9.1	0	0.0
14:00	**33**	1	3.0	25	75.8	6	18.2	1	3.0	0	0.0
15:00	**75**	1	1.3	67	89.3	6	8.0	1	1.3	0	0.0
16:00	**65**	0	0.0	57	87.7	4	6.2	4	6.2	0	0.0
17:00	**50**	3	6.0	43	86.0	3	6.0	1	2.0	0	0.0
18:00	**15**	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
19:00	**22**	2	9.1	18	81.8	1	4.6	1	4.6	0	0.0
20:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
21:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
22:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
23:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
12H,7-19	**677**	**19**	**2.8**	**588**	**86.9**	**46**	**6.8**	**23**	**3.4**	**1**	**0.2**
16H,6-22	**724**	**21**	**2.9**	**628**	**86.7**	**48**	**6.6**	**26**	**3.6**	**1**	**0.1**
18H,6-24	**732**	**21**	**2.9**	**635**	**86.8**	**48**	**6.6**	**27**	**3.7**	**1**	**0.1**
24H,0-24	**736**	**21**	**2.9**	**637**	**86.6**	**50**	**6.8**	**27**	**3.7**	**1**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
07:00	**60**	0	0.0	53	88.3	6	10.0	1	1.7	0	0.0
08:00	**230**	4	1.7	207	90.0	13	5.7	6	2.6	0	0.0
09:00	**35**	1	2.9	26	74.3	6	17.1	2	5.7	0	0.0
10:00	**24**	0	0.0	22	91.7	0	0.0	2	8.3	0	0.0
11:00	**20**	2	10.0	16	80.0	2	10.0	0	0.0	0	0.0
12:00	**21**	1	4.8	18	85.7	2	9.5	0	0.0	0	0.0
13:00	**60**	1	1.7	54	90.0	3	5.0	2	3.3	0	0.0
14:00	**34**	0	0.0	31	91.2	1	2.9	2	5.9	0	0.0
15:00	**54**	0	0.0	49	90.7	4	7.4	1	1.9	0	0.0
16:00	**57**	1	1.8	47	82.5	3	5.3	6	10.5	0	0.0
17:00	**50**	1	2.0	47	94.0	2	4.0	0	0.0	0	0.0
18:00	**27**	1	3.7	24	88.9	1	3.7	1	3.7	0	0.0
19:00	**24**	2	8.3	20	83.3	1	4.2	1	4.2	0	0.0
20:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
21:00	**11**	0	0.0	9	81.8	0	0.0	2	18.2	0	0.0
22:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
12H,7-19	**672**	**12**	**1.8**	**594**	**88.4**	**43**	**6.4**	**23**	**3.4**	**0**	**0.0**
16H,6-22	**719**	**14**	**2.0**	**634**	**88.2**	**44**	**6.1**	**27**	**3.8**	**0**	**0.0**
18H,6-24	**723**	**14**	**1.9**	**637**	**88.1**	**44**	**6.1**	**28**	**3.9**	**0**	**0.0**
24H,0-24	**727**	**14**	**1.9**	**640**	**88.0**	**45**	**6.2**	**28**	**3.9**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
07:00	**56**	1	1.8	52	92.9	2	3.6	1	1.8	0	0.0
08:00	**225**	3	1.3	207	92.0	9	4.0	4	1.8	2	0.9
09:00	**34**	2	5.9	24	70.6	3	8.8	5	14.7	0	0.0
10:00	**32**	1	3.1	23	71.9	4	12.5	4	12.5	0	0.0
11:00	**27**	1	3.7	20	74.1	3	11.1	3	11.1	0	0.0
12:00	**25**	0	0.0	19	76.0	4	16.0	2	8.0	0	0.0
13:00	**21**	0	0.0	15	71.4	4	19.1	2	9.5	0	0.0
14:00	**39**	2	5.1	32	82.1	5	12.8	0	0.0	0	0.0
15:00	**89**	2	2.3	78	87.6	7	7.9	2	2.3	0	0.0
16:00	**57**	1	1.8	49	86.0	3	5.3	4	7.0	0	0.0
17:00	**39**	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
18:00	**26**	0	0.0	24	92.3	1	3.9	1	3.9	0	0.0
19:00	**29**	0	0.0	27	93.1	1	3.5	1	3.5	0	0.0
20:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
21:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
12H,7-19	**670**	**13**	**1.9**	**581**	**86.7**	**46**	**6.9**	**28**	**4.2**	**2**	**0.3**
16H,6-22	**732**	**13**	**1.8**	**639**	**87.3**	**47**	**6.4**	**31**	**4.2**	**2**	**0.3**
18H,6-24	**734**	**13**	**1.8**	**640**	**87.2**	**47**	**6.4**	**32**	**4.4**	**2**	**0.3**
24H,0-24	**739**	**13**	**1.8**	**643**	**87.0**	**49**	**6.6**	**32**	**4.3**	**2**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
08:00	**15**	0	0.0	13	86.7	1	6.7	1	6.7	0	0.0
09:00	**27**	1	3.7	24	88.9	1	3.7	1	3.7	0	0.0
10:00	**24**	0	0.0	20	83.3	3	12.5	1	4.2	0	0.0
11:00	**24**	2	8.3	20	83.3	1	4.2	1	4.2	0	0.0
12:00	**24**	0	0.0	23	95.8	0	0.0	1	4.2	0	0.0
13:00	**22**	1	4.6	20	90.9	0	0.0	1	4.6	0	0.0
14:00	**24**	1	4.2	20	83.3	1	4.2	2	8.3	0	0.0
15:00	**35**	2	5.7	31	88.6	1	2.9	1	2.9	0	0.0
16:00	**27**	0	0.0	25	92.6	0	0.0	2	7.4	0	0.0
17:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
18:00	**12**	1	8.3	10	83.3	0	0.0	1	8.3	0	0.0
19:00	**26**	0	0.0	24	92.3	1	3.9	1	3.9	0	0.0
20:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
21:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
22:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
12H,7-19	**258**	**9**	**3.5**	**228**	**88.4**	**9**	**3.5**	**12**	**4.7**	**0**	**0.0**
16H,6-22	**296**	**9**	**3.0**	**263**	**88.9**	**10**	**3.4**	**14**	**4.7**	**0**	**0.0**
18H,6-24	**305**	**9**	**3.0**	**271**	**88.9**	**10**	**3.3**	**15**	**4.9**	**0**	**0.0**
24H,0-24	**309**	**9**	**2.9**	**275**	**89.0**	**10**	**3.2**	**15**	**4.9**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

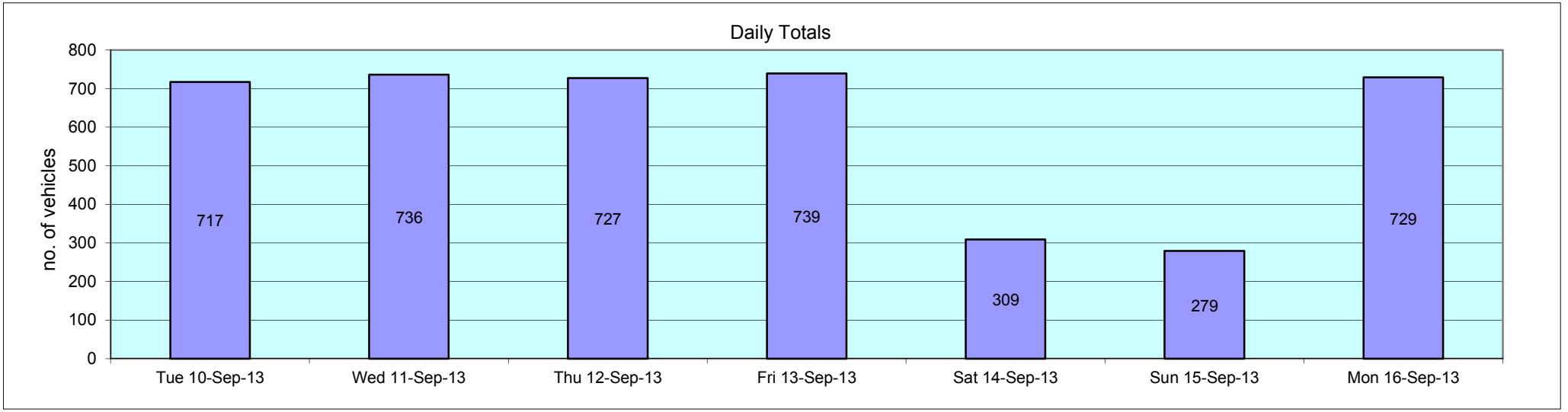
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
07:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
08:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
09:00	**33**	1	3.0	32	97.0	0	0.0	0	0.0	0	0.0
10:00	**40**	4	10.0	32	80.0	2	5.0	2	5.0	0	0.0
11:00	**18**	3	16.7	14	77.8	0	0.0	1	5.6	0	0.0
12:00	**35**	1	2.9	30	85.7	4	11.4	0	0.0	0	0.0
13:00	**20**	1	5.0	17	85.0	2	10.0	0	0.0	0	0.0
14:00	**26**	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
15:00	**18**	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
16:00	**19**	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
17:00	**12**	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
18:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
19:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
20:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**256**	**11**	**4.3**	**228**	**89.1**	**14**	**5.5**	**3**	**1.2**	**0**	**0.0**
16H,6-22	**267**	**11**	**4.1**	**239**	**89.5**	**14**	**5.2**	**3**	**1.1**	**0**	**0.0**
18H,6-24	**272**	**11**	**4.0**	**244**	**89.7**	**14**	**5.2**	**3**	**1.1**	**0**	**0.0**
24H,0-24	**279**	**11**	**3.9**	**251**	**90.0**	**14**	**5.0**	**3**	**1.1**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**72**	0	0.0	64	88.9	7	9.7	1	1.4	0	0.0
08:00	**231**	2	0.9	211	91.3	14	6.1	3	1.3	1	0.4
09:00	**25**	0	0.0	20	80.0	3	12.0	2	8.0	0	0.0
10:00	**23**	0	0.0	19	82.6	3	13.0	1	4.4	0	0.0
11:00	**18**	1	5.6	15	83.3	1	5.6	1	5.6	0	0.0
12:00	**23**	0	0.0	21	91.3	1	4.4	1	4.4	0	0.0
13:00	**19**	0	0.0	15	79.0	2	10.5	2	10.5	0	0.0
14:00	**40**	1	2.5	32	80.0	3	7.5	4	10.0	0	0.0
15:00	**88**	3	3.4	79	89.8	4	4.6	2	2.3	0	0.0
16:00	**71**	1	1.4	61	85.9	5	7.0	4	5.6	0	0.0
17:00	**41**	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0
18:00	**30**	2	6.7	24	80.0	2	6.7	2	6.7	0	0.0
19:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
20:00	**12**	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
21:00	**11**	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
22:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
23:00	**2**	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
12H,7-19	**681**	**10**	**1.5**	**599**	**88.0**	**48**	**7.1**	**23**	**3.4**	**1**	**0.2**
16H,6-22	**721**	**10**	**1.4**	**634**	**87.9**	**50**	**6.9**	**26**	**3.6**	**1**	**0.1**
18H,6-24	**724**	**10**	**1.4**	**636**	**87.9**	**50**	**6.9**	**27**	**3.7**	**1**	**0.1**
24H,0-24	**729**	**10**	**1.4**	**638**	**87.5**	**53**	**7.3**	**27**	**3.7**	**1**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**717**	13	1.8	634	88.4	47	6.6	23	3.2	0	0.0
Wed 11-Sep-13	**736**	21	2.9	637	86.6	50	6.8	27	3.7	1	0.1
Thu 12-Sep-13	**727**	14	1.9	640	88.0	45	6.2	28	3.9	0	0.0
Fri 13-Sep-13	**739**	13	1.8	643	87.0	49	6.6	32	4.3	2	0.3
Sat 14-Sep-13	**309**	9	2.9	275	89.0	10	3.2	15	4.9	0	0.0
Sun 15-Sep-13	**279**	11	3.9	251	90.0	14	5.0	3	1.1	0	0.0
Mon 16-Sep-13	**729**	10	1.4	638	87.5	53	7.3	27	3.7	1	0.1
Total Vehicles											
[--]	**4236**	91	2.4	3718	88.1	268	6.0	155	3.5	4	0.1



16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 10-Sep-13																
00:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
06:00	**4**	-	34.8	6.4	0	0	0	0	1	2	0	1	0	0	0	0
07:00	**69**	43.4	37.6	5.4	0	0	0	1	4	23	24	13	4	0	0	0
08:00	**224**	42.7	36.4	6	0	1	0	6	28	71	72	36	10	0	0	0
09:00	**27**	43.5	38.3	6.3	0	0	0	0	2	8	10	5	0	2	0	0
10:00	**19**	40.4	35.3	5.8	0	0	0	0	6	3	7	3	0	0	0	0
11:00	**25**	41.9	35.7	6.9	0	0	0	2	6	2	10	4	1	0	0	0
12:00	**25**	44.6	36.9	8.1	0	0	0	4	2	4	5	8	2	0	0	0
13:00	**21**	41.6	34.9	8.5	0	1	1	1	1	6	7	3	1	0	0	0
14:00	**43**	41.1	35.1	7.3	0	0	1	0	14	9	12	3	3	1	0	0
15:00	**86**	44.1	37.9	5.6	0	0	0	1	4	31	26	17	7	0	0	0
16:00	**75**	43.1	36.6	7.7	2	0	1	4	4	13	33	15	3	0	0	0
17:00	**36**	44.9	38.8	7.9	0	0	0	2	3	7	11	9	1	2	1	0
18:00	**21**	42.7	36.6	6.2	0	0	0	0	5	4	7	4	1	0	0	0
19:00	**18**	45.7	38.5	5.6	0	0	0	0	0	7	7	1	3	0	0	0
20:00	**7**	-	38.5	5.9	0	0	0	0	1	1	2	3	0	0	0	0
21:00	**7**	-	39.2	6.8	0	0	0	0	1	1	2	2	1	0	0	0
22:00	**4**	-	38.5	4.2	0	0	0	0	0	1	2	1	0	0	0	0
23:00	**4**	-	44.8	6.4	0	0	0	0	0	0	1	2	0	1	0	0
12H,7-19	**671**	**43.4**	**36.8**	**6.5**	**2**	**2**	**3**	**21**	**79**	**181**	**224**	**120**	**33**	**5**	**1**	**0**
16H,6-22	**707**	**43.5**	**36.9**	**6.5**	**2**	**2**	**3**	**21**	**82**	**192**	**235**	**127**	**37**	**5**	**1**	**0**
18H,6-24	**715**	**43.5**	**36.9**	**6.5**	**2**	**2**	**3**	**21**	**82**	**193**	**238**	**130**	**37**	**6**	**1**	**0**
24H,0-24	**717**	**43.6**	**36.9**	**6.5**	**2**	**2**	**3**	**21**	**82**	**193**	**239**	**130**	**38**	**6**	**1**	**0**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 11-Sep-13																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
05:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	**5**	-	35.5	7.7	0	0	0	0	1	3	0	0	1	0	0	0
07:00	**65**	41.9	37	5.3	0	0	0	2	4	19	28	10	2	0	0	0
08:00	**240**	40.4	35.2	5.9	1	0	2	7	38	82	83	19	7	1	0	0
09:00	**32**	42.7	36.8	6.3	0	0	0	2	3	8	12	5	2	0	0	0
10:00	**25**	46.8	39.7	7.2	0	0	0	2	1	2	9	6	5	0	0	0
11:00	**23**	42.3	33.9	8.2	0	0	2	2	3	7	4	4	1	0	0	0
12:00	**32**	42.9	34.9	8.3	0	0	4	0	4	8	8	7	1	0	0	0
13:00	**22**	41.3	31.7	8.5	0	0	3	3	4	5	3	4	0	0	0	0
14:00	**33**	39.3	33.3	6.2	0	0	0	4	7	12	7	2	1	0	0	0
15:00	**75**	44.1	36.8	6.9	0	1	1	1	6	27	21	10	8	0	0	0
16:00	**65**	43.2	36.6	6.5	0	0	0	3	9	18	20	11	3	1	0	0
17:00	**50**	44.6	37.5	7.8	0	1	1	1	2	17	12	11	3	2	0	0
18:00	**15**	41.6	35.5	6.6	0	0	0	0	5	3	4	2	1	0	0	0
19:00	**22**	41.3	35.3	8.3	0	1	1	1	1	5	9	3	1	0	0	0
20:00	**13**	43.6	33.5	11.4	1	0	1	1	1	3	2	3	1	0	0	0
21:00	**7**	-	37.1	7.6	0	0	0	1	0	2	1	3	0	0	0	0
22:00	**5**	-	34.5	9.7	0	0	1	0	0	1	2	1	0	0	0	0
23:00	**3**	-	38.5	5	0	0	0	0	0	1	1	1	0	0	0	0
12H,7-19	**677**	**42.5**	**35.9**	**6.7**	**1**	**2**	**13**	**27**	**86**	**208**	**211**	**91**	**34**	**4**	**0**	**0**
16H,6-22	**724**	**42.6**	**35.8**	**6.9**	**2**	**3**	**15**	**30**	**89**	**221**	**223**	**100**	**37**	**4**	**0**	**0**
18H,6-24	**732**	**42.6**	**35.8**	**6.9**	**2**	**3**	**16**	**30**	**89**	**223**	**226**	**102**	**37**	**4**	**0**	**0**
24H,0-24	**736**	**42.7**	**35.9**	**6.9**	**2**	**3**	**16**	**30**	**89**	**223**	**227**	**104**	**38**	**4**	**0**	**0**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 12-Sep-13																
00:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	**5**	-	37.5	6.6	0	0	0	0	1	1	1	2	0	0	0	0
07:00	**60**	43.3	38.1	5.3	0	0	0	0	5	14	26	12	2	1	0	0
08:00	**230**	42.3	36.2	5.9	0	2	0	5	25	82	72	36	8	0	0	0
09:00	**35**	42.6	36.2	8.1	0	1	1	1	4	7	14	4	2	1	0	0
10:00	**24**	45.8	39.8	7.4	0	0	0	1	2	4	5	8	3	1	0	0
11:00	**20**	43.5	35	10.2	1	1	0	0	3	4	6	3	2	0	0	0
12:00	**21**	45.5	35.9	10.8	1	0	1	2	2	3	3	6	3	0	0	0
13:00	**60**	44.8	37.4	7.1	0	0	0	2	6	22	13	10	4	3	0	0
14:00	**34**	39.6	34.7	4.8	0	0	0	0	9	10	13	2	0	0	0	0
15:00	**54**	44.1	38	6.2	0	0	0	2	3	14	19	12	3	1	0	0
16:00	**57**	44	37.1	7.3	0	0	1	2	6	17	16	10	2	3	0	0
17:00	**50**	45.3	40.1	6.7	0	0	0	0	2	12	15	15	3	2	0	1
18:00	**27**	40.8	35.7	5.9	0	0	1	0	4	7	11	4	0	0	0	0
19:00	**24**	40.4	35.6	7.9	0	0	1	1	4	6	9	0	2	1	0	0
20:00	**7**	-	37.8	7.5	0	0	0	0	0	5	0	0	2	0	0	0
21:00	**11**	40.6	35.3	5.3	0	0	0	0	2	5	2	2	0	0	0	0
22:00	**2**	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
23:00	**2**	-	23.5	14.1	0	1	0	0	0	1	0	0	0	0	0	0
12H,7-19	**672**	**43.7**	**37**	**6.8**	**2**	**4**	**4**	**15**	**71**	**196**	**213**	**122**	**32**	**12**	**0**	**1**
16H,6-22	**719**	**43.7**	**36.9**	**6.8**	**2**	**4**	**5**	**16**	**78**	**213**	**225**	**126**	**36**	**13**	**0**	**1**
18H,6-24	**723**	**43.7**	**36.9**	**6.8**	**2**	**5**	**5**	**16**	**78**	**215**	**226**	**126**	**36**	**13**	**0**	**1**
24H,0-24	**727**	**43.7**	**36.9**	**6.8**	**2**	**5**	**5**	**16**	**78**	**215**	**229**	**127**	**36**	**13**	**0**	**1**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 13-Sep-13																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	**2**	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
06:00	**9**	-	36.8	4.5	0	0	0	0	1	2	5	1	0	0	0	0
07:00	**56**	43.1	38.1	4.7	0	0	0	0	2	17	23	12	2	0	0	0
08:00	**225**	42.1	36.1	5.9	0	0	2	5	31	72	74	32	8	1	0	0
09:00	**34**	43.4	36.3	9	2	0	0	0	4	7	11	9	0	1	0	0
10:00	**32**	43.1	35.7	8.6	0	2	0	2	2	8	11	4	3	0	0	0
11:00	**27**	42.8	35.9	7.6	1	0	0	0	4	7	8	7	0	0	0	0
12:00	**25**	43.9	37.3	7.2	0	0	0	1	4	5	9	3	2	1	0	0
13:00	**21**	40.7	37.5	7.1	0	0	0	1	2	4	11	1	0	2	0	0
14:00	**39**	45	36.6	10	2	0	0	1	5	10	9	7	3	1	1	0
15:00	**89**	41.1	36.5	6	0	0	2	1	7	31	34	10	2	2	0	0
16:00	**57**	44.8	38.1	7.2	0	0	1	3	4	11	16	17	4	1	0	0
17:00	**39**	48	39.5	7.2	0	0	0	1	3	8	13	4	9	1	0	0
18:00	**26**	43.6	37	6.7	0	0	0	1	2	11	5	5	1	1	0	0
19:00	**29**	41.2	37.1	5.7	0	0	0	1	1	10	12	4	0	1	0	0
20:00	**12**	39.5	34.3	8	0	0	1	0	3	3	3	1	1	0	0	0
21:00	**12**	40.3	38.5	3.3	0	0	0	0	0	2	8	2	0	0	0	0
22:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
23:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	**670**	**43.5**	**36.8**	**6.9**	**5**	**2**	**5**	**16**	**70**	**191**	**224**	**111**	**34**	**11**	**1**	**0**
16H,6-22	**732**	**43.4**	**36.8**	**6.8**	**5**	**2**	**6**	**17**	**75**	**208**	**252**	**119**	**35**	**12**	**1**	**0**
18H,6-24	**734**	**43.4**	**36.8**	**6.8**	**5**	**2**	**6**	**17**	**75**	**209**	**253**	**119**	**35**	**12**	**1**	**0**
24H,0-24	**739**	**43.4**	**36.8**	**6.8**	**5**	**2**	**6**	**17**	**75**	**211**	**255**	**120**	**35**	**12**	**1**	**0**

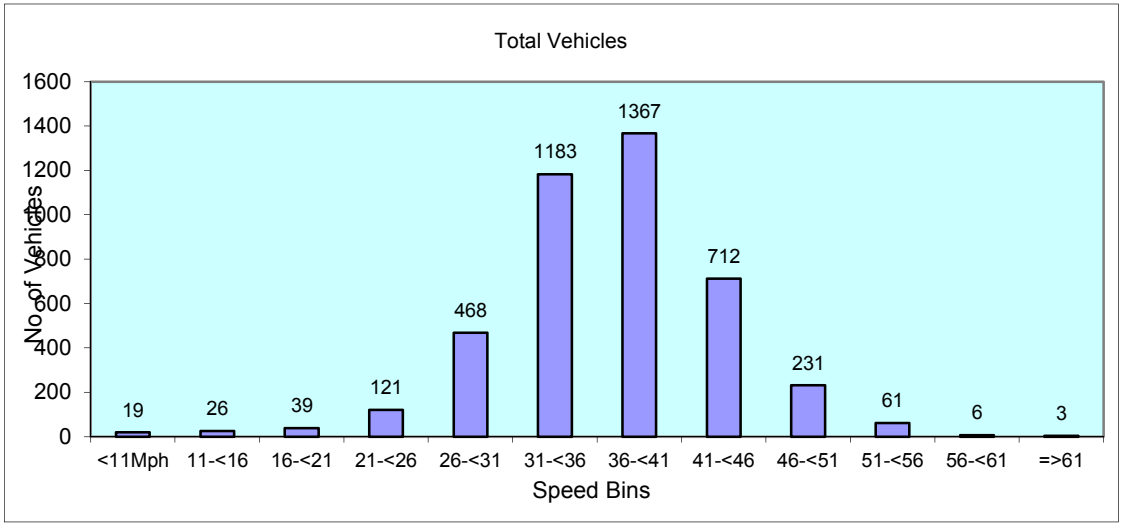
16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 14-Sep-13																
00:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	**8**	-	42.9	9.9	0	0	0	1	0	0	2	2	1	2	0	0
08:00	**15**	43.1	36.5	7.2	0	0	0	0	3	6	2	3	0	1	0	0
09:00	**27**	45	38.9	6.8	0	0	0	0	4	5	7	8	2	1	0	0
10:00	**24**	48.8	40.8	7.6	0	0	0	0	1	7	6	2	7	0	1	0
11:00	**24**	42.5	35.2	10	2	0	0	1	1	6	9	3	2	0	0	0
12:00	**24**	43.4	37.5	6.4	0	0	0	1	3	4	10	4	2	0	0	0
13:00	**22**	44.5	37.4	7.4	0	0	0	2	2	5	5	6	2	0	0	0
14:00	**24**	43.3	35.4	9.6	0	2	0	1	2	7	7	2	2	1	0	0
15:00	**35**	41.2	35.7	6.7	1	0	0	0	4	12	12	6	0	0	0	0
16:00	**27**	43.4	37	6.6	0	0	0	1	4	6	10	3	3	0	0	0
17:00	**16**	44.5	38.5	7.9	0	0	1	0	0	4	6	3	1	1	0	0
18:00	**12**	38.8	35.2	4.1	0	0	0	0	1	7	3	1	0	0	0	0
19:00	**26**	43.6	36.6	6.8	0	0	0	1	5	6	7	5	2	0	0	0
20:00	**5**	-	37.5	4.4	0	0	0	0	0	2	2	1	0	0	0	0
21:00	**6**	-	40.2	8.2	0	0	0	0	1	0	3	1	0	1	0	0
22:00	**3**	-	31.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
23:00	**6**	-	42.7	13.6	0	0	0	0	1	2	0	1	0	1	0	1
12H,7-19	**258**	**44.8**	**37.3**	**7.7**	**3**	**2**	**1**	**7**	**25**	**69**	**79**	**43**	**22**	**6**	**1**	**0**
16H,6-22	**296**	**44.7**	**37.3**	**7.6**	**3**	**2**	**1**	**8**	**31**	**78**	**91**	**50**	**24**	**7**	**1**	**0**
18H,6-24	**305**	**44.8**	**37.3**	**7.7**	**3**	**2**	**1**	**8**	**34**	**80**	**92**	**51**	**24**	**8**	**1**	**1**
24H,0-24	**309**	**44.8**	**37.3**	**7.7**	**3**	**2**	**1**	**8**	**34**	**83**	**92**	**52**	**24**	**8**	**1**	**1**

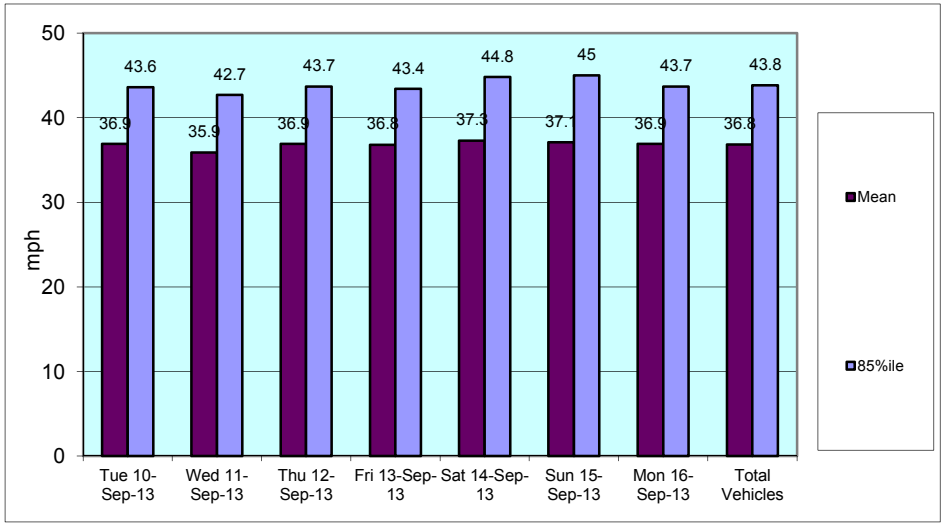
16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 15-Sep-13																
00:00	**4**	-	48.5	8.2	0	0	0	0	0	0	1	0	2	0	1	0
01:00	**2**	-	36	10.6	0	0	0	0	1	0	0	1	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	53.5	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**2**	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
07:00	**3**	-	28.5	8.8	0	0	0	2	0	0	1	0	0	0	0	0
08:00	**17**	44.7	39.4	5.8	0	0	0	0	2	1	8	4	2	0	0	0
09:00	**33**	40.1	34.3	8.1	1	0	1	2	5	7	14	1	2	0	0	0
10:00	**40**	39.9	32.3	9.5	2	3	0	2	4	14	11	3	1	0	0	0
11:00	**18**	43.3	32.4	11.8	0	3	1	0	3	4	2	4	0	1	0	0
12:00	**35**	44.6	39.2	6.8	0	1	0	0	1	5	15	10	2	1	0	0
13:00	**20**	44.8	37.3	9.5	0	1	0	2	1	2	8	3	2	1	0	0
14:00	**26**	48	39.7	9.1	0	0	0	0	5	3	10	2	4	0	1	1
15:00	**18**	45.1	40.2	5.9	0	0	0	0	2	1	6	7	2	0	0	0
16:00	**19**	45.4	39.6	5.6	0	0	0	0	1	3	9	3	3	0	0	0
17:00	**12**	42.2	35.2	9.6	1	0	0	0	1	3	4	3	0	0	0	0
18:00	**15**	46.4	40.5	6.6	0	0	0	0	1	4	1	6	3	0	0	0
19:00	**4**	-	44.8	4.9	0	0	0	0	0	0	1	1	2	0	0	0
20:00	**2**	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
21:00	**3**	-	40.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
22:00	**4**	-	31	3.2	0	0	0	0	2	2	0	0	0	0	0	0
23:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
12H,7-19	**256**	**44.6**	**36.8**	**8.8**	**4**	**8**	**2**	**8**	**26**	**47**	**89**	**46**	**21**	**3**	**1**	**1**
16H,6-22	**267**	**44.7**	**37**	**8.7**	**4**	**8**	**2**	**8**	**27**	**47**	**93**	**50**	**23**	**3**	**1**	**1**
18H,6-24	**272**	**44.7**	**36.9**	**8.7**	**4**	**8**	**2**	**8**	**29**	**49**	**94**	**50**	**23**	**3**	**1**	**1**
24H,0-24	**279**	**45**	**37.1**	**8.8**	**4**	**8**	**2**	**8**	**30**	**49**	**95**	**51**	**25**	**4**	**2**	**1**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 16-Sep-13																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**2**	-	38.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
04:00	**2**	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	-	41	13.2	0	0	0	0	1	1	0	1	0	0	1	0
07:00	**72**	42.8	37.5	5.6	0	1	0	0	4	20	31	13	3	0	0	0
08:00	**231**	42.4	35.9	6.3	0	0	1	16	22	79	67	38	5	3	0	0
09:00	**25**	44.8	37.9	6.3	0	0	0	0	3	8	6	5	3	0	0	0
10:00	**23**	46.1	38.5	7.2	0	0	0	1	3	3	8	4	4	0	0	0
11:00	**18**	50.7	38	11.3	1	0	0	1	2	2	5	4	0	3	0	0
12:00	**23**	45.5	41.3	5.6	0	0	0	0	1	2	7	10	2	1	0	0
13:00	**19**	47.6	39.8	8.1	0	0	0	1	1	4	5	4	2	2	0	0
14:00	**40**	39.7	34.3	5.8	0	0	2	0	7	15	13	3	0	0	0	0
15:00	**88**	42.4	36.2	6	0	0	0	0	15	34	22	12	3	2	0	0
16:00	**71**	43	36.9	6.2	0	0	0	2	10	18	25	12	3	1	0	0
17:00	**41**	45.3	39.5	6.1	0	0	0	0	3	9	12	12	4	1	0	0
18:00	**30**	43.5	35.3	9.3	0	1	3	0	4	4	11	4	3	0	0	0
19:00	**13**	41.9	37	5.3	0	0	0	0	2	3	5	3	0	0	0	0
20:00	**12**	39.5	33.5	11.3	0	2	0	0	1	4	3	1	0	1	0	0
21:00	**11**	47.4	40.3	6.2	0	0	0	0	0	3	4	1	3	0	0	0
22:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
23:00	**2**	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
12H,7-19	**681**	**43.6**	**36.8**	**6.7**	**1**	**2**	**6**	**21**	**75**	**198**	**212**	**121**	**32**	**13**	**0**	**0**
16H,6-22	**721**	**43.7**	**36.9**	**6.8**	**1**	**4**	**6**	**21**	**79**	**209**	**224**	**127**	**35**	**14**	**1**	**0**
18H,6-24	**724**	**43.7**	**36.8**	**6.8**	**1**	**4**	**6**	**21**	**80**	**209**	**226**	**127**	**35**	**14**	**1**	**0**
24H,0-24	**729**	**43.7**	**36.9**	**6.8**	**1**	**4**	**6**	**21**	**80**	**209**	**230**	**128**	**35**	**14**	**1**	**0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Tue 10-Sep-13	**717**	43.6	36.9	6.5	2	2	3	21	82	193	239	130	38	6	1	0
Wed 11-Sep-13	**736**	42.7	35.9	6.9	2	3	16	30	89	223	227	104	38	4	0	0
Thu 12-Sep-13	**727**	43.7	36.9	6.8	2	5	5	16	78	215	229	127	36	13	0	1
Fri 13-Sep-13	**739**	43.4	36.8	6.8	5	2	6	17	75	211	255	120	35	12	1	0
Sat 14-Sep-13	**309**	44.8	37.3	7.7	3	2	1	8	34	83	92	52	24	8	1	1
Sun 15-Sep-13	**279**	45	37.1	8.8	4	8	2	8	30	49	95	51	25	4	2	1
Mon 16-Sep-13	**729**	43.7	36.9	6.8	1	4	6	21	80	209	230	128	35	14	1	0
Total Vehicles																
[--]	**4236**	43.8	36.8	7.2	19	26	39	121	468	1183	1367	712	231	61	6	3



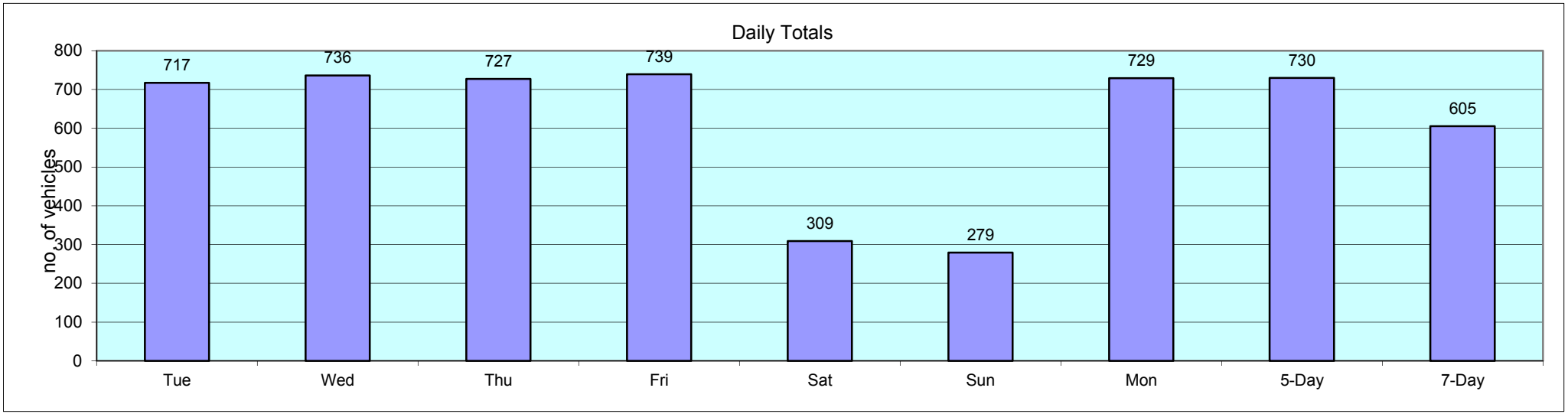


Data produced by Axiom Traffic Ltd

16768	CHILMINGTON GREEN		Site No: 16768003 Channel: Northbound		Location	Site 3, Ashford Road, Chilmington Green (40 Sign)			
TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av
Week Begin: 10-Sep-13									
00:00	**1**	0	1	0	1	4	0	0	1
01:00	**0**	0	1	0	0	2	0	0	0
02:00	**0**	0	0	1	1	0	1	0	0
03:00	**0**	0	0	1	0	1	2	1	1
04:00	**0**	3	1	1	1	0	2	1	1
05:00	**1**	1	1	2	1	0	0	1	1
06:00	**4**	5	5	9	1	2	4	5	4
07:00	**69**	65	60	56	8	3	72	64	48
08:00	**224**	240	230	225	15	17	231	230	169
09:00	**27**	32	35	34	27	33	25	31	30
10:00	**19**	25	24	32	24	40	23	25	27
11:00	**25**	23	20	27	24	18	18	23	22
12:00	**25**	32	21	25	24	35	23	25	26
13:00	**21**	22	60	21	22	20	19	29	26
14:00	**43**	33	34	39	24	26	40	38	34
15:00	**86**	75	54	89	35	18	88	78	64
16:00	**75**	65	57	57	27	19	71	65	53
17:00	**36**	50	50	39	16	12	41	43	35
18:00	**21**	15	27	26	12	15	30	24	21
19:00	**18**	22	24	29	26	4	13	21	19
20:00	**7**	13	7	12	5	2	12	10	8
21:00	**7**	7	11	12	6	3	11	10	8
22:00	**4**	5	2	1	3	4	1	3	3
23:00	**4**	3	2	1	6	1	2	2	3
12H,7-19	**671**	**677**	**672**	**670**	**258**	**256**	**681**	**674**	**555**
16H,6-22	**707**	**724**	**719**	**732**	**296**	**267**	**721**	**721**	**595**
18H,6-24	**715**	**732**	**723**	**734**	**305**	**272**	**724**	**726**	**601**
24H,0-24	**717**	**736**	**727**	**739**	**309**	**279**	**729**	**730**	**605**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**09:00**	**10:00**	**08:00**	**-**	**-**
Peak	**224**	**240**	**230**	**225**	**27**	**40**	**231**	**230**	**174**
Pm	**15:00**	**15:00**	**13:00**	**15:00**	**15:00**	**12:00**	**15:00**	**-**	**-**
Peak	**86**	**75**	**60**	**89**	**35**	**35**	**88**	**80**	**67**

16768	CHILMINGTON GREEN	Site No: 16768003 Channel: Northbound	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)

TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av



16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
06:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
07:00	**27**	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
08:00	**101**	0	0.0	90	89.1	8	7.9	3	3.0	0	0.0
09:00	**17**	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
10:00	**21**	0	0.0	15	71.4	5	23.8	1	4.8	0	0.0
11:00	**21**	0	0.0	20	95.2	0	0.0	1	4.8	0	0.0
12:00	**24**	0	0.0	19	79.2	4	16.7	1	4.2	0	0.0
13:00	**21**	1	4.8	18	85.7	1	4.8	1	4.8	0	0.0
14:00	**23**	0	0.0	20	87.0	2	8.7	1	4.4	0	0.0
15:00	**43**	1	2.3	40	93.0	0	0.0	2	4.7	0	0.0
16:00	**91**	0	0.0	83	91.2	8	8.8	0	0.0	0	0.0
17:00	**50**	2	4.0	40	80.0	6	12.0	2	4.0	0	0.0
18:00	**25**	1	4.0	23	92.0	0	0.0	1	4.0	0	0.0
19:00	**11**	1	9.1	9	81.8	1	9.1	0	0.0	0	0.0
20:00	**9**	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
21:00	**7**	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
22:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**464**	**5**	**1.1**	**406**	**87.5**	**39**	**8.4**	**14**	**3.0**	**0**	**0.0**
16H,6-22	**496**	**7**	**1.4**	**431**	**86.9**	**42**	**8.5**	**16**	**3.2**	**0**	**0.0**
18H,6-24	**504**	**7**	**1.4**	**438**	**86.9**	**42**	**8.3**	**17**	**3.4**	**0**	**0.0**
24H,0-24	**512**	**7**	**1.4**	**443**	**86.5**	**45**	**8.8**	**17**	**3.3**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
07:00	**27**	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
08:00	**96**	0	0.0	87	90.6	5	5.2	4	4.2	0	0.0
09:00	**26**	1	3.9	24	92.3	0	0.0	1	3.9	0	0.0
10:00	**18**	0	0.0	14	77.8	2	11.1	2	11.1	0	0.0
11:00	**23**	2	8.7	15	65.2	4	17.4	2	8.7	0	0.0
12:00	**21**	0	0.0	18	85.7	1	4.8	1	4.8	1	4.8
13:00	**35**	0	0.0	29	82.9	4	11.4	1	2.9	1	2.9
14:00	**29**	0	0.0	25	86.2	4	13.8	0	0.0	0	0.0
15:00	**64**	1	1.6	56	87.5	5	7.8	2	3.1	0	0.0
16:00	**77**	0	0.0	71	92.2	5	6.5	1	1.3	0	0.0
17:00	**52**	0	0.0	47	90.4	4	7.7	1	1.9	0	0.0
18:00	**25**	1	4.0	20	80.0	2	8.0	2	8.0	0	0.0
19:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
20:00	**13**	1	7.7	8	61.5	2	15.4	2	15.4	0	0.0
21:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**493**	**5**	**1.0**	**429**	**87.0**	**39**	**7.9**	**18**	**3.7**	**2**	**0.4**
16H,6-22	**533**	**7**	**1.3**	**461**	**86.5**	**42**	**7.9**	**21**	**3.9**	**2**	**0.4**
18H,6-24	**542**	**7**	**1.3**	**469**	**86.5**	**42**	**7.8**	**22**	**4.1**	**2**	**0.4**
24H,0-24	**548**	**7**	**1.3**	**474**	**86.5**	**43**	**7.9**	**22**	**4.0**	**2**	**0.4**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**6**	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
07:00	**28**	0	0.0	23	82.1	4	14.3	1	3.6	0	0.0
08:00	**100**	1	1.0	89	89.0	6	6.0	4	4.0	0	0.0
09:00	**25**	0	0.0	21	84.0	2	8.0	2	8.0	0	0.0
10:00	**25**	0	0.0	23	92.0	1	4.0	1	4.0	0	0.0
11:00	**22**	0	0.0	20	90.9	1	4.6	1	4.6	0	0.0
12:00	**20**	2	10.0	16	80.0	1	5.0	1	5.0	0	0.0
13:00	**25**	0	0.0	21	84.0	0	0.0	4	16.0	0	0.0
14:00	**27**	0	0.0	24	88.9	2	7.4	1	3.7	0	0.0
15:00	**50**	0	0.0	44	88.0	5	10.0	1	2.0	0	0.0
16:00	**68**	0	0.0	60	88.2	8	11.8	0	0.0	0	0.0
17:00	**61**	1	1.6	52	85.3	4	6.6	3	4.9	1	1.6
18:00	**38**	3	7.9	29	76.3	4	10.5	2	5.3	0	0.0
19:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
20:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
21:00	**17**	1	5.9	14	82.4	1	5.9	1	5.9	0	0.0
22:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**489**	**7**	**1.4**	**422**	**86.3**	**38**	**7.8**	**21**	**4.3**	**1**	**0.2**
16H,6-22	**537**	**8**	**1.5**	**462**	**86.0**	**42**	**7.8**	**24**	**4.5**	**1**	**0.2**
18H,6-24	**546**	**8**	**1.5**	**470**	**86.1**	**42**	**7.7**	**25**	**4.6**	**1**	**0.2**
24H,0-24	**549**	**8**	**1.5**	**472**	**86.0**	**43**	**7.8**	**25**	**4.6**	**1**	**0.2**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**5**	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
07:00	**25**	0	0.0	22	88.0	1	4.0	2	8.0	0	0.0
08:00	**104**	0	0.0	93	89.4	8	7.7	3	2.9	0	0.0
09:00	**37**	0	0.0	29	78.4	3	8.1	5	13.5	0	0.0
10:00	**23**	0	0.0	18	78.3	3	13.0	1	4.4	1	4.4
11:00	**21**	0	0.0	15	71.4	3	14.3	3	14.3	0	0.0
12:00	**21**	0	0.0	18	85.7	2	9.5	1	4.8	0	0.0
13:00	**24**	1	4.2	18	75.0	5	20.8	0	0.0	0	0.0
14:00	**32**	0	0.0	29	90.6	1	3.1	2	6.3	0	0.0
15:00	**53**	1	1.9	45	84.9	4	7.6	3	5.7	0	0.0
16:00	**87**	0	0.0	80	92.0	7	8.1	0	0.0	0	0.0
17:00	**43**	1	2.3	35	81.4	5	11.6	2	4.7	0	0.0
18:00	**39**	2	5.1	35	89.7	1	2.6	1	2.6	0	0.0
19:00	**22**	0	0.0	19	86.4	1	4.6	1	4.6	1	4.6
20:00	**19**	0	0.0	17	89.5	1	5.3	1	5.3	0	0.0
21:00	**11**	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
22:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
23:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**509**	**5**	**1.0**	**437**	**85.9**	**43**	**8.5**	**23**	**4.5**	**1**	**0.2**
16H,6-22	**566**	**6**	**1.1**	**487**	**86.0**	**45**	**8.0**	**26**	**4.6**	**2**	**0.4**
18H,6-24	**582**	**6**	**1.0**	**502**	**86.3**	**45**	**7.7**	**27**	**4.6**	**2**	**0.3**
24H,0-24	**585**	**6**	**1.0**	**504**	**86.2**	**46**	**7.9**	**27**	**4.6**	**2**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
06:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
07:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
08:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
09:00	**22**	2	9.1	19	86.4	1	4.6	0	0.0	0	0.0
10:00	**44**	16	36.4	25	56.8	2	4.6	1	2.3	0	0.0
11:00	**27**	0	0.0	26	96.3	0	0.0	1	3.7	0	0.0
12:00	**22**	3	13.6	19	86.4	0	0.0	0	0.0	0	0.0
13:00	**26**	1	3.9	22	84.6	1	3.9	2	7.7	0	0.0
14:00	**22**	1	4.6	20	90.9	0	0.0	1	4.6	0	0.0
15:00	**26**	0	0.0	25	96.2	0	0.0	1	3.9	0	0.0
16:00	**25**	2	8.0	22	88.0	0	0.0	1	4.0	0	0.0
17:00	**22**	0	0.0	20	90.9	1	4.6	0	0.0	1	4.6
18:00	**16**	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
19:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
20:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
21:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
22:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**268**	**25**	**9.3**	**225**	**84.0**	**7**	**2.6**	**10**	**3.7**	**1**	**0.4**
16H,6-22	**298**	**26**	**8.7**	**251**	**84.2**	**9**	**3.0**	**11**	**3.7**	**1**	**0.3**
18H,6-24	**309**	**26**	**8.4**	**261**	**84.5**	**9**	**2.9**	**12**	**3.9**	**1**	**0.3**
24H,0-24	**316**	**26**	**8.2**	**268**	**84.8**	**9**	**2.9**	**12**	**3.8**	**1**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

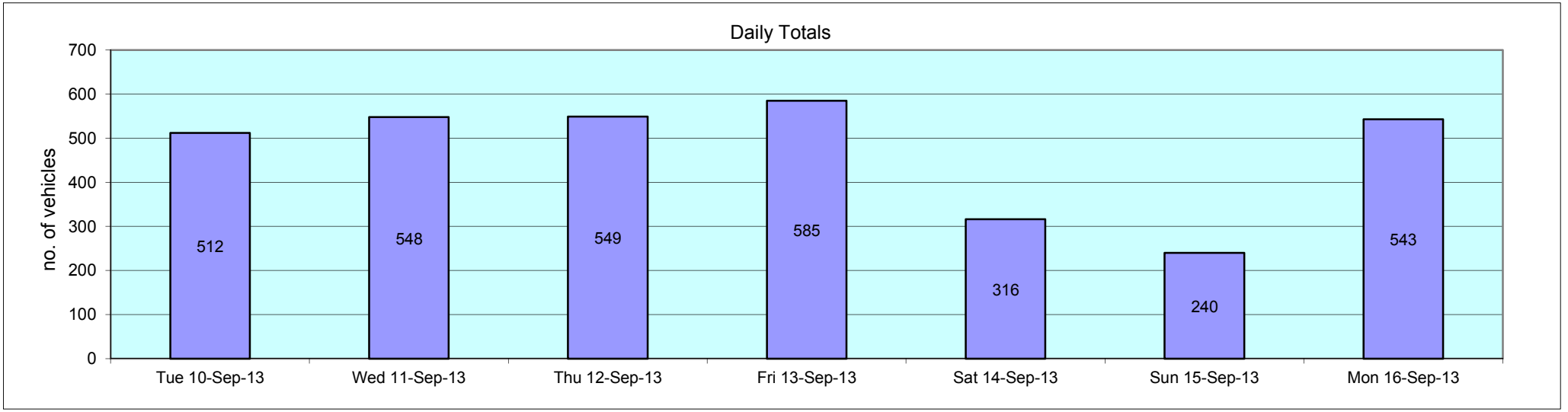
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**1**	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**0**	0	-	0	-	0	-	0	-	0	-
07:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
08:00	**7**	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
09:00	**23**	3	13.0	19	82.6	1	4.4	0	0.0	0	0.0
10:00	**27**	0	0.0	27	100.0	0	0.0	0	0.0	0	0.0
11:00	**32**	5	15.6	25	78.1	1	3.1	1	3.1	0	0.0
12:00	**26**	1	3.9	25	96.2	0	0.0	0	0.0	0	0.0
13:00	**18**	1	5.6	16	88.9	1	5.6	0	0.0	0	0.0
14:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
15:00	**25**	2	8.0	19	76.0	4	16.0	0	0.0	0	0.0
16:00	**17**	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
17:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
18:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
19:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
20:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
22:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**212**	**13**	**6.1**	**184**	**86.8**	**13**	**6.1**	**2**	**0.9**	**0**	**0.0**
16H,6-22	**234**	**13**	**5.6**	**205**	**87.6**	**14**	**6.0**	**2**	**0.9**	**0**	**0.0**
18H,6-24	**237**	**13**	**5.5**	**208**	**87.8**	**14**	**5.9**	**2**	**0.8**	**0**	**0.0**
24H,0-24	**240**	**13**	**5.4**	**210**	**87.5**	**14**	**5.8**	**3**	**1.3**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**2**	0	0.0	0	0.0	2	100.0	0	0.0	0	0.0
05:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
06:00	**8**	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
07:00	**27**	0	0.0	23	85.2	3	11.1	1	3.7	0	0.0
08:00	**114**	0	0.0	102	89.5	7	6.1	5	4.4	0	0.0
09:00	**28**	0	0.0	23	82.1	4	14.3	1	3.6	0	0.0
10:00	**16**	0	0.0	12	75.0	3	18.8	1	6.3	0	0.0
11:00	**15**	1	6.7	9	60.0	3	20.0	2	13.3	0	0.0
12:00	**20**	0	0.0	15	75.0	3	15.0	2	10.0	0	0.0
13:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
14:00	**32**	0	0.0	25	78.1	2	6.3	5	15.6	0	0.0
15:00	**51**	1	2.0	45	88.2	4	7.8	1	2.0	0	0.0
16:00	**60**	0	0.0	56	93.3	4	6.7	0	0.0	0	0.0
17:00	**66**	0	0.0	52	78.8	12	18.2	2	3.0	0	0.0
18:00	**46**	2	4.4	39	84.8	3	6.5	2	4.4	0	0.0
19:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
20:00	**15**	0	0.0	11	73.3	2	13.3	2	13.3	0	0.0
21:00	**8**	1	12.5	6	75.0	1	12.5	0	0.0	0	0.0
22:00	**6**	0	0.0	5	83.3	0	0.0	1	16.7	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**491**	**4**	**0.8**	**416**	**84.7**	**49**	**10.0**	**22**	**4.5**	**0**	**0.0**
16H,6-22	**531**	**5**	**0.9**	**449**	**84.6**	**52**	**9.8**	**25**	**4.7**	**0**	**0.0**
18H,6-24	**538**	**5**	**0.9**	**455**	**84.6**	**52**	**9.7**	**26**	**4.8**	**0**	**0.0**
24H,0-24	**543**	**5**	**0.9**	**457**	**84.2**	**55**	**10.1**	**26**	**4.8**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**512**	7	1.4	443	86.5	45	8.8	17	3.3	0	0.0
Wed 11-Sep-13	**548**	7	1.3	474	86.5	43	7.9	22	4.0	2	0.4
Thu 12-Sep-13	**549**	8	1.5	472	86.0	43	7.8	25	4.6	1	0.2
Fri 13-Sep-13	**585**	6	1.0	504	86.2	46	7.9	27	4.6	2	0.3
Sat 14-Sep-13	**316**	26	8.2	268	84.8	9	2.9	12	3.8	1	0.3
Sun 15-Sep-13	**240**	13	5.4	210	87.5	14	5.8	3	1.3	0	0.0
Mon 16-Sep-13	**543**	5	0.9	457	84.2	55	10.1	26	4.8	0	0.0
Total Vehicles											
[--]	**3293**	72	2.8	2828	85.9	255	7.3	132	3.8	6	0.2



16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 10-Sep-13																
00:00	**3**	-	40.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
01:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	45.2	7.6	0	0	0	0	0	0	1	1	0	1	0	0
06:00	**5**	-	41.5	7.6	0	0	0	0	0	1	2	1	0	1	0	0
07:00	**27**	48.2	41.1	6.1	0	0	0	0	0	7	7	5	8	0	0	0
08:00	**101**	45.4	40.4	5.5	0	0	0	0	2	16	42	29	7	5	0	0
09:00	**17**	44.3	38.8	6.4	0	0	0	0	1	5	6	3	1	1	0	0
10:00	**21**	46.6	41.1	7.6	0	0	0	0	1	4	6	6	3	0	0	1
11:00	**21**	48.9	40.4	8.5	0	0	0	1	2	4	3	5	4	2	0	0
12:00	**24**	47.9	41.8	7	0	0	0	0	2	2	6	8	5	0	1	0
13:00	**21**	44.8	38	9.4	0	0	3	0	0	2	7	7	1	1	0	0
14:00	**23**	45.3	40	6.1	0	0	0	0	1	5	7	7	2	1	0	0
15:00	**43**	44.9	39	6.6	0	0	1	1	2	7	14	14	4	0	0	0
16:00	**91**	45	39.8	6.1	0	0	0	0	6	13	37	26	7	0	1	1
17:00	**50**	45.6	39.9	6.9	0	0	1	0	1	11	17	13	4	2	1	0
18:00	**25**	49.4	43.1	7.3	0	0	1	0	0	1	5	11	4	3	0	0
19:00	**11**	48.1	41.7	6.2	0	0	0	0	0	1	6	1	2	1	0	0
20:00	**9**	-	39.6	4.4	0	0	0	0	0	2	3	4	0	0	0	0
21:00	**7**	-	35.6	10	0	1	0	0	0	0	5	1	0	0	0	0
22:00	**5**	-	47.5	4.4	0	0	0	0	0	0	0	2	2	1	0	0
23:00	**3**	-	46.8	3.1	0	0	0	0	0	0	0	1	2	0	0	0
12H,7-19	**464**	**46**	**40.2**	**6.6**	**0**	**0**	**6**	**2**	**18**	**77**	**157**	**134**	**50**	**15**	**3**	**2**
16H,6-22	**496**	**46**	**40.2**	**6.7**	**0**	**1**	**6**	**2**	**18**	**81**	**173**	**141**	**52**	**17**	**3**	**2**
18H,6-24	**504**	**46.3**	**40.3**	**6.7**	**0**	**1**	**6**	**2**	**18**	**81**	**173**	**144**	**56**	**18**	**3**	**2**
24H,0-24	**512**	**46.2**	**40.3**	**6.7**	**0**	**1**	**6**	**2**	**18**	**81**	**177**	**147**	**56**	**19**	**3**	**2**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 11-Sep-13																
00:00	**2**	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
01:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	**6**	-	40.2	3	0	0	0	0	0	0	4	2	0	0	0	0
07:00	**27**	44.5	40.4	6.4	0	0	0	0	1	2	16	5	2	0	0	1
08:00	**96**	45.8	40.1	6.3	0	0	0	0	3	21	34	24	11	1	1	1
09:00	**26**	48.7	42	7.7	0	0	0	0	1	5	6	8	3	1	2	0
10:00	**18**	44.8	39.1	9.3	0	0	1	0	1	4	5	5	1	0	0	1
11:00	**23**	48.1	40.5	8.5	0	0	0	1	1	4	8	3	5	0	0	1
12:00	**21**	50.2	44.7	7.8	0	0	0	0	1	1	3	9	4	1	1	1
13:00	**35**	43.6	37.1	6.2	0	0	0	2	2	12	8	10	1	0	0	0
14:00	**29**	45.5	39.7	6.1	0	0	0	0	3	4	9	9	4	0	0	0
15:00	**64**	45.1	40	7.1	0	0	1	0	2	13	23	18	2	2	3	0
16:00	**77**	46.8	40.1	6	0	0	0	0	2	19	24	18	12	2	0	0
17:00	**52**	44.7	40.6	6.7	0	0	0	0	0	11	20	17	0	2	0	2
18:00	**25**	44.4	39.3	6.7	0	0	0	2	1	1	10	10	0	1	0	0
19:00	**16**	47.8	42.3	5.5	0	0	0	0	0	1	7	4	3	1	0	0
20:00	**13**	43.6	36.6	7	0	0	0	1	1	5	2	3	1	0	0	0
21:00	**5**	-	33.5	12.8	0	1	0	0	0	2	1	0	1	0	0	0
22:00	**8**	-	44.1	9.5	0	0	0	0	0	0	5	1	0	1	0	1
23:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
12H,7-19	**493**	**45.8**	**40.2**	**6.9**	**0**	**0**	**2**	**5**	**18**	**97**	**166**	**136**	**45**	**10**	**7**	**7**
16H,6-22	**533**	**45.8**	**40.1**	**6.9**	**0**	**1**	**2**	**6**	**19**	**105**	**180**	**145**	**50**	**11**	**7**	**7**
18H,6-24	**542**	**45.8**	**40.1**	**7**	**0**	**1**	**2**	**6**	**19**	**105**	**185**	**147**	**50**	**12**	**7**	**8**
24H,0-24	**548**	**45.8**	**40.1**	**6.9**	**0**	**1**	**2**	**6**	**19**	**107**	**186**	**150**	**50**	**12**	**7**	**8**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 12-Sep-13																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	53.5	-	0	0	0	0	0	0	0	0	0	1	0	0
05:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
06:00	**6**	-	39.3	8.7	0	0	0	0	1	2	0	1	2	0	0	0
07:00	**28**	44.3	39.9	4.3	0	0	0	0	0	5	11	11	1	0	0	0
08:00	**100**	46.2	40.2	5.9	0	0	0	0	5	19	32	28	14	2	0	0
09:00	**25**	46.9	40.7	8.4	0	0	1	1	0	4	4	10	4	0	1	0
10:00	**25**	50.6	41.5	9.1	0	0	0	0	3	4	7	3	4	3	0	1
11:00	**22**	45.2	37.1	8.6	0	0	2	0	2	5	5	5	3	0	0	0
12:00	**20**	44.3	35.8	10.6	1	0	2	0	3	1	3	10	0	0	0	0
13:00	**25**	49.6	41.1	10	0	1	0	1	1	3	6	3	8	1	1	0
14:00	**27**	47.5	41.3	6.8	0	0	0	1	2	0	9	9	5	1	0	0
15:00	**50**	47.3	40.9	6.5	0	0	0	1	1	7	18	13	8	1	1	0
16:00	**68**	45.4	39.7	5.4	0	0	0	0	4	9	31	15	9	0	0	0
17:00	**61**	46.3	40.2	7.6	0	0	3	0	2	8	16	22	7	3	0	0
18:00	**38**	49	40.9	9.7	0	0	1	1	2	7	9	10	3	2	1	2
19:00	**17**	50.9	43.5	7.2	0	0	0	0	1	1	4	5	3	3	0	0
20:00	**8**	-	44.8	8	0	0	0	0	0	0	2	5	0	0	0	1
21:00	**17**	44	37.6	8.7	1	0	0	0	0	4	6	5	1	0	0	0
22:00	**5**	-	39.5	2.6	0	0	0	0	0	0	4	1	0	0	0	0
23:00	**4**	-	37.3	13.1	0	0	1	0	0	0	1	1	1	0	0	0
12H,7-19	**489**	**46.9**	**40.1**	**7.4**	**1**	**1**	**9**	**5**	**25**	**72**	**151**	**139**	**66**	**13**	**4**	**3**
16H,6-22	**537**	**47**	**40.2**	**7.5**	**2**	**1**	**9**	**5**	**27**	**79**	**163**	**155**	**72**	**16**	**4**	**4**
18H,6-24	**546**	**47**	**40.2**	**7.5**	**2**	**1**	**10**	**5**	**27**	**79**	**168**	**157**	**73**	**16**	**4**	**4**
24H,0-24	**549**	**47.1**	**40.2**	**7.5**	**2**	**1**	**10**	**5**	**27**	**79**	**168**	**158**	**74**	**17**	**4**	**4**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 13-Sep-13																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
06:00	**5**	-	40.5	13.1	0	0	0	0	0	3	1	0	0	0	0	1
07:00	**25**	44.8	38.1	7.5	0	1	0	0	1	6	9	5	3	0	0	0
08:00	**104**	46.7	41	6.3	0	0	1	0	2	12	43	28	14	2	1	1
09:00	**37**	46	38.6	7	0	0	0	0	3	13	9	6	5	0	1	0
10:00	**23**	47.3	40.5	7	0	0	0	1	1	2	9	5	4	1	0	0
11:00	**21**	45.2	39	8	0	0	0	1	1	6	6	4	0	3	0	0
12:00	**21**	44.8	40.2	6.2	0	0	0	0	0	6	6	7	0	2	0	0
13:00	**24**	47.9	40.2	7.5	0	0	1	0	0	4	10	3	5	1	0	0
14:00	**32**	47.4	41.3	7.1	0	0	0	0	2	4	10	9	6	0	0	1
15:00	**53**	44.1	38.6	6.5	0	0	1	1	2	10	23	12	3	0	1	0
16:00	**87**	44.7	39.7	5	0	0	0	0	3	14	37	26	6	1	0	0
17:00	**43**	46	39.9	6.6	0	0	1	0	3	4	16	12	7	0	0	0
18:00	**39**	48.8	41.4	8.9	0	0	0	1	2	7	10	11	3	2	1	2
19:00	**22**	45.5	40.6	8.9	1	0	0	0	0	1	9	8	2	0	1	0
20:00	**19**	45.4	41.9	4.3	0	0	0	0	0	2	4	11	2	0	0	0
21:00	**11**	44.9	38.5	9.6	0	1	0	0	0	2	2	5	1	0	0	0
22:00	**13**	48.6	42.7	6.2	0	0	0	0	0	2	3	4	3	1	0	0
23:00	**3**	-	41.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
12H,7-19	**509**	**46**	**40**	**6.7**	**0**	**1**	**4**	**4**	**20**	**88**	**188**	**128**	**56**	**12**	**4**	**4**
16H,6-22	**566**	**45.9**	**40**	**6.9**	**1**	**2**	**4**	**4**	**20**	**96**	**204**	**152**	**61**	**12**	**5**	**5**
18H,6-24	**582**	**46**	**40.1**	**6.8**	**1**	**2**	**4**	**4**	**20**	**98**	**209**	**156**	**65**	**13**	**5**	**5**
24H,0-24	**585**	**46.1**	**40.1**	**6.8**	**1**	**2**	**4**	**4**	**20**	**98**	**210**	**157**	**66**	**13**	**5**	**5**

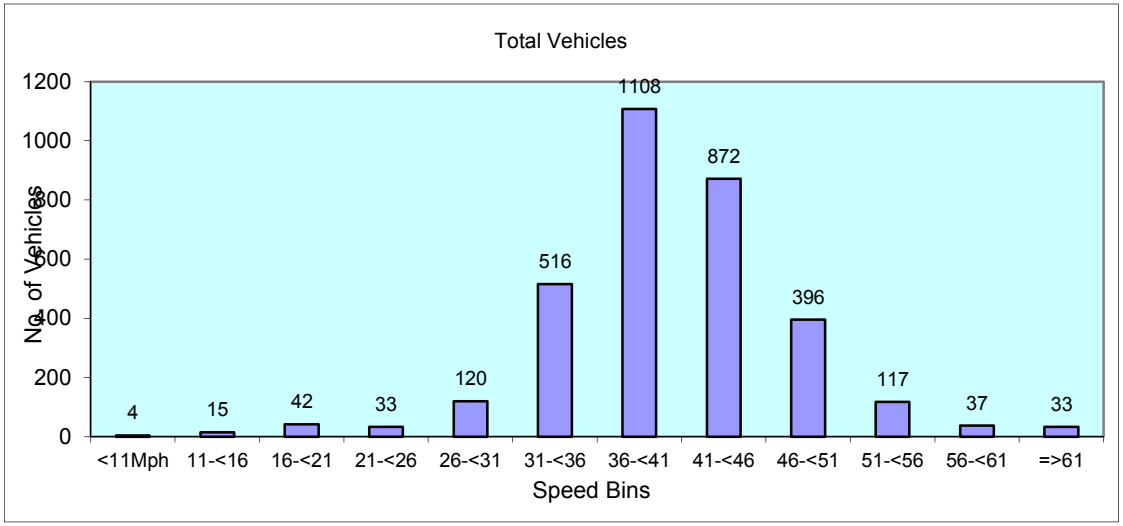
16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 14-Sep-13																
00:00	**3**	-	36.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
01:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	-	23.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	**1**	-	13.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**8**	-	42.9	9.9	0	0	0	0	0	2	2	2	1	0	0	1
08:00	**8**	-	37.9	5.8	0	0	0	0	1	2	2	3	0	0	0	0
09:00	**22**	49	40.3	9.9	0	1	0	1	0	3	7	5	2	2	1	0
10:00	**44**	49.7	42.3	8.3	0	1	0	0	2	3	13	12	8	3	2	0
11:00	**27**	46.8	40.9	6.6	0	0	0	0	2	3	9	8	3	2	0	0
12:00	**22**	49.7	37.8	13	0	2	2	1	1	1	3	6	3	3	0	0
13:00	**26**	53	42.9	9.5	0	0	0	1	1	4	5	7	2	4	1	1
14:00	**22**	50	42.1	8.4	0	0	1	0	0	1	10	3	4	2	1	0
15:00	**26**	52.6	45.2	7.2	0	0	0	0	0	1	8	6	5	5	0	1
16:00	**25**	55.4	42.5	11.5	0	0	1	1	0	5	6	4	2	2	2	2
17:00	**22**	47.5	41.7	7.5	0	0	0	0	1	3	7	6	4	0	0	1
18:00	**16**	51.3	42.6	8.1	0	0	0	0	1	2	4	5	1	2	1	0
19:00	**15**	52.3	45.8	8.3	0	0	0	0	1	0	4	1	6	1	2	0
20:00	**8**	-	41.6	5.5	0	0	0	0	0	1	3	2	2	0	0	0
21:00	**6**	-	39.3	7.4	0	0	0	0	1	1	1	2	1	0	0	0
22:00	**7**	-	35.6	4.2	0	0	0	0	1	2	4	0	0	0	0	0
23:00	**4**	-	44.8	6.4	0	0	0	0	0	0	1	2	0	1	0	0
12H,7-19	**268**	**50.8**	**41.8**	**9.1**	**0**	**4**	**4**	**4**	**9**	**30**	**76**	**67**	**35**	**25**	**8**	**6**
16H,6-22	**298**	**50.6**	**41.9**	**9.1**	**0**	**5**	**4**	**4**	**11**	**32**	**84**	**72**	**44**	**26**	**10**	**6**
18H,6-24	**309**	**50.6**	**41.8**	**9**	**0**	**5**	**4**	**4**	**12**	**34**	**89**	**74**	**44**	**27**	**10**	**6**
24H,0-24	**316**	**50.4**	**41.6**	**9**	**0**	**5**	**4**	**5**	**13**	**35**	**92**	**75**	**44**	**27**	**10**	**6**

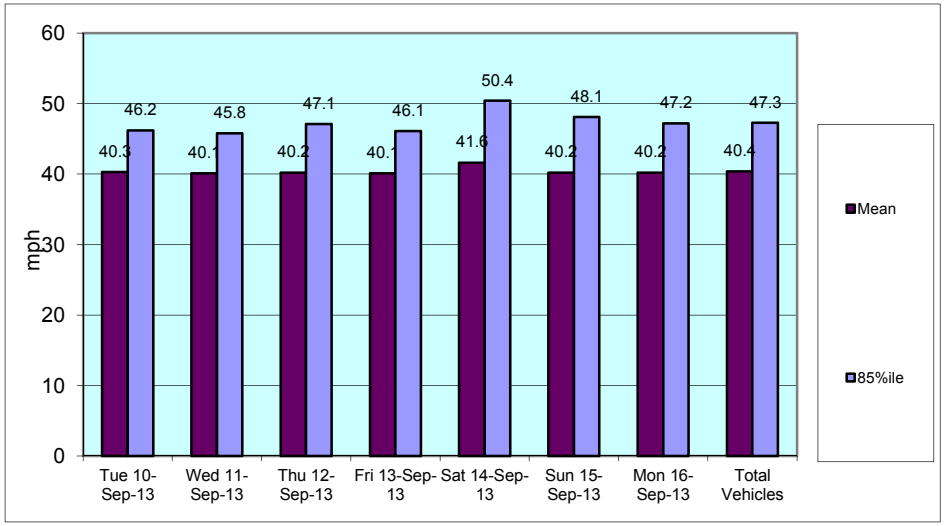
16768			CHILMINGTON GREEN				Site No: 16768003			Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 15-Sep-13																
00:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	63.5	-	0	0	0	0	0	0	0	0	0	0	0	1
03:00	**1**	-	63.5	-	0	0	0	0	0	0	0	0	0	0	0	1
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	**6**	-	41	7	0	0	0	0	0	1	3	1	0	1	0	0
08:00	**7**	-	40.6	12.6	0	0	1	0	0	1	2	0	1	2	0	0
09:00	**23**	48.8	39.2	11.5	0	1	3	0	0	2	4	4	9	0	0	0
10:00	**27**	43.5	38.3	5.8	0	0	0	0	2	7	11	5	1	1	0	0
11:00	**32**	44.7	37.3	9.3	0	1	3	0	1	3	15	5	3	1	0	0
12:00	**26**	46.8	40.2	8.4	1	0	0	0	0	4	8	8	4	1	0	0
13:00	**18**	47	41.3	7.1	0	0	1	0	0	0	7	6	4	0	0	0
14:00	**15**	48.3	41.5	6.1	0	0	0	0	0	3	5	2	5	0	0	0
15:00	**25**	46.9	40.5	8.9	0	1	1	0	0	2	6	10	4	1	0	0
16:00	**17**	49.3	42.3	8.1	0	0	0	0	2	1	4	5	3	1	1	0
17:00	**8**	-	46	7.6	0	0	0	0	0	0	3	1	2	1	1	0
18:00	**8**	-	39.1	3.5	0	0	0	0	0	1	5	2	0	0	0	0
19:00	**7**	-	41.4	10.4	0	0	0	0	0	2	3	1	0	0	0	1
20:00	**8**	-	39.8	4.6	0	0	0	0	0	1	5	1	1	0	0	0
21:00	**7**	-	39.2	11.7	0	0	0	0	1	3	1	1	0	0	0	1
22:00	**3**	-	41.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**212**	**48**	**40**	**8.5**	**1**	**3**	**9**	**0**	**5**	**25**	**73**	**49**	**36**	**9**	**2**	**0**
16H,6-22	**234**	**47.9**	**40**	**8.5**	**1**	**3**	**9**	**0**	**6**	**31**	**82**	**52**	**37**	**9**	**2**	**2**
18H,6-24	**237**	**47.9**	**40**	**8.4**	**1**	**3**	**9**	**0**	**6**	**31**	**83**	**54**	**37**	**9**	**2**	**2**
24H,0-24	**240**	**48.1**	**40.2**	**8.7**	**1**	**3**	**9**	**0**	**6**	**32**	**83**	**54**	**37**	**9**	**2**	**4**

16768			CHILMINGTON GREEN				Site No: 16768003				Location	Site 3, Ashford Road, Chilmington Green (40 Sign)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 16-Sep-13																
00:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**2**	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
05:00	**2**	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
06:00	**8**	-	47.9	9.5	0	0	0	0	0	1	1	1	2	2	0	1
07:00	**27**	47.5	40	8.6	0	0	2	1	0	1	10	7	5	1	0	0
08:00	**114**	45.6	39.3	6.6	0	0	1	2	5	19	52	19	10	5	1	0
09:00	**28**	47.3	38.9	8.6	0	0	0	4	0	6	5	7	5	1	0	0
10:00	**16**	43.6	38.8	5.8	0	0	0	1	0	2	8	4	1	0	0	0
11:00	**15**	41.6	31.5	10.2	0	1	2	1	3	3	2	2	1	0	0	0
12:00	**20**	46.8	41.8	5.9	0	0	0	0	0	4	4	8	3	1	0	0
13:00	**16**	49.9	43.5	8.7	0	0	0	0	1	2	3	4	4	1	0	1
14:00	**32**	46.9	40.7	7.8	0	0	0	0	3	4	12	7	4	0	1	1
15:00	**51**	44.3	39.2	5.2	0	0	0	0	2	11	20	15	2	1	0	0
16:00	**60**	45.4	39.4	5.6	0	0	0	1	1	13	24	13	8	0	0	0
17:00	**66**	45.7	40.8	6.1	0	0	1	0	1	8	25	21	7	3	0	0
18:00	**46**	48.6	41.8	7.7	0	0	1	1	0	4	16	14	5	4	0	1
19:00	**9**	-	44.6	7.5	0	0	0	0	0	1	2	2	3	0	1	0
20:00	**15**	49.8	42.2	8.4	0	0	0	0	1	3	3	3	3	1	1	0
21:00	**8**	-	39.8	13.1	0	1	0	0	0	1	2	2	1	0	1	0
22:00	**6**	-	45.2	8.8	0	0	0	0	0	1	1	1	2	0	1	0
23:00	**1**	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
12H,7-19	**491**	**46.3**	**39.8**	**7.1**	**0**	**1**	**7**	**11**	**16**	**77**	**181**	**121**	**55**	**17**	**2**	**3**
16H,6-22	**531**	**47**	**40.1**	**7.4**	**0**	**2**	**7**	**11**	**17**	**83**	**189**	**129**	**64**	**20**	**5**	**4**
18H,6-24	**538**	**47.2**	**40.2**	**7.4**	**0**	**2**	**7**	**11**	**17**	**84**	**190**	**130**	**67**	**20**	**6**	**4**
24H,0-24	**543**	**47.2**	**40.2**	**7.4**	**0**	**2**	**7**	**11**	**17**	**84**	**192**	**131**	**69**	**20**	**6**	**4**

16768	CHILMINGTON GREEN	Site No: 16768003	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Tue 10-Sep-13	**512**	46.2	40.3	6.7	0	1	6	2	18	81	177	147	56	19	3	2
Wed 11-Sep-13	**548**	45.8	40.1	6.9	0	1	2	6	19	107	186	150	50	12	7	8
Thu 12-Sep-13	**549**	47.1	40.2	7.5	2	1	10	5	27	79	168	158	74	17	4	4
Fri 13-Sep-13	**585**	46.1	40.1	6.8	1	2	4	4	20	98	210	157	66	13	5	5
Sat 14-Sep-13	**316**	50.4	41.6	9	0	5	4	5	13	35	92	75	44	27	10	6
Sun 15-Sep-13	**240**	48.1	40.2	8.7	1	3	9	0	6	32	83	54	37	9	2	4
Mon 16-Sep-13	**543**	47.2	40.2	7.4	0	2	7	11	17	84	192	131	69	20	6	4
Total Vehicles																
[--]	**3293**	47.3	40.4	7.6	4	15	42	33	120	516	1108	872	396	117	37	33



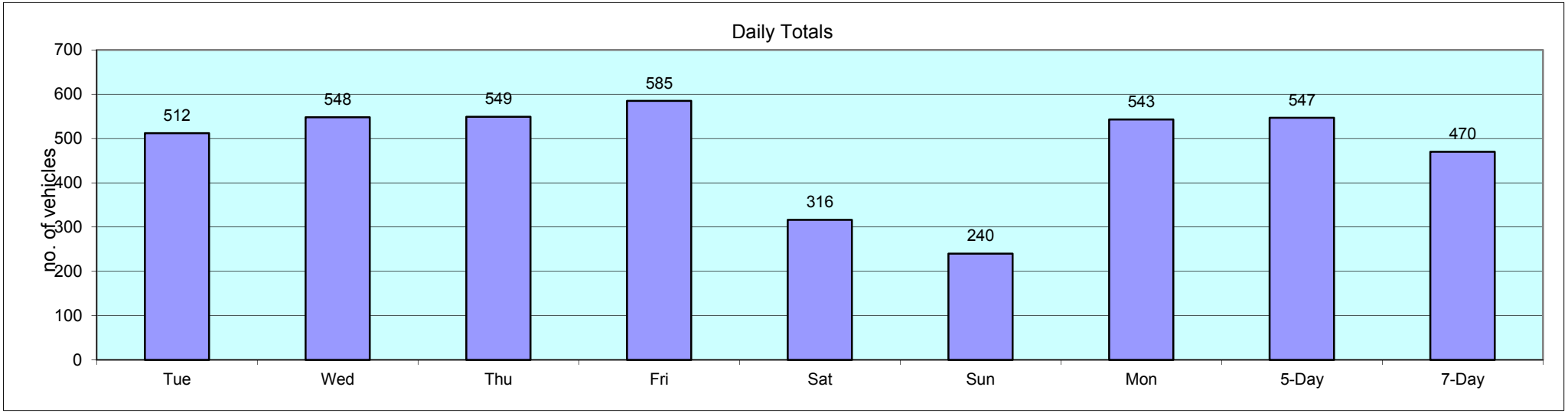


Data produced by Axiom Traffic Ltd

16768	CHILMINGTON GREEN		Site No: 16768003 Channel: Southbound		Location	Site 3, Ashford Road, Chilmington Green (40 Sign)			
TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av
Week Begin: 10-Sep-13									
00:00	**3**	2	0	0	3	1	1	1	1
01:00	**1**	1	1	0	1	0	0	1	1
02:00	**1**	1	0	1	1	1	0	1	1
03:00	**0**	1	0	1	1	1	0	0	1
04:00	**0**	0	1	0	0	0	2	1	0
05:00	**3**	1	1	1	1	0	2	2	1
06:00	**5**	6	6	5	1	0	8	6	4
07:00	**27**	27	28	25	8	6	27	27	21
08:00	**101**	96	100	104	8	7	114	103	76
09:00	**17**	26	25	37	22	23	28	27	25
10:00	**21**	18	25	23	44	27	16	21	25
11:00	**21**	23	22	21	27	32	15	20	23
12:00	**24**	21	20	21	22	26	20	21	22
13:00	**21**	35	25	24	26	18	16	24	24
14:00	**23**	29	27	32	22	15	32	29	26
15:00	**43**	64	50	53	26	25	51	52	45
16:00	**91**	77	68	87	25	17	60	77	61
17:00	**50**	52	61	43	22	8	66	54	43
18:00	**25**	25	38	39	16	8	46	35	28
19:00	**11**	16	17	22	15	7	9	15	14
20:00	**9**	13	8	19	8	8	15	13	11
21:00	**7**	5	17	11	6	7	8	10	9
22:00	**5**	8	5	13	7	3	6	7	7
23:00	**3**	1	4	3	4	0	1	2	2
12H,7-19	**464**	**493**	**489**	**509**	**268**	**212**	**491**	**489**	**418**
16H,6-22	**496**	**533**	**537**	**566**	**298**	**234**	**531**	**533**	**456**
18H,6-24	**504**	**542**	**546**	**582**	**309**	**237**	**538**	**542**	**465**
24H,0-24	**512**	**548**	**549**	**585**	**316**	**240**	**543**	**547**	**470**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**10:00**	**11:00**	**08:00**	**-**	**-**
Peak	**101**	**96**	**100**	**104**	**44**	**32**	**114**	**103**	**84**
Pm	**16:00**	**16:00**	**16:00**	**16:00**	**15:00**	**12:00**	**17:00**	**-**	**-**
Peak	**91**	**77**	**68**	**87**	**26**	**26**	**66**	**78**	**63**

16768	CHILMINGTON GREEN	Site No: 16768003 Channel: Southbound	Location	Site 3, Ashford Road, Chilmington Green (40 Sign)

TIME PERIOD	Tue 10/09/13	Wed 11/09/13	Thu 12/09/13	Fri 13/09/13	Sat 14/09/13	Sun 15/09/13	Mon 16/09/13	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

16768		CHILMINGTON GREEN								
		SEPTEMBER 2013								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Mean Speed
Site No: 16768004	Site 4, Chilmington Green Road (TP 3) TQ 97468 40418	Channel: Northbound	Tue 10-Sep-13	Mon 16-Sep-13	60	13158	2047	1880	49.5	42.5
		Channel: Southbound	Tue 10-Sep-13	Mon 16-Sep-13		13403	2075	1915	48.9	42.1

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 10-Sep-13											
00:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
03:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
04:00	**9**	1	11.1	3	33.3	5	55.6	0	0.0	0	0.0
05:00	**22**	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
06:00	**75**	0	0.0	64	85.3	10	13.3	1	1.3	0	0.0
07:00	**166**	4	2.4	131	78.9	25	15.1	6	3.6	0	0.0
08:00	**239**	1	0.4	208	87.0	28	11.7	2	0.8	0	0.0
09:00	**125**	1	0.8	107	85.6	14	11.2	3	2.4	0	0.0
10:00	**116**	0	0.0	87	75.0	22	19.0	6	5.2	1	0.9
11:00	**111**	0	0.0	91	82.0	18	16.2	2	1.8	0	0.0
12:00	**119**	2	1.7	103	86.6	8	6.7	6	5.0	0	0.0
13:00	**125**	0	0.0	108	86.4	14	11.2	3	2.4	0	0.0
14:00	**151**	1	0.7	124	82.1	23	15.2	3	2.0	0	0.0
15:00	**158**	1	0.6	134	84.8	16	10.1	6	3.8	1	0.6
16:00	**165**	0	0.0	146	88.5	15	9.1	3	1.8	1	0.6
17:00	**160**	2	1.3	136	85.0	17	10.6	5	3.1	0	0.0
18:00	**117**	1	0.9	107	91.5	9	7.7	0	0.0	0	0.0
19:00	**69**	1	1.5	64	92.8	4	5.8	0	0.0	0	0.0
20:00	**46**	1	2.2	39	84.8	6	13.0	0	0.0	0	0.0
21:00	**35**	0	0.0	34	97.1	1	2.9	0	0.0	0	0.0
22:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	**11**	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1752**	**13**	**0.7**	**1482**	**84.6**	**209**	**11.9**	**45**	**2.6**	**3**	**0.2**
16H,6-22	**1977**	**15**	**0.8**	**1683**	**85.1**	**230**	**11.6**	**46**	**2.3**	**3**	**0.2**
18H,6-24	**2000**	**15**	**0.8**	**1706**	**85.3**	**230**	**11.5**	**46**	**2.3**	**3**	**0.2**
24H,0-24	**2049**	**16**	**0.8**	**1740**	**84.9**	**244**	**11.9**	**46**	**2.2**	**3**	**0.2**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-Sep-13											
00:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**15**	1	6.7	8	53.3	6	40.0	0	0.0	0	0.0
05:00	**29**	1	3.5	22	75.9	6	20.7	0	0.0	0	0.0
06:00	**81**	2	2.5	72	88.9	7	8.6	0	0.0	0	0.0
07:00	**162**	5	3.1	137	84.6	20	12.4	0	0.0	0	0.0
08:00	**225**	2	0.9	206	91.6	14	6.2	3	1.3	0	0.0
09:00	**122**	1	0.8	94	77.1	22	18.0	5	4.1	0	0.0
10:00	**122**	0	0.0	103	84.4	16	13.1	3	2.5	0	0.0
11:00	**133**	3	2.3	112	84.2	13	9.8	5	3.8	0	0.0
12:00	**125**	1	0.8	106	84.8	16	12.8	2	1.6	0	0.0
13:00	**128**	1	0.8	113	88.3	11	8.6	3	2.3	0	0.0
14:00	**124**	1	0.8	106	85.5	13	10.5	4	3.2	0	0.0
15:00	**161**	1	0.6	136	84.5	21	13.0	2	1.2	1	0.6
16:00	**172**	1	0.6	149	86.6	15	8.7	6	3.5	1	0.6
17:00	**170**	2	1.2	149	87.7	15	8.8	4	2.4	0	0.0
18:00	**92**	1	1.1	86	93.5	4	4.4	1	1.1	0	0.0
19:00	**80**	3	3.8	67	83.8	7	8.8	3	3.8	0	0.0
20:00	**43**	0	0.0	38	88.4	4	9.3	1	2.3	0	0.0
21:00	**33**	1	3.0	30	90.9	2	6.1	0	0.0	0	0.0
22:00	**25**	0	0.0	22	88.0	1	4.0	2	8.0	0	0.0
23:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	**1736**	**19**	**1.1**	**1497**	**86.2**	**180**	**10.4**	**38**	**2.2**	**2**	**0.1**
16H,6-22	**1973**	**25**	**1.3**	**1704**	**86.4**	**200**	**10.1**	**42**	**2.1**	**2**	**0.1**
18H,6-24	**2008**	**25**	**1.3**	**1734**	**86.4**	**203**	**10.1**	**44**	**2.2**	**2**	**0.1**
24H,0-24	**2062**	**27**	**1.3**	**1770**	**85.8**	**219**	**10.6**	**44**	**2.1**	**2**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-Sep-13											
00:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
04:00	**11**	1	9.1	4	36.4	6	54.6	0	0.0	0	0.0
05:00	**26**	0	0.0	22	84.6	4	15.4	0	0.0	0	0.0
06:00	**67**	0	0.0	56	83.6	11	16.4	0	0.0	0	0.0
07:00	**163**	4	2.5	133	81.6	25	15.3	1	0.6	0	0.0
08:00	**251**	1	0.4	225	89.6	20	8.0	5	2.0	0	0.0
09:00	**128**	1	0.8	103	80.5	22	17.2	2	1.6	0	0.0
10:00	**105**	0	0.0	92	87.6	11	10.5	2	1.9	0	0.0
11:00	**123**	1	0.8	98	79.7	19	15.5	4	3.3	1	0.8
12:00	**129**	0	0.0	112	86.8	11	8.5	5	3.9	1	0.8
13:00	**146**	0	0.0	132	90.4	13	8.9	1	0.7	0	0.0
14:00	**137**	1	0.7	126	92.0	9	6.6	1	0.7	0	0.0
15:00	**178**	1	0.6	155	87.1	18	10.1	4	2.3	0	0.0
16:00	**157**	0	0.0	132	84.1	21	13.4	4	2.6	0	0.0
17:00	**161**	2	1.2	152	94.4	7	4.4	0	0.0	0	0.0
18:00	**109**	2	1.8	106	97.3	1	0.9	0	0.0	0	0.0
19:00	**85**	0	0.0	80	94.1	5	5.9	0	0.0	0	0.0
20:00	**42**	0	0.0	42	100.0	0	0.0	0	0.0	0	0.0
21:00	**39**	1	2.6	33	84.6	4	10.3	1	2.6	0	0.0
22:00	**21**	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
23:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	**1787**	**13**	**0.7**	**1566**	**87.6**	**177**	**9.9**	**29**	**1.6**	**2**	**0.1**
16H,6-22	**2020**	**14**	**0.7**	**1777**	**88.0**	**197**	**9.8**	**30**	**1.5**	**2**	**0.1**
18H,6-24	**2051**	**14**	**0.7**	**1805**	**88.0**	**200**	**9.8**	**30**	**1.5**	**2**	**0.1**
24H,0-24	**2100**	**15**	**0.7**	**1839**	**87.6**	**214**	**10.2**	**30**	**1.4**	**2**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**8**	0	0.0	3	37.5	5	62.5	0	0.0	0	0.0
05:00	**26**	1	3.9	19	73.1	6	23.1	0	0.0	0	0.0
06:00	**78**	2	2.6	65	83.3	11	14.1	0	0.0	0	0.0
07:00	**156**	3	1.9	133	85.3	20	12.8	0	0.0	0	0.0
08:00	**235**	1	0.4	206	87.7	25	10.6	3	1.3	0	0.0
09:00	**137**	1	0.7	117	85.4	13	9.5	6	4.4	0	0.0
10:00	**133**	1	0.8	116	87.2	15	11.3	0	0.0	1	0.8
11:00	**116**	1	0.9	102	87.9	13	11.2	0	0.0	0	0.0
12:00	**134**	0	0.0	114	85.1	17	12.7	3	2.2	0	0.0
13:00	**140**	0	0.0	122	87.1	15	10.7	1	0.7	2	1.4
14:00	**141**	1	0.7	113	80.1	20	14.2	6	4.3	1	0.7
15:00	**190**	0	0.0	172	90.5	15	7.9	2	1.1	1	0.5
16:00	**152**	1	0.7	135	88.8	12	7.9	3	2.0	1	0.7
17:00	**160**	1	0.6	147	91.9	9	5.6	3	1.9	0	0.0
18:00	**114**	1	0.9	105	92.1	6	5.3	2	1.8	0	0.0
19:00	**81**	0	0.0	77	95.1	4	4.9	0	0.0	0	0.0
20:00	**48**	0	0.0	46	95.8	2	4.2	0	0.0	0	0.0
21:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
22:00	**24**	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
23:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1808**	**11**	**0.6**	**1582**	**87.5**	**180**	**10.0**	**29**	**1.6**	**6**	**0.3**
16H,6-22	**2038**	**13**	**0.6**	**1792**	**87.9**	**198**	**9.7**	**29**	**1.4**	**6**	**0.3**
18H,6-24	**2072**	**13**	**0.6**	**1826**	**88.1**	**198**	**9.6**	**29**	**1.4**	**6**	**0.3**
24H,0-24	**2116**	**14**	**0.7**	**1855**	**87.7**	**212**	**10.0**	**29**	**1.4**	**6**	**0.3**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
01:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	**5**	0	0.0	2	40.0	3	60.0	0	0.0	0	0.0
05:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
06:00	**25**	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
07:00	**69**	1	1.5	54	78.3	12	17.4	2	2.9	0	0.0
08:00	**89**	0	0.0	79	88.8	7	7.9	3	3.4	0	0.0
09:00	**156**	4	2.6	138	88.5	12	7.7	2	1.3	0	0.0
10:00	**139**	2	1.4	126	90.7	10	7.2	1	0.7	0	0.0
11:00	**148**	2	1.4	138	93.2	8	5.4	0	0.0	0	0.0
12:00	**148**	1	0.7	142	96.0	5	3.4	0	0.0	0	0.0
13:00	**139**	0	0.0	134	96.4	5	3.6	0	0.0	0	0.0
14:00	**107**	4	3.7	97	90.7	6	5.6	0	0.0	0	0.0
15:00	**133**	0	0.0	124	93.2	7	5.3	2	1.5	0	0.0
16:00	**135**	1	0.7	130	96.3	3	2.2	1	0.7	0	0.0
17:00	**112**	1	0.9	106	94.6	4	3.6	1	0.9	0	0.0
18:00	**69**	0	0.0	68	98.6	1	1.5	0	0.0	0	0.0
19:00	**68**	0	0.0	67	98.5	1	1.5	0	0.0	0	0.0
20:00	**39**	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
21:00	**33**	0	0.0	31	93.9	2	6.1	0	0.0	0	0.0
22:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
23:00	**21**	1	4.8	20	95.2	0	0.0	0	0.0	0	0.0
12H,7-19	**1444**	**16**	**1.1**	**1336**	**92.5**	**80**	**5.5**	**12**	**0.8**	**0**	**0.0**
16H,6-22	**1609**	**16**	**1.0**	**1494**	**92.9**	**87**	**5.4**	**12**	**0.8**	**0**	**0.0**
18H,6-24	**1652**	**17**	**1.0**	**1535**	**92.9**	**88**	**5.3**	**12**	**0.7**	**0**	**0.0**
24H,0-24	**1679**	**17**	**1.0**	**1552**	**92.4**	**98**	**5.8**	**12**	**0.7**	**0**	**0.0**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

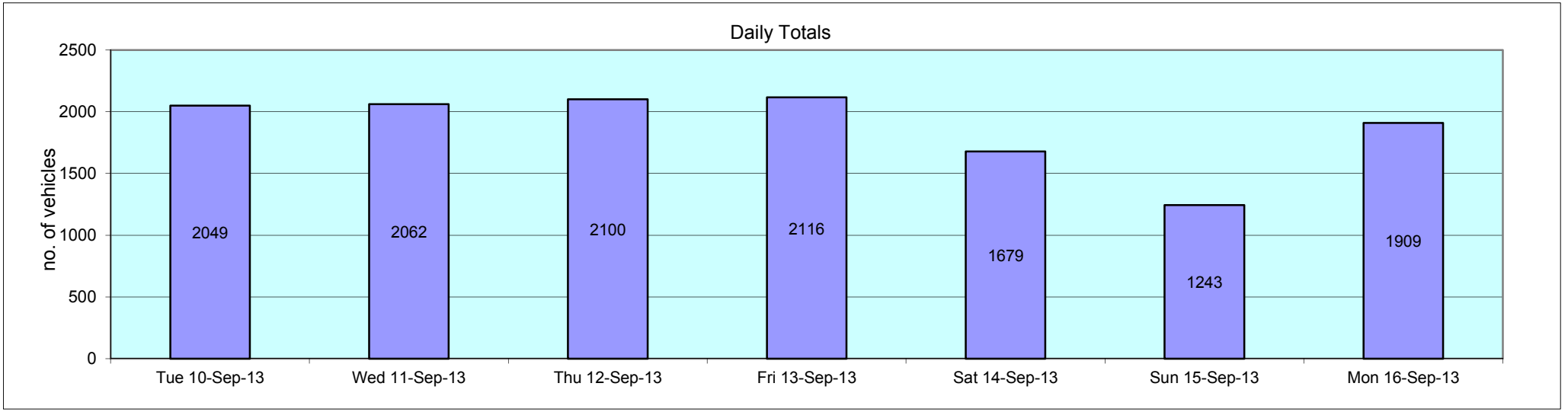
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
06:00	**17**	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
07:00	**46**	3	6.5	42	91.3	1	2.2	0	0.0	0	0.0
08:00	**57**	3	5.3	50	87.7	2	3.5	1	1.8	1	1.8
09:00	**109**	5	4.6	96	88.1	6	5.5	2	1.8	0	0.0
10:00	**119**	8	6.7	105	88.2	5	4.2	1	0.8	0	0.0
11:00	**99**	2	2.0	87	87.9	9	9.1	1	1.0	0	0.0
12:00	**139**	3	2.2	131	94.2	4	2.9	1	0.7	0	0.0
13:00	**104**	0	0.0	99	95.2	5	4.8	0	0.0	0	0.0
14:00	**97**	0	0.0	88	90.7	7	7.2	1	1.0	1	1.0
15:00	**85**	0	0.0	80	94.1	4	4.7	1	1.2	0	0.0
16:00	**95**	0	0.0	93	97.9	2	2.1	0	0.0	0	0.0
17:00	**64**	0	0.0	62	96.9	2	3.1	0	0.0	0	0.0
18:00	**63**	0	0.0	60	95.2	3	4.8	0	0.0	0	0.0
19:00	**42**	0	0.0	39	92.9	3	7.1	0	0.0	0	0.0
20:00	**27**	0	0.0	25	92.6	1	3.7	1	3.7	0	0.0
21:00	**26**	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
22:00	**18**	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**1077**	**24**	**2.2**	**993**	**92.2**	**50**	**4.6**	**8**	**0.7**	**2**	**0.2**
16H,6-22	**1189**	**24**	**2.0**	**1098**	**92.4**	**56**	**4.7**	**9**	**0.8**	**2**	**0.2**
18H,6-24	**1214**	**24**	**2.0**	**1120**	**92.3**	**59**	**4.9**	**9**	**0.7**	**2**	**0.2**
24H,0-24	**1243**	**24**	**1.9**	**1148**	**92.4**	**60**	**4.8**	**9**	**0.7**	**2**	**0.2**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 16-Sep-13											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
05:00	**27**	2	7.4	16	59.3	9	33.3	0	0.0	0	0.0
06:00	**68**	1	1.5	61	89.7	6	8.8	0	0.0	0	0.0
07:00	**171**	2	1.2	143	83.6	23	13.5	3	1.8	0	0.0
08:00	**232**	2	0.9	209	90.1	17	7.3	4	1.7	0	0.0
09:00	**131**	1	0.8	121	92.4	9	6.9	0	0.0	0	0.0
10:00	**87**	1	1.2	77	88.5	9	10.3	0	0.0	0	0.0
11:00	**92**	1	1.1	78	84.8	11	12.0	2	2.2	0	0.0
12:00	**107**	1	0.9	91	85.1	14	13.1	1	0.9	0	0.0
13:00	**127**	0	0.0	110	86.6	16	12.6	0	0.0	1	0.8
14:00	**129**	1	0.8	111	86.1	11	8.5	6	4.7	0	0.0
15:00	**160**	3	1.9	142	88.8	15	9.4	0	0.0	0	0.0
16:00	**147**	0	0.0	131	89.1	14	9.5	2	1.4	0	0.0
17:00	**129**	1	0.8	117	90.7	10	7.8	1	0.8	0	0.0
18:00	**110**	1	0.9	102	92.7	5	4.6	2	1.8	0	0.0
19:00	**83**	0	0.0	74	89.2	6	7.2	3	3.6	0	0.0
20:00	**42**	1	2.4	40	95.2	1	2.4	0	0.0	0	0.0
21:00	**25**	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
22:00	**18**	0	0.0	18	100.0	0	0.0	0	0.0	0	0.0
23:00	**7**	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
12H,7-19	**1622**	**14**	**0.9**	**1432**	**88.3**	**154**	**9.5**	**21**	**1.3**	**1**	**0.1**
16H,6-22	**1840**	**16**	**0.9**	**1631**	**88.6**	**168**	**9.1**	**24**	**1.3**	**1**	**0.1**
18H,6-24	**1865**	**16**	**0.9**	**1654**	**88.7**	**170**	**9.1**	**24**	**1.3**	**1**	**0.1**
24H,0-24	**1909**	**18**	**0.9**	**1683**	**88.2**	**183**	**9.6**	**24**	**1.3**	**1**	**0.1**

16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	**2049**	16	0.8	1740	84.9	244	11.9	46	2.2	3	0.2
Wed 11-Sep-13	**2062**	27	1.3	1770	85.8	219	10.6	44	2.1	2	0.1
Thu 12-Sep-13	**2100**	15	0.7	1839	87.6	214	10.2	30	1.4	2	0.1
Fri 13-Sep-13	**2116**	14	0.7	1855	87.7	212	10.0	29	1.4	6	0.3
Sat 14-Sep-13	**1679**	17	1.0	1552	92.4	98	5.8	12	0.7	0	0.0
Sun 15-Sep-13	**1243**	24	1.9	1148	92.4	60	4.8	9	0.7	2	0.2
Mon 16-Sep-13	**1909**	18	0.9	1683	88.2	183	9.6	24	1.3	1	0.1
Total Vehicles											
[--]	**13158**	131	1.0	11587	88.4	1230	9.0	194	1.4	16	0.1



16768			CHILMINGTON GREEN				Site No: 16768004				Location	Site 4, Chilmington Green Road (TP 3)					
Tue 10-Sep-13 to Mon 16-Sep-13							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 10-Sep-13																
00:00	**5**	-	36	12.5	0	1	0	2	1	1	0	0	0	0	0	0
01:00	**3**	-	51	13.9	0	0	0	1	0	0	1	0	1	0	0	0
02:00	**5**	-	51.5	9.1	0	0	0	0	2	1	0	1	1	0	0	0
03:00	**5**	-	46	10.4	0	0	0	1	3	0	0	0	1	0	0	0
04:00	**9**	-	46	9.8	0	0	0	3	2	1	2	0	1	0	0	0
05:00	**22**	54.2	47.3	8.7	0	0	1	2	7	5	5	0	2	0	0	0
06:00	**75**	51.1	44.6	6.9	0	0	1	17	26	19	10	1	1	0	0	0
07:00	**166**	49.9	43.4	6.3	0	0	0	50	64	34	15	3	0	0	0	0
08:00	**239**	49.9	43	7	0	0	10	67	74	67	19	2	0	0	0	0
09:00	**125**	48.1	41.1	7.1	0	1	3	54	39	21	5	1	1	0	0	0
10:00	**116**	46.8	40.6	6.7	0	0	4	54	38	14	4	2	0	0	0	0
11:00	**111**	48.6	42.2	7.2	0	1	2	38	43	19	5	1	2	0	0	0
12:00	**119**	49	41.6	7.5	0	2	2	48	33	26	6	2	0	0	0	0
13:00	**125**	48.8	42.5	6.1	0	0	0	45	48	23	7	2	0	0	0	0
14:00	**151**	47.8	40.3	8	0	3	6	70	42	19	9	0	1	1	0	0
15:00	**158**	47.6	40.6	6.9	0	3	1	74	47	28	4	1	0	0	0	0
16:00	**165**	49.4	43.3	6.3	0	0	0	52	62	38	7	6	0	0	0	0
17:00	**160**	49.8	42.9	6.9	1	0	0	55	52	36	14	2	0	0	0	0
18:00	**117**	50.4	44.2	6.7	0	1	0	29	37	36	13	1	0	0	0	0
19:00	**69**	51.6	43.9	9.3	1	0	0	22	22	12	9	1	0	0	2	0
20:00	**46**	50.7	43.3	6.8	0	0	0	16	16	7	6	1	0	0	0	0
21:00	**35**	46.4	41.6	6.1	0	0	0	15	14	3	3	0	0	0	0	0
22:00	**12**	45.3	39.1	6.9	0	0	1	6	3	2	0	0	0	0	0	0
23:00	**11**	50.6	43.7	6.5	0	0	0	3	5	1	2	0	0	0	0	0
12H,7-19	**1752**	**49.2**	**42.2**	**7**	**1**	**11**	**28**	**636**	**579**	**361**	**108**	**23**	**4**	**1**	**0**	**0**
16H,6-22	**1977**	**49.4**	**42.4**	**7.1**	**2**	**11**	**29**	**706**	**657**	**402**	**136**	**26**	**5**	**1**	**2**	**0**
18H,6-24	**2000**	**49.4**	**42.4**	**7.1**	**2**	**11**	**30**	**715**	**665**	**405**	**138**	**26**	**5**	**1**	**2**	**0**
24H,0-24	**2049**	**49.5**	**42.5**	**7.2**	**2**	**12**	**31**	**724**	**680**	**413**	**146**	**27**	**11**	**1**	**2**	**0**