

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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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 ££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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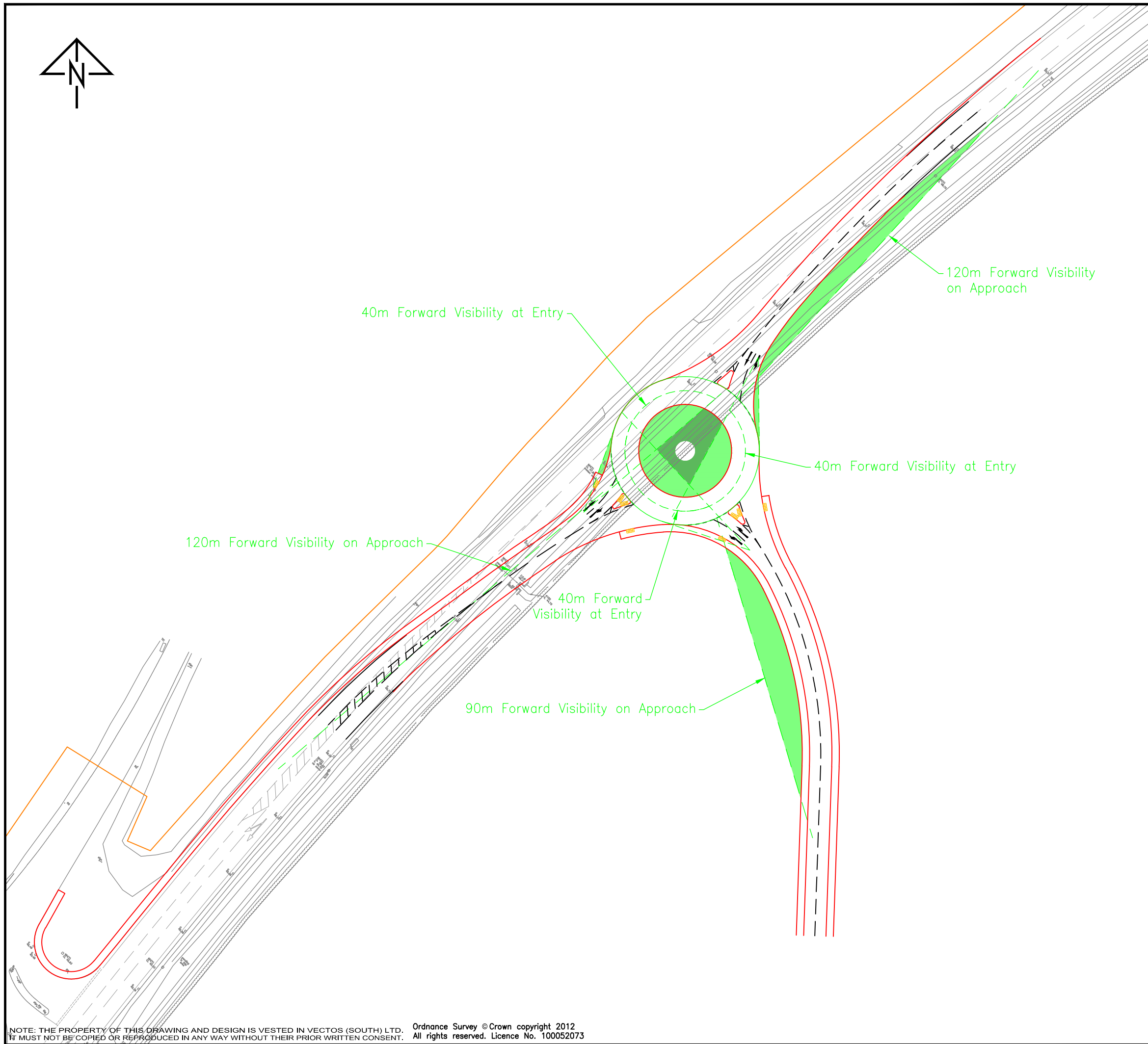
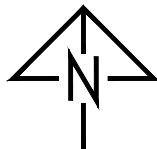
No	Section / Area / Reference within the Planning Application documents	Comment	Action
172(a)		KCC comment – The proposed offer of one months free travel will not do enough to encourage sufficient number of residents to travel by public transport to achieve the 20% modal shift target. An offer of one 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 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 UTM 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 TEMPPO 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

Chilmington Green : Table of Responses

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

-  Visibility Zone - No obstructions between 0.26 & 2m height.
-  Visibility 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:

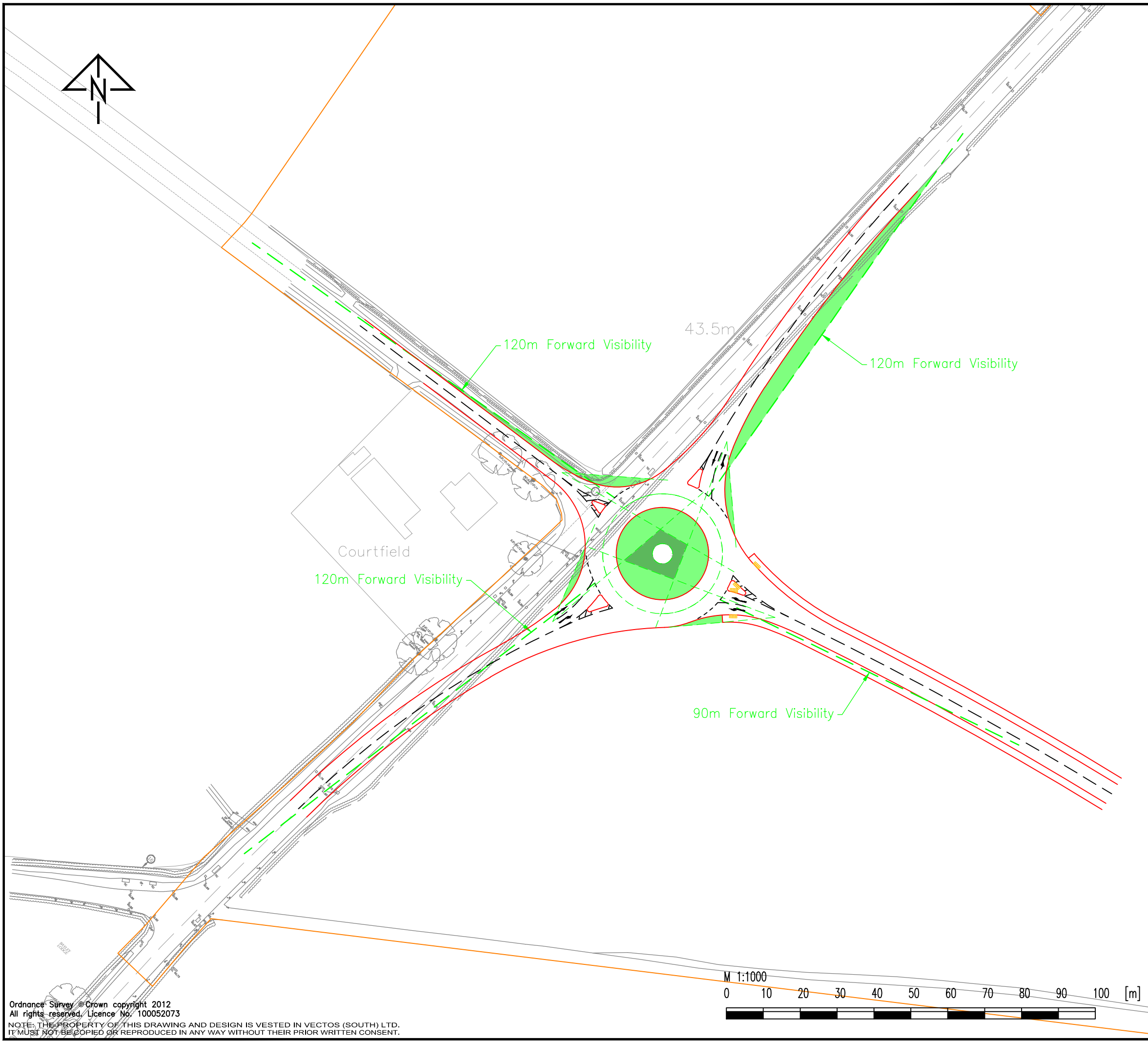
1:1000 at A3

DRAWN:	JM	CHECKED:	CS	DATE:	12/08/2013
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transport planning specialists

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DRAWING NUMBER:	131065/A/01	REVISION:	B
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Notes:
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B	Unnecessary footways & crossings removed	JM	CS	10/09/2013
A	Rndbt tied into topographical survey	JM	CS	27/08/2013

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
Access C
Southern A28 Roundabout
40m ICD

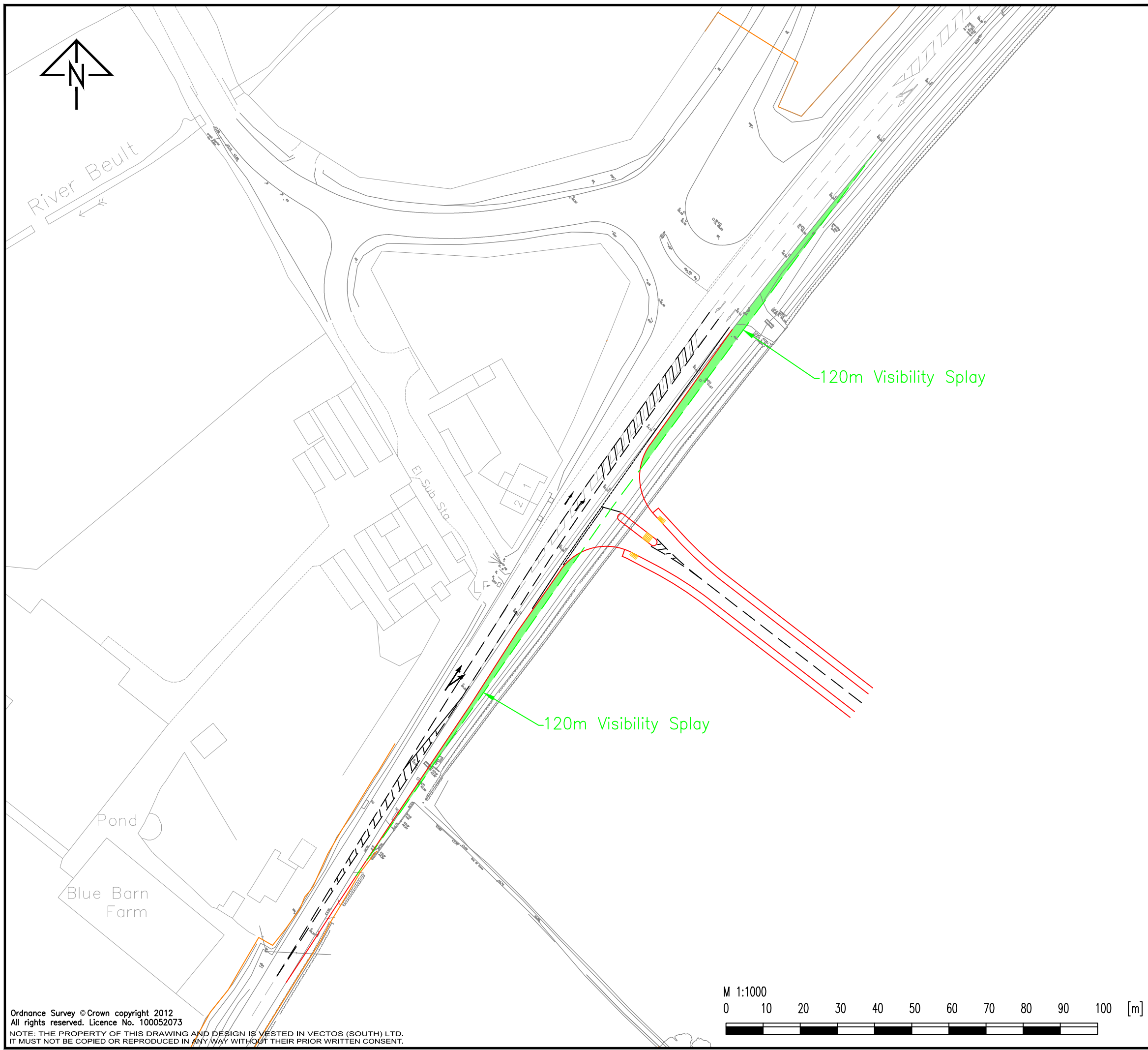
SCALES:
1:1000 at A3

DRAWN: JM	CHECKED: CS	DATE: 15/08/2013
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DRAWING NUMBER: 131065/A/02	REVISION: B
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Notes:

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

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access B
A28 Priority Junction

SCALES:

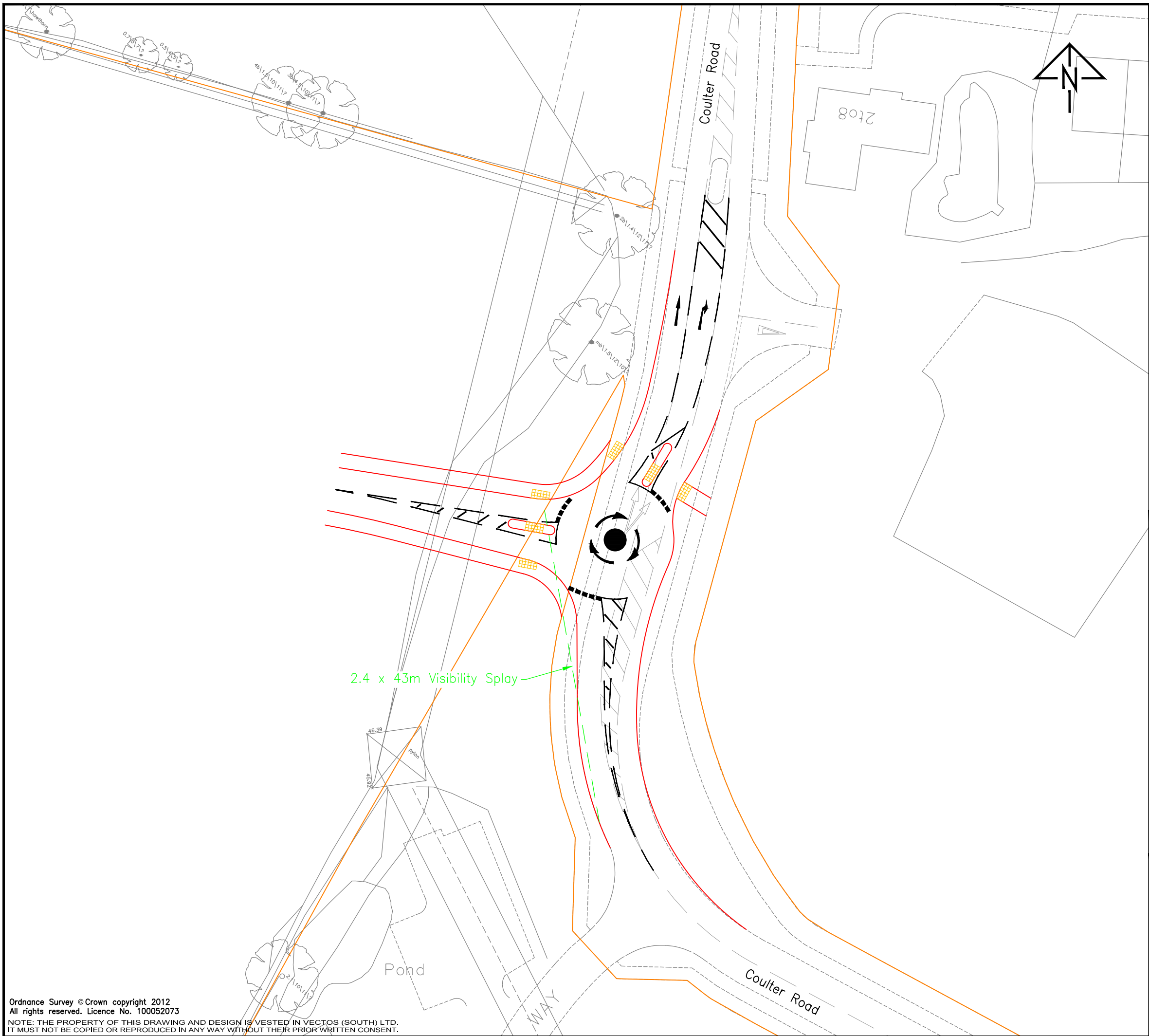
1:1000 at A3

DRAWN:	JM	CHECKED:	CS	DATE:	19/08/2013
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DRAWING NUMBER:	131065/A/04	REVISION:	A
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REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

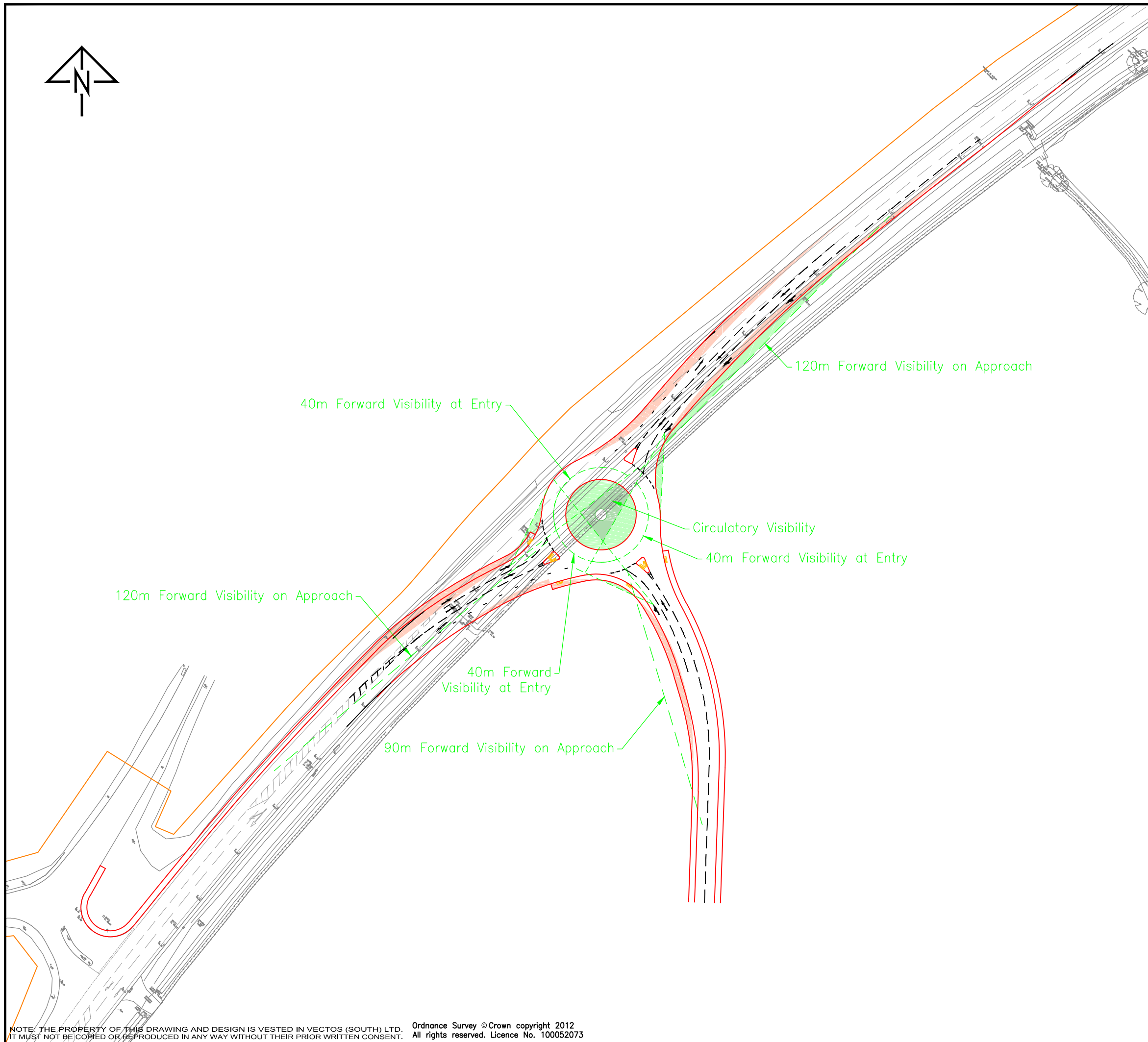
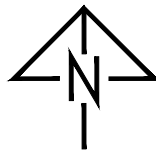
Access D
Coulter Road Mini-Roundabout

SCALES:		1:500 at A3	
DRAWN:	JM	CHECKED:	CS
		DATE:	04/09/2013



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DRAWING NUMBER:	131065/A/15	REVISION:	.
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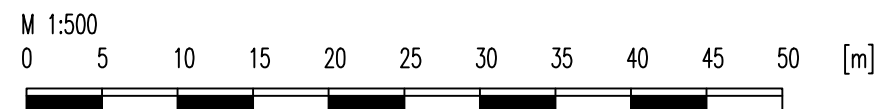
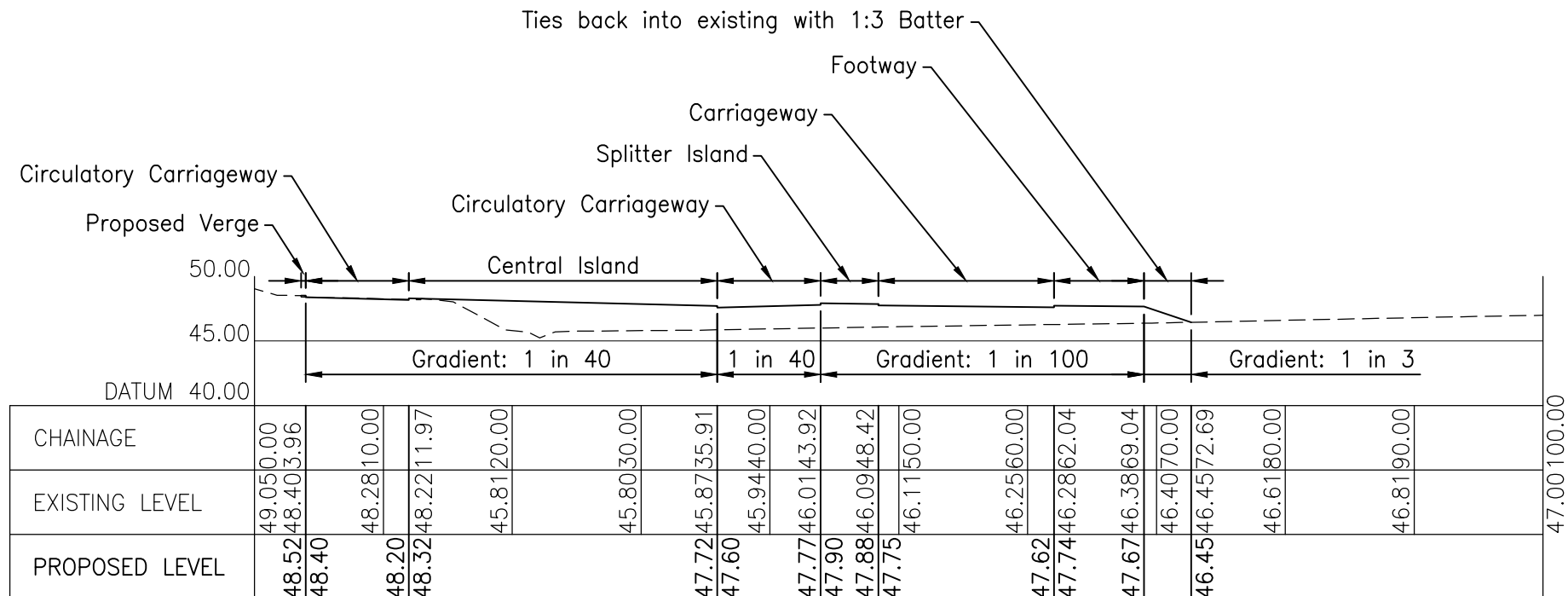
- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

Key

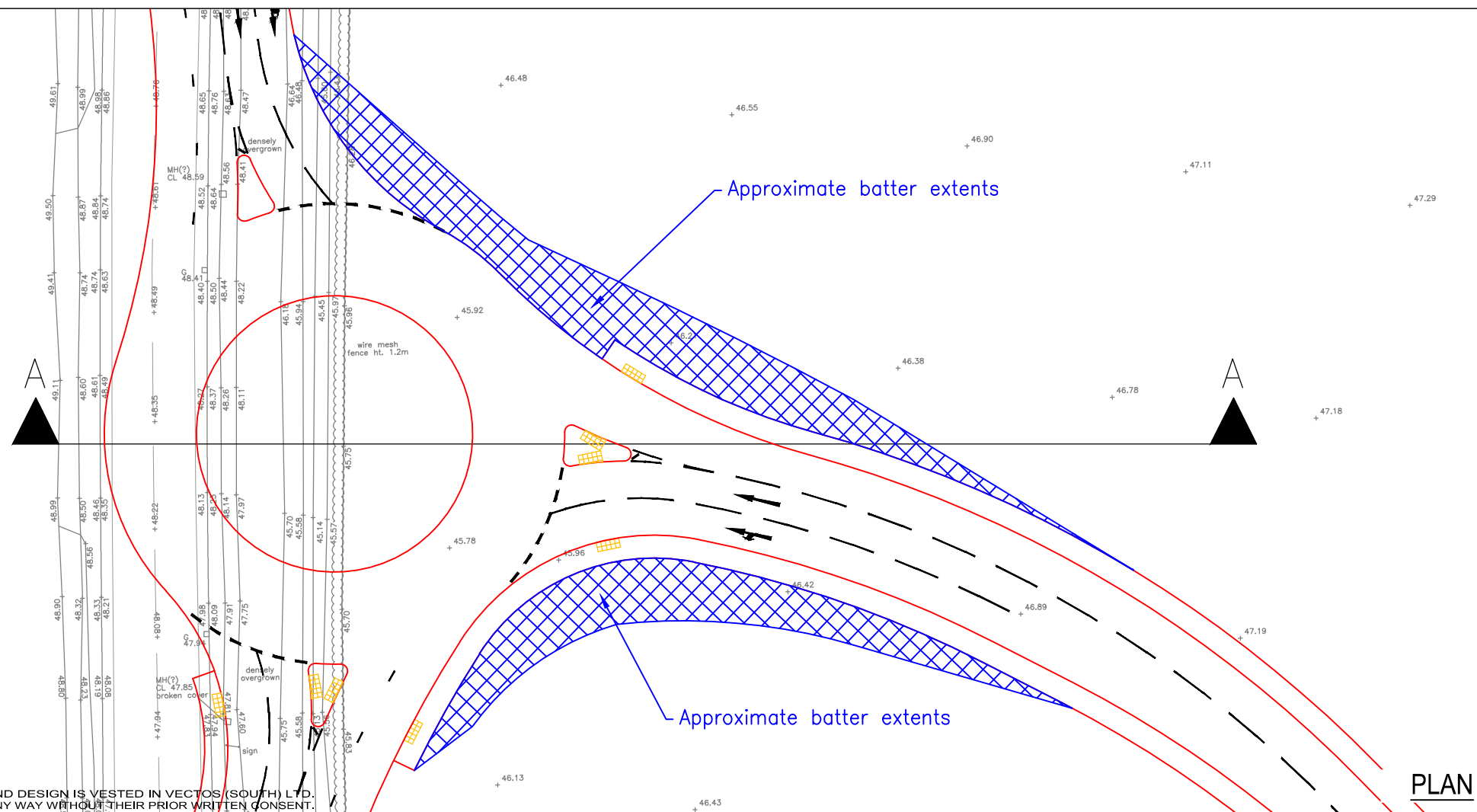
- Visibility Zone - No obstructions between 0.26 & 2m height.
- Visibility Zone - No obstructions between 1.05 & 2m height.
- Additional Land required for High Capacity Design

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
REV.	DETAILS	DRAWN	CHECKED	DATE

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:	JM	CHECKED:	CS	DATE: 12/08/2013
DRAWING NUMBER:		131065/A/35		REVISION: A



CROSS SECTION A-A



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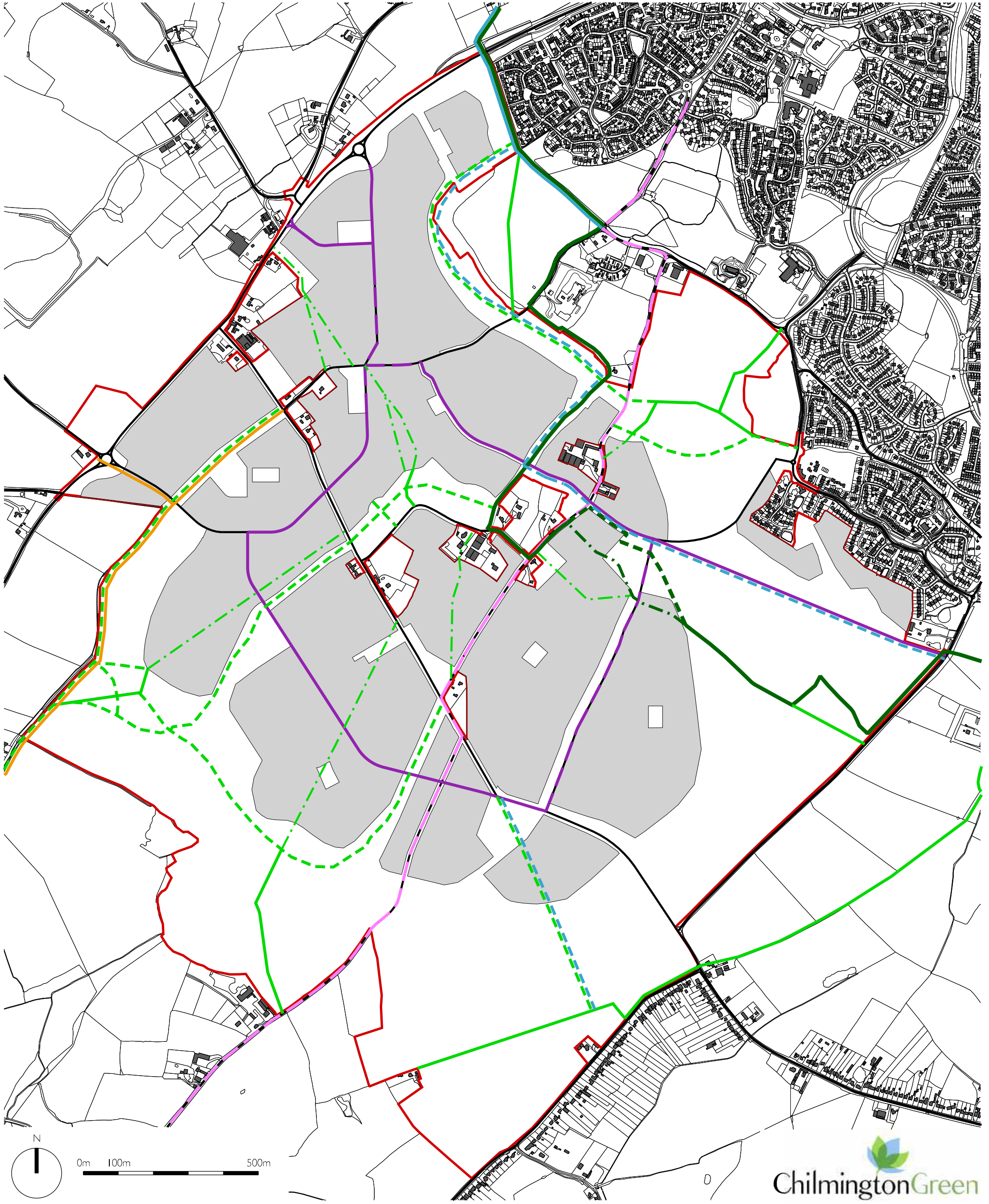


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DRAWING NUMBER: 131065/A/36	REVISION: .
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APPENDIX C

Public Rights of Way



NOTES

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- 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

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

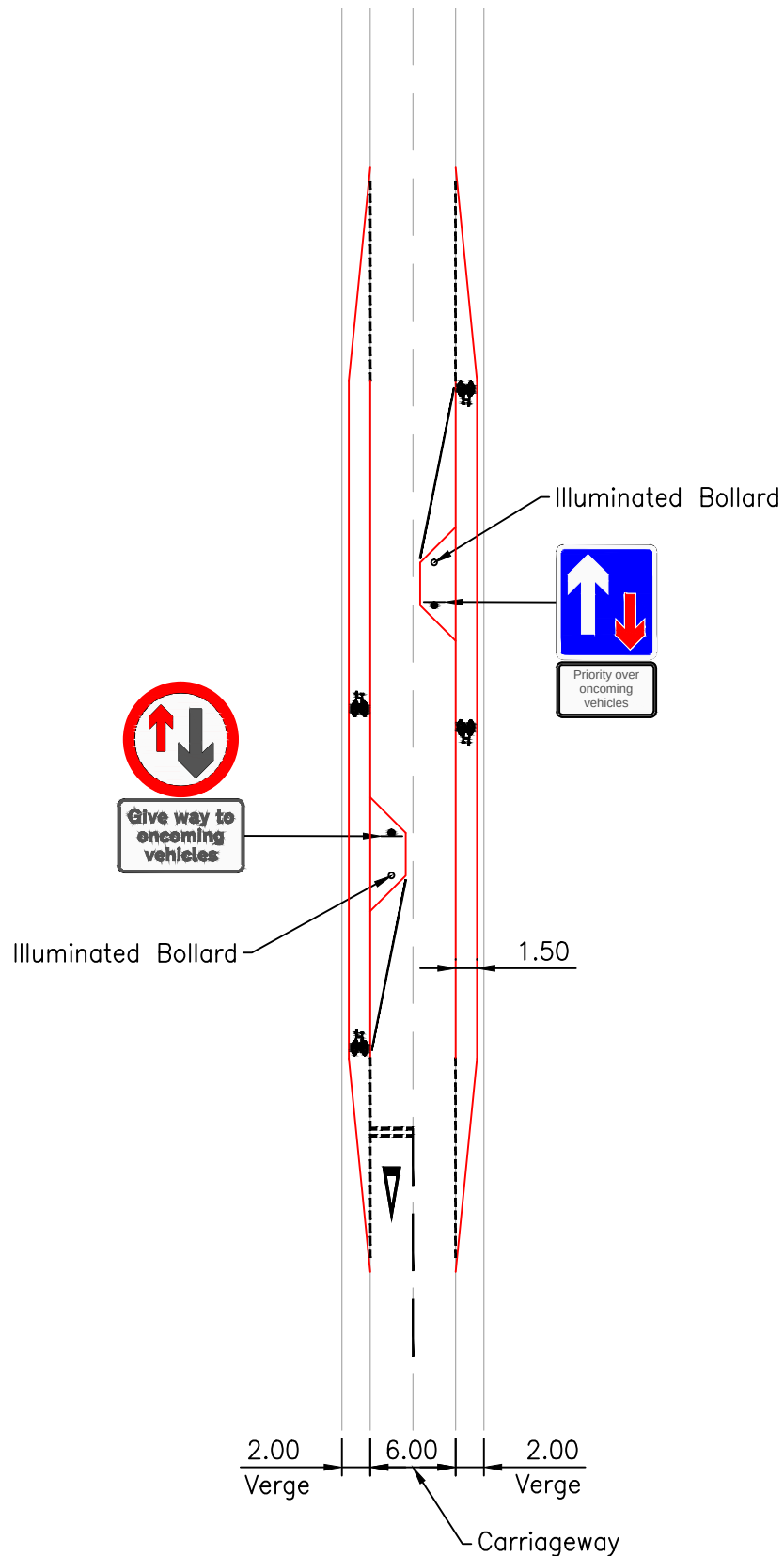
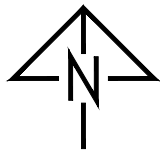
OPA08R: Footpath and Cycle
Routes Plan

ChilmingtonGreen

jtp

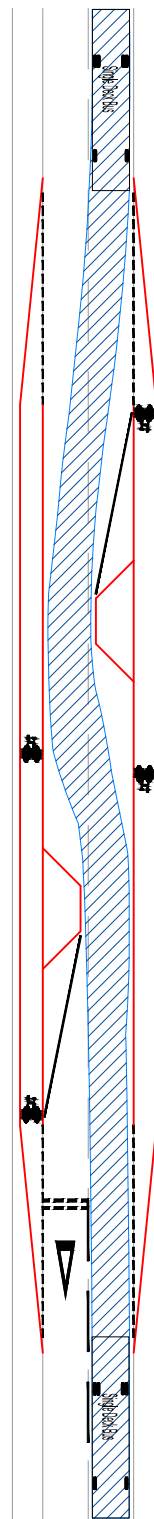
JOHN THOMPSON & PARTNERS

Job Ref. 00122 PLH.CG SM	Drawn SM	Checked By CSM
Scale @A3 1:10,000	Date 09/09/2013	Revision
Drawing No. 00122_OPA_08R		

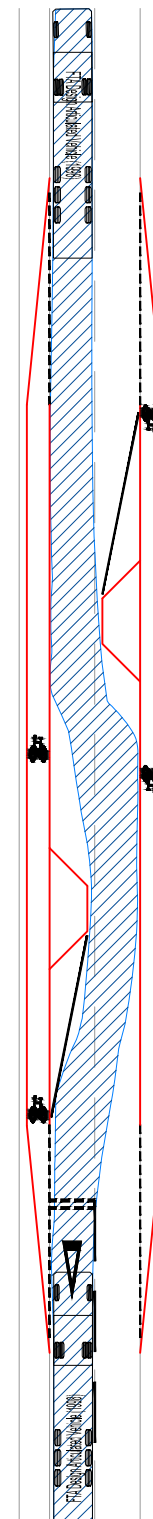


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DESIGN

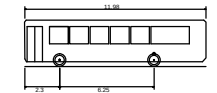


Swept Path
Single Deck Bus

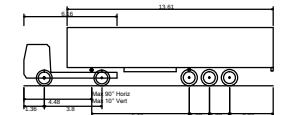


Swept Path
16.5m Articulated Vehicle

- 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
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CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Detail
Chicane with Cycle Bypass

SCALES:

1:500 at A3

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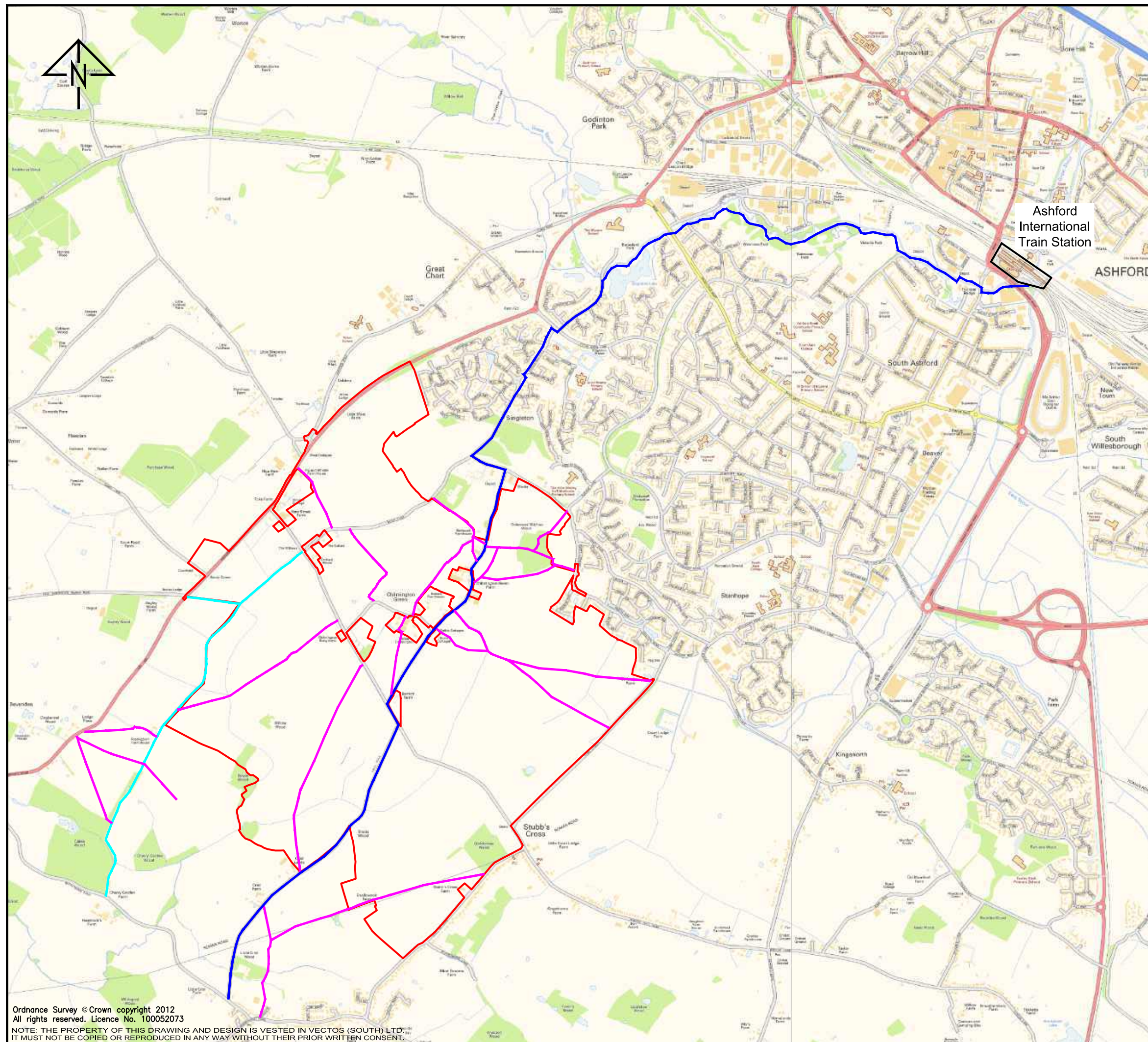


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131065/A/05

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Notes:

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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:

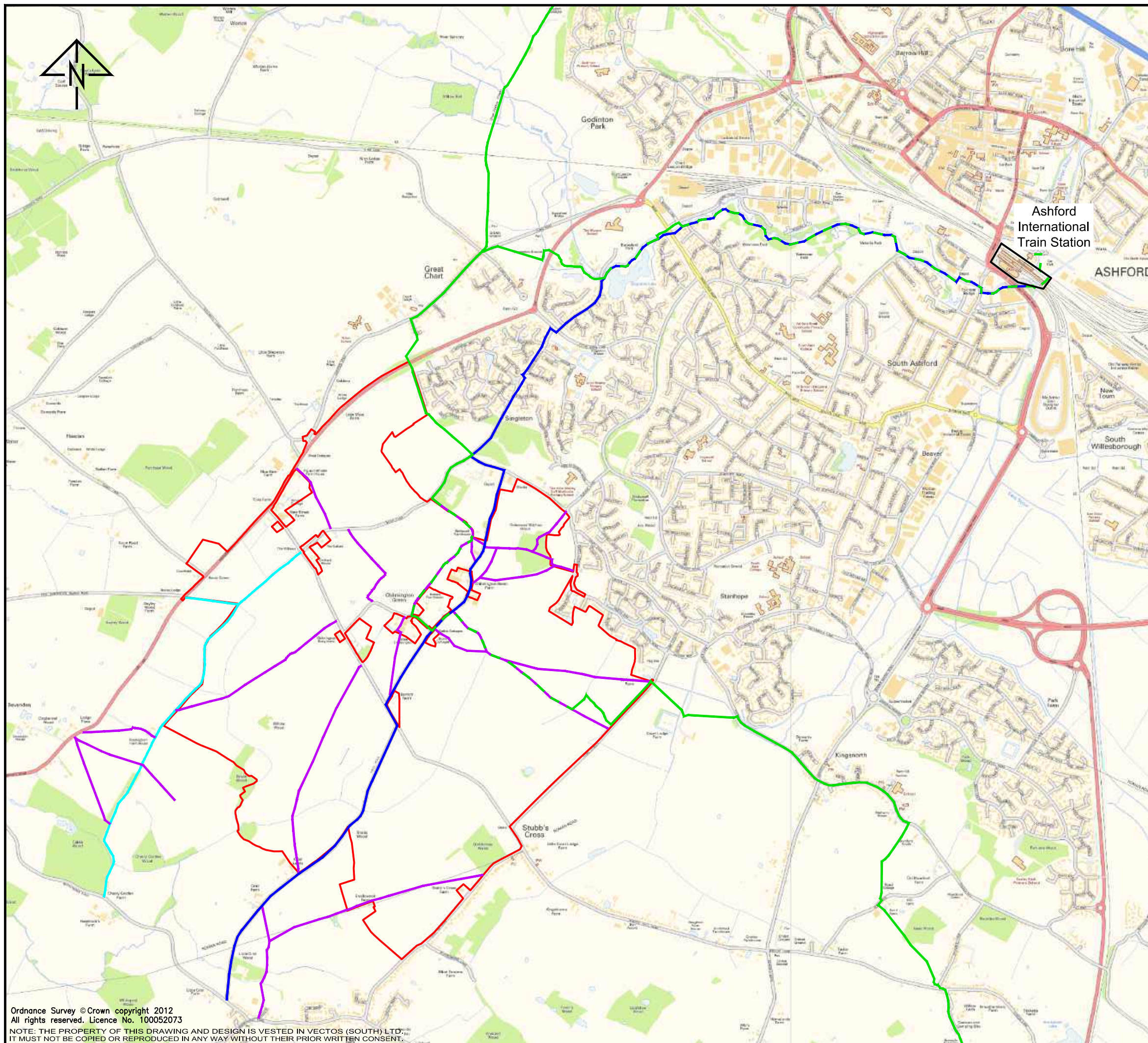
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DRAWN:	JM	CHECKED:	SG-H	DATE:	03/09/2013
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Notes:

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Key

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

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

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

PRoW & Cycle Routes between
Ashford & Chilmington Green
Development

SCALES:

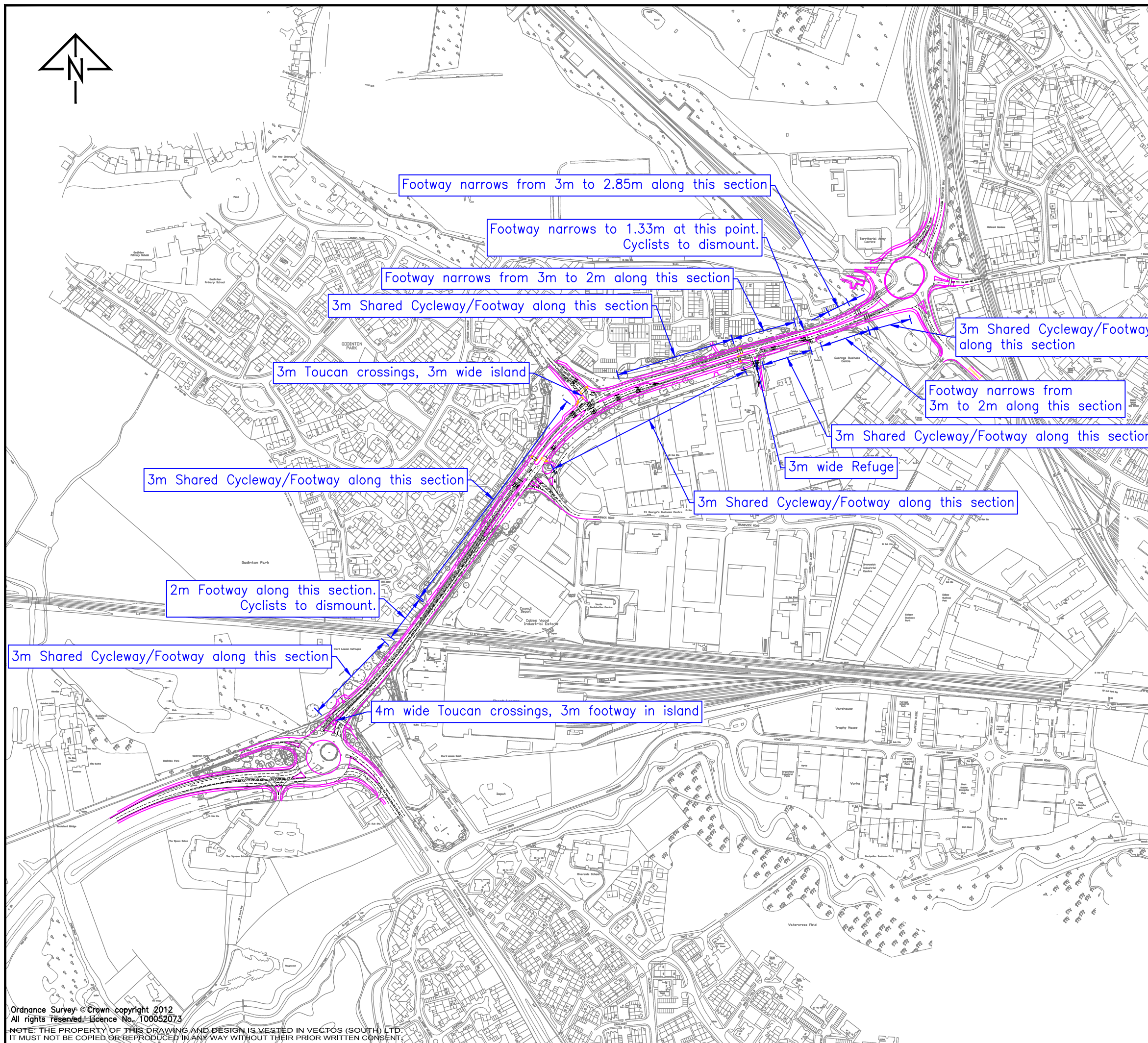
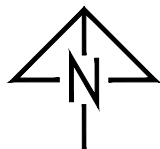
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DRAWN:	JM	CHECKED:	SG-H	DATE:	03/09/2013
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REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
**Shared Cycleway/Footway
Matalan Roundabout to
Tank Roundabout**

SCALES:
1:5000 at A3

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

Construction Traffic Management Plan

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

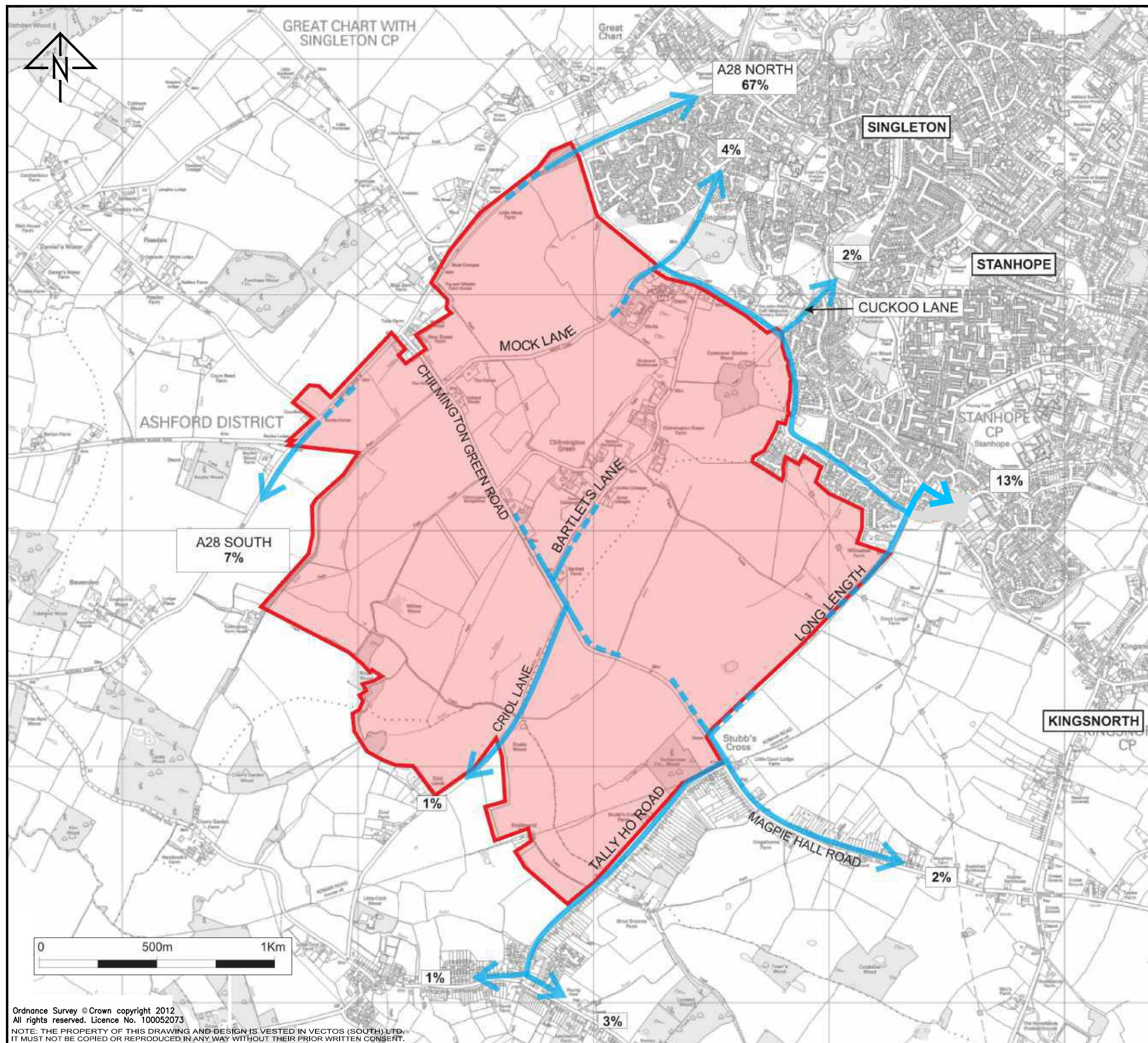
- Location Plan
- Proposed Access Route

Appendices

- Scheme Plan & Vehicle Swept Paths

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:	TF	CHECKED:	CS	DATE:	05/11/2013
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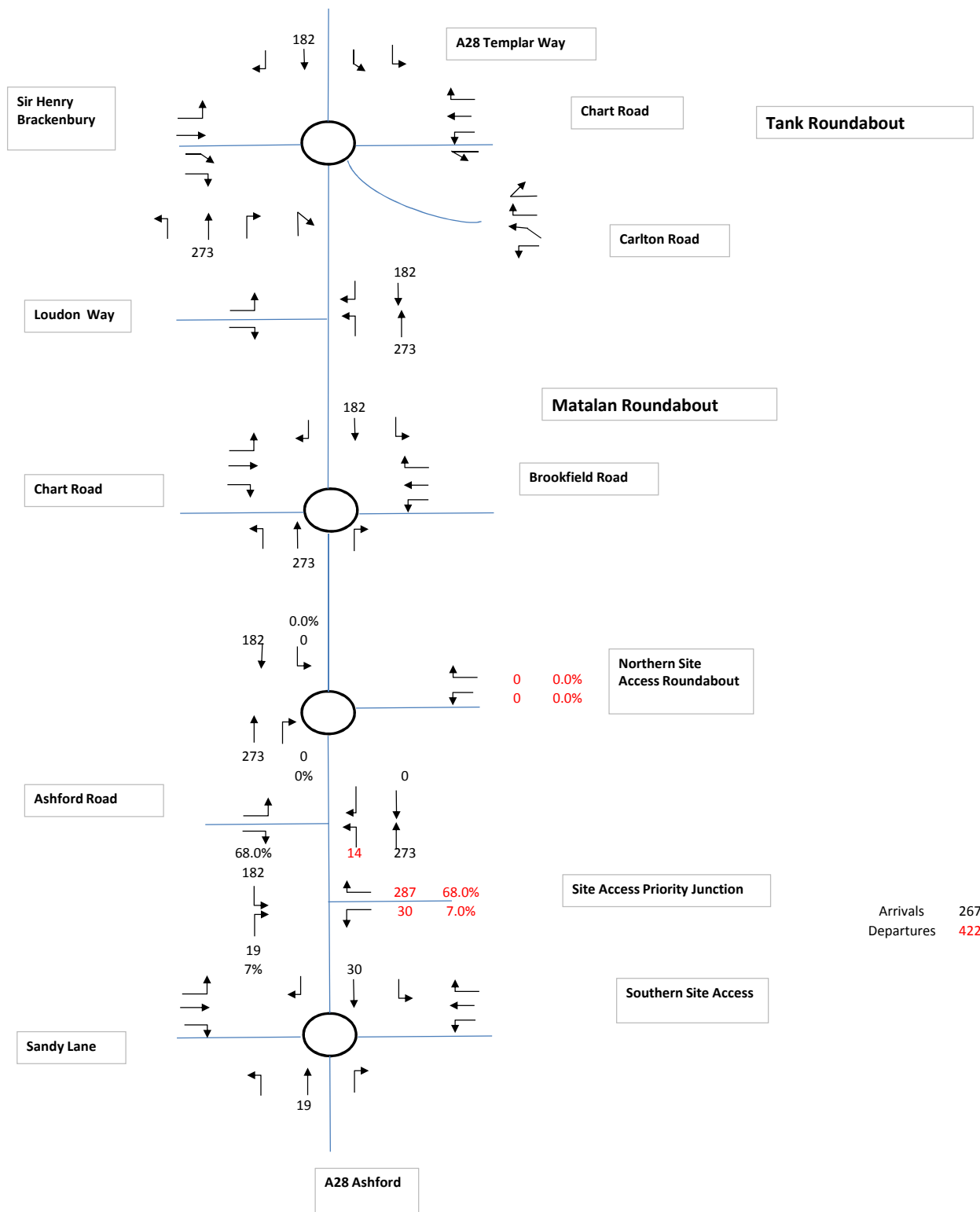
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t: 020 7580 7373 e: enquiries@vectors.co.uk

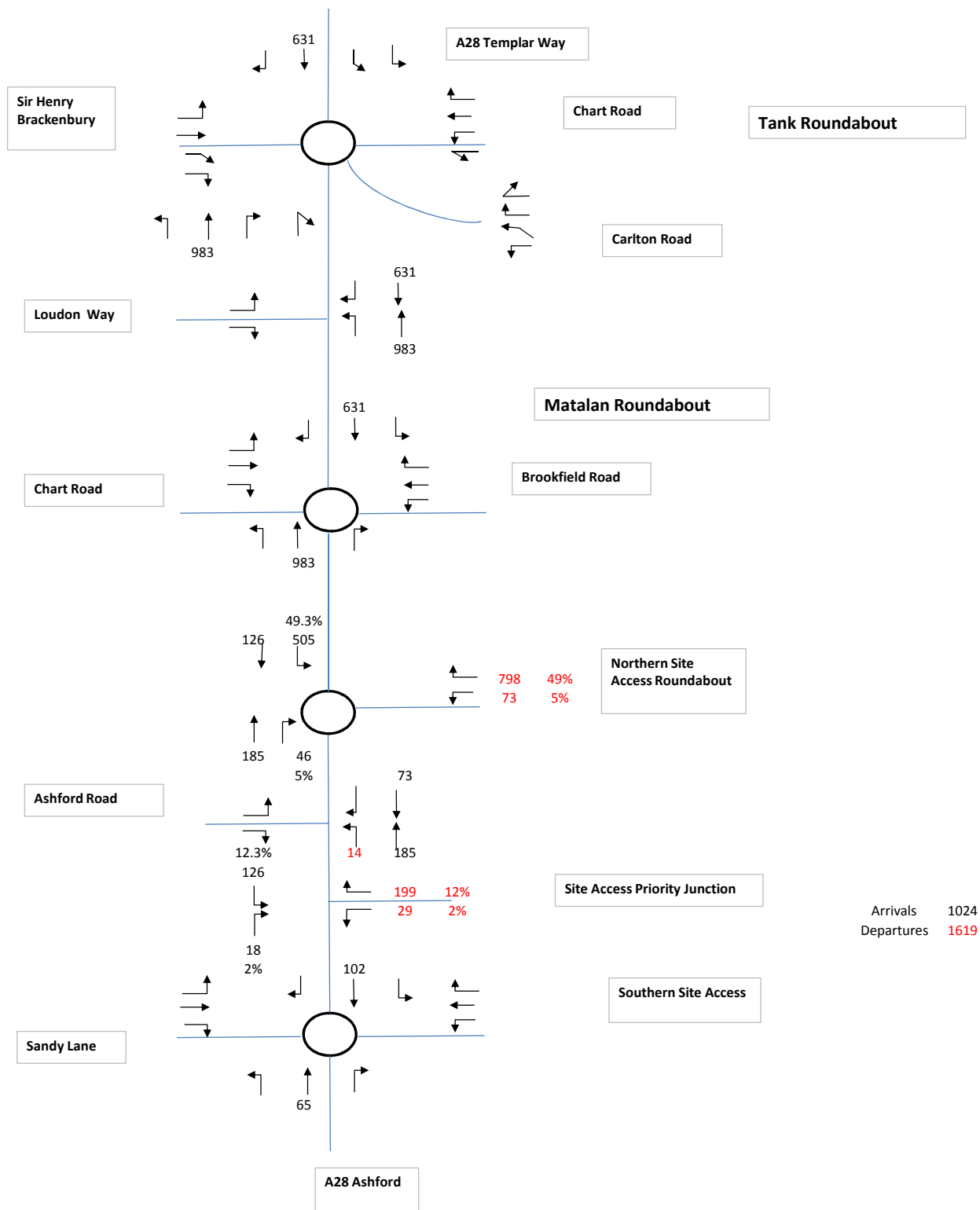
DRAWING NUMBER:

131065/Figure 4.1

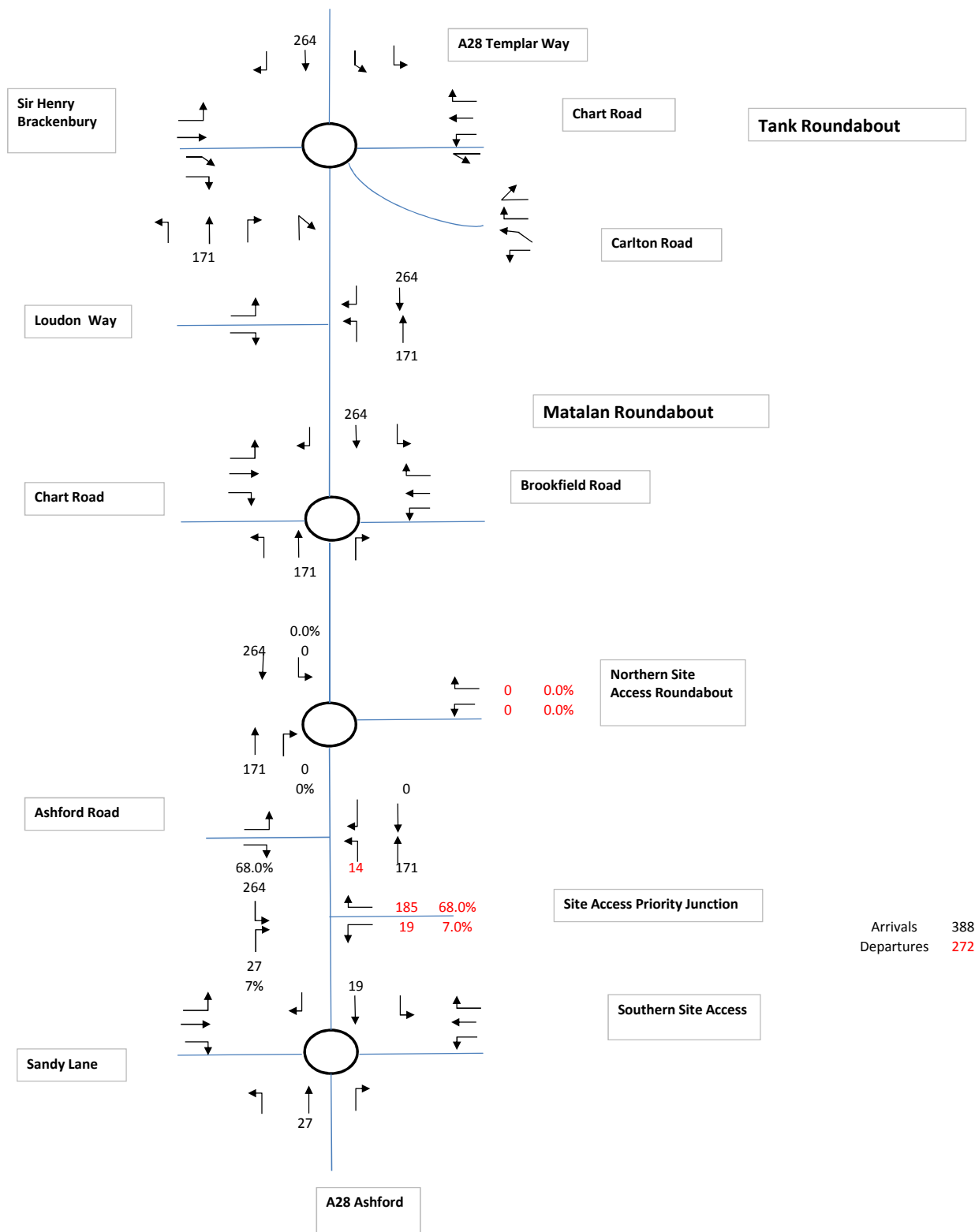
REVISION:

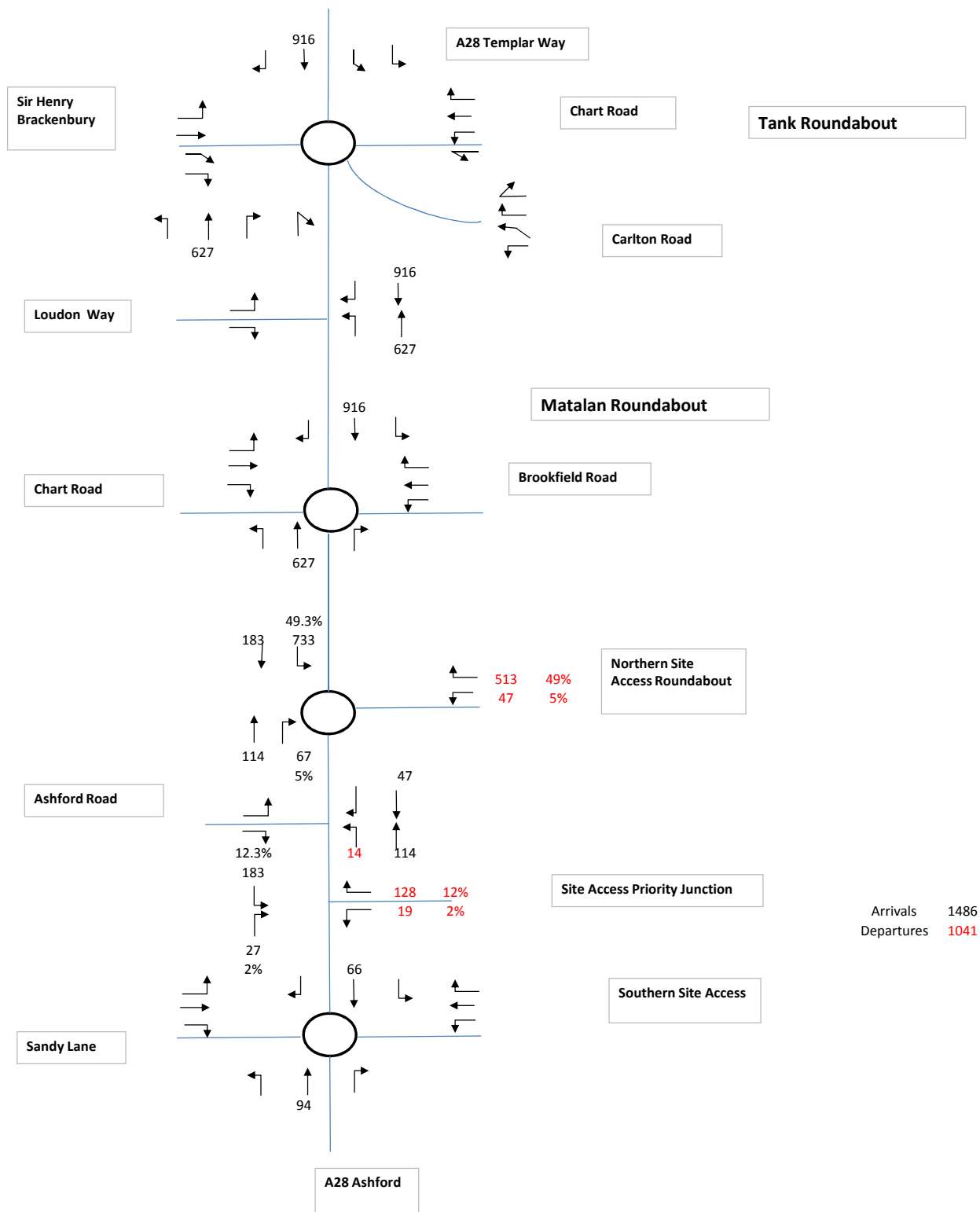
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Arrivals 1024
Departures 1619





APPENDIX F

Site Access Capacity Analysis

Junctions 8	
ARCADY 8 - Roundabout Module	
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2013	
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: 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

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

Summary of junction performance

	AM				Network Residual Capacity
	Queue (Veh)	Delay (min)	RFC	LOS	
	A1 - 2031 AM Peak				
Arm A	0.98	0.05	0.50	A	37 % [Arm B]
Arm B	1.52	0.11	0.61	A	
Arm C	1.02	0.08	0.51	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 14:28:11

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)	I' - 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
	From B	712.000	0.000	81.000
	From 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
	From B	0.90	0.00	0.10
	From 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
	From B	1.000	1.000	1.000
	From 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
	From B	0.000	0.000	0.000
	From 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)	I' - 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] © Copyright TRL Limited, 2013				
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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
	From B	283.000	0.000	30.000
	From 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
	From B	0.90	0.00	0.10
	From 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
	From B	1.100	1.100	1.100
	From 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
	From B	10.000	10.000	10.000
	From 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
	B	182.000	0.000
	C	416.000	27.000

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	-	-	-	-	-

Table 1: Results Summary for whole modelled period

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	
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2013	
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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

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

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)	F - 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	
Version: 8.0.2.316 [14 Feb 2013] © Copyright TRL Limited, 2013	
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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

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

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 C]
Arm B	2.60	0.18	0.73	B	
Arm C	2.61	0.21	0.73	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 14:29:47

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)	I' - 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)	I' - 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
	B	458.000	0.000
	C	632.000	74.000

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

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

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

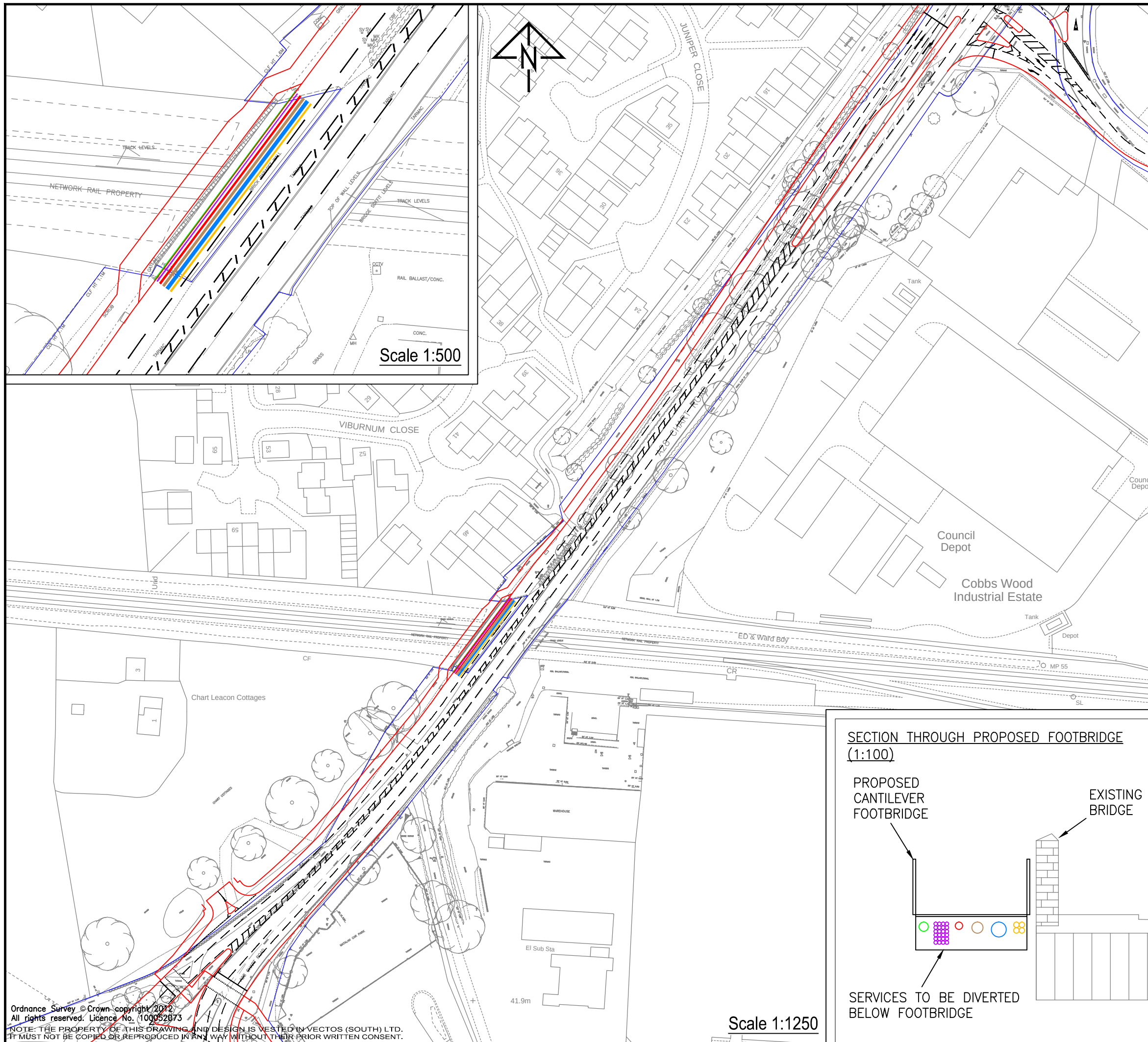
Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (min)	Unsignalised Level Of Service	Signalised Level Of Service
A	58.85	3.92	0.189	B	B
B	9.23	0.62	0.078	A	A
C	15.00	1.00	0.091	A	A

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

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Phase 4
Railway Bridge Widening

SCALES:

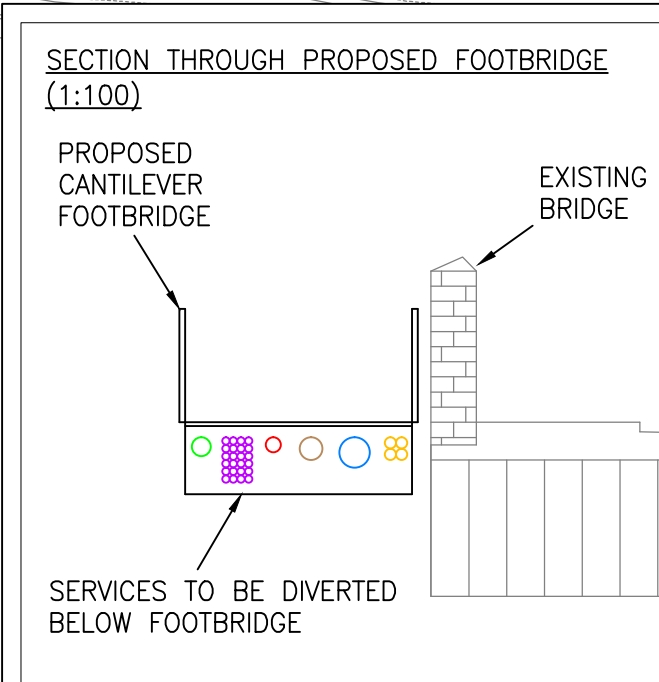
As Shown at A3

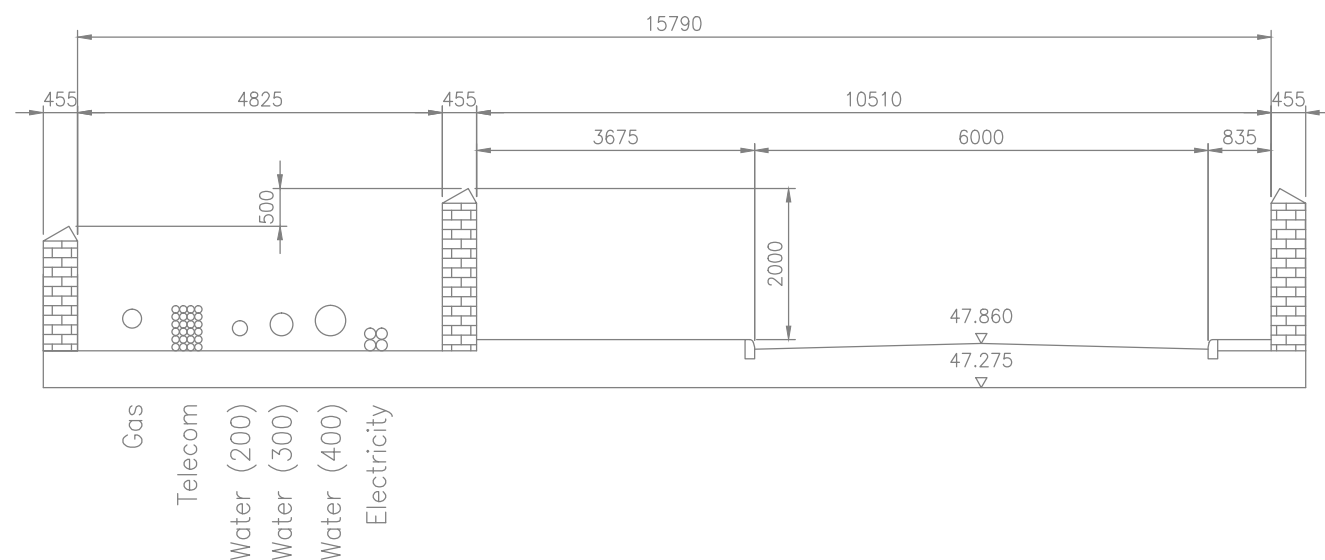
DRAWN:	JM	CHECKED:	CS	DATE:	17/12/2013
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Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectoros.co.uk

DRAWING NUMBER:	131065/A/47	REVISION:	
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EXISTING

- 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

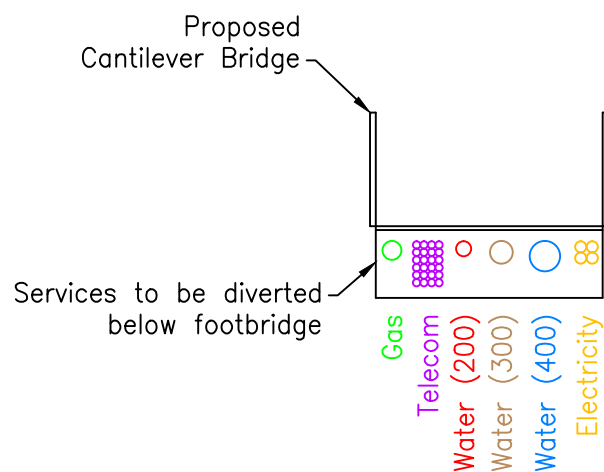
DRAWING TITLE:
**Phase 4
Cross Section
Railway Bridge Widening**

SCALES:
1:100 at A3

DRAWN: JM	CHECKED: CS	DATE: 18/12/2013
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t: 020 7580 7373 e: enquiries@vectoros.co.uk

DRAWING NUMBER: 131065/A/52	REVISION: .
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PROPOSED

APPENDIX H

A28 Traffic Surveys

For and on behalf of:



CHILMINGTON GREEN

Tuesday 17 September 2013

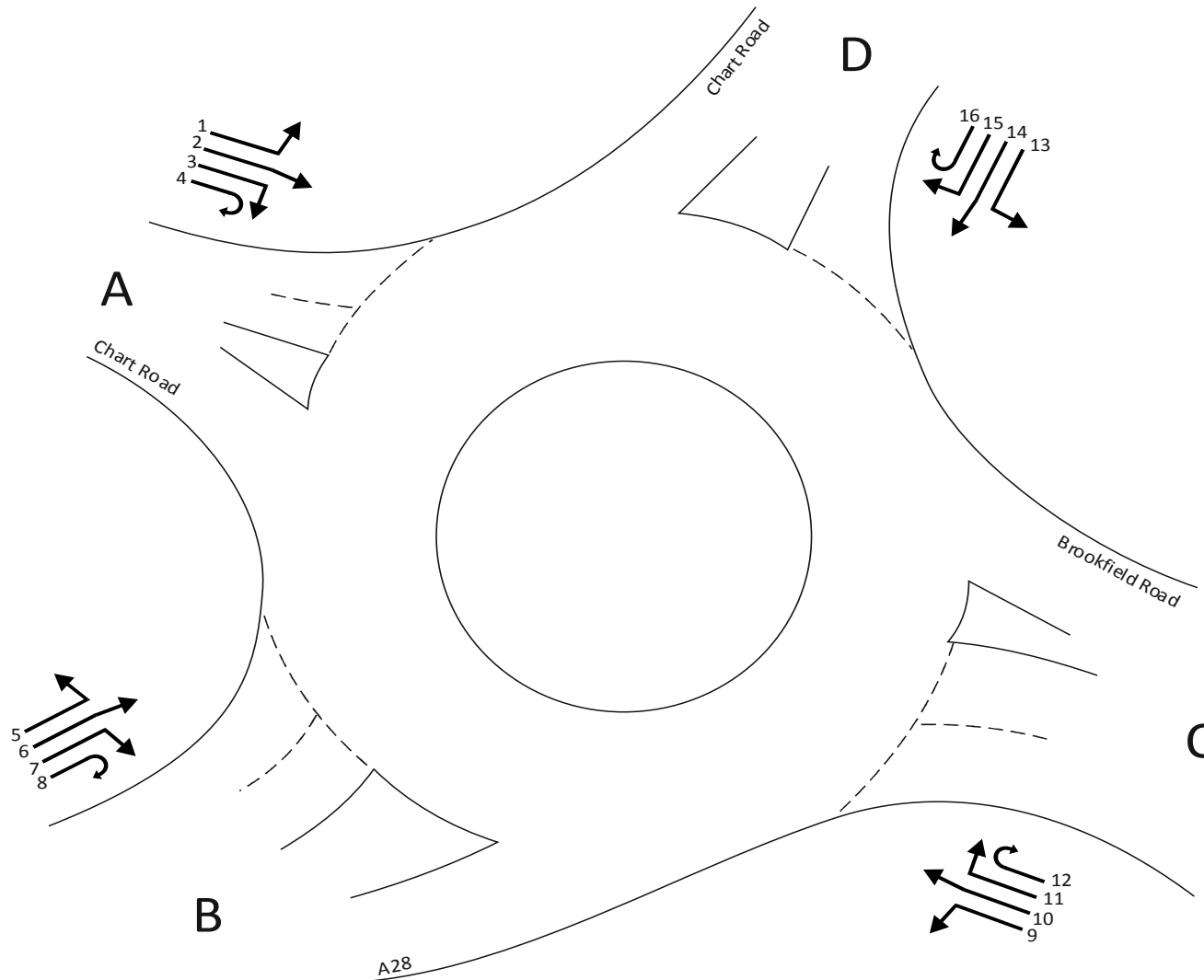
0700-1000

1600-1900

Drawing N°: 16768 - 01

Site: 1

Location: Chart Road /
A28 /
Brookfield Road





For and on behalf of:



CHILMINGTON GREEN

Tuesday 17 September 2013

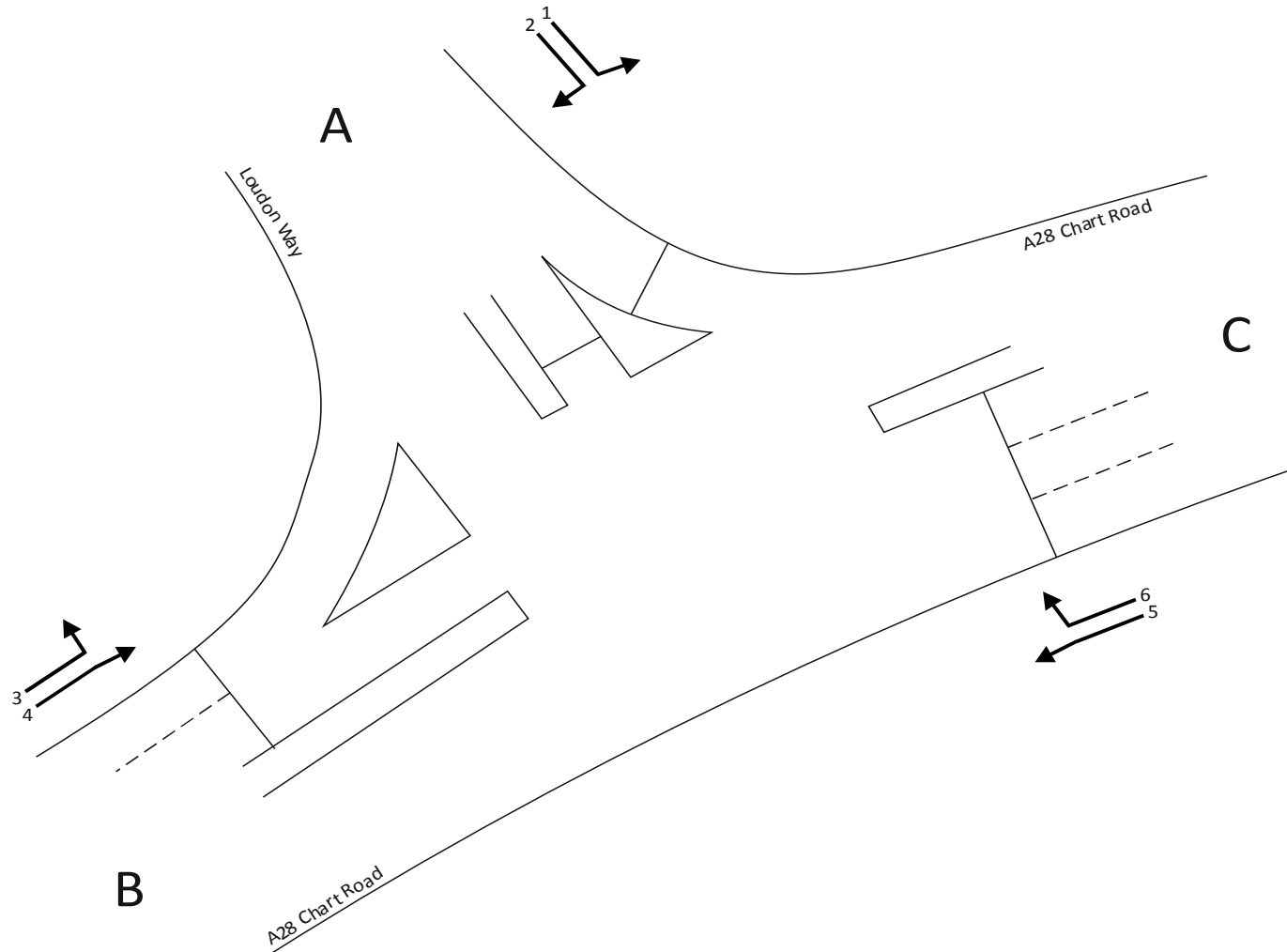
0700-1000

1600-1900

Drawing N°: 16768 - 02

Site: 2

Location: Loudon Way /
A28 Chart Road



For and on behalf of:



CHILMINGTON GREEN

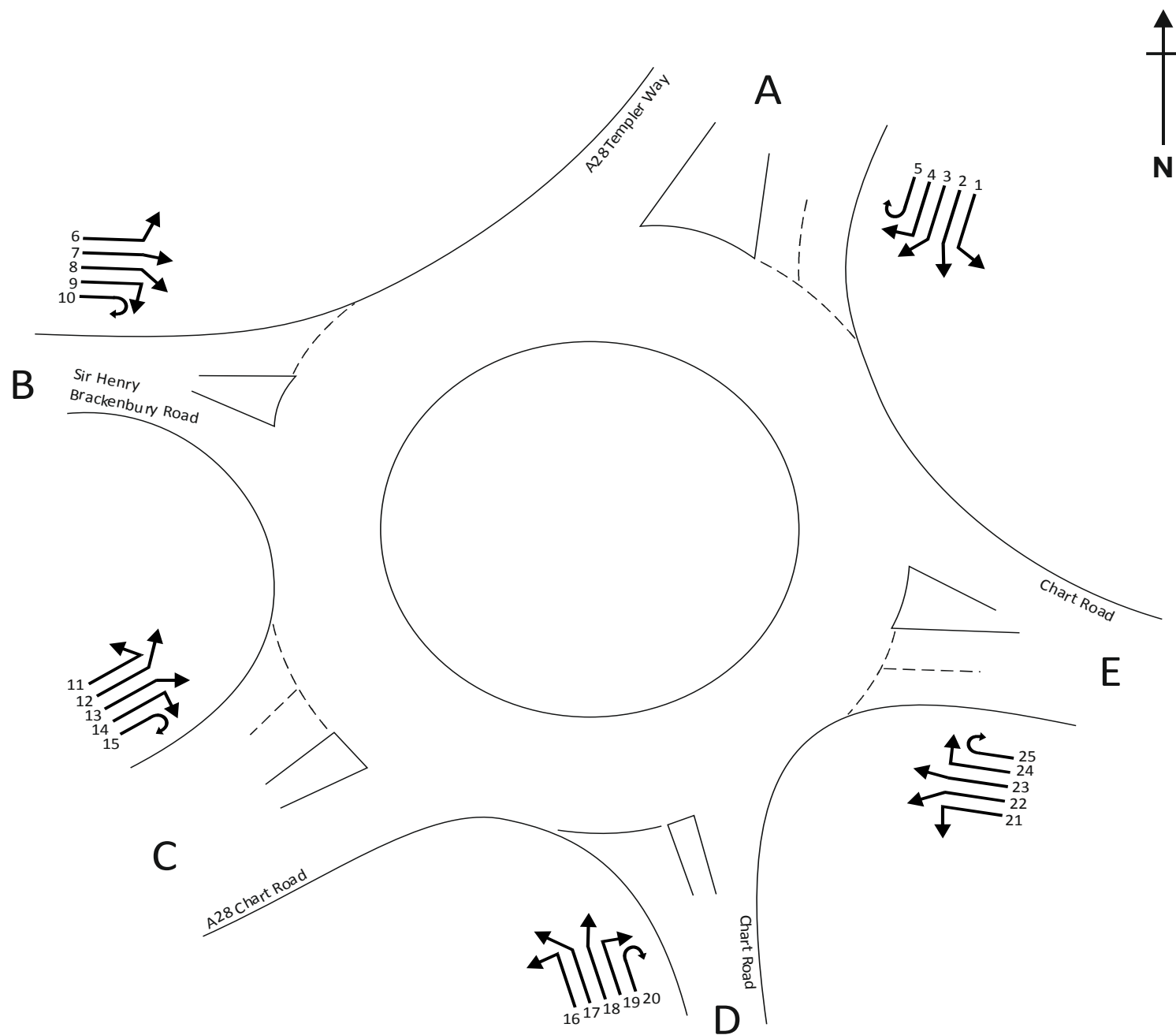
Tuesday 17 September 2013

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

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	MOVEMENT 1					
	FROM LOUDON WAY TO A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	24	9	0	1	0	34
07:15	40	7	2	0	0	49
07:30	49	5	0	1	0	55
07:45	61	6	0	1	0	68
H/TOT	174	27	2	3	0	206
08:00	64	4	0	1	0	69
08:15	51	2	2	1	0	56
08:30	56	7	0	0	0	63
08:45	68	5	0	1	0	74
H/TOT	239	18	2	3	0	262
09:00	55	5	1	1	0	62
09:15	24	1	0	0	0	25
09:30	21	0	1	0	0	22
09:45	20	2	0	0	0	22
H/TOT	120	8	2	1	0	131
P/TOT	533	53	6	7	0	599

	MOVEMENT 2					
	FROM LOUDON WAY TO A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT
12	1	0	1	0	0	14
11	5	3	0	0	0	19
25	0	1	0	0	0	26
40	5	1	0	0	0	46
88	11	5	1	0	0	105
41	3	1	0	0	0	45
32	5	1	1	1	0	40
29	6	0	1	0	0	36
35	3	1	1	0	0	40
137	17	3	3	1	0	161
37	5	2	0	0	0	44
16	2	0	0	0	0	18
22	1	0	1	0	0	24
16	4	0	0	0	0	20
91	12	2	1	0	0	106
316	40	10	5	1	0	372

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	MOVEMENT 1					
	FROM LOUDON WAY TO A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT
16:00	20	2	0	1	0	23
16:15	28	3	0	0	0	31
16:30	30	2	0	1	0	33
16:45	25	3	0	0	0	28
H/TOT	103	10	0	2	0	115
17:00	29	2	0	1	0	32
17:15	28	3	1	1	0	33
17:30	25	6	0	1	0	32
17:45	27	4	1	0	1	33
H/TOT	109	15	2	3	1	130
18:00	23	2	0	0	1	26
18:15	24	3	0	0	1	28
18:30	36	0	0	2	0	38
18:45	22	1	0	1	1	25
H/TOT	105	6	0	3	3	117
P/TOT	317	31	2	8	4	362

	MOVEMENT 2					
	FROM LOUDON WAY TO A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT
16	16	3	0	0	0	19
16	16	4	0	0	0	20
18	18	3	0	1	0	22
26	26	2	0	0	0	28
H/TOT	76	12	0	1	0	89
12	12	1	0	0	0	13
28	28	0	0	0	1	29
29	29	3	0	0	0	32
28	28	3	0	0	0	31
H/TOT	97	7	0	0	1	105
20	20	3	0	0	0	23
22	22	2	0	0	0	24
27	27	2	0	0	0	29
19	19	0	0	0	0	19
H/TOT	88	7	0	0	0	95
P/TOT	261	26	0	1	1	289

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	MOVEMENT 3					
	FROM A28 CHART ROAD (SW) TO LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	5	0	1	1	0	7
07:15	13	1	0	0	0	14
07:30	7	3	0	0	0	10
07:45	9	6	0	0	0	15
H/TOT	34	10	1	1	0	46
08:00	12	3	0	1	0	16
08:15	12	3	0	0	0	15
08:30	43	2	0	1	0	46
08:45	26	1	0	0	0	27
H/TOT	93	9	0	2	0	104
09:00	9	5	2	0	0	16
09:15	18	0	0	0	0	18
09:30	9	2	1	0	0	12
09:45	8	1	0	0	0	9
H/TOT	44	8	3	0	0	55
P/TOT	171	27	4	3	0	205

MOVEMENT 4					
FROM A28 CHART ROAD (SW) TO A28 CHART ROAD (NE)					
CAR	LGV	HGV	PSV	MCL	TOT
163	45	16	2	2	228
211	48	9	0	2	270
232	39	11	0	2	284
226	30	10	0	2	268
832	162	46	2	8	1050
256	25	7	1	1	290
219	21	9	7	0	256
245	20	11	2	0	278
202	21	18	0	0	241
922	87	45	10	1	1065
206	18	14	2	1	241
164	25	9	0	1	199
192	18	12	0	0	222
154	25	11	0	0	190
716	86	46	2	2	852
2470	335	137	14	11	2967

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	MOVEMENT 3					
	FROM A28 CHART ROAD (SW) TO LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT
16:00	34	5	0	0	0	39
16:15	20	4	0	0	1	25
16:30	21	4	0	0	0	25
16:45	31	4	0	0	0	35
H/TOT	106	17	0	0	1	124
17:00	33	3	0	1	1	38
17:15	42	5	0	1	0	48
17:30	36	6	0	0	0	42
17:45	55	4	0	0	0	59
H/TOT	166	18	0	2	1	187
18:00	43	1	0	0	0	44
18:15	39	2	0	0	0	41
18:30	32	1	0	0	0	33
18:45	26	0	0	0	0	26
H/TOT	140	4	0	0	0	144
P/TOT	412	39	0	2	2	455

MOVEMENT 4					
FROM A28 CHART ROAD (SW) TO A28 CHART ROAD (NE)					
CAR	LGV	HGV	PSV	MCL	TOT
197	28	2	2	1	230
196	21	6	1	1	225
195	31	15	3	2	246
213	34	3	0	0	250
801	114	26	6	4	951
182	26	10	3	1	222
217	27	9	0	1	254
192	20	2	0	1	215
203	27	7	1	2	240
794	100	28	4	5	931
177	25	5	0	3	210
164	17	7	0	1	189
154	13	5	3	2	177
159	12	2	1	1	175
654	67	19	4	7	751
2249	281	73	14	16	2633

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	MOVEMENT 5					
	FROM A28 CHART ROAD (NE) TO A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	83	25	14	0	1	123
07:15	116	20	13	0	0	149
07:30	152	35	8	1	1	197
07:45	170	37	10	2	0	219
H/TOT	521	117	45	3	2	688
08:00	194	28	8	1	0	231
08:15	215	25	8	0	1	249
08:30	169	26	12	2	0	209
08:45	158	29	13	0	0	200
H/TOT	736	108	41	3	1	889
09:00	138	34	12	1	1	186
09:15	138	28	10	2	1	179
09:30	152	30	15	0	0	197
09:45	126	18	10	3	0	157
H/TOT	554	110	47	6	2	719
P/TOT	1811	335	133	12	5	2296

MOVEMENT 6					
FROM A28 CHART ROAD (NE) TO LOUDON WAY					
CAR	LGV	HGV	PSV	MCL	TOT
13	2	1	0	1	17
10	3	2	2	0	17
19	2	1	0	0	22
26	7	3	3	0	39
68	14	7	5	1	95
23	2	2	0	0	27
31	2	0	3	0	36
39	2	2	1	1	45
44	0	0	1	0	45
137	6	4	5	1	153
18	1	1	0	0	20
18	0	1	2	0	21
9	3	1	0	0	13
20	4	0	0	0	24
65	8	3	2	0	78
270	28	14	12	2	326

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	MOVEMENT 5					
	FROM A28 CHART ROAD (NE) TO A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT
16:00	203	36	14	2	0	255
16:15	224	29	16	0	3	272
16:30	227	33	11	0	4	275
16:45	238	38	9	0	2	287
H/TOT	892	136	50	2	9	1089
17:00	226	35	8	0	1	270
17:15	252	28	8	1	2	291
17:30	230	29	6	0	3	268
17:45	237	32	6	0	2	277
H/TOT	945	124	28	1	8	1106
18:00	264	28	3	0	2	297
18:15	235	25	5	0	3	268
18:30	194	21	3	0	0	218
18:45	153	21	5	0	1	180
H/TOT	846	95	16	0	6	963
P/TOT	2683	355	94	3	23	3158

MOVEMENT 6					
FROM A28 CHART ROAD (NE) TO LOUDON WAY					
CAR	LGV	HGV	PSV	MCL	TOT
34	3	0	0	0	37
46	6	0	1	0	53
45	4	0	0	1	50
45	4	0	0	0	49
170	17	0	1	1	189
46	7	1	0	0	54
40	5	0	2	0	47
69	8	0	0	0	77
54	6	0	0	0	60
209	26	1	2	0	238
48	5	0	0	1	54
71	3	0	1	1	76
30	4	0	3	1	38
31	4	0	0	1	36
180	16	0	4	4	204
559	59	1	7	5	631

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	TO ARM A LOUDON WAY					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	18	2	2	1	1	24
07:15	23	4	2	2	0	31
07:30	26	5	1	0	0	32
07:45	35	13	3	3	0	54
H/TOT	102	24	8	6	1	141
08:00	35	5	2	1	0	43
08:15	43	5	0	3	0	51
08:30	82	4	2	2	1	91
08:45	70	1	0	1	0	72
H/TOT	230	15	4	7	1	257
09:00	27	6	3	0	0	36
09:15	36	0	1	2	0	39
09:30	18	5	2	0	0	25
09:45	28	5	0	0	0	33
H/TOT	109	16	6	2	0	133
P/TOT	441	55	18	15	2	531

FROM ARM A LOUDON WAY					
CAR	LGV	HGV	PSV	MCL	TOT
36	10	0	2	0	48
51	12	5	0	0	68
74	5	1	1	0	81
101	11	1	1	0	114
262	38	7	4	0	311
105	7	1	1	0	114
83	7	3	2	1	96
85	13	0	1	0	99
103	8	1	2	0	114
376	35	5	6	1	423
92	10	3	1	0	106
40	3	0	0	0	43
43	1	1	1	0	46
36	6	0	0	0	42
211	20	4	2	0	237
849	93	16	12	1	971

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

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

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	TO ARM B A28 CHART ROAD (SW)					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	95	26	14	1	1	137
07:15	127	25	16	0	0	168
07:30	177	35	9	1	1	223
07:45	210	42	11	2	0	265
H/TOT	609	128	50	4	2	793
08:00	235	31	9	1	0	276
08:15	247	30	9	1	2	289
08:30	198	32	12	3	0	245
08:45	193	32	14	1	0	240
H/TOT	873	125	44	6	2	1050
09:00	175	39	14	1	1	230
09:15	154	30	10	2	1	197
09:30	174	31	15	1	0	221
09:45	142	22	10	3	0	177
H/TOT	645	122	49	7	2	825
P/TOT	2127	375	143	17	6	2668

FROM ARM B A28 CHART ROAD (SW)					
CAR	LGV	HGV	PSV	MCL	TOT
168	45	17	3	2	235
224	49	9	0	2	284
239	42	11	0	2	294
235	36	10	0	2	283
866	172	47	3	8	1096
268	28	7	2	1	306
231	24	9	7	0	271
288	22	11	3	0	324
228	22	18	0	0	268
1015	96	45	12	1	1169
215	23	16	2	1	257
182	25	9	0	1	217
201	20	13	0	0	234
162	26	11	0	0	199
760	94	49	2	2	907
2641	362	141	17	11	3172

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

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

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

DAY: TUESDAY

TIME	TO ARM C A28 CHART ROAD (NE)					
	CAR	LGV	HGV	PSV	MCL	TOT
07:00	187	54	16	3	2	262
07:15	251	55	11	0	2	319
07:30	281	44	11	1	2	339
07:45	287	36	10	1	2	336
H/TOT	1006	189	48	5	8	1256
08:00	320	29	7	2	1	359
08:15	270	23	11	8	0	312
08:30	301	27	11	2	0	341
08:45	270	26	18	1	0	315
H/TOT	1161	105	47	13	1	1327
09:00	261	23	15	3	1	303
09:15	188	26	9	0	1	224
09:30	213	18	13	0	0	244
09:45	174	27	11	0	0	212
H/TOT	836	94	48	3	2	983
P/TOT	3003	388	143	21	11	3566

FROM ARM C A28 CHART ROAD (NE)					
CAR	LGV	HGV	PSV	MCL	TOT
96	27	15	0	2	140
126	23	15	2	0	166
171	37	9	1	1	219
196	44	13	5	0	258
589	131	52	8	3	783
217	30	10	1	0	258
246	27	8	3	1	285
208	28	14	3	1	254
202	29	13	1	0	245
873	114	45	8	2	1042
156	35	13	1	1	206
156	28	11	4	1	200
161	33	16	0	0	210
146	22	10	3	0	181
619	118	50	8	2	797
2081	363	147	24	7	2622

MANUAL CLASSIFIED COUNTS



JOB REF: 16768

JOB NAME: CHILMINGTON GREEN

SITE: 2

LOCATION: LOUDON WAY / A28 CHART ROAD

DATE: 17/09/2013

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						MOVEMENT 2					
	FROM A28 TEMPLER WAY TO CHART ROAD (E)						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						MOVEMENT 4					
	FROM A28 TEMPLER WAY TO A28 CHART ROAD						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						MOVEMENT 6					
	FROM A28 TEMPLER WAY TO A28 TEMPLER WAY						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						MOVEMENT 6					
	FROM A28 TEMPLER WAY TO A28 TEMPLER WAY						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						MOVEMENT 10					
	FROM SIR HENRY BRACKENBURY ROAD TO A28 CHART ROAD						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						MOVEMENT 10					
	FROM SIR HENRY BRACKENBURY ROAD TO A28 CHART ROAD						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						MOVEMENT 20					
	FROM CHART ROAD (S) TO CHART ROAD (E)						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

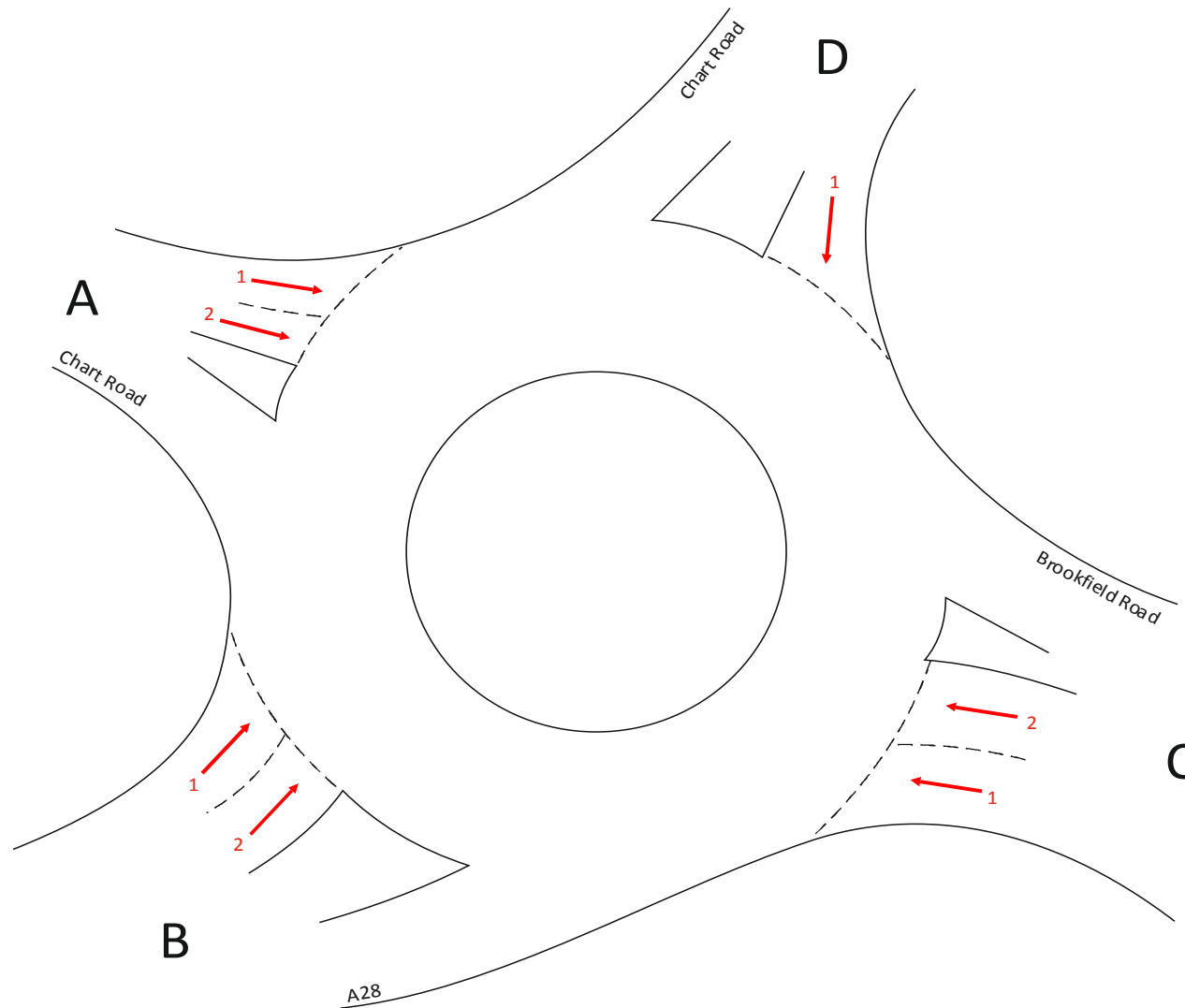
LOCATION: A28 TEMPLER WAY / SIR HENRY BRACKENBURY ROAD / A28 CHART ROAD / CHART ROAD

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



For and on behalf of:



CHILMINGTON GREEN

Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N°: 16768 - 01

Site: 1 - QUEUE LENGTHS

Location: Chart Road /
A28 /
Brookfield Road



For and on behalf of:



CHILMINGTON GREEN

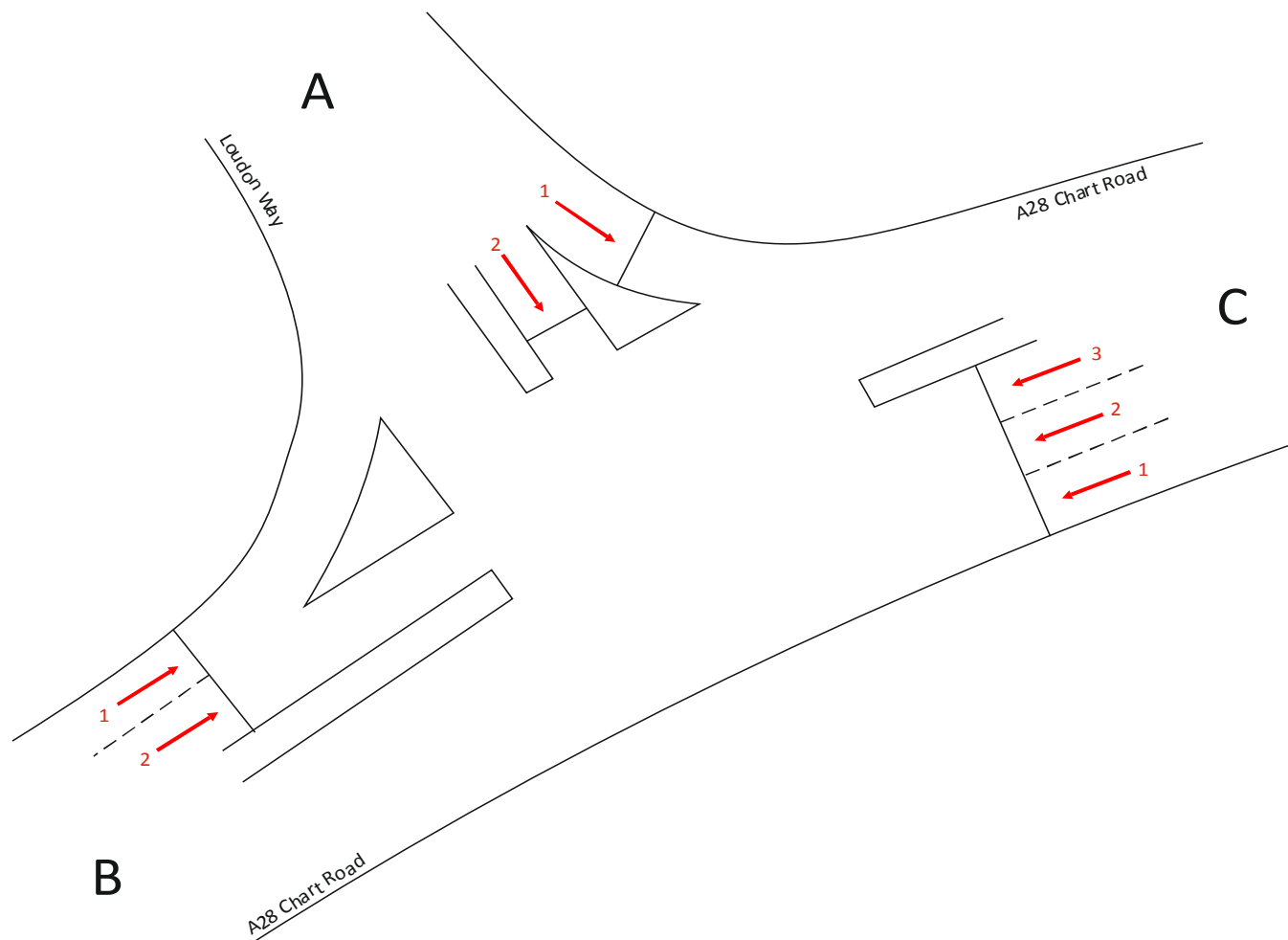
Tuesday 17 September 2013

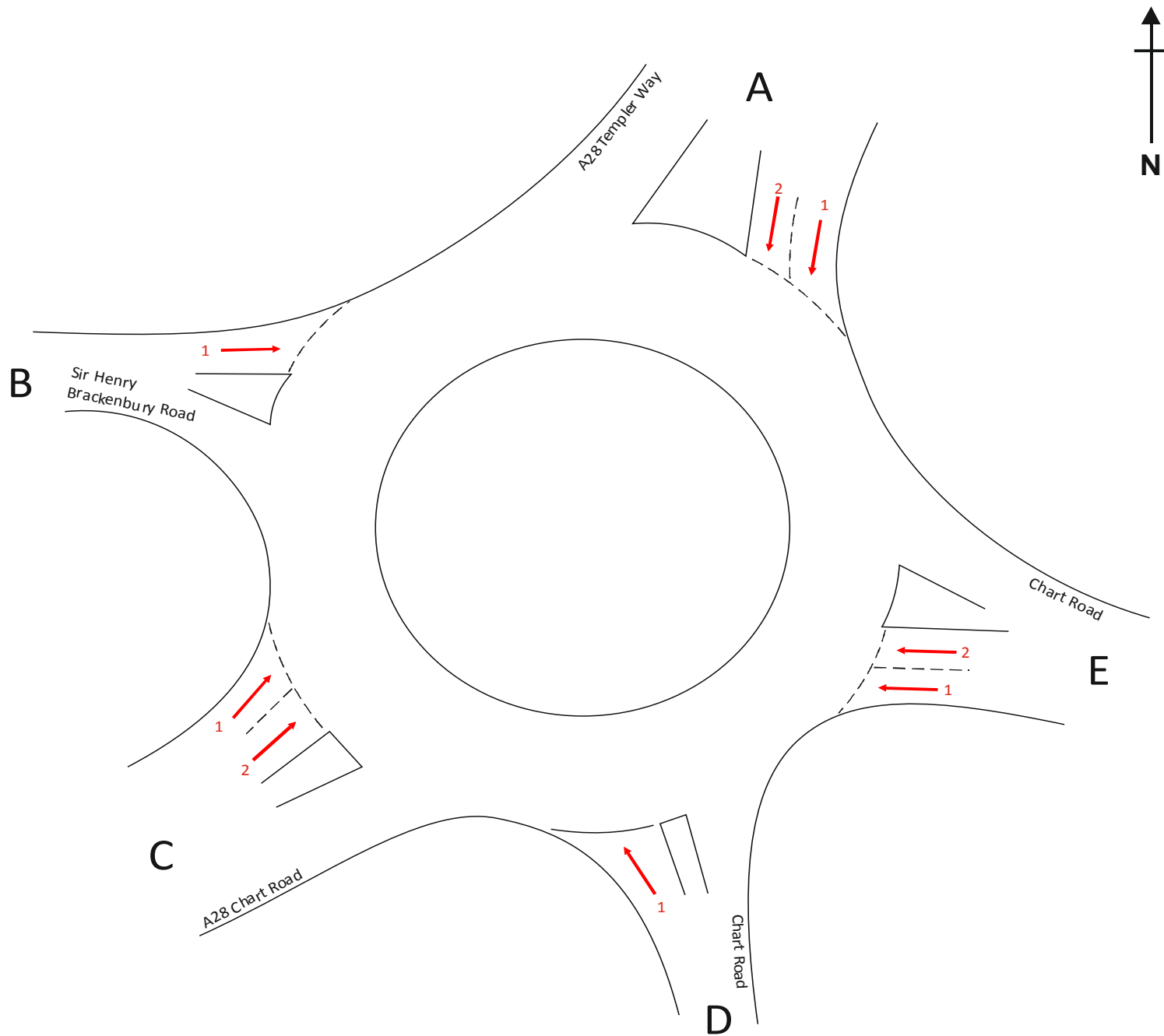
0700-1000
1600-1900

Drawing N°: 16768 - 02

Site: 2 - QUEUE LENGTHS

Location: Loudon Way /
A28 Chart Road





For and on behalf of:



CHILMINGTON GREEN

Tuesday 17 September 2013

0700-1000
1600-1900

Drawing N^o: 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		ARM B		ARM C		ARM D	
	CHART RD (NW)		A28		BROOKFIELD RD		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		ARM B		ARM C		ARM D	
	CHART RD (NW)		A28		BROOKFIELD RD		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		ARM B		ARM C		ARM D	
	CHART RD (NW)		A28		BROOKFIELD RD		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		ARM B		ARM C		ARM D	
	CHART RD (NW)		A28		BROOKFIELD RD		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		ARM B		ARM C		
	LOUDON WAY		A28 CHART RD (SW)		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		ARM B		ARM C		
	LOUDON WAY		A28 CHART RD (SW)		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		ARM B		ARM C		
	LOUDON WAY		A28 CHART RD (SW)		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		ARM B		ARM C		
	LOUDON WAY		A28 CHART RD (SW)		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		ARM B	ARM C		ARM D	ARM E	
	A28 TEMPLER WAY		SIR HENRY BRACKENBURY RD	A28 CHART RD		CHART RD (S)	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		ARM B	ARM C		ARM D	ARM E	
	A28 TEMPLER WAY		SIR HENRY BRACKENBURY RD	A28 CHART RD		CHART RD (S)	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		ARM B	ARM C		ARM D	ARM E	
	A28 TEMPLER WAY		SIR HENRY BRACKENBURY RD	A28 CHART RD		CHART RD (S)	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		ARM B	ARM C		ARM D	ARM E	
	A28 TEMPLER WAY		SIR HENRY BRACKENBURY RD	A28 CHART RD		CHART RD (S)	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					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average	
Site	Location	Direction	Start Date	End Date					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		

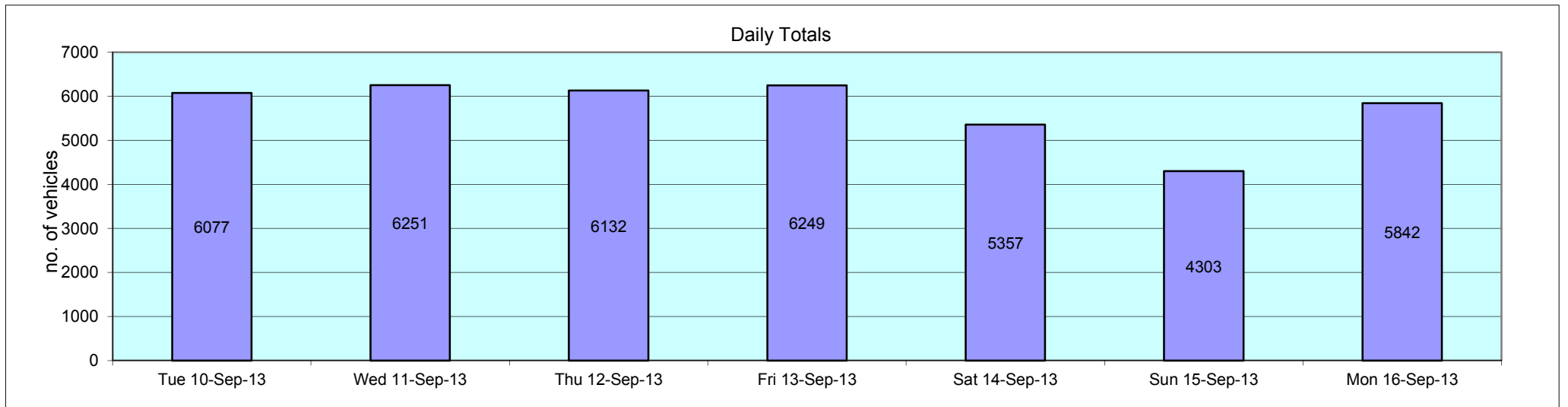
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	51	0	0.0	50	98.0	1	2.0	0	0.0	0	0.0
01:00	17	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
02:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	14	0	0.0	12	85.7	1	7.1	1	7.1	0	0.0
04:00	10	0	0.0	7	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

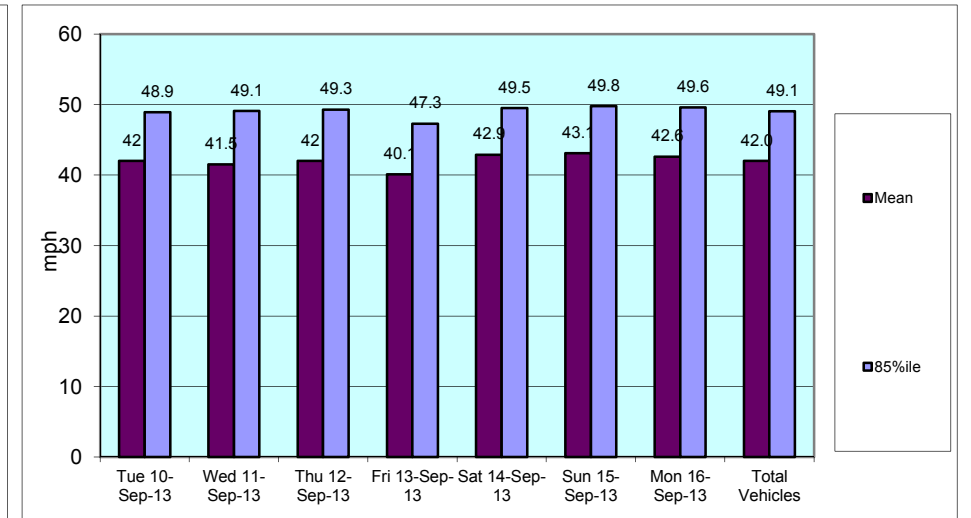
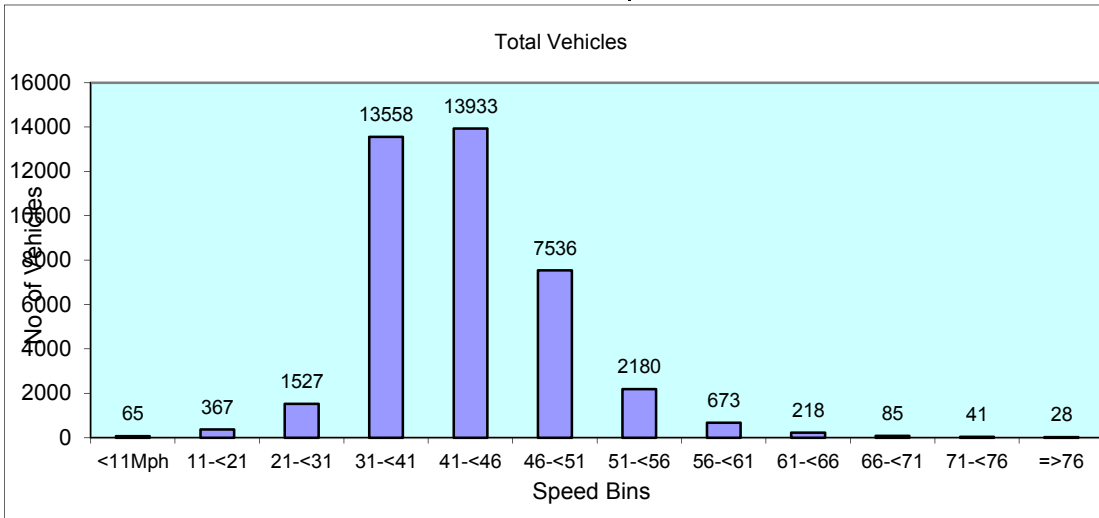
16768		CHILMINGTON GREEN			Site No: 16768001		Location Site 1, A28, Ashford Road, Chilmington Green									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<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

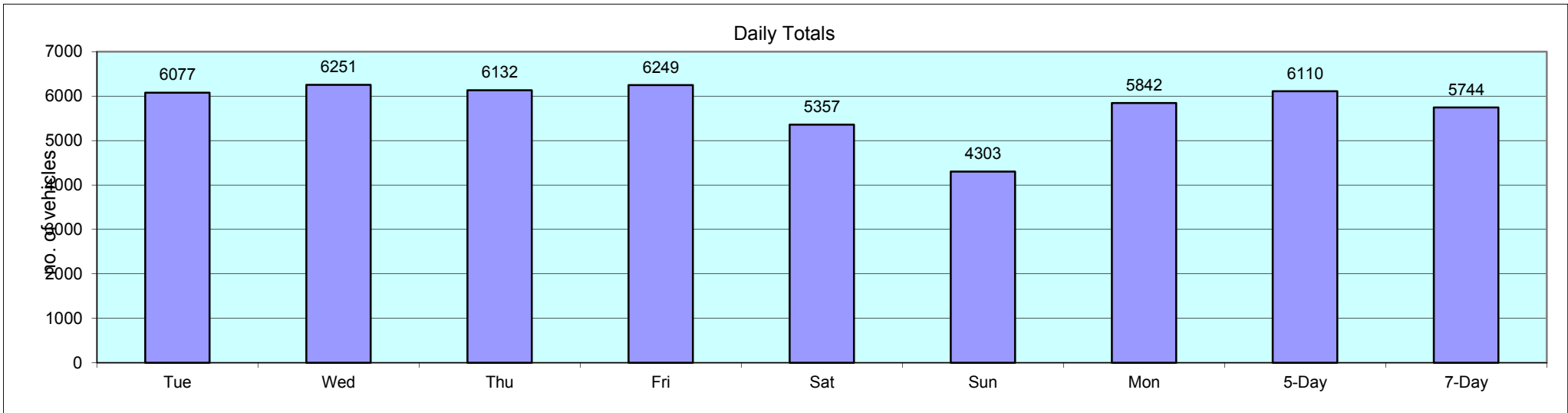
16768 CHILMINGTON GREEN Site No: 16768001 Location Site 1, A28, Ashford Road, Chilmington Green
 Tue 10-Sep-13 to Mon 16-Sep-13 Channel: Northbound

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



16768	CHILMINGTON GREEN			Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green			
	Channel: Northbound								
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

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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		

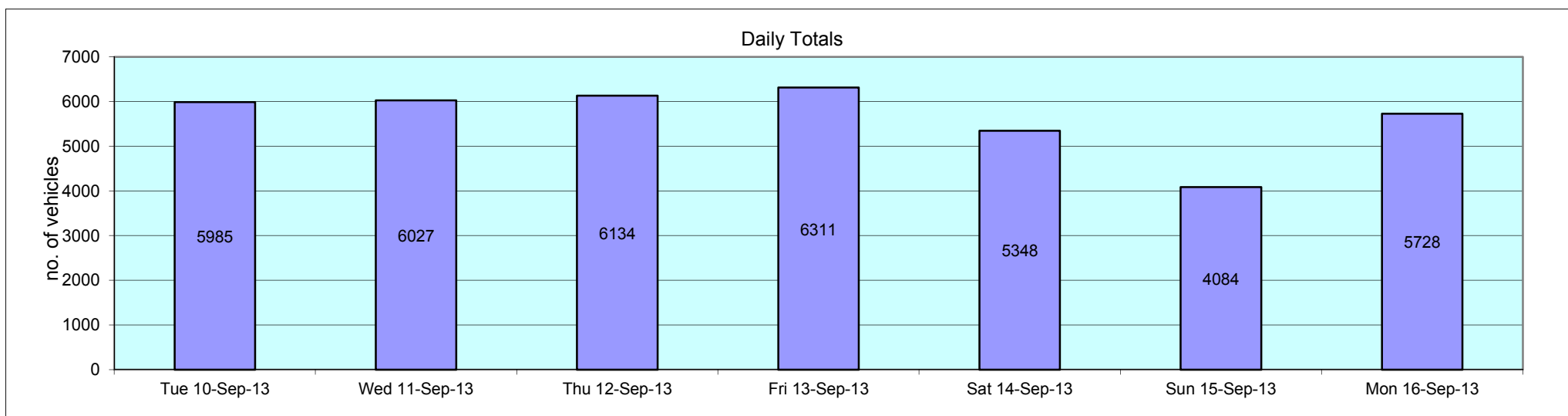
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	47	0	0.0	47	100.0	0	0.0	0	0.0	0	0.0
01:00	29	1	3.5	25	86.2	2	6.9	1	3.5	0	0.0
02:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
03:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
04:00	11	0	0.0	9	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

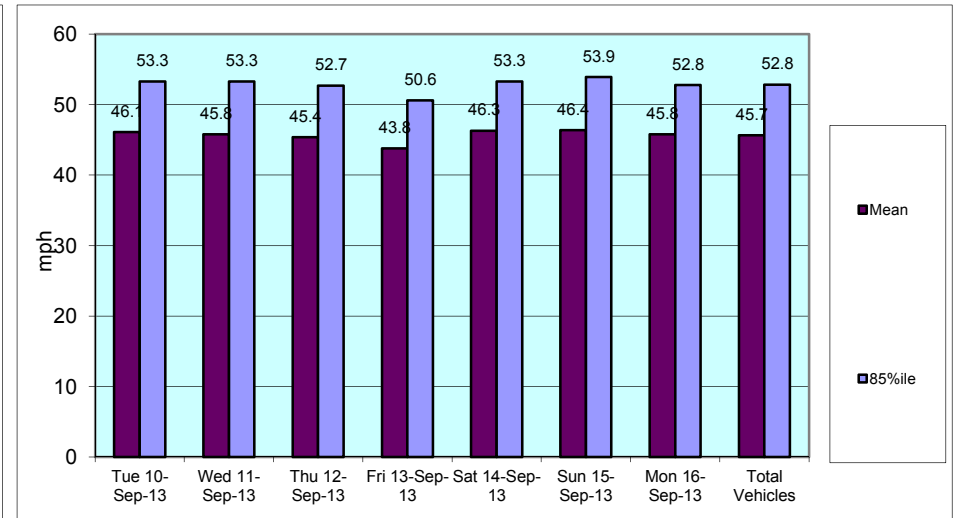
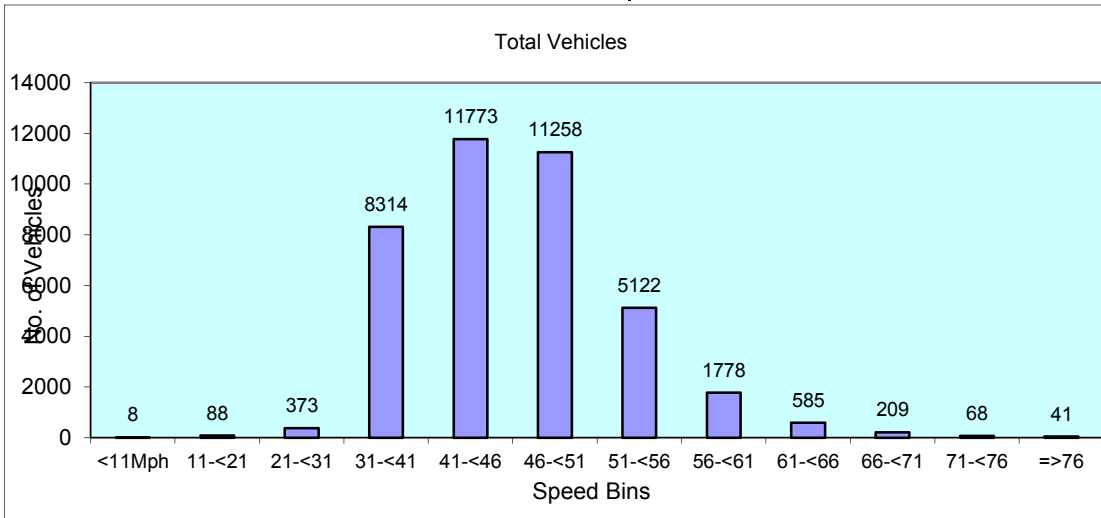
16768		CHILMINGTON GREEN			Site No: 16768001		Location Site 1, A28, Ashford Road, Chilmington Green									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<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

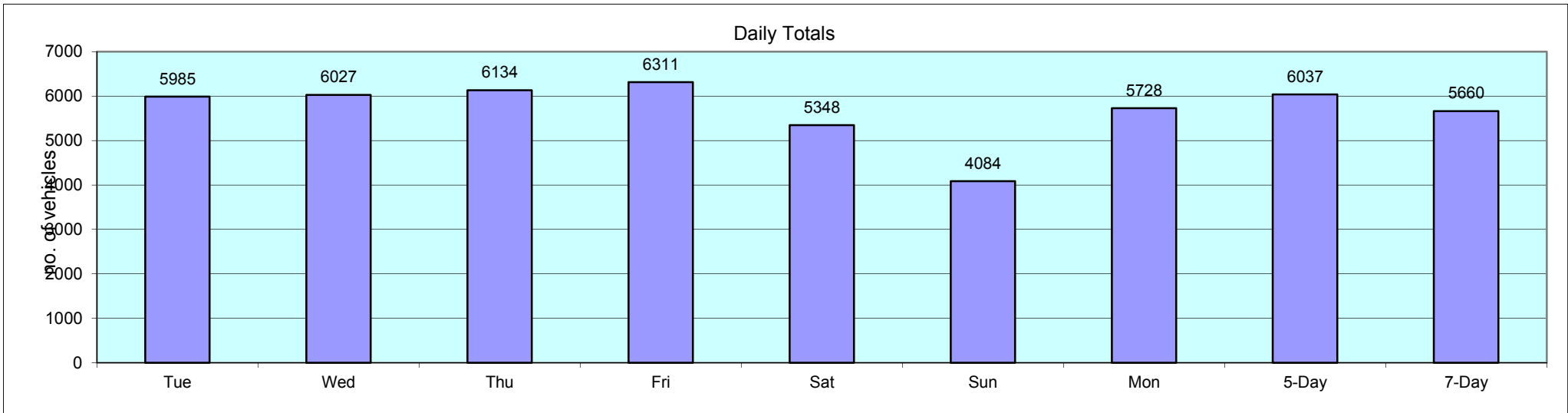
16768	CHILMINGTON GREEN	Site No: 16768001	Location Site 1, A28, Ashford Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound	

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



16768	CHILMINGTON GREEN			Site No: 16768001	Location	Site 1, A28, Ashford Road, Chilmington Green			
	Channel: Southbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Mean Speed
Site No: 16768002	Site 2, A28, Chilmington Green (Horse Warming 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		

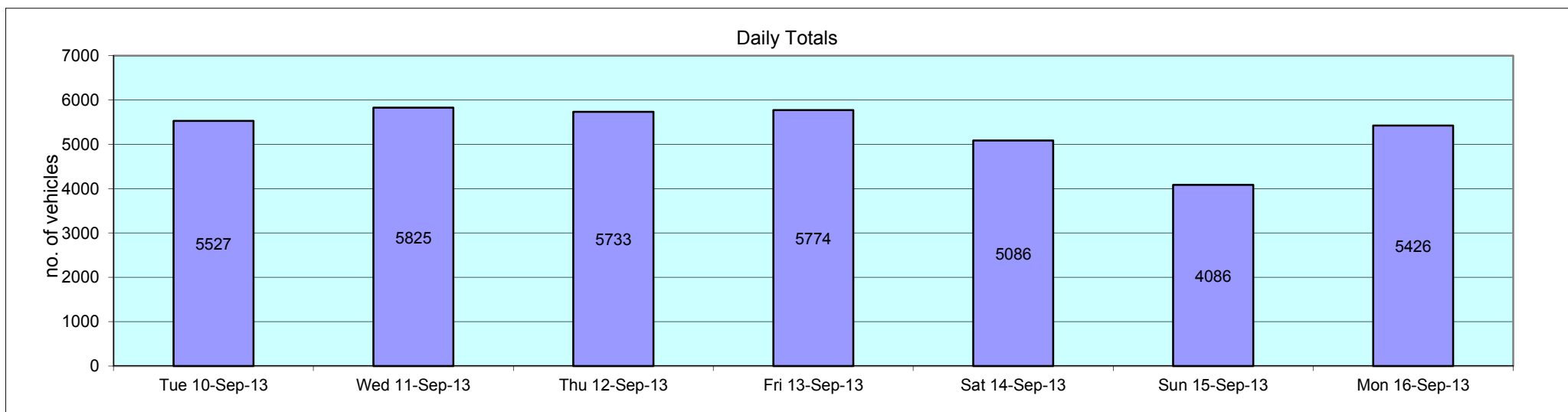
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	47	0	0.0	44	93.6	1	2.1	2	4.3	0	0.0
01:00	17	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
02:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
03:00	10	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
04:00	12	0	0.0	10	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

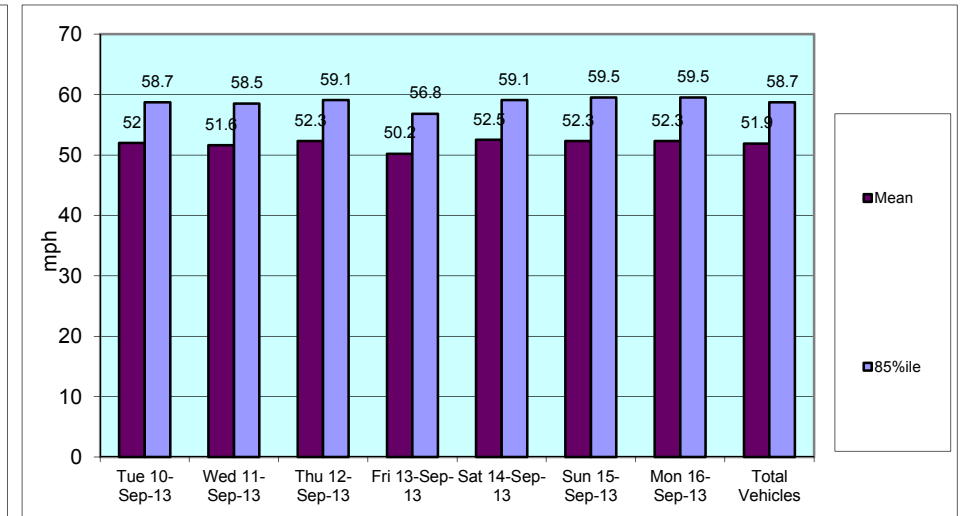
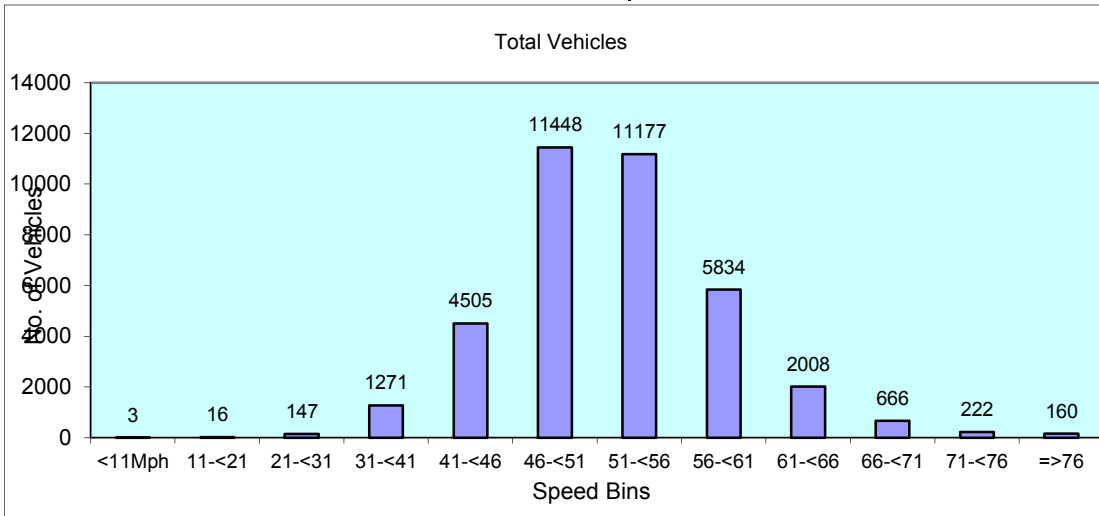
16768		CHILMINGTON GREEN			Site No: 16768002		Location Site 2, A28, Chilmington Green (Horse Warning SP)									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Northeastbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	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

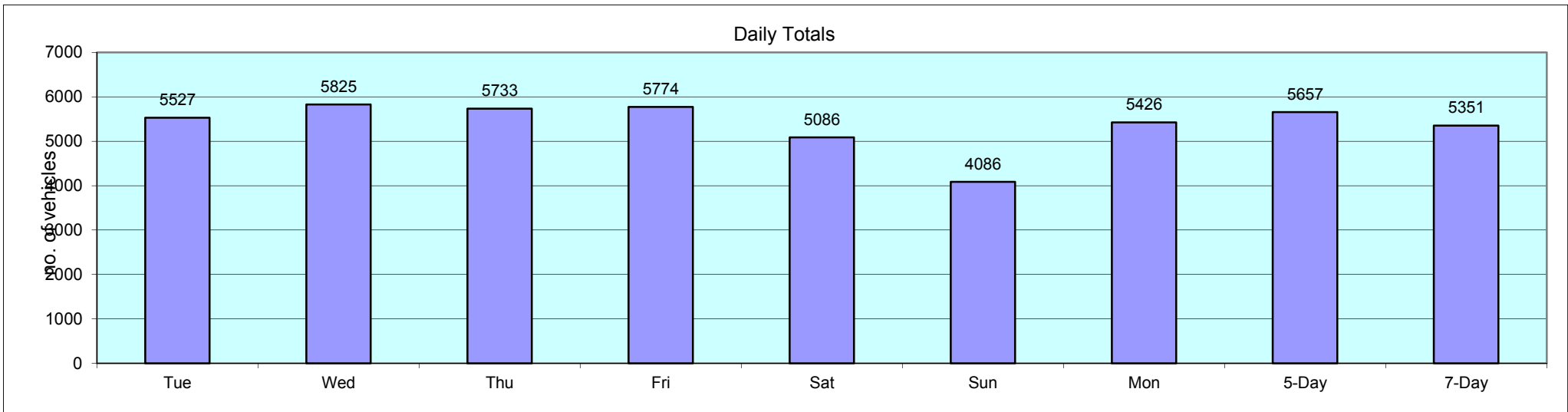
16768 CHILMINGTON GREEN Site No: 16768002 Location Site 2, A28, Chilmington Green (Horse Warning SP)
 Tue 10-Sep-13 to Mon 16-Sep-13 Channel: Northeastbound

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



16768	CHILMINGTON GREEN			Site No: 16768002	Location	Site 2, A28, Chilmington Green (Horse Warning SP)			
	Channel: Northeastbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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

	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
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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

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 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

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 Tue 10-Sep-13 to Mon 16-Sep-13 Channel: Southwestbound

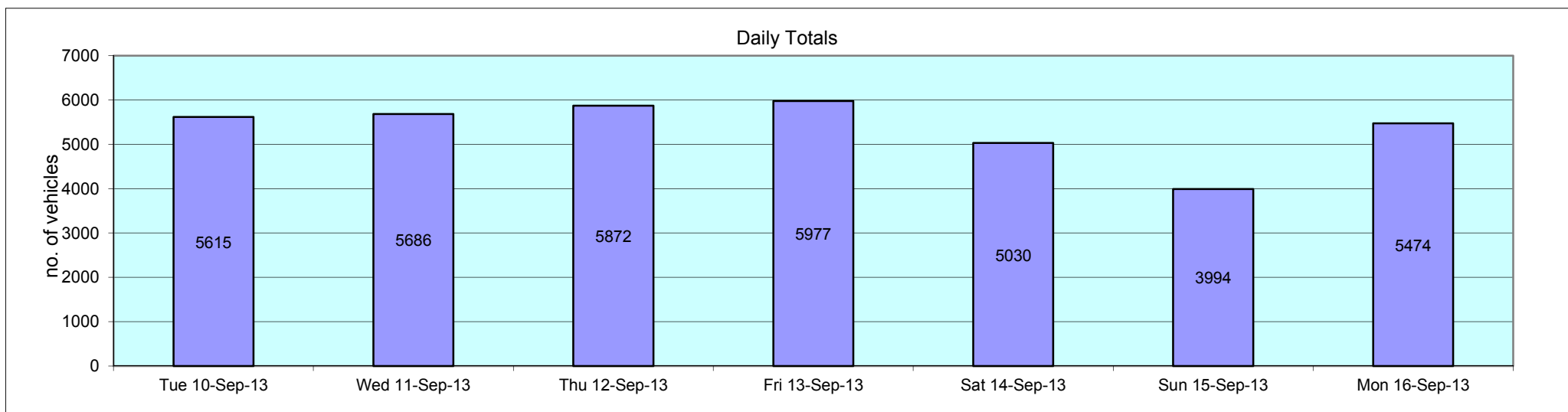
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	47	0	0.0	46	97.9	1	2.1	0	0.0	0	0.0
01:00	30	1	3.3	26	86.7	1	3.3	2	6.7	0	0.0
02:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
03:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
04:00	15	0	0.0	13	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

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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

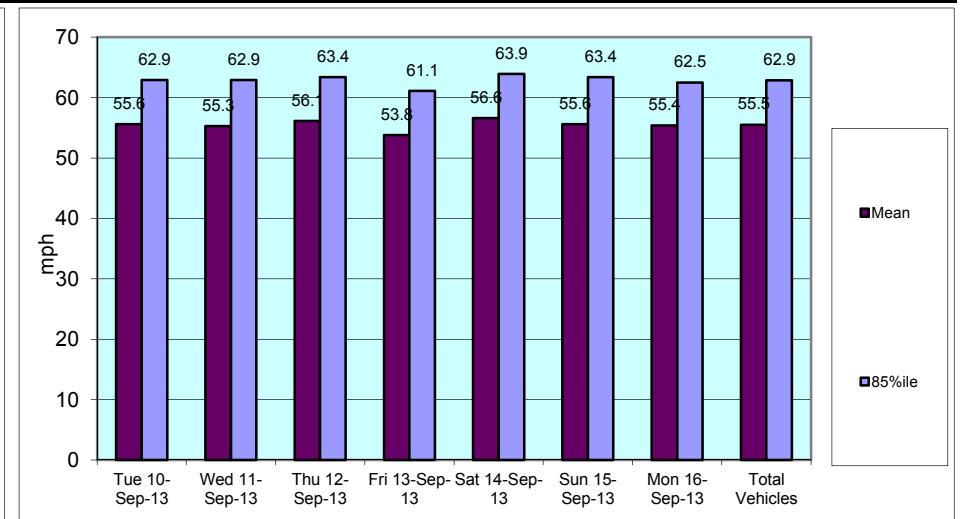
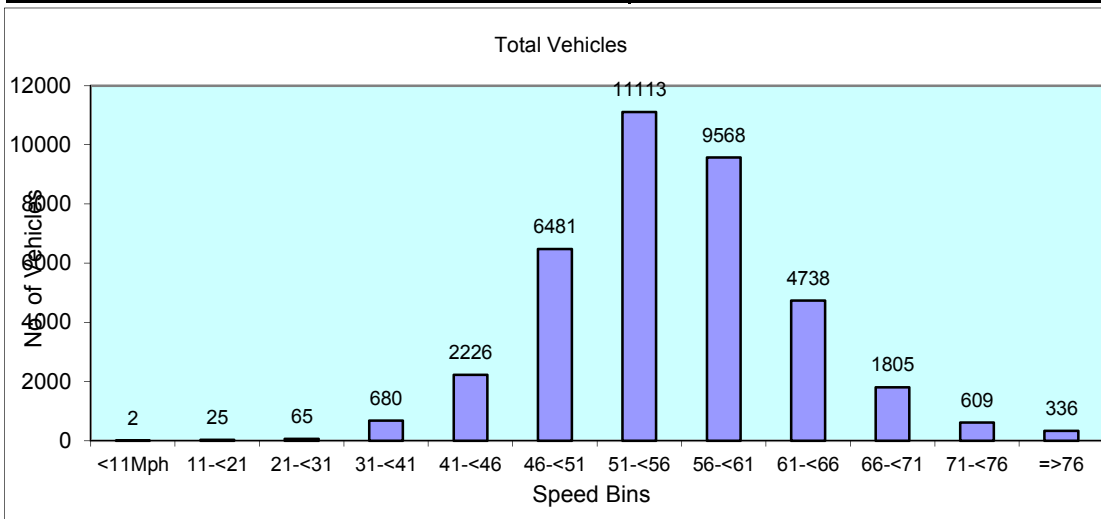
16768		CHILMINGTON GREEN			Site No: 16768002		Location Site 2, A28, Chilmington Green (Horse Warning SP)									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Southwestbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	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

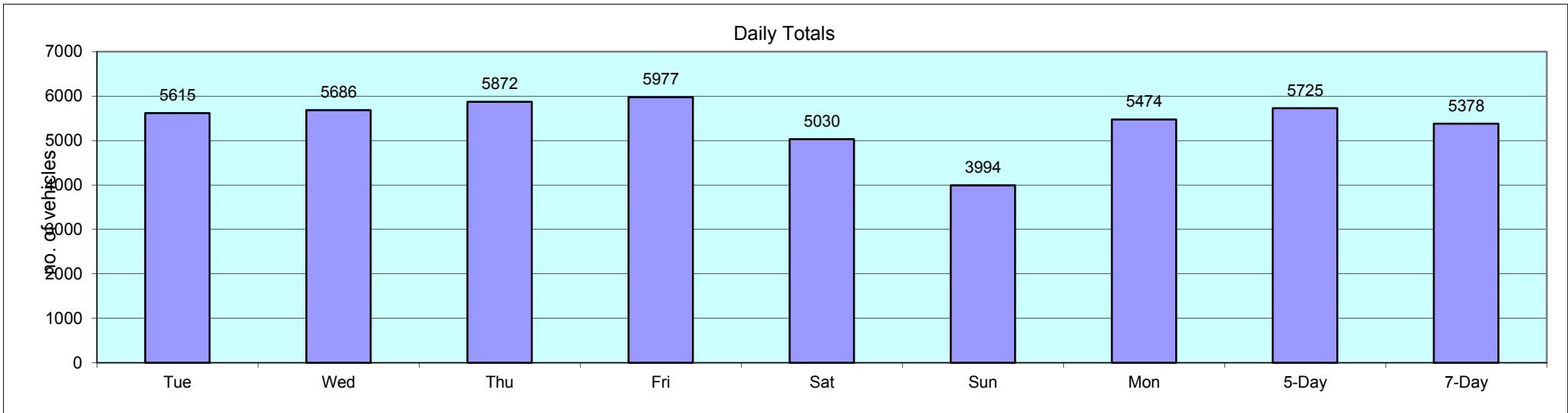
16768	CHILMINGTON GREEN	Site No: 16768002	Location Site 2, A28, Chilmington Green (Horse Warning SP)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southwestbound	

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



16768	CHILMINGTON GREEN			Site No: 16768002		Location		Site 2, A28, Chilmington Green (Horse Warning SP)	
	Channel: Southwestbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

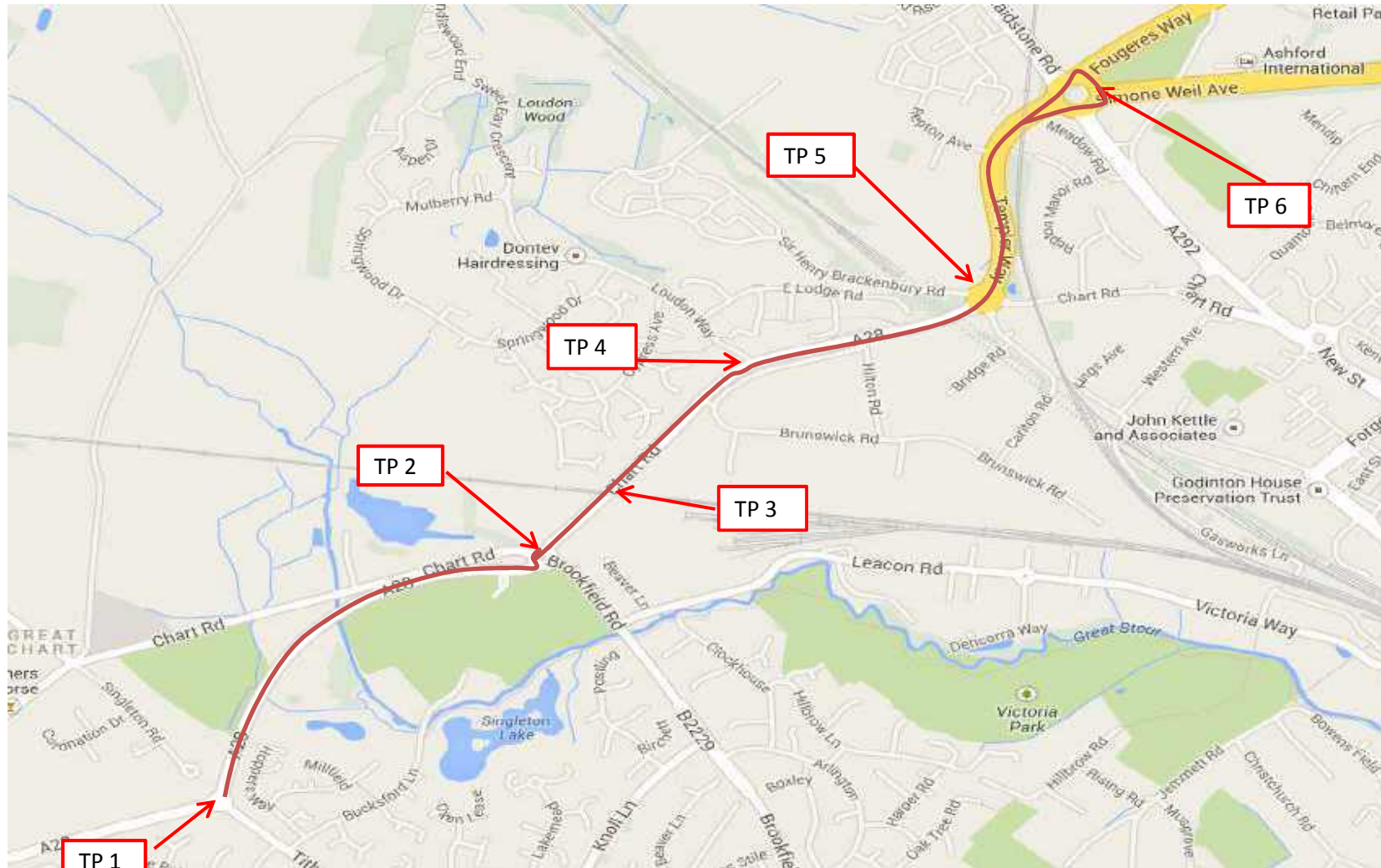
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

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



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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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
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ROUTE: A28

TRIP: 7

DATE: 10/12/2013

DIRECTION: NORTHEAST

START TIME: 12:28:55

DAY: TUESDAY

A NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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
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ROUTE: A28

TRIP: 7

DATE: 10/12/2013

DIRECTION: SOUTHWEST

START TIME: 12:33:46

DAY: TUESDAY

A NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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

TOTAL	00:03:32	00:01:09	00:04:41	1.64	281	21	34
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ROUTE: A28

TRIP: 7

DATE: 10/12/2013

DIRECTION: NORTHEAST

START TIME: 18:00:11

DAY: TUESDAY

A NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							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

A NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	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
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ROUTE: A28

TRIP: 7

DATE: 10/12/2013

DIRECTION: SOUTHWEST

START TIME: 18:04:34

DAY: TUESDAY

A NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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

A NODE	B NODE	START TIME	DELAY TIME ¹		DELAY TIME ²		FINISH TIME	RUN TIME	DELAY TIME	TOTAL TIME	DIST miles	SECS	Average	
			START	FINISH	START	FINISH							SPEED MPH	SPEED 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 Calming Measures

16768		CHILMINGTON GREEN								
SEPTEMBER 2013					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		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		

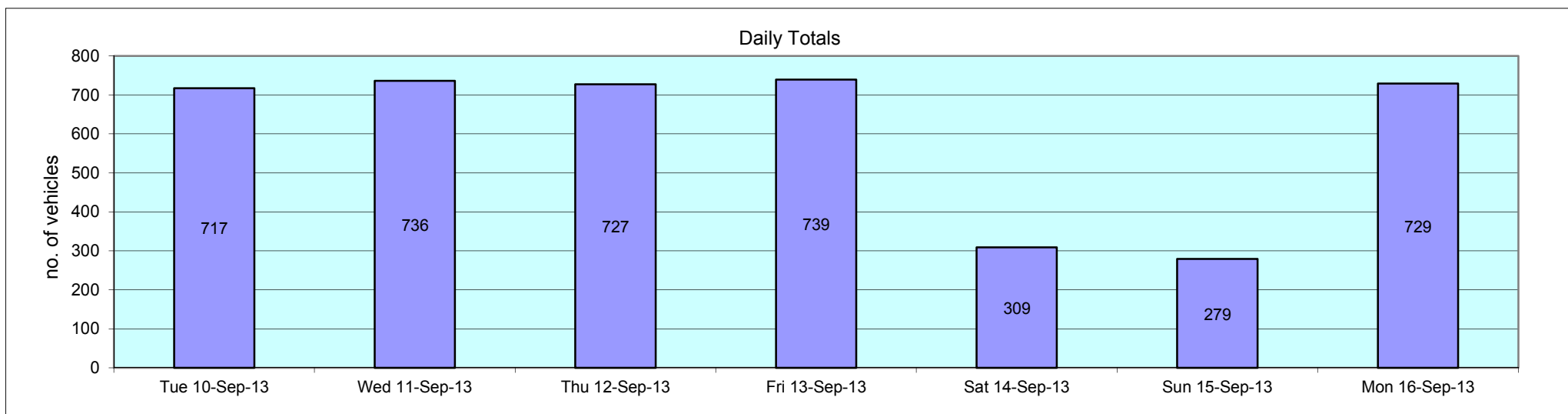
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	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

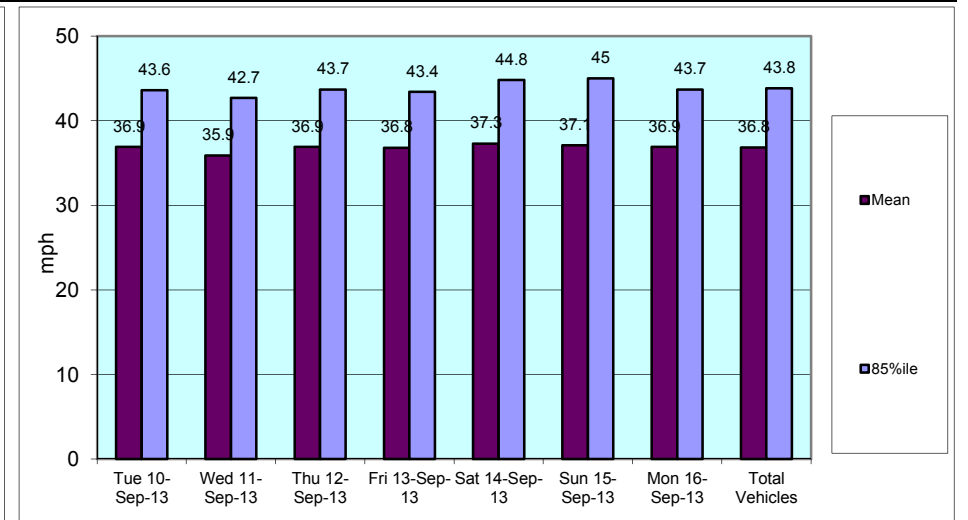
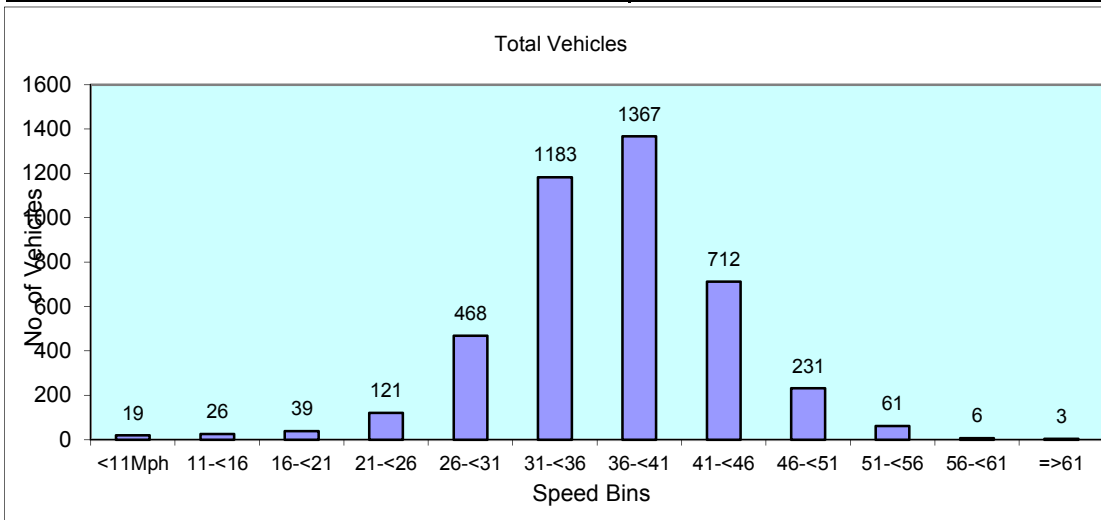
16768		CHILMINGTON GREEN			Site No: 16768003		Location Site 3, Ashford Road, Chilmington Green (40 Sign)									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<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

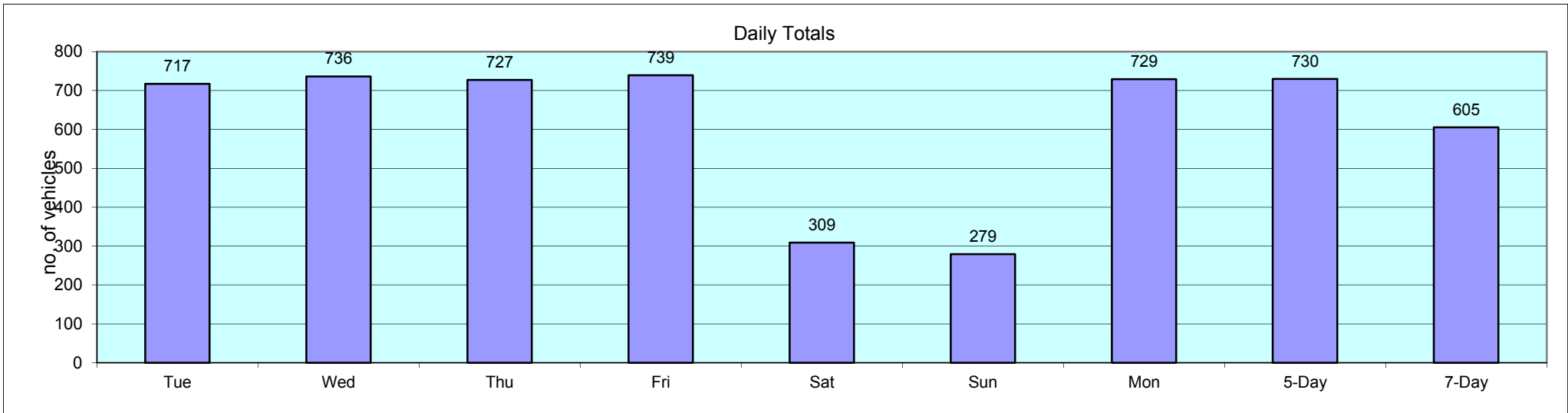
16768	CHILMINGTON GREEN	Site No: 16768003	Location Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound	

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



16768	CHILMINGTON GREEN			Site No: 16768003		Location		Site 3, Ashford Road, Chilmington Green (40 Sign)	
				Channel: Northbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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

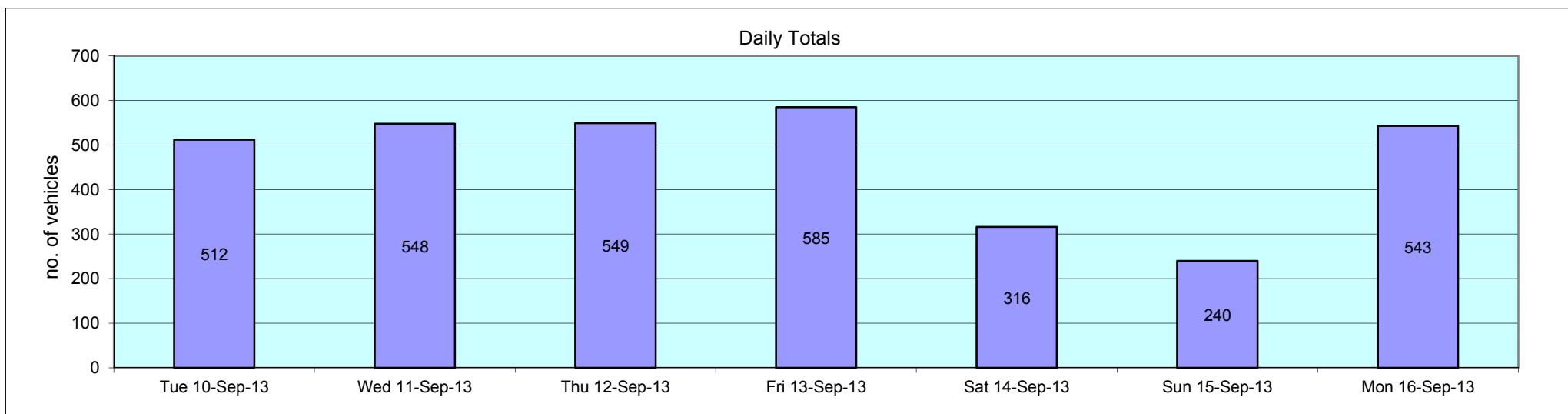
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	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

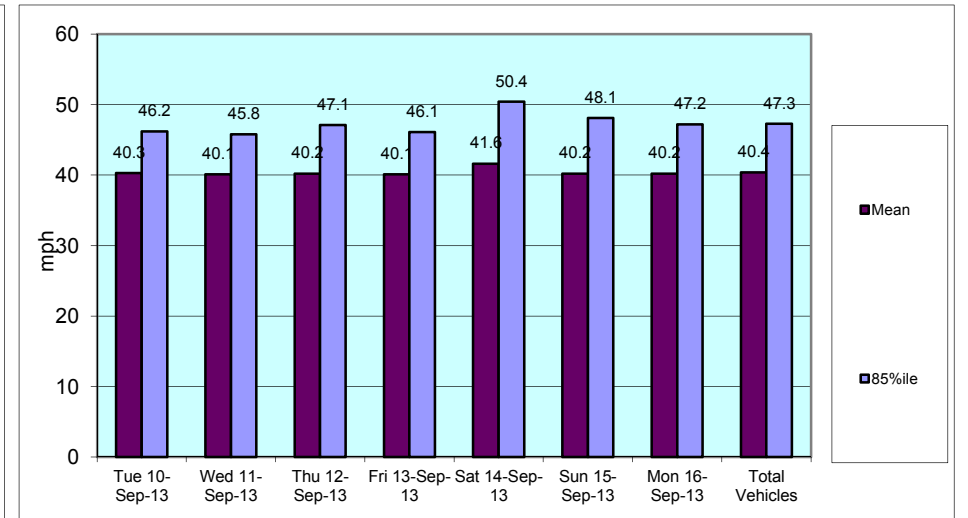
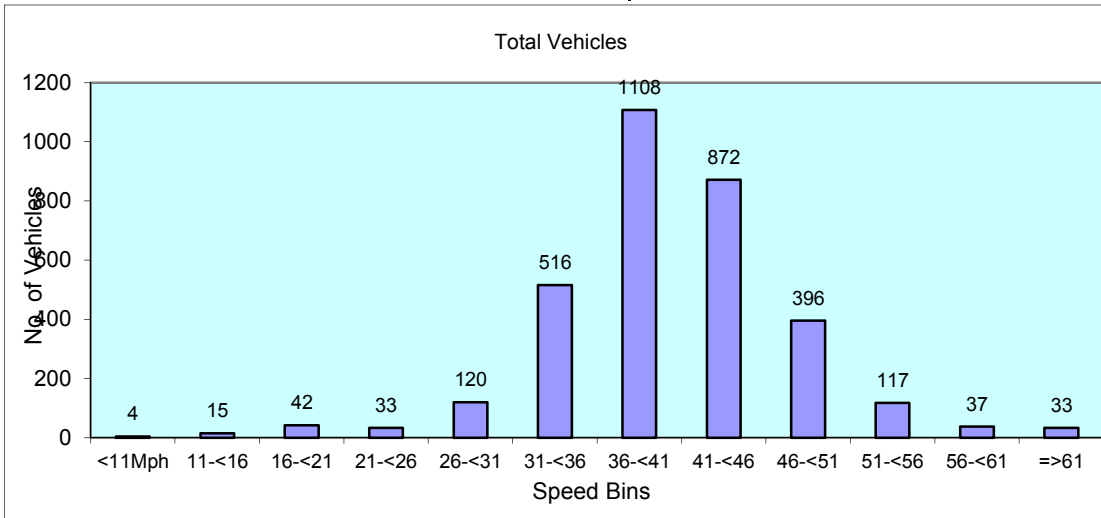
16768		CHILMINGTON GREEN			Site No: 16768003		Location Site 3, Ashford Road, Chilmington Green (40 Sign)									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<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

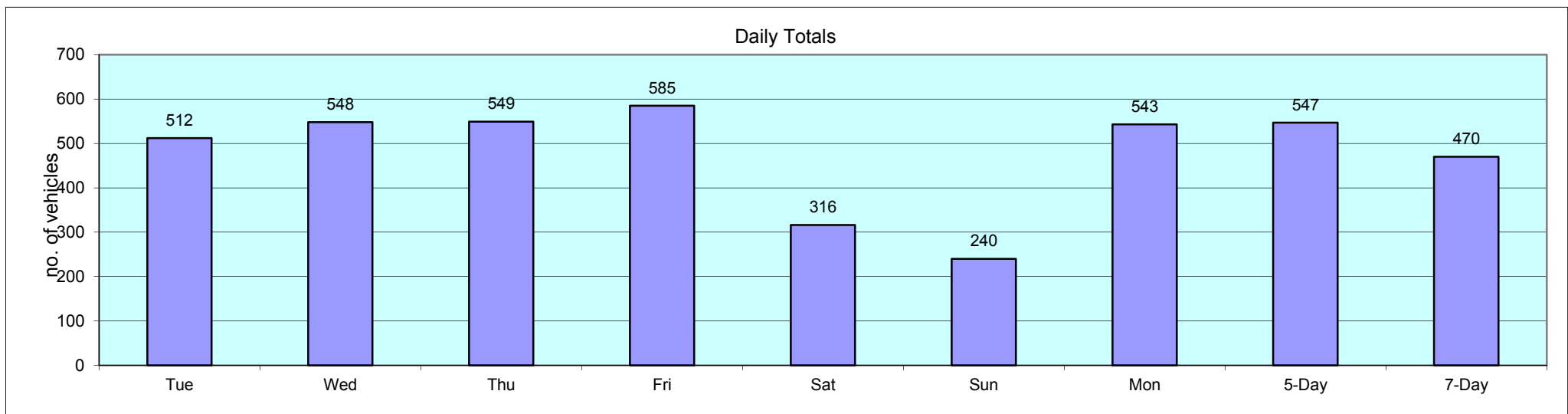
16768	CHILMINGTON GREEN	Site No: 16768003	Location Site 3, Ashford Road, Chilmington Green (40 Sign)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound	

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



16768	CHILMINGTON GREEN			Site No: 16768003		Location		Site 3, Ashford Road, Chilmington Green (40 Sign)	
				Channel: Southbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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			Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		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		

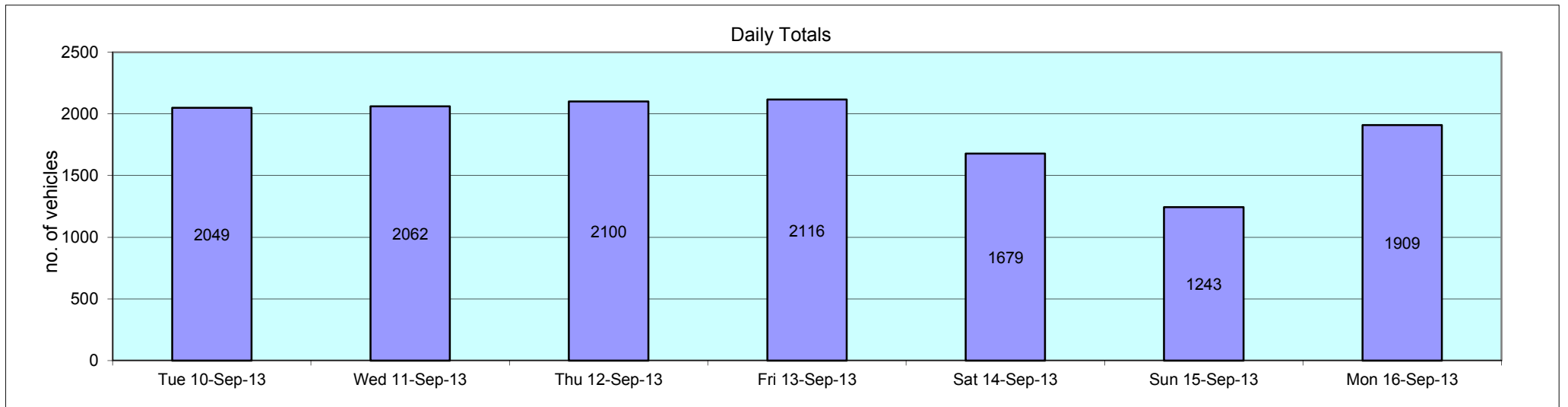
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	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

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
Wed 11-Sep-13																
00:00	4	-	44.1	7.3	0	0	0	1	2	0	1	0	0	0	0	0
01:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	3	-	47.7	11.3	0	0	0	1	0	1	0	1	0	0	0	0
04:00	15	51.4	45.3	6.3	0	0	0	3	5	4	3	0	0	0	0	0
05:00	29	52.4	45.3	8.6	0	0	1	6	9	7	4	1	0	1	0	0
06:00	81	49.9	44.9	6.7	0	0	0	16	33	25	3	2	0	2	0	0
07:00	162	51	44.2	6.9	0	1	2	36	60	38	23	2	0	0	0	0
08:00	225	49.1	42.1	6.7	0	1	3	84	77	42	16	2	0	0	0	0
09:00	122	48.9	42.2	6.6	0	0	4	40	43	28	6	1	0	0	0	0
10:00	122	48.1	42.4	6.4	0	0	0	44	52	17	6	1	2	0	0	0
11:00	133	47.8	41.6	6.7	0	0	2	55	49	18	7	1	0	1	0	0
12:00	125	48.2	40.5	7.8	0	1	7	56	36	13	9	3	0	0	0	0
13:00	128	50.1	43.1	7	0	0	1	46	36	31	11	2	1	0	0	0
14:00	124	49.1	42.3	6.7	0	1	0	47	40	27	8	1	0	0	0	0
15:00	161	48.6	41.4	7.7	1	1	5	61	56	24	10	2	1	0	0	0
16:00	172	45.9	40.4	6	0	0	4	82	60	22	3	1	0	0	0	0
17:00	170	49.4	42	8.4	1	4	5	50	58	38	11	2	1	0	0	0
18:00	92	50.2	42.5	10.4	0	7	1	20	28	26	4	5	0	1	0	0
19:00	80	49.3	41.8	9.1	1	1	2	30	23	16	3	2	1	1	0	0
20:00	43	49.8	43.3	6.5	0	0	1	11	18	8	5	0	0	0	0	0
21:00	33	46.6	40.5	5.9	0	0	0	18	9	5	1	0	0	0	0	0
22:00	25	44.4	37.1	7.4	0	0	5	11	7	2	0	0	0	0	0	0
23:00	10	54.3	49.3	10.3	0	0	0	1	4	1	3	0	0	0	1	0
12H,7-19	1736	49.2	42.1	7.3	2	16	34	621	595	324	114	23	5	2	0	0
16H,6-22	1973	49.2	42.2	7.3	3	17	37	696	678	378	126	27	6	5	0	0
18H,6-24	2008	49.2	42.1	7.4	3	17	42	708	689	381	129	27	6	5	1	0
24H,0-24	2062	49.3	42.2	7.4	3	17	43	720	707	393	137	29	6	6	1	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	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	5	-	43.5	7.9	0	0	0	2	1	1	1	0	0	0	0	0
01:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	5	-	46	8.3	0	0	0	1	2	1	0	1	0	0	0	0
04:00	11	58.1	46.9	12.1	0	0	1	2	2	3	0	2	0	1	0	0
05:00	26	55	47.5	8.6	0	0	0	4	10	4	4	2	1	1	0	0
06:00	67	50.3	43.9	6.3	0	0	0	17	30	11	7	2	0	0	0	0
07:00	163	50.3	43.8	7.1	1	0	1	43	57	42	14	4	1	0	0	0
08:00	251	47.9	42.5	5.6	0	0	0	79	118	41	11	2	0	0	0	0
09:00	128	49.6	43.2	6.8	0	1	1	38	42	37	6	3	0	0	0	0
10:00	105	50	43	7.2	0	0	1	38	33	21	8	2	2	0	0	0
11:00	123	47.5	41.3	6.3	0	0	3	49	46	20	4	1	0	0	0	0
12:00	129	49.2	41.9	7	0	1	0	57	33	28	8	2	0	0	0	0
13:00	146	49.4	42.2	7.1	0	0	4	56	44	29	9	4	0	0	0	0
14:00	137	48.3	41.2	7.6	1	0	2	63	37	28	4	1	0	0	0	1
15:00	178	48.2	41.6	6.6	0	1	3	68	66	29	10	1	0	0	0	0
16:00	157	49.3	43.5	6.2	0	1	1	37	68	39	9	2	0	0	0	0
17:00	161	50.3	44.1	7.3	1	1	0	37	63	40	13	4	2	0	0	0
18:00	109	52.2	43.8	8.4	0	2	1	31	36	19	13	5	2	0	0	0
19:00	85	50.5	43.8	6.9	0	0	2	22	29	21	9	2	0	0	0	0
20:00	42	49.1	43.4	6.7	0	0	0	13	16	10	0	3	0	0	0	0
21:00	39	48.1	42.8	7.6	0	0	0	15	16	4	1	1	2	0	0	0
22:00	21	48.3	40.3	8	0	0	1	12	3	3	1	1	0	0	0	0
23:00	10	43.5	36.8	7.6	0	0	2	5	2	1	0	0	0	0	0	0
12H,7-19	1787	49.4	42.7	6.9	3	7	17	596	643	373	109	31	7	0	0	1
16H,6-22	2020	49.5	42.8	6.9	3	7	19	663	734	419	126	39	9	0	0	1
18H,6-24	2051	49.4	42.7	6.9	3	7	22	680	739	423	127	40	9	0	0	1
24H,0-24	2100	49.6	42.8	7	3	7	23	689	754	433	133	45	10	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	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	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
01:00	2	-	48.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	5	-	37.5	4.4	0	0	0	4	1	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	8	-	38.8	8.4	0	0	1	4	2	0	1	0	0	0	0	0
05:00	26	50.3	43.2	7.8	0	0	1	8	8	5	3	1	0	0	0	0
06:00	78	49.9	43.6	6.4	0	0	0	25	22	24	6	1	0	0	0	0
07:00	156	49.8	43.8	7.1	1	0	5	26	72	37	12	2	0	1	0	0
08:00	235	48.7	42.8	5.9	0	0	2	68	104	46	14	1	0	0	0	0
09:00	137	46	40.9	5.7	0	0	0	65	51	16	4	1	0	0	0	0
10:00	133	46.8	40.9	6.9	0	2	4	49	55	17	5	1	0	0	0	0
11:00	116	48.9	42.4	6.1	0	0	0	43	44	19	10	0	0	0	0	0
12:00	134	47.2	40.9	6.4	0	0	6	52	50	22	4	0	0	0	0	0
13:00	140	49.6	43.1	7.2	0	0	2	46	52	26	7	4	3	0	0	0
14:00	141	48.5	40.8	7.7	0	0	9	63	35	25	5	2	2	0	0	0
15:00	190	47.5	40.6	7	0	0	7	93	54	23	9	3	1	0	0	0
16:00	152	48.6	41.7	6.9	1	0	3	56	53	30	9	0	0	0	0	0
17:00	160	47.6	41.2	6	0	0	0	77	51	24	7	1	0	0	0	0
18:00	114	48.9	41.1	8.3	0	1	10	38	37	18	7	2	1	0	0	0
19:00	81	45.6	39.5	6.3	0	0	3	46	21	9	1	1	0	0	0	0
20:00	48	45.2	38.9	6.4	0	0	2	30	10	5	0	1	0	0	0	0
21:00	23	44.1	38.1	6.7	0	0	2	14	5	1	1	0	0	0	0	0
22:00	24	45.1	39	6	0	0	1	14	6	3	0	0	0	0	0	0
23:00	10	42.7	37.3	5.8	0	0	1	6	3	0	0	0	0	0	0	0
12H,7-19	1808	48.5	41.7	6.8	2	3	48	676	658	303	93	17	7	1	0	0
16H,6-22	2038	48.4	41.6	6.8	2	3	55	791	716	342	101	20	7	1	0	0
18H,6-24	2072	48.4	41.6	6.8	2	3	57	811	725	345	101	20	7	1	0	0
24H,0-24	2116	48.4	41.6	6.8	2	3	59	828	738	352	105	21	7	1	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	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	5	-	34.5	9.6	0	0	2	2	0	1	0	0	0	0	0	0
01:00	6	-	43.5	6.4	0	0	0	2	1	3	0	0	0	0	0	0
02:00	2	-	48.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
03:00	3	-	42.7	6.3	0	0	0	1	1	1	0	0	0	0	0	0
04:00	5	-	41	7.3	0	0	0	3	0	2	0	0	0	0	0	0
05:00	6	-	43.5	7.1	0	0	0	2	2	1	1	0	0	0	0	0
06:00	25	55.4	46.5	9	0	0	0	6	7	7	1	2	1	1	0	0
07:00	69	50.8	45.3	7.1	0	0	0	15	24	20	5	4	0	1	0	0
08:00	89	49.5	43.6	5.9	0	0	0	25	31	27	6	0	0	0	0	0
09:00	156	48.8	41.8	7.7	0	1	8	52	55	29	7	1	3	0	0	0
10:00	139	49	42.6	6.3	0	0	0	50	54	23	9	3	0	0	0	0
11:00	148	48.3	41.1	7.1	1	0	2	68	44	22	9	2	0	0	0	0
12:00	148	49.5	43.5	6.2	0	0	0	42	60	33	11	1	0	1	0	0
13:00	139	50.3	43.1	7.6	0	2	1	44	45	30	15	1	0	1	0	0
14:00	107	50	43.4	7.6	0	2	0	31	35	28	7	3	1	0	0	0
15:00	133	49.3	42.6	7	0	0	1	50	47	22	10	1	1	1	0	0
16:00	135	47.5	41.3	6.4	0	1	1	57	50	18	8	0	0	0	0	0
17:00	112	50.2	43.4	7.3	0	1	1	32	43	21	9	5	0	0	0	0
18:00	69	48.8	43	7.6	0	1	0	20	31	11	4	1	0	0	1	0
19:00	68	51.2	44.1	8.2	0	1	1	17	23	15	7	2	2	0	0	0
20:00	39	52.7	43.4	8.6	0	0	0	17	10	4	5	2	0	1	0	0
21:00	33	50	42.7	7.5	0	0	1	12	9	7	3	1	0	0	0	0
22:00	22	51.3	41.7	9.5	0	0	1	11	5	1	3	0	0	1	0	0
23:00	21	51.6	42	7.8	0	0	0	11	5	1	3	1	0	0	0	0
12H,7-19	1444	49.5	42.7	7	1	8	14	486	519	284	100	22	5	4	1	0
16H,6-22	1609	49.7	42.8	7.2	1	9	16	538	568	317	116	29	8	6	1	0
18H,6-24	1652	49.7	42.8	7.2	1	9	17	560	578	319	122	30	8	7	1	0
24H,0-24	1679	49.7	42.8	7.2	1	9	19	570	583	327	124	30	8	7	1	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	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	12	44.5	40	8.5	0	0	1	6	3	1	0	1	0	0	0	0
01:00	5	-	44.5	8.3	0	0	0	2	0	2	1	0	0	0	0	0
02:00	1	-	58.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	2	-	48.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
04:00	2	-	47.3	15.9	0	0	0	1	0	0	0	1	0	0	0	0
05:00	7	-	41	9.3	0	0	1	2	2	1	1	0	0	0	0	0
06:00	17	50.3	45.3	6.3	0	0	0	4	3	8	2	0	0	0	0	0
07:00	46	47	41.5	8.5	0	2	0	15	21	3	4	0	1	0	0	0
08:00	57	56	45	11.3	0	4	0	11	12	16	5	6	3	0	0	0
09:00	109	52.2	44.2	9.2	1	2	0	29	32	25	13	4	2	0	1	0
10:00	119	52.5	43.5	11.7	0	11	2	16	39	30	9	8	3	0	0	1
11:00	99	49.1	42.9	7	0	2	0	26	42	22	5	2	0	0	0	0
12:00	139	50.9	44.1	6.2	0	0	0	34	59	25	20	0	1	0	0	0
13:00	104	50.4	44	6.3	0	0	0	27	44	19	11	3	0	0	0	0
14:00	97	48.3	41.8	7.7	0	0	8	25	41	17	4	1	0	1	0	0
15:00	85	48.3	42.5	6.2	0	0	0	30	35	15	3	1	1	0	0	0
16:00	95	47.8	41.4	6.2	0	0	2	38	35	15	5	0	0	0	0	0
17:00	64	50.1	43.5	6.8	0	0	1	18	25	12	6	2	0	0	0	0
18:00	63	47.7	41.9	5.6	0	0	0	24	25	12	2	0	0	0	0	0
19:00	42	45.8	41	6	0	0	1	17	18	4	2	0	0	0	0	0
20:00	27	43.9	37.3	7.1	0	0	4	15	6	1	1	0	0	0	0	0
21:00	26	47	40.3	7.4	0	0	1	14	6	3	1	1	0	0	0	0
22:00	18	42	37.1	5	0	0	1	13	4	0	0	0	0	0	0	0
23:00	7	-	40.3	7.9	0	0	0	5	0	1	1	0	0	0	0	0
12H,7-19	1077	50.2	43.1	8	1	21	13	293	410	211	87	27	11	1	1	1
16H,6-22	1189	50	42.9	7.9	1	21	19	343	443	227	93	28	11	1	1	1
18H,6-24	1214	50	42.8	7.9	1	21	20	361	447	228	94	28	11	1	1	1
24H,0-24	1243	50	42.8	8	1	21	22	372	453	232	97	31	11	1	1	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
Mon 16-Sep-13																
00:00	1	-	36	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1	-	48.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	3	-	42.7	6.3	0	0	0	1	1	1	0	0	0	0	0	0
03:00	3	-	50.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	9	-	46	5.2	0	0	0	1	3	4	1	0	0	0	0	0
05:00	27	51.6	42.7	10.3	0	2	0	7	7	6	4	1	0	0	0	0
06:00	68	52.4	44.9	7.8	0	0	1	18	19	17	8	3	2	0	0	0
07:00	171	50.4	43.4	6.8	1	0	0	49	71	27	20	3	0	0	0	0
08:00	232	49.1	43.3	6.1	0	0	0	66	104	43	13	5	0	1	0	0
09:00	131	49.7	43.9	6	0	0	0	30	63	24	10	4	0	0	0	0
10:00	87	48.8	42.8	6.3	0	0	0	29	36	15	4	3	0	0	0	0
11:00	92	49.2	42	7.8	1	0	1	36	30	15	5	4	0	0	0	0
12:00	107	49.1	42.3	6.6	0	0	1	42	33	23	6	2	0	0	0	0
13:00	127	50.9	44.9	6.6	0	0	0	28	48	32	11	8	0	0	0	0
14:00	129	49.3	41.8	7.1	0	0	2	58	36	20	9	4	0	0	0	0
15:00	160	48.7	41.9	7.4	0	3	2	55	60	29	8	2	1	0	0	0
16:00	147	48.5	41.3	7.3	0	2	4	57	48	27	7	2	0	0	0	0
17:00	129	50.3	44.6	6.4	0	0	0	30	47	37	11	2	2	0	0	0
18:00	110	51.8	46	6.6	0	0	0	20	32	39	12	6	1	0	0	0
19:00	83	47.4	38.7	8.4	0	0	12	41	14	11	3	1	1	0	0	0
20:00	42	47.5	40.9	6.7	0	0	1	20	13	4	4	0	0	0	0	0
21:00	25	50.7	42.9	7	0	0	0	10	7	4	4	0	0	0	0	0
22:00	18	55.7	43.1	9	0	0	0	9	4	1	1	3	0	0	0	0
23:00	7	-	41.7	6.1	0	0	0	3	2	2	0	0	0	0	0	0
12H,7-19	1622	49.8	43.2	6.8	2	5	10	500	608	331	116	45	4	1	0	0
16H,6-22	1840	49.8	43	7	2	5	24	589	661	367	135	49	7	1	0	0
18H,6-24	1865	49.9	43	7	2	5	24	601	667	370	136	52	7	1	0	0
24H,0-24	1909	49.9	43	7.1	2	7	24	611	679	383	141	54	7	1	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	

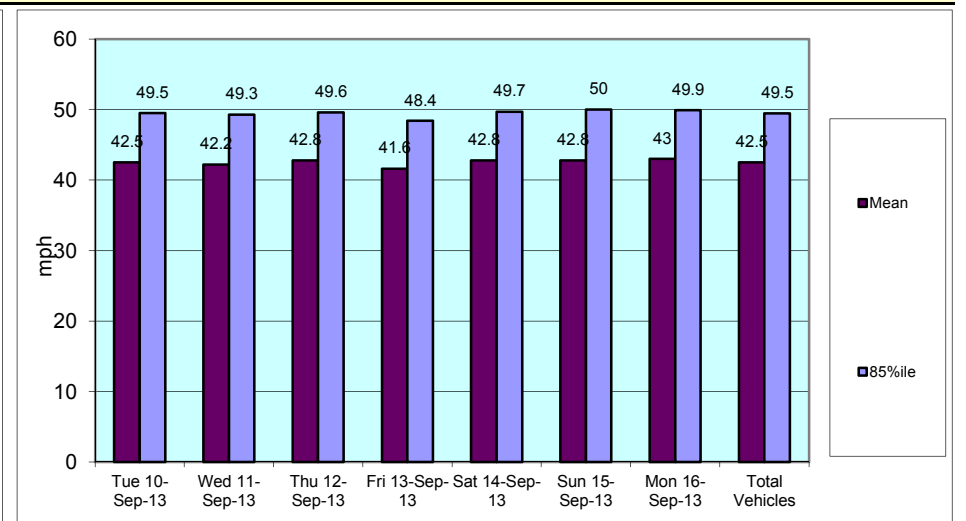
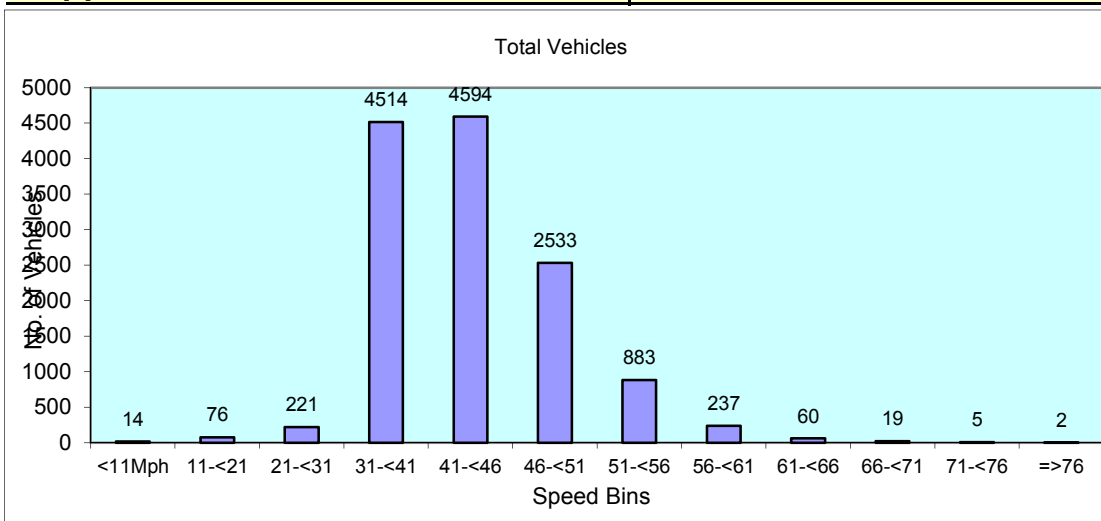
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Tue 10-Sep-13	2049	49.5	42.5	7.2	2	12	31	724	680	413	146	27	11	1	2	0
Wed 11-Sep-13	2062	49.3	42.2	7.4	3	17	43	720	707	393	137	29	6	6	1	0
Thu 12-Sep-13	2100	49.6	42.8	7	3	7	23	689	754	433	133	45	10	2	0	1
Fri 13-Sep-13	2116	48.4	41.6	6.8	2	3	59	828	738	352	105	21	7	1	0	0
Sat 14-Sep-13	1679	49.7	42.8	7.2	1	9	19	570	583	327	124	30	8	7	1	0
Sun 15-Sep-13	1243	50	42.8	8	1	21	22	372	453	232	97	31	11	1	1	1
Mon 16-Sep-13	1909	49.9	43	7.1	2	7	24	611	679	383	141	54	7	1	0	0

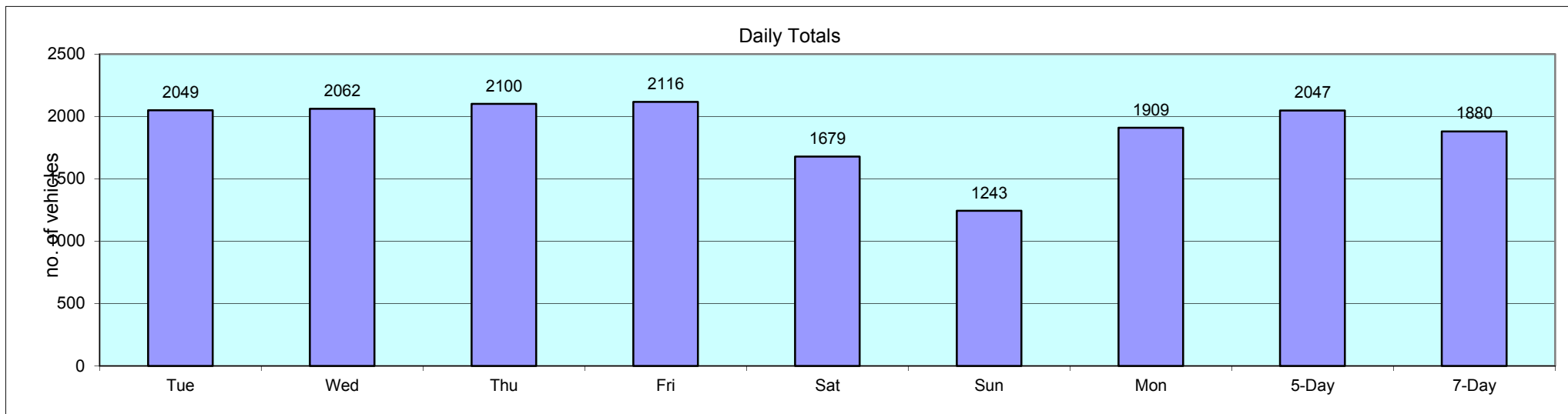
Total Vehicles

[--]	13158	49.5	42.5	7.2	14	76	221	4514	4594	2533	883	237	60	19	5	2
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16768	CHILMINGTON GREEN	Site No: 16768004		Location	Site 4, Chilmington Green Road (TP 3)				
	Channel: Northbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av
Week Begin: 10-Sep-13									
00:00	5	4	5	2	5	12	1	3	5
01:00	3	2	1	2	6	5	1	2	3
02:00	5	1	1	5	2	1	3	3	3
03:00	5	3	5	1	3	2	3	3	3
04:00	9	15	11	8	5	2	9	10	8
05:00	22	29	26	26	6	7	27	26	20
06:00	75	81	67	78	25	17	68	74	59
07:00	166	162	163	156	69	46	171	164	133
08:00	239	225	251	235	89	57	232	236	190
09:00	125	122	128	137	156	109	131	129	130
10:00	116	122	105	133	139	119	87	113	117
11:00	111	133	123	116	148	99	92	115	117
12:00	119	125	129	134	148	139	107	123	129
13:00	125	128	146	140	139	104	127	133	130
14:00	151	124	137	141	107	97	129	136	127
15:00	158	161	178	190	133	85	160	169	152
16:00	165	172	157	152	135	95	147	159	146
17:00	160	170	161	160	112	64	129	156	137
18:00	117	92	109	114	69	63	110	108	96
19:00	69	80	85	81	68	42	83	80	73
20:00	46	43	42	48	39	27	42	44	41
21:00	35	33	39	23	33	26	25	31	31
22:00	12	25	21	24	22	18	18	20	20
23:00	11	10	10	10	21	7	7	10	11
12H,7-19	1752	1736	1787	1808	1444	1077	1622	1741	1604
16H,6-22	1977	1973	2020	2038	1609	1189	1840	1970	1807
18H,6-24	2000	2008	2051	2072	1652	1214	1865	1999	1837
24H,0-24	2049	2062	2100	2116	1679	1243	1909	2047	1880
Am	08:00	08:00	08:00	08:00	09:00	10:00	08:00	-	-
Peak	239	225	251	235	156	119	232	236	208
Pm	16:00	16:00	15:00	15:00	12:00	12:00	15:00	-	-
Peak	165	172	178	190	148	139	160	173	165

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av



16768		CHILMINGTON GREEN		Site No: 16768004		Location		Site 4, Chilmington Green Road (TP 3)			
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	3	100.0	0	0.0	0	0.0	0	0.0
01:00	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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
05:00	3	0	0.0	0	0.0	3	100.0	0	0.0	0	0.0
06:00	19	1	5.3	16	84.2	2	10.5	0	0.0	0	0.0
07:00	97	2	2.1	79	81.4	10	10.3	4	4.1	2	2.1
08:00	192	2	1.0	160	83.3	22	11.5	6	3.1	2	1.0
09:00	122	0	0.0	95	77.9	19	15.6	8	6.6	0	0.0
10:00	111	0	0.0	88	79.3	20	18.0	3	2.7	0	0.0
11:00	125	0	0.0	103	82.4	18	14.4	3	2.4	1	0.8
12:00	133	1	0.8	118	88.7	11	8.3	3	2.3	0	0.0
13:00	112	0	0.0	102	91.1	7	6.3	3	2.7	0	0.0
14:00	152	1	0.7	123	80.9	25	16.5	3	2.0	0	0.0
15:00	162	3	1.9	146	90.1	11	6.8	2	1.2	0	0.0
16:00	221	2	0.9	194	87.8	23	10.4	2	0.9	0	0.0
17:00	215	2	0.9	195	90.7	16	7.4	2	0.9	0	0.0
18:00	152	2	1.3	141	92.8	9	5.9	0	0.0	0	0.0
19:00	102	1	1.0	96	94.1	5	4.9	0	0.0	0	0.0
20:00	45	0	0.0	42	93.3	3	6.7	0	0.0	0	0.0
21:00	32	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
22:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
23:00	17	1	5.9	16	94.1	0	0.0	0	0.0	0	0.0
12H,7-19	1794	15	0.8	1544	86.1	191	10.7	39	2.2	5	0.3
16H,6-22	1992	17	0.9	1730	86.9	201	10.1	39	2.0	5	0.3
18H,6-24	2031	18	0.9	1766	87.0	203	10.0	39	1.9	5	0.3
24H,0-24	2046	18	0.9	1775	86.8	209	10.2	39	1.9	5	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: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 11-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	3	100.0	0	0.0	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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	0	0.0	1	20.0	0	0.0
06:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
07:00	87	2	2.3	76	87.4	8	9.2	1	1.2	0	0.0
08:00	164	0	0.0	148	90.2	12	7.3	4	2.4	0	0.0
09:00	123	1	0.8	103	83.7	17	13.8	2	1.6	0	0.0
10:00	94	1	1.1	78	83.0	12	12.8	2	2.1	1	1.1
11:00	109	0	0.0	94	86.2	10	9.2	5	4.6	0	0.0
12:00	127	2	1.6	102	80.3	21	16.5	2	1.6	0	0.0
13:00	136	10	7.4	111	81.6	12	8.8	3	2.2	0	0.0
14:00	159	1	0.6	135	84.9	20	12.6	3	1.9	0	0.0
15:00	187	2	1.1	163	87.2	18	9.6	4	2.1	0	0.0
16:00	225	4	1.8	195	86.7	21	9.3	5	2.2	0	0.0
17:00	224	3	1.3	200	89.3	20	8.9	1	0.5	0	0.0
18:00	147	2	1.4	133	90.5	10	6.8	2	1.4	0	0.0
19:00	82	0	0.0	78	95.1	2	2.4	2	2.4	0	0.0
20:00	47	1	2.1	44	93.6	1	2.1	1	2.1	0	0.0
21:00	29	2	6.9	25	86.2	2	6.9	0	0.0	0	0.0
22:00	20	0	0.0	18	90.0	1	5.0	1	5.0	0	0.0
23:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
12H,7-19	1782	28	1.6	1538	86.3	181	10.2	34	1.9	1	0.1
16H,6-22	1962	31	1.6	1703	86.8	190	9.7	37	1.9	1	0.1
18H,6-24	1994	31	1.6	1732	86.9	192	9.6	38	1.9	1	0.1
24H,0-24	2014	31	1.5	1750	86.9	193	9.6	39	1.9	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: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 12-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	2	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	4	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	1	50.0	1	50.0	0	0.0	0	0.0
05:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
06:00	28	2	7.1	23	82.1	3	10.7	0	0.0	0	0.0
07:00	96	2	2.1	82	85.4	11	11.5	1	1.0	0	0.0
08:00	166	2	1.2	149	89.8	12	7.2	2	1.2	1	0.6
09:00	133	1	0.8	114	85.7	11	8.3	6	4.5	1	0.8
10:00	118	0	0.0	103	87.3	12	10.2	3	2.5	0	0.0
11:00	130	1	0.8	112	86.2	13	10.0	4	3.1	0	0.0
12:00	142	1	0.7	123	86.6	14	9.9	4	2.8	0	0.0
13:00	145	3	2.1	127	87.6	13	9.0	2	1.4	0	0.0
14:00	144	1	0.7	129	89.6	13	9.0	0	0.0	1	0.7
15:00	181	1	0.6	157	86.7	18	9.9	4	2.2	1	0.6
16:00	229	5	2.2	213	93.0	10	4.4	1	0.4	0	0.0
17:00	235	5	2.1	214	91.1	14	6.0	2	0.9	0	0.0
18:00	162	2	1.2	143	88.3	16	9.9	1	0.6	0	0.0
19:00	100	2	2.0	94	94.0	3	3.0	1	1.0	0	0.0
20:00	42	0	0.0	41	97.6	1	2.4	0	0.0	0	0.0
21:00	45	0	0.0	42	93.3	3	6.7	0	0.0	0	0.0
22:00	37	0	0.0	36	97.3	1	2.7	0	0.0	0	0.0
23:00	16	1	6.3	14	87.5	1	6.3	0	0.0	0	0.0
12H,7-19	1881	24	1.3	1666	88.6	157	8.4	30	1.6	4	0.2
16H,6-22	2096	28	1.3	1866	89.0	167	8.0	31	1.5	4	0.2
18H,6-24	2149	29	1.4	1916	89.2	169	7.9	31	1.4	4	0.2
24H,0-24	2170	29	1.3	1934	89.1	172	7.9	31	1.4	4	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: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 13-Sep-13											
00:00	7	0	0.0	6	85.7	1	14.3	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	4	0	0.0	3	75.0	1	25.0	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	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	29	2	6.9	23	79.3	3	10.3	1	3.5	0	0.0
07:00	90	2	2.2	77	85.6	6	6.7	4	4.4	1	1.1
08:00	186	0	0.0	160	86.0	20	10.8	5	2.7	1	0.5
09:00	153	1	0.7	132	86.3	14	9.2	5	3.3	1	0.7
10:00	131	1	0.8	111	84.7	16	12.2	3	2.3	0	0.0
11:00	125	0	0.0	110	88.0	12	9.6	3	2.4	0	0.0
12:00	140	0	0.0	122	87.1	15	10.7	2	1.4	1	0.7
13:00	134	3	2.2	117	87.3	13	9.7	1	0.8	0	0.0
14:00	157	0	0.0	132	84.1	20	12.7	5	3.2	0	0.0
15:00	173	1	0.6	157	90.8	14	8.1	1	0.6	0	0.0
16:00	234	4	1.7	212	90.6	14	6.0	4	1.7	0	0.0
17:00	189	1	0.5	177	93.7	11	5.8	0	0.0	0	0.0
18:00	156	2	1.3	142	91.0	12	7.7	0	0.0	0	0.0
19:00	95	0	0.0	87	91.6	6	6.3	2	2.1	0	0.0
20:00	36	0	0.0	36	100.0	0	0.0	0	0.0	0	0.0
21:00	35	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0
22:00	30	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0
23:00	25	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
12H,7-19	1868	15	0.8	1649	88.3	167	8.9	33	1.8	4	0.2
16H,6-22	2063	17	0.8	1827	88.6	179	8.7	36	1.8	4	0.2
18H,6-24	2118	17	0.8	1880	88.8	181	8.6	36	1.7	4	0.2
24H,0-24	2142	17	0.8	1900	88.7	185	8.6	36	1.7	4	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: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 14-Sep-13											
00:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	16	1	6.3	9	56.3	5	31.3	1	6.3	0	0.0
06:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
07:00	40	0	0.0	35	87.5	4	10.0	1	2.5	0	0.0
08:00	72	0	0.0	63	87.5	8	11.1	1	1.4	0	0.0
09:00	123	1	0.8	116	94.3	5	4.1	1	0.8	0	0.0
10:00	137	4	2.9	124	90.5	9	6.6	0	0.0	0	0.0
11:00	156	4	2.6	143	91.7	8	5.1	1	0.6	0	0.0
12:00	125	0	0.0	117	93.6	7	5.6	1	0.8	0	0.0
13:00	141	1	0.7	130	92.2	10	7.1	0	0.0	0	0.0
14:00	152	1	0.7	144	94.7	7	4.6	0	0.0	0	0.0
15:00	141	3	2.1	131	92.9	6	4.3	1	0.7	0	0.0
16:00	167	1	0.6	161	96.4	4	2.4	1	0.6	0	0.0
17:00	140	3	2.1	130	92.9	6	4.3	1	0.7	0	0.0
18:00	98	0	0.0	96	98.0	2	2.0	0	0.0	0	0.0
19:00	66	1	1.5	62	93.9	1	1.5	2	3.0	0	0.0
20:00	38	0	0.0	37	97.4	0	0.0	1	2.6	0	0.0
21:00	29	0	0.0	27	93.1	2	6.9	0	0.0	0	0.0
22:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
23:00	20	0	0.0	20	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1492	18	1.2	1390	93.2	76	5.1	8	0.5	0	0.0
16H,6-22	1643	19	1.2	1532	93.2	81	4.9	11	0.7	0	0.0
18H,6-24	1687	19	1.1	1574	93.3	83	4.9	11	0.7	0	0.0
24H,0-24	1739	20	1.2	1618	93.0	89	5.1	12	0.7	0	0.0

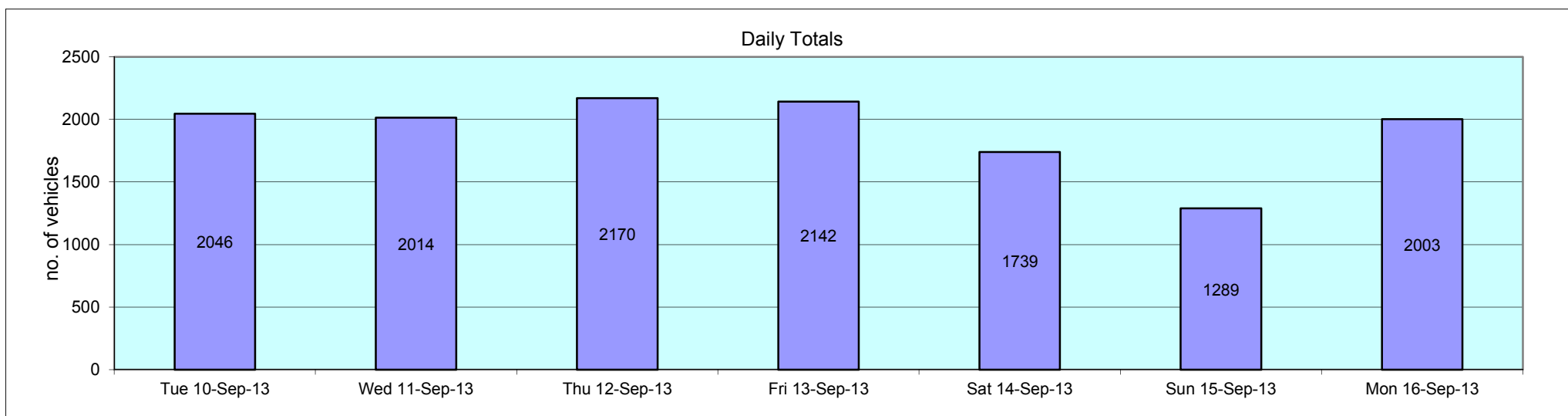
16768	CHILMINGTON GREEN	Site No: 16768004	Location	Site 4, Chilmington Green Road (TP 3)
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
01:00	5	0	0.0	5	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	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
06:00	10	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
07:00	32	3	9.4	29	90.6	0	0.0	0	0.0	0	0.0
08:00	33	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
09:00	72	1	1.4	67	93.1	3	4.2	1	1.4	0	0.0
10:00	99	6	6.1	90	90.9	3	3.0	0	0.0	0	0.0
11:00	130	11	8.5	108	83.1	9	6.9	2	1.5	0	0.0
12:00	130	4	3.1	122	93.9	4	3.1	0	0.0	0	0.0
13:00	147	5	3.4	138	93.9	4	2.7	0	0.0	0	0.0
14:00	109	1	0.9	101	92.7	7	6.4	0	0.0	0	0.0
15:00	116	0	0.0	112	96.6	4	3.5	0	0.0	0	0.0
16:00	104	0	0.0	101	97.1	2	1.9	1	1.0	0	0.0
17:00	86	0	0.0	81	94.2	5	5.8	0	0.0	0	0.0
18:00	58	1	1.7	54	93.1	3	5.2	0	0.0	0	0.0
19:00	41	0	0.0	37	90.2	4	9.8	0	0.0	0	0.0
20:00	38	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
21:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
22:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
23:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	1116	32	2.9	1036	92.8	44	3.9	4	0.4	0	0.0
16H,6-22	1223	32	2.6	1134	92.7	53	4.3	4	0.3	0	0.0
18H,6-24	1250	32	2.6	1160	92.8	54	4.3	4	0.3	0	0.0
24H,0-24	1289	32	2.5	1196	92.8	56	4.3	5	0.4	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: 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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
06:00	27	0	0.0	24	88.9	2	7.4	1	3.7	0	0.0
07:00	89	2	2.3	73	82.0	12	13.5	2	2.3	0	0.0
08:00	190	1	0.5	173	91.1	15	7.9	1	0.5	0	0.0
09:00	124	1	0.8	109	87.9	11	8.9	2	1.6	1	0.8
10:00	111	3	2.7	94	84.7	13	11.7	1	0.9	0	0.0
11:00	103	4	3.9	91	88.4	8	7.8	0	0.0	0	0.0
12:00	118	1	0.9	103	87.3	13	11.0	1	0.9	0	0.0
13:00	117	0	0.0	92	78.6	19	16.2	6	5.1	0	0.0
14:00	140	3	2.1	117	83.6	15	10.7	5	3.6	0	0.0
15:00	159	2	1.3	144	90.6	12	7.6	1	0.6	0	0.0
16:00	205	3	1.5	183	89.3	16	7.8	3	1.5	0	0.0
17:00	257	4	1.6	235	91.4	16	6.2	2	0.8	0	0.0
18:00	158	2	1.3	147	93.0	9	5.7	0	0.0	0	0.0
19:00	84	1	1.2	79	94.1	4	4.8	0	0.0	0	0.0
20:00	44	2	4.6	36	81.8	4	9.1	2	4.6	0	0.0
21:00	25	0	0.0	24	96.0	1	4.0	0	0.0	0	0.0
22:00	28	0	0.0	28	100.0	0	0.0	0	0.0	0	0.0
23:00	11	0	0.0	8	72.7	3	27.3	0	0.0	0	0.0
12H,7-19	1771	26	1.5	1561	88.1	159	9.0	24	1.4	1	0.1
16H,6-22	1951	29	1.5	1724	88.4	170	8.7	27	1.4	1	0.1
18H,6-24	1990	29	1.5	1760	88.4	173	8.7	27	1.4	1	0.1
24H,0-24	2003	29	1.5	1770	88.4	176	8.8	27	1.4	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: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 10-Sep-13	2046	18	0.9	1775	86.8	209	10.2	39	1.9	5	0.2
Wed 11-Sep-13	2014	31	1.5	1750	86.9	193	9.6	39	1.9	1	0.1
Thu 12-Sep-13	2170	29	1.3	1934	89.1	172	7.9	31	1.4	4	0.2
Fri 13-Sep-13	2142	17	0.8	1900	88.7	185	8.6	36	1.7	4	0.2
Sat 14-Sep-13	1739	20	1.2	1618	93.0	89	5.1	12	0.7	0	0.0
Sun 15-Sep-13	1289	32	2.5	1196	92.8	56	4.3	5	0.4	0	0.0
Mon 16-Sep-13	2003	29	1.5	1770	88.4	176	8.8	27	1.4	1	0.1
Total Vehicles											
[--]	13403	176	1.4	11943	89.4	1080	7.8	189	1.3	15	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: 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	3	-	40.2	7.6	0	0	0	2	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	2	-	53.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
03:00	1	-	53.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	6	-	44.8	6	0	0	0	1	3	1	1	0	0	0	0	0
05:00	3	-	43.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
06:00	19	48.1	40.1	8.6	0	1	0	9	4	4	1	0	0	0	0	0
07:00	97	49.3	41.7	8.7	0	2	4	35	25	24	6	0	0	0	0	1
08:00	192	48.4	42	6.3	0	0	3	71	71	37	7	3	0	0	0	0
09:00	122	48.7	40.9	7.4	0	0	7	53	34	17	10	1	0	0	0	0
10:00	111	46	39.9	6.3	0	0	5	55	34	15	2	0	0	0	0	0
11:00	125	47.6	41.6	5.6	0	0	0	51	47	24	3	0	0	0	0	0
12:00	133	49.3	42.1	7.2	0	1	3	49	43	25	10	2	0	0	0	0
13:00	112	50.4	43.2	7.3	0	0	2	38	32	26	12	0	2	0	0	0
14:00	152	47.2	41	6	0	0	3	65	54	27	3	0	0	0	0	0
15:00	162	47.4	42.1	5.6	0	1	0	51	77	29	4	0	0	0	0	0
16:00	221	48.7	42.9	5.8	0	1	0	63	94	54	8	1	0	0	0	0
17:00	215	50.1	44.3	6	0	0	0	49	88	55	19	3	1	0	0	0
18:00	152	51.7	45.7	6.7	0	0	0	30	47	49	20	4	0	2	0	0
19:00	102	47.8	41.4	6.2	0	0	2	42	36	17	5	0	0	0	0	0
20:00	45	49.1	42.9	6.4	0	0	0	15	19	6	4	1	0	0	0	0
21:00	32	45.5	40.2	6.1	0	0	1	15	12	3	1	0	0	0	0	0
22:00	22	50.2	46.2	4.8	0	0	0	2	7	11	2	0	0	0	0	0
23:00	17	50.9	45.6	5.5	0	0	0	2	8	4	3	0	0	0	0	0
12H,7-19	1794	49.1	42.5	6.6	0	5	27	610	646	382	104	14	3	2	0	1
16H,6-22	1992	49	42.3	6.6	0	6	30	691	717	412	115	15	3	2	0	1
18H,6-24	2031	49.1	42.4	6.6	0	6	30	695	732	427	120	15	3	2	0	1
24H,0-24	2046	49.1	42.4	6.6	0	6	30	698	738	430	122	16	3	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: 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	5	-	45.5	3.1	0	0	0	0	3	2	0	0	0	0	0	0
01:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
02:00	2	-	44.8	12.4	0	0	0	1	0	0	1	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
04:00	4	-	46.6	8.6	0	0	0	1	1	0	2	0	0	0	0	0
05:00	5	-	43	10.4	0	0	1	0	2	1	1	0	0	0	0	0
06:00	22	47.2	40.5	5.9	0	0	0	12	5	5	0	0	0	0	0	0
07:00	87	50.5	43.2	7.4	0	1	0	28	30	16	9	3	0	0	0	0
08:00	164	48.4	41.8	6.6	0	0	7	53	67	25	12	0	0	0	0	0
09:00	123	50	43	6.8	0	0	1	44	36	29	10	3	0	0	0	0
10:00	94	49.5	42.5	7	0	0	1	37	28	19	7	1	1	0	0	0
11:00	109	46.1	40.8	6.4	0	0	5	42	45	14	2	1	0	0	0	0
12:00	127	49	41.8	6.8	0	0	1	57	37	21	8	3	0	0	0	0
13:00	136	48.9	41.3	8.2	0	3	7	46	42	30	6	0	2	0	0	0
14:00	159	48.3	42.1	6.2	0	0	1	60	60	30	5	3	0	0	0	0
15:00	187	49.2	42.4	6.7	0	1	1	71	57	44	11	1	1	0	0	0
16:00	225	48.9	42.5	6.9	0	4	0	69	91	46	12	3	0	0	0	0
17:00	224	49.9	43.6	7.2	0	4	0	59	72	70	14	4	1	0	0	0
18:00	147	51.4	43	9.2	0	5	7	35	40	36	20	3	1	0	0	0
19:00	82	49.2	41	8.6	0	3	2	34	18	19	5	0	1	0	0	0
20:00	47	51.5	42.2	8.8	0	1	1	17	18	2	5	2	1	0	0	0
21:00	29	51.2	42.8	7.3	0	0	1	9	11	3	5	0	0	0	0	0
22:00	20	49.8	44.1	7.4	0	0	0	7	4	6	2	1	0	0	0	0
23:00	12	49.5	44.8	7.8	0	0	0	4	2	4	1	1	0	0	0	0
12H,7-19	1782	49.4	42.4	7.2	0	18	31	601	605	380	116	25	6	0	0	0
16H,6-22	1962	49.4	42.3	7.3	0	22	35	673	657	409	131	27	8	0	0	0
18H,6-24	1994	49.5	42.3	7.3	0	22	35	684	663	419	134	29	8	0	0	0
24H,0-24	2014	49.5	42.4	7.3	0	22	36	687	672	422	138	29	8	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: 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	2	-	43.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
01:00	2	-	44.8	12.4	0	0	0	1	0	0	1	0	0	0	0	0
02:00	4	-	44.8	10.4	0	0	0	2	0	0	2	0	0	0	0	0
03:00	2	-	44.8	12.4	0	0	0	1	0	0	1	0	0	0	0	0
04:00	2	-	42.3	8.8	0	0	0	1	0	1	0	0	0	0	0	0
05:00	9	-	42.9	4.8	0	0	0	2	5	2	0	0	0	0	0	0
06:00	28	48.8	40.8	8.1	0	1	0	13	6	6	2	0	0	0	0	0
07:00	96	47.2	40.6	7	0	2	1	43	32	13	5	0	0	0	0	0
08:00	166	49	43.3	6.1	0	0	3	39	78	34	10	1	1	0	0	0
09:00	133	48.8	42.3	6.2	0	0	0	51	50	21	9	2	0	0	0	0
10:00	118	49.6	41.3	8	0	1	6	49	30	19	10	3	0	0	0	0
11:00	130	47.4	40.8	7.1	0	1	3	61	40	18	5	1	0	1	0	0
12:00	142	49.1	42.1	6.9	0	1	2	53	44	33	7	2	0	0	0	0
13:00	145	47.8	41.1	7.3	1	2	2	55	54	25	4	2	0	0	0	0
14:00	144	48.7	41.2	8.4	0	5	3	53	50	20	8	5	0	0	0	0
15:00	181	49.1	42.5	6.6	0	0	3	63	64	38	8	5	0	0	0	0
16:00	229	49.1	42.6	6.7	0	2	0	80	78	55	10	3	1	0	0	0
17:00	235	48.9	42.8	6.6	0	2	5	58	103	53	11	3	0	0	0	0
18:00	162	50.4	44.3	7.9	0	3	0	35	63	41	11	5	3	0	1	0
19:00	100	50.3	42.7	7.3	0	1	0	38	29	19	11	2	0	0	0	0
20:00	42	51.2	43.4	7.5	0	0	0	17	9	9	5	2	0	0	0	0
21:00	45	50.8	41.6	8.1	0	0	1	23	10	4	5	1	1	0	0	0
22:00	37	50.3	42.6	7.5	0	0	1	14	10	7	4	1	0	0	0	0
23:00	16	49.9	43.3	8.4	0	0	0	7	3	4	1	0	1	0	0	0
12H,7-19	1881	49	42.2	7.1	1	19	28	640	686	370	98	32	5	1	1	0
16H,6-22	2096	49.2	42.2	7.2	1	21	29	731	740	408	121	37	6	1	1	0
18H,6-24	2149	49.2	42.3	7.2	1	21	30	752	753	419	126	38	7	1	1	0
24H,0-24	2170	49.2	42.3	7.2	1	21	30	759	760	422	130	38	7	1	1	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: 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	7	-	43.9	7.9	0	0	0	3	0	3	1	0	0	0	0	0
01:00	2	-	39.8	5.3	0	0	0	1	1	0	0	0	0	0	0	0
02:00	4	-	45.4	7.5	0	0	0	1	1	1	1	0	0	0	0	0
03:00	3	-	41	4.5	0	0	0	1	2	0	0	0	0	0	0	0
04:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0
05:00	4	-	44.8	2.8	0	0	0	0	3	1	0	0	0	0	0	0
06:00	29	49.2	41.3	8.2	0	1	0	13	5	8	2	0	0	0	0	0
07:00	90	49.2	41.4	7.8	0	2	2	36	22	22	5	1	0	0	0	0
08:00	186	48.4	41.8	6.5	0	0	1	80	64	26	13	1	1	0	0	0
09:00	153	45.9	40.1	7.6	3	0	3	69	56	16	3	3	0	0	0	0
10:00	131	45.8	40.5	5.8	0	0	3	59	51	15	3	0	0	0	0	0
11:00	125	45.7	40.8	5.6	0	0	2	53	54	13	3	0	0	0	0	0
12:00	140	46.1	40.4	6.6	0	0	4	69	45	17	3	0	2	0	0	0
13:00	134	48.7	41.3	7.1	0	2	0	62	33	30	5	2	0	0	0	0
14:00	157	47.2	41.4	6.2	0	0	2	65	60	24	4	1	1	0	0	0
15:00	173	45.7	39.9	6.3	0	1	6	82	61	21	1	1	0	0	0	0
16:00	234	47.6	41.7	5.8	0	0	2	91	92	41	7	1	0	0	0	0
17:00	189	46.2	41.3	5.3	0	0	0	78	81	28	2	0	0	0	0	0
18:00	156	49	41.4	8.1	0	4	3	62	44	32	6	4	1	0	0	0
19:00	95	48.8	41.7	7.6	0	0	4	38	30	15	5	1	2	0	0	0
20:00	36	49.4	41.8	7.4	0	0	1	16	9	6	3	1	0	0	0	0
21:00	35	45.5	39.7	6.3	0	0	0	23	7	2	3	0	0	0	0	0
22:00	30	44.8	39.4	5.6	0	0	0	19	8	2	1	0	0	0	0	0
23:00	25	46.8	41.5	5.4	0	0	0	10	10	5	0	0	0	0	0	0
12H,7-19	1868	47.4	41	6.5	3	9	28	806	663	285	55	14	5	0	0	0
16H,6-22	2063	47.5	41.1	6.6	3	10	33	896	714	316	68	16	7	0	0	0
18H,6-24	2118	47.5	41	6.6	3	10	33	925	732	323	69	16	7	0	0	0
24H,0-24	2142	47.5	41.1	6.6	3	10	33	933	740	329	71	16	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: 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	20	48.1	40.8	6.9	0	0	1	9	4	6	0	0	0	0	0	0
01:00	4	-	41	6.5	0	0	0	2	1	1	0	0	0	0	0	0
02:00	3	-	44.3	8.8	0	0	0	1	1	0	1	0	0	0	0	0
03:00	4	-	46.6	8.6	0	0	0	1	1	0	2	0	0	0	0	0
04:00	5	-	41	7.3	0	0	0	3	0	2	0	0	0	0	0	0
05:00	16	40	33.8	8.9	0	1	4	9	1	0	1	0	0	0	0	0
06:00	18	48.3	40	7.3	0	0	1	10	1	6	0	0	0	0	0	0
07:00	40	49.8	42.9	7.4	0	0	2	11	13	10	3	1	0	0	0	0
08:00	72	50.9	44	6.9	0	0	1	21	19	20	11	0	0	0	0	0
09:00	123	48.6	42.7	6.9	0	0	1	41	52	19	7	1	1	0	1	0
10:00	137	49.6	42.5	8.2	0	2	7	35	52	28	9	2	1	1	0	0
11:00	156	48.9	42.2	7.3	1	1	2	53	56	33	8	0	2	0	0	0
12:00	125	49.1	42	7.8	0	3	5	34	43	33	7	0	0	0	0	0
13:00	141	49.6	42.6	7.6	0	1	6	40	50	31	8	5	0	0	0	0
14:00	152	50.4	42.4	7.6	0	1	2	61	42	26	15	4	1	0	0	0
15:00	141	47.7	41.3	6.5	0	1	3	54	53	25	4	1	0	0	0	0
16:00	167	48.8	43.3	5.6	0	0	0	44	76	39	6	1	1	0	0	0
17:00	140	49.9	43.6	7.6	0	0	1	45	50	29	7	3	4	0	1	0
18:00	98	50	43.5	6.8	0	0	2	27	36	22	8	3	0	0	0	0
19:00	66	50.4	42.8	6.7	0	0	0	26	19	12	9	0	0	0	0	0
20:00	38	50.1	43.6	7.2	0	0	0	14	8	12	2	2	0	0	0	0
21:00	29	49.5	42.2	6.7	0	0	0	13	7	6	3	0	0	0	0	0
22:00	24	49.1	42.5	6.4	0	0	0	10	5	8	1	0	0	0	0	0
23:00	20	50.2	42	7.2	0	0	0	10	4	3	3	0	0	0	0	0
12H,7-19	1492	49.5	42.7	7.2	1	9	32	466	542	315	93	21	10	1	2	0
16H,6-22	1643	49.5	42.7	7.2	1	9	33	529	577	351	107	23	10	1	2	0
18H,6-24	1687	49.5	42.7	7.2	1	9	33	549	586	362	111	23	10	1	2	0
24H,0-24	1739	49.5	42.6	7.2	1	10	38	574	594	371	115	23	10	1	2	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: 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	15	44.8	39.5	6.2	0	0	0	10	3	1	1	0	0	0	0	0
01:00	5	-	44	5.3	0	0	0	1	2	2	0	0	0	0	0	0
02:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	6	-	41	8.3	0	0	0	4	0	1	1	0	0	0	0	0
04:00	3	-	40.2	7.6	0	0	0	2	0	1	0	0	0	0	0	0
05:00	9	-	39.6	6.2	0	0	0	6	1	2	0	0	0	0	0	0
06:00	10	53.5	41.8	9.7	0	0	0	7	0	0	2	1	0	0	0	0
07:00	32	45.6	41.1	8.1	0	2	0	7	18	4	1	0	0	0	0	0
08:00	33	49.6	42.4	7.9	0	1	0	11	9	9	3	0	0	0	0	0
09:00	72	50.3	43.8	7.5	0	1	0	19	26	17	6	2	1	0	0	0
10:00	99	49	42.2	7.3	0	2	1	32	35	23	4	2	0	0	0	0
11:00	130	48.3	40.1	9.7	0	9	3	49	42	15	9	0	3	0	0	0
12:00	130	47.2	40.7	6.8	0	2	3	54	46	21	4	0	0	0	0	0
13:00	147	48.1	41.7	7.4	0	2	2	56	56	20	7	2	2	0	0	0
14:00	109	49.2	42.8	6.1	0	0	0	37	40	24	7	1	0	0	0	0
15:00	116	48.2	41.8	6.7	0	1	3	39	45	23	4	1	0	0	0	0
16:00	104	48.7	42.2	6.1	0	0	0	41	34	24	4	1	0	0	0	0
17:00	86	48.9	42.8	5.8	0	0	0	28	32	22	4	0	0	0	0	0
18:00	58	48.2	43.1	5.5	0	0	0	15	28	13	1	1	0	0	0	0
19:00	41	45.8	41.7	6.4	0	0	1	14	20	3	2	1	0	0	0	0
20:00	38	44.5	39	6.9	0	0	2	22	11	2	0	0	1	0	0	0
21:00	18	47	40.7	6.6	0	0	1	7	6	4	0	0	0	0	0	0
22:00	19	46.8	41.4	5.5	0	0	0	8	7	4	0	0	0	0	0	0
23:00	8	-	41.3	5.1	0	0	0	3	4	1	0	0	0	0	0	0
12H,7-19	1116	48.7	41.9	7.2	0	20	12	388	411	215	54	10	6	0	0	0
16H,6-22	1223	48.6	41.8	7.2	0	20	16	438	448	224	58	12	7	0	0	0
18H,6-24	1250	48.6	41.8	7.2	0	20	16	449	459	229	58	12	7	0	0	0
24H,0-24	1289	48.6	41.7	7.1	0	20	16	472	466	236	60	12	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: 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	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1	-	43.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2	-	36	3.5	0	0	0	2	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	5	-	43.5	7.9	0	0	0	2	1	1	1	0	0	0	0	0
05:00	4	-	45.4	7.5	0	0	0	1	1	1	1	0	0	0	0	0
06:00	27	50.6	44.6	7.5	0	0	1	5	10	7	2	2	0	0	0	0
07:00	89	49.3	43.2	6.6	0	1	0	24	37	20	5	2	0	0	0	0
08:00	190	48.8	42.3	6.1	0	0	1	70	66	43	9	1	0	0	0	0
09:00	124	48.8	42.2	6.3	0	0	1	46	48	18	10	1	0	0	0	0
10:00	111	48.6	42.6	7.7	0	0	4	33	47	19	5	1	0	1	0	1
11:00	103	49.3	42.3	7.5	0	1	2	36	37	17	8	0	2	0	0	0
12:00	118	48.3	42	6.7	0	0	2	45	42	23	4	1	0	1	0	0
13:00	117	47.5	40.7	6.7	0	0	5	52	37	16	7	0	0	0	0	0
14:00	140	50.3	43.1	7	0	0	4	40	52	26	16	2	0	0	0	0
15:00	159	47.4	41.5	6	0	1	0	64	62	27	4	1	0	0	0	0
16:00	205	46.4	41.3	6.1	0	1	3	79	89	25	6	2	0	0	0	0
17:00	257	49.7	42.8	8	0	10	2	58	98	68	19	2	0	0	0	0
18:00	158	50.4	44.3	7	0	2	1	34	53	50	14	4	0	0	0	0
19:00	84	49.1	42.6	7.2	0	1	0	30	28	19	3	2	1	0	0	0
20:00	44	49.5	41.3	8	0	0	3	18	11	7	4	1	0	0	0	0
21:00	25	54.4	45.3	8.3	0	0	0	8	6	4	4	3	0	0	0	0
22:00	28	48.1	41.6	6.3	0	0	1	10	9	8	0	0	0	0	0	0
23:00	11	50.6	44	7.4	0	0	0	4	2	3	2	0	0	0	0	0
12H,7-19	1771	49.1	42.4	6.9	0	16	25	581	668	352	107	17	2	2	0	1
16H,6-22	1951	49.2	42.4	7	0	17	29	642	723	389	120	25	3	2	0	1
18H,6-24	1990	49.2	42.4	7	0	17	30	656	734	400	122	25	3	2	0	1
24H,0-24	2003	49.2	42.4	7	0	17	30	661	738	402	124	25	3	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: Southbound	

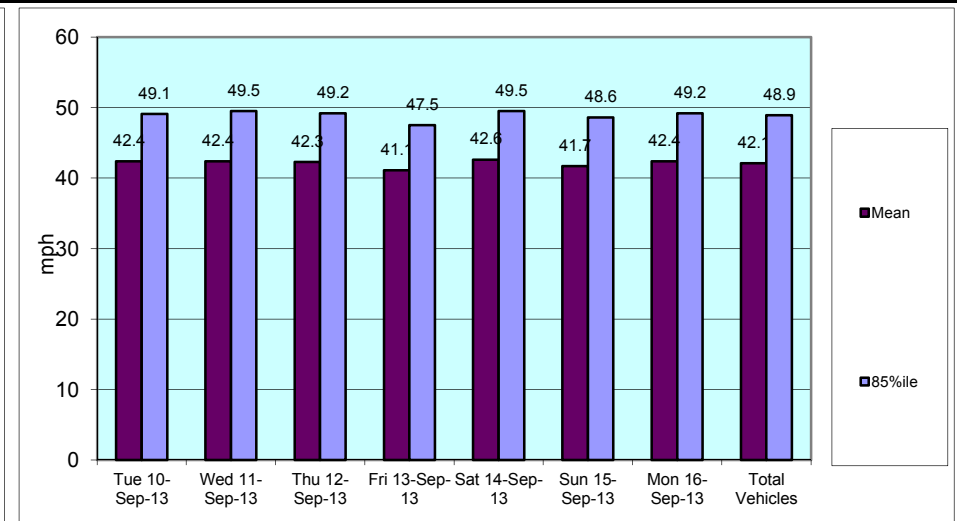
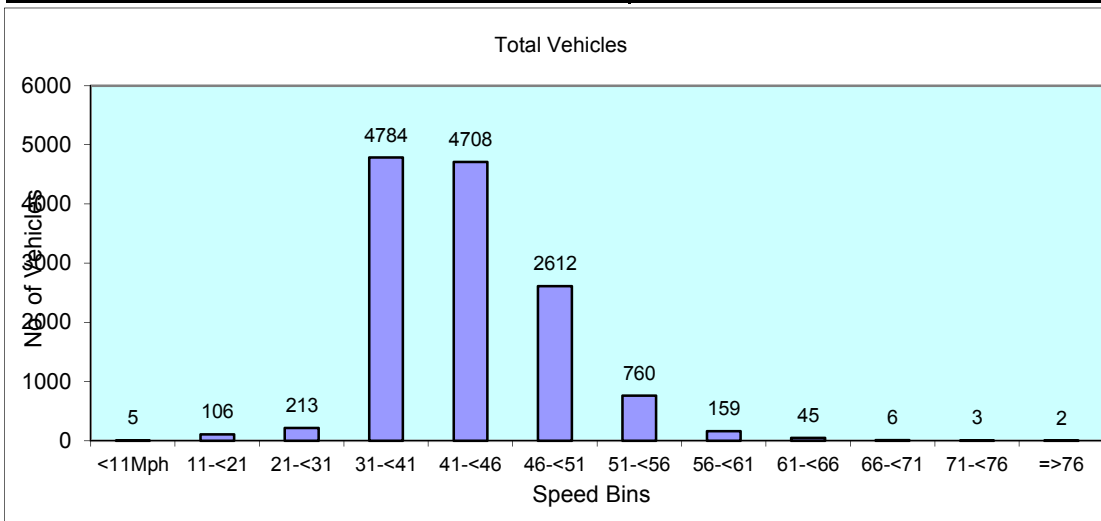
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<21	21-<31	31-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Daily Totals

Tue 10-Sep-13	2046	49.1	42.4	6.6	0	6	30	698	738	430	122	16	3	2	0	1
Wed 11-Sep-13	2014	49.5	42.4	7.3	0	22	36	687	672	422	138	29	8	0	0	0
Thu 12-Sep-13	2170	49.2	42.3	7.2	1	21	30	759	760	422	130	38	7	1	1	0
Fri 13-Sep-13	2142	47.5	41.1	6.6	3	10	33	933	740	329	71	16	7	0	0	0
Sat 14-Sep-13	1739	49.5	42.6	7.2	1	10	38	574	594	371	115	23	10	1	2	0
Sun 15-Sep-13	1289	48.6	41.7	7.1	0	20	16	472	466	236	60	12	7	0	0	0
Mon 16-Sep-13	2003	49.2	42.4	7	0	17	30	661	738	402	124	25	3	2	0	1

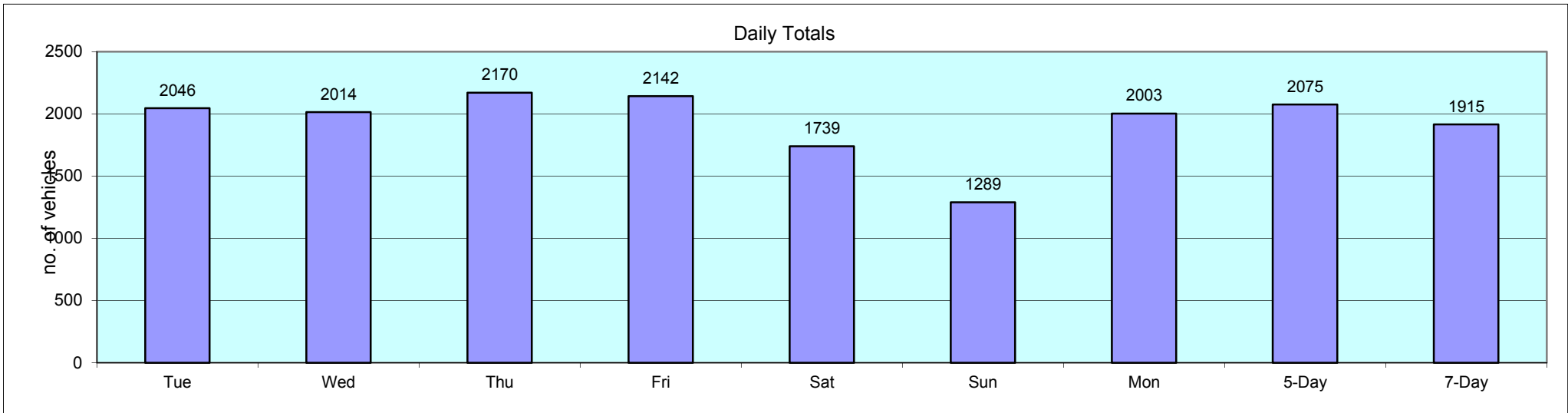
Total Vehicles

[--]	13403	48.9	42.1	7.0	5	106	213	4784	4708	2612	760	159	45	6	3	2
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16768	CHILMINGTON GREEN			Site No: 16768004		Location	Site 4, Chilmington Green Road (TP 3)		
	Channel: Southbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av
Week Begin: 10-Sep-13									
00:00	3	5	2	7	20	15	1	4	8
01:00	0	3	2	2	4	5	1	2	2
02:00	2	2	4	4	3	1	2	3	3
03:00	1	1	2	3	4	6	0	1	2
04:00	6	4	2	4	5	3	5	4	4
05:00	3	5	9	4	16	9	4	5	7
06:00	19	22	28	29	18	10	27	25	22
07:00	97	87	96	90	40	32	89	92	76
08:00	192	164	166	186	72	33	190	180	143
09:00	122	123	133	153	123	72	124	131	121
10:00	111	94	118	131	137	99	111	113	114
11:00	125	109	130	125	156	130	103	118	125
12:00	133	127	142	140	125	130	118	132	131
13:00	112	136	145	134	141	147	117	129	133
14:00	152	159	144	157	152	109	140	150	145
15:00	162	187	181	173	141	116	159	172	160
16:00	221	225	229	234	167	104	205	223	198
17:00	215	224	235	189	140	86	257	224	192
18:00	152	147	162	156	98	58	158	155	133
19:00	102	82	100	95	66	41	84	93	81
20:00	45	47	42	36	38	38	44	43	41
21:00	32	29	45	35	29	18	25	33	30
22:00	22	20	37	30	24	19	28	27	26
23:00	17	12	16	25	20	8	11	16	16
12H,7-19	1794	1782	1881	1868	1492	1116	1771	1819	1672
16H,6-22	1992	1962	2096	2063	1643	1223	1951	2013	1847
18H,6-24	2031	1994	2149	2118	1687	1250	1990	2056	1888
24H,0-24	2046	2014	2170	2142	1739	1289	2003	2075	1915
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00	-	-
Peak	192	164	166	186	156	130	190	180	169
Pm	16:00	16:00	17:00	16:00	16:00	13:00	17:00	-	-
Peak	221	225	235	234	167	147	257	234	212

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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					Posted Speed Limit (PSL)					
Site	Location	Direction	Start Date	End Date		Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Mean Speed
Site No: 16768005	Site 5, Magpie Hall Road, Chilmington Green (40mph Sign) TQ 98797 38757	Channel: Northbound	Tue 10-Sep-13	Mon 16-Sep-13	40	18322	2860	2617	46.9	41.4
		Channel: Southbound	Tue 10-Sep-13	Mon 16-Sep-13		18356	2869	2622	46.4	40.8

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	5	1	20.0	3	60.0	1	20.0	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	8	1	12.5	4	50.0	3	37.5	0	0.0	0	0.0
05:00	15	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0
06:00	77	0	0.0	67	87.0	10	13.0	0	0.0	0	0.0
07:00	175	2	1.1	141	80.6	25	14.3	6	3.4	1	0.6
08:00	243	2	0.8	205	84.4	30	12.4	5	2.1	1	0.4
09:00	156	0	0.0	142	91.0	12	7.7	2	1.3	0	0.0
10:00	155	1	0.7	124	80.0	24	15.5	5	3.2	1	0.7
11:00	162	2	1.2	139	85.8	15	9.3	6	3.7	0	0.0
12:00	176	1	0.6	161	91.5	9	5.1	5	2.8	0	0.0
13:00	187	0	0.0	167	89.3	18	9.6	2	1.1	0	0.0
14:00	193	0	0.0	165	85.5	23	11.9	5	2.6	0	0.0
15:00	232	0	0.0	207	89.2	20	8.6	5	2.2	0	0.0
16:00	259	0	0.0	234	90.4	20	7.7	4	1.5	1	0.4
17:00	284	2	0.7	262	92.3	16	5.6	4	1.4	0	0.0
18:00	197	1	0.5	184	93.4	9	4.6	3	1.5	0	0.0
19:00	136	2	1.5	125	91.9	8	5.9	1	0.7	0	0.0
20:00	60	2	3.3	56	93.3	2	3.3	0	0.0	0	0.0
21:00	60	0	0.0	58	96.7	2	3.3	0	0.0	0	0.0
22:00	39	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
23:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
12H,7-19	2419	11	0.5	2131	88.1	221	9.1	52	2.2	4	0.2
16H,6-22	2752	15	0.6	2437	88.6	243	8.8	53	1.9	4	0.2
18H,6-24	2807	15	0.5	2490	88.7	245	8.7	53	1.9	4	0.1
24H,0-24	2850	17	0.6	2523	88.5	253	8.9	53	1.9	4	0.1

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	9	0	0.0	9	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	2	0	0.0	0	0.0	2	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	8	1	12.5	3	37.5	4	50.0	0	0.0	0	0.0
05:00	25	1	4.0	21	84.0	3	12.0	0	0.0	0	0.0
06:00	72	2	2.8	62	86.1	8	11.1	0	0.0	0	0.0
07:00	164	2	1.2	146	89.0	15	9.2	1	0.6	0	0.0
08:00	255	2	0.8	228	89.4	19	7.5	6	2.4	0	0.0
09:00	153	1	0.7	121	79.1	24	15.7	7	4.6	0	0.0
10:00	162	2	1.2	136	84.0	20	12.4	4	2.5	0	0.0
11:00	168	5	3.0	143	85.1	14	8.3	6	3.6	0	0.0
12:00	205	2	1.0	175	85.4	23	11.2	5	2.4	0	0.0
13:00	161	1	0.6	143	88.8	12	7.5	5	3.1	0	0.0
14:00	182	0	0.0	161	88.5	14	7.7	6	3.3	1	0.6
15:00	213	2	0.9	189	88.7	17	8.0	5	2.4	0	0.0
16:00	266	2	0.8	241	90.6	14	5.3	7	2.6	2	0.8
17:00	297	3	1.0	269	90.6	22	7.4	3	1.0	0	0.0
18:00	201	1	0.5	188	93.5	11	5.5	1	0.5	0	0.0
19:00	155	2	1.3	148	95.5	3	1.9	2	1.3	0	0.0
20:00	100	1	1.0	89	89.0	9	9.0	1	1.0	0	0.0
21:00	60	0	0.0	55	91.7	5	8.3	0	0.0	0	0.0
22:00	46	1	2.2	40	87.0	3	6.5	2	4.4	0	0.0
23:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
12H,7-19	2427	23	1.0	2140	88.2	205	8.5	56	2.3	3	0.1
16H,6-22	2814	28	1.0	2494	88.6	230	8.2	59	2.1	3	0.1
18H,6-24	2877	29	1.0	2550	88.6	234	8.1	61	2.1	3	0.1
24H,0-24	2923	31	1.1	2585	88.4	243	8.3	61	2.1	3	0.1

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	7	0	0.0	7	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	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	7	1	14.3	3	42.9	3	42.9	0	0.0	0	0.0
05:00	16	0	0.0	13	81.3	3	18.8	0	0.0	0	0.0
06:00	70	1	1.4	55	78.6	13	18.6	1	1.4	0	0.0
07:00	174	2	1.2	145	83.3	26	14.9	1	0.6	0	0.0
08:00	244	1	0.4	218	89.3	19	7.8	6	2.5	0	0.0
09:00	163	1	0.6	141	86.5	19	11.7	2	1.2	0	0.0
10:00	126	0	0.0	111	88.1	14	11.1	1	0.8	0	0.0
11:00	154	1	0.7	137	89.0	12	7.8	3	2.0	1	0.7
12:00	196	0	0.0	172	87.8	20	10.2	4	2.0	0	0.0
13:00	189	0	0.0	169	89.4	15	7.9	5	2.7	0	0.0
14:00	201	2	1.0	177	88.1	17	8.5	5	2.5	0	0.0
15:00	228	0	0.0	208	91.2	16	7.0	4	1.8	0	0.0
16:00	229	2	0.9	202	88.2	20	8.7	4	1.8	1	0.4
17:00	284	4	1.4	259	91.2	19	6.7	2	0.7	0	0.0
18:00	196	2	1.0	185	94.4	8	4.1	1	0.5	0	0.0
19:00	142	2	1.4	130	91.6	9	6.3	1	0.7	0	0.0
20:00	95	1	1.1	92	96.8	2	2.1	0	0.0	0	0.0
21:00	74	1	1.4	72	97.3	1	1.4	0	0.0	0	0.0
22:00	46	0	0.0	45	97.8	1	2.2	0	0.0	0	0.0
23:00	17	0	0.0	14	82.4	3	17.7	0	0.0	0	0.0
12H,7-19	2384	15	0.6	2124	89.1	205	8.6	38	1.6	2	0.1
16H,6-22	2765	20	0.7	2473	89.4	230	8.3	40	1.5	2	0.1
18H,6-24	2828	20	0.7	2532	89.5	234	8.3	40	1.4	2	0.1
24H,0-24	2865	21	0.7	2559	89.3	243	8.5	40	1.4	2	0.1

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	7	0	0.0	7	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	4	0	0.0	3	75.0	1	25.0	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	7	0	0.0	3	42.9	4	57.1	0	0.0	0	0.0
05:00	15	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0
06:00	74	2	2.7	60	81.1	12	16.2	0	0.0	0	0.0
07:00	153	3	2.0	129	84.3	21	13.7	0	0.0	0	0.0
08:00	238	0	0.0	206	86.6	27	11.3	5	2.1	0	0.0
09:00	172	1	0.6	148	86.1	20	11.6	3	1.7	0	0.0
10:00	163	0	0.0	141	86.5	20	12.3	1	0.6	1	0.6
11:00	179	2	1.1	155	86.6	22	12.3	0	0.0	0	0.0
12:00	192	0	0.0	170	88.5	20	10.4	2	1.0	0	0.0
13:00	192	2	1.0	173	90.1	14	7.3	2	1.0	1	0.5
14:00	216	0	0.0	188	87.0	20	9.3	7	3.2	1	0.5
15:00	300	0	0.0	271	90.3	22	7.3	5	1.7	2	0.7
16:00	248	0	0.0	220	88.7	22	8.9	3	1.2	3	1.2
17:00	248	0	0.0	230	92.7	14	5.7	4	1.6	0	0.0
18:00	202	1	0.5	185	91.6	14	6.9	2	1.0	0	0.0
19:00	140	0	0.0	132	94.3	7	5.0	1	0.7	0	0.0
20:00	101	0	0.0	98	97.0	3	3.0	0	0.0	0	0.0
21:00	45	0	0.0	42	93.3	3	6.7	0	0.0	0	0.0
22:00	39	0	0.0	39	100.0	0	0.0	0	0.0	0	0.0
23:00	31	0	0.0	28	90.3	2	6.5	1	3.2	0	0.0
12H,7-19	2503	9	0.4	2216	88.5	236	9.4	34	1.4	8	0.3
16H,6-22	2863	11	0.4	2548	89.0	261	9.1	35	1.2	8	0.3
18H,6-24	2933	11	0.4	2615	89.2	263	9.0	36	1.2	8	0.3
24H,0-24	2970	11	0.4	2643	89.0	272	9.2	36	1.2	8	0.3

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
01:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
02:00	5	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	8	0	0.0	4	50.0	4	50.0	0	0.0	0	0.0
05:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
06:00	29	0	0.0	24	82.8	5	17.2	0	0.0	0	0.0
07:00	76	0	0.0	63	82.9	12	15.8	1	1.3	0	0.0
08:00	94	2	2.1	83	88.3	7	7.5	2	2.1	0	0.0
09:00	147	3	2.0	130	88.4	13	8.8	1	0.7	0	0.0
10:00	187	3	1.6	167	89.3	15	8.0	2	1.1	0	0.0
11:00	195	1	0.5	181	92.8	11	5.6	2	1.0	0	0.0
12:00	225	2	0.9	215	95.6	7	3.1	1	0.4	0	0.0
13:00	187	3	1.6	170	90.9	12	6.4	2	1.1	0	0.0
14:00	169	5	3.0	158	93.5	5	3.0	1	0.6	0	0.0
15:00	182	0	0.0	168	92.3	12	6.6	2	1.1	0	0.0
16:00	196	1	0.5	190	96.9	4	2.0	1	0.5	0	0.0
17:00	193	3	1.6	179	92.8	10	5.2	1	0.5	0	0.0
18:00	139	0	0.0	134	96.4	5	3.6	0	0.0	0	0.0
19:00	112	1	0.9	109	97.3	1	0.9	1	0.9	0	0.0
20:00	57	1	1.8	55	96.5	1	1.8	0	0.0	0	0.0
21:00	41	0	0.0	40	97.6	1	2.4	0	0.0	0	0.0
22:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
23:00	32	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
12H,7-19	1990	23	1.2	1838	92.4	113	5.7	16	0.8	0	0.0
16H,6-22	2229	25	1.1	2066	92.7	121	5.4	17	0.8	0	0.0
18H,6-24	2293	25	1.1	2127	92.8	124	5.4	17	0.7	0	0.0
24H,0-24	2333	25	1.1	2160	92.6	130	5.6	18	0.8	0	0.0

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound		

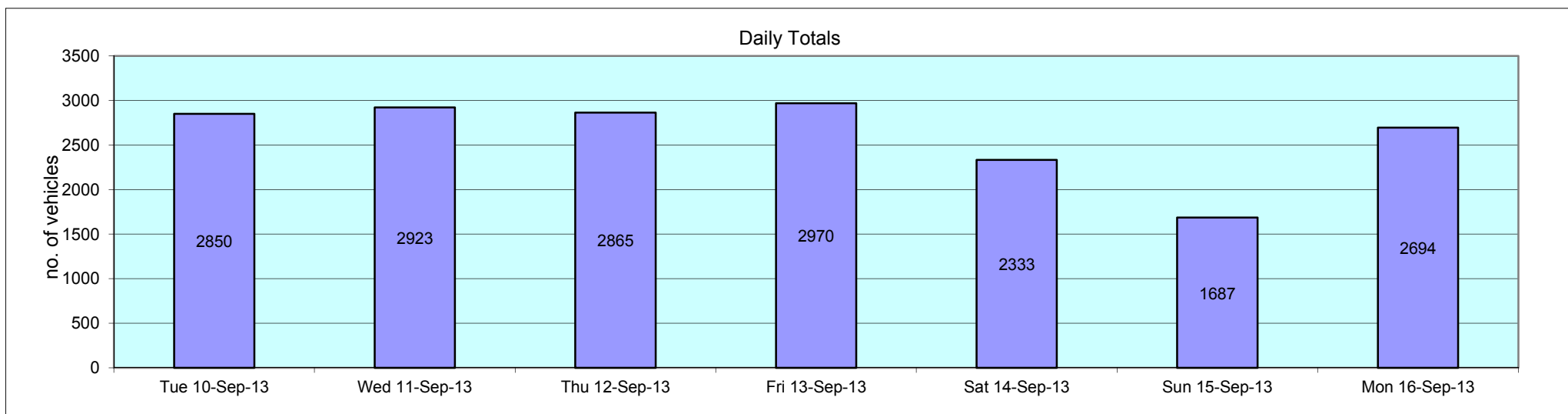
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
01:00	13	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
07:00	43	2	4.7	38	88.4	3	7.0	0	0.0	0	0.0
08:00	63	3	4.8	55	87.3	3	4.8	1	1.6	1	1.6
09:00	92	9	9.8	75	81.5	8	8.7	0	0.0	0	0.0
10:00	127	5	3.9	114	89.8	5	3.9	3	2.4	0	0.0
11:00	133	3	2.3	121	91.0	9	6.8	0	0.0	0	0.0
12:00	201	4	2.0	189	94.0	7	3.5	1	0.5	0	0.0
13:00	163	0	0.0	159	97.6	4	2.5	0	0.0	0	0.0
14:00	153	1	0.7	143	93.5	6	3.9	3	2.0	0	0.0
15:00	144	0	0.0	136	94.4	7	4.9	1	0.7	0	0.0
16:00	140	0	0.0	133	95.0	6	4.3	1	0.7	0	0.0
17:00	107	0	0.0	105	98.1	2	1.9	0	0.0	0	0.0
18:00	82	1	1.2	77	93.9	3	3.7	1	1.2	0	0.0
19:00	56	0	0.0	51	91.1	5	8.9	0	0.0	0	0.0
20:00	46	1	2.2	43	93.5	2	4.4	0	0.0	0	0.0
21:00	31	0	0.0	27	87.1	3	9.7	1	3.2	0	0.0
22:00	22	0	0.0	18	81.8	4	18.2	0	0.0	0	0.0
23:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
12H,7-19	1448	28	1.9	1345	92.9	63	4.4	11	0.8	1	0.1
16H,6-22	1601	29	1.8	1484	92.7	75	4.7	12	0.8	1	0.1
18H,6-24	1636	29	1.8	1514	92.5	80	4.9	12	0.7	1	0.1
24H,0-24	1687	29	1.7	1559	92.4	86	5.1	12	0.7	1	0.1

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	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	8	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
05:00	18	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
06:00	70	1	1.4	62	88.6	6	8.6	1	1.4	0	0.0
07:00	181	4	2.2	147	81.2	28	15.5	2	1.1	0	0.0
08:00	254	1	0.4	221	87.0	29	11.4	2	0.8	1	0.4
09:00	153	0	0.0	140	91.5	11	7.2	2	1.3	0	0.0
10:00	138	0	0.0	124	89.9	12	8.7	2	1.5	0	0.0
11:00	143	1	0.7	129	90.2	10	7.0	3	2.1	0	0.0
12:00	169	2	1.2	155	91.7	11	6.5	1	0.6	0	0.0
13:00	165	0	0.0	150	90.9	12	7.3	2	1.2	1	0.6
14:00	182	1	0.6	158	86.8	16	8.8	6	3.3	1	0.6
15:00	207	2	1.0	191	92.3	12	5.8	2	1.0	0	0.0
16:00	229	0	0.0	212	92.6	17	7.4	0	0.0	0	0.0
17:00	275	2	0.7	255	92.7	15	5.5	1	0.4	2	0.7
18:00	212	1	0.5	205	96.7	5	2.4	1	0.5	0	0.0
19:00	124	2	1.6	113	91.1	6	4.8	3	2.4	0	0.0
20:00	70	0	0.0	69	98.6	1	1.4	0	0.0	0	0.0
21:00	46	1	2.2	43	93.5	2	4.4	0	0.0	0	0.0
22:00	39	1	2.6	36	92.3	2	5.1	0	0.0	0	0.0
23:00	9	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
12H,7-19	2308	14	0.6	2087	90.4	178	7.7	24	1.0	5	0.2
16H,6-22	2618	18	0.7	2374	90.7	193	7.4	28	1.1	5	0.2
18H,6-24	2666	19	0.7	2416	90.6	198	7.4	28	1.1	5	0.2
24H,0-24	2694	19	0.7	2438	90.5	204	7.6	28	1.0	5	0.2

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	2850	17	0.6	2523	88.5	253	8.9	53	1.9	4	0.1
Wed 11-Sep-13	2923	31	1.1	2585	88.4	243	8.3	61	2.1	3	0.1
Thu 12-Sep-13	2865	21	0.7	2559	89.3	243	8.5	40	1.4	2	0.1
Fri 13-Sep-13	2970	11	0.4	2643	89.0	272	9.2	36	1.2	8	0.3
Sat 14-Sep-13	2333	25	1.1	2160	92.6	130	5.6	18	0.8	0	0.0
Sun 15-Sep-13	1687	29	1.7	1559	92.4	86	5.1	12	0.7	1	0.1
Mon 16-Sep-13	2694	19	0.7	2438	90.5	204	7.6	28	1.0	5	0.2
Total Vehicles											
[--]	18322	153	0.9	16467	90.1	1431	7.6	248	1.3	23	0.1



16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	9	-	44.1	4.9	0	0	0	0	0	0	3	2	4	0	0	0
01:00	3	-	53.5	8.8	0	0	0	0	0	0	0	0	2	0	0	1
02:00	5	-	48.5	11.2	0	0	0	0	0	1	0	1	1	1	0	1
03:00	3	-	41.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
04:00	8	-	40.4	8.9	0	0	0	1	0	1	2	1	3	0	0	0
05:00	15	49.5	44.8	8.4	0	0	0	1	0	0	2	5	6	0	0	1
06:00	77	49.7	42.8	6.5	0	0	0	0	0	6	33	17	12	5	4	0
07:00	175	46.3	41.5	4.9	0	0	0	0	0	17	69	61	24	3	1	0
08:00	243	45.7	40.9	5.4	0	1	0	1	5	27	83	94	30	2	0	0
09:00	156	45.9	41.5	5	0	0	0	0	2	9	68	54	18	4	1	0
10:00	155	44	38.8	5.6	0	1	0	1	6	31	68	41	4	2	1	0
11:00	162	45.4	40	5.6	0	0	2	0	5	19	71	46	17	2	0	0
12:00	176	45.9	40.3	6.2	0	0	1	3	3	26	68	49	21	4	0	1
13:00	187	45.8	40.4	6	0	0	4	0	1	22	82	51	24	2	0	1
14:00	193	46.1	40.7	5.4	0	0	0	0	3	26	85	49	24	5	1	0
15:00	232	45	39.9	5.7	0	1	0	1	6	40	90	73	14	6	1	0
16:00	259	45.3	40.3	5.9	0	2	4	1	2	23	109	92	23	2	1	0
17:00	284	46	41.9	5	0	0	1	0	1	15	109	115	35	6	1	1
18:00	197	46.8	41.6	6.3	2	0	0	0	2	17	68	74	24	9	0	1
19:00	136	45.6	40.4	6.5	0	1	0	1	2	25	46	44	11	3	2	1
20:00	60	50.4	43.7	7	0	0	0	1	0	4	17	18	12	6	1	1
21:00	60	46.8	41.9	5.1	0	0	0	0	0	6	20	23	10	0	1	0
22:00	39	47.7	41.3	5.8	0	0	0	0	0	8	11	11	8	1	0	0
23:00	16	47.8	44.1	6.7	0	0	0	0	0	1	3	8	3	0	0	1
12H,7-19	2419	45.7	40.7	5.6	2	5	12	7	36	272	970	799	258	47	7	4
16H,6-22	2752	45.8	40.8	5.8	2	6	12	9	38	313	1086	901	303	61	15	6
18H,6-24	2807	45.9	40.8	5.8	2	6	12	9	38	322	1100	920	314	62	15	7
24H,0-24	2850	46	40.9	5.8	2	6	12	11	38	324	1109	929	331	63	15	10

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	9	-	48.5	4.6	0	0	0	0	0	0	0	3	3	3	0	0
01:00	1	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	-	41	10.6	0	0	0	0	0	1	0	0	1	0	0	0
03:00	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	8	-	45.4	7.6	0	0	0	0	0	1	1	2	3	0	1	0
05:00	25	51.9	43.3	7.7	0	0	0	0	1	2	9	4	4	4	1	0
06:00	72	49.6	43.4	6.4	0	0	1	0	0	2	22	27	12	6	2	0
07:00	164	47.8	42	5.9	0	1	0	0	1	14	57	57	25	7	2	0
08:00	255	45.7	41.2	5.7	0	0	3	3	2	19	85	111	25	5	2	0
09:00	153	47	41	6.1	0	0	2	0	1	24	49	49	23	4	1	0
10:00	162	45.1	39.7	5.8	0	0	3	0	3	27	63	50	14	2	0	0
11:00	168	45.6	40.5	5.5	0	0	0	4	2	17	68	56	18	3	0	0
12:00	205	44.8	38.9	7.1	0	2	2	9	5	29	86	54	9	7	2	0
13:00	161	47.5	41.6	5.8	0	1	0	0	0	19	58	51	25	6	1	0
14:00	182	45	39.6	5.6	0	0	1	1	7	28	77	50	14	4	0	0
15:00	213	45.6	40.9	5.9	0	0	1	2	5	18	88	73	13	12	1	0
16:00	266	45.8	41.1	5.4	0	1	0	0	2	25	113	89	29	5	0	2
17:00	297	46.5	41.6	5.2	0	0	0	0	4	22	116	106	40	6	3	0
18:00	201	45.6	41.2	5.5	0	1	0	0	5	18	66	87	18	4	2	0
19:00	155	45.2	40.4	5.8	0	0	1	1	4	16	68	49	9	5	2	0
20:00	100	47	41.5	6.2	0	1	0	0	1	8	40	32	12	5	1	0
21:00	60	49.2	43.8	5.2	0	0	0	0	0	1	19	21	15	3	1	0
22:00	46	45.5	40.7	5.8	0	0	0	0	2	4	21	13	4	1	1	0
23:00	17	55.9	48.5	7.2	0	0	0	0	0	0	2	5	5	2	2	1
12H,7-19	2427	45.8	40.8	5.8	0	6	12	19	37	260	926	833	253	65	14	2
16H,6-22	2814	45.9	41	5.9	0	7	14	20	42	287	1075	962	301	84	20	2
18H,6-24	2877	46	41	5.9	0	7	14	20	44	291	1098	980	310	87	23	3
24H,0-24	2923	46.1	41.1	5.9	0	7	14	20	45	296	1108	990	321	94	25	3

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	7	-	42.8	6.2	0	0	0	0	0	1	2	1	3	0	0	0	
01:00	2	-	38.5	21.2	0	0	0	1	0	0	0	0	0	1	0	0	
02:00	2	-	46	3.5	0	0	0	0	0	0	0	1	1	0	0	0	
03:00	3	-	48.5	5	0	0	0	0	0	0	0	1	1	1	0	0	
04:00	7	-	47.8	9.4	0	0	0	0	0	1	0	2	2	1	0	1	
05:00	16	50.1	46	5.3	0	0	0	0	0	0	2	7	5	1	1	0	
06:00	70	50.1	43.9	6.3	0	0	1	0	0	2	19	24	16	7	1	0	
07:00	174	48.8	42.9	6	0	1	0	0	0	12	53	62	35	7	4	0	
08:00	244	46.5	41.1	6.2	0	1	0	0	7	26	98	72	27	9	2	2	
09:00	163	47.2	41	6.1	0	0	2	0	1	26	54	49	26	4	1	0	
10:00	126	46.8	41	6	0	0	1	0	3	17	43	40	16	6	0	0	
11:00	154	44.4	39.3	4.9	0	0	0	0	3	32	71	36	10	2	0	0	
12:00	196	44	39	4.7	0	0	0	1	5	34	101	42	13	0	0	0	
13:00	189	45.4	40.4	5.4	0	0	0	0	9	20	78	61	16	4	1	0	
14:00	201	45.8	39.8	6.2	0	0	1	2	5	41	75	48	22	5	2	0	
15:00	228	45.2	40.2	5.5	0	0	1	1	6	26	102	68	19	3	2	0	
16:00	229	47.4	42	5.8	0	0	1	4	1	18	64	95	40	4	2	0	
17:00	284	48	42.6	5.8	0	1	1	0	2	11	95	114	42	13	4	1	
18:00	196	48.4	42.9	5.7	0	0	1	0	0	7	69	75	29	12	1	2	
19:00	142	47.3	41.8	6.2	0	1	2	0	1	9	44	58	20	7	0	0	
20:00	95	49.6	43	6.4	0	0	1	0	0	7	26	39	10	11	0	1	
21:00	74	46.2	41.1	5.2	0	0	0	0	0	7	37	18	9	2	1	0	
22:00	46	46.8	43.1	5.9	0	0	0	0	0	2	15	21	4	2	1	1	
23:00	17	45.9	41.4	5.5	0	0	0	0	0	2	7	5	2	1	0	0	
12H,7-19	2384	46.5	41.1	5.9	0	3	8	8	42	270	903	762	295	69	19	5	
16H,6-22	2765	46.8	41.3	5.9	0	4	12	8	43	295	1029	901	350	96	21	6	
18H,6-24	2828	46.8	41.3	5.9	0	4	12	8	43	299	1051	927	356	99	22	7	
24H,0-24	2865	47	41.4	6	0	4	12	9	43	301	1055	939	368	103	23	8	

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	7	-	42.1	8.1	0	0	0	0	1	1	0	2	3	0	0	0
01:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	4	-	41	6.5	0	0	0	0	0	1	1	1	1	0	0	0
03:00	3	-	41.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
04:00	7	-	42.8	8.5	0	0	0	0	0	2	1	2	0	2	0	0
05:00	15	49.8	43.8	6.3	0	0	0	0	0	2	2	6	3	2	0	0
06:00	74	48.7	42.6	6.4	0	1	0	0	1	5	20	25	19	3	0	0
07:00	153	49.3	43.2	6.2	0	1	0	0	0	12	39	57	31	11	1	1
08:00	238	46.1	41.9	5	0	0	0	0	4	20	67	110	31	6	0	0
09:00	172	45.3	39.9	5.7	0	0	0	0	10	24	70	49	14	4	1	0
10:00	163	46.3	40.9	5.7	0	0	0	0	5	22	59	51	21	3	2	0
11:00	179	44.2	38.8	5.3	0	1	0	0	6	41	77	42	11	1	0	0
12:00	192	45.4	40.9	5.1	0	0	0	0	5	24	60	83	16	4	0	0
13:00	192	46.5	40.8	5.9	0	0	0	0	8	23	75	54	25	4	3	0
14:00	216	44.6	38.7	6.2	0	0	2	5	11	39	86	56	15	1	0	1
15:00	300	44.7	39.3	5	0	0	0	0	5	68	128	72	25	2	0	0
16:00	248	45.6	40.3	5.4	0	1	0	0	5	33	107	70	28	4	0	0
17:00	248	46.1	41.1	5.9	0	0	0	0	10	29	83	88	29	6	2	1
18:00	202	45.4	40.3	5.9	0	0	1	1	5	26	89	56	16	6	1	1
19:00	140	45.2	40.7	4.9	0	0	0	0	1	11	74	39	11	2	2	0
20:00	101	45.4	39.5	6.2	0	1	0	0	5	20	32	31	11	1	0	0
21:00	45	44.4	39.5	4.6	0	0	0	0	0	10	19	13	3	0	0	0
22:00	39	45.5	40.9	5.1	0	0	0	0	0	6	14	14	4	1	0	0
23:00	31	46.9	41.7	5.3	0	0	0	0	0	4	10	11	5	1	0	0
12H,7-19	2503	45.7	40.4	5.7	0	3	3	6	74	361	940	788	262	52	10	4
16H,6-22	2863	45.7	40.5	5.7	0	5	3	6	81	407	1085	896	306	58	12	4
18H,6-24	2933	45.7	40.5	5.7	0	5	3	6	81	417	1109	921	315	60	12	4
24H,0-24	2970	45.8	40.5	5.7	0	5	3	6	82	423	1115	934	322	64	12	4

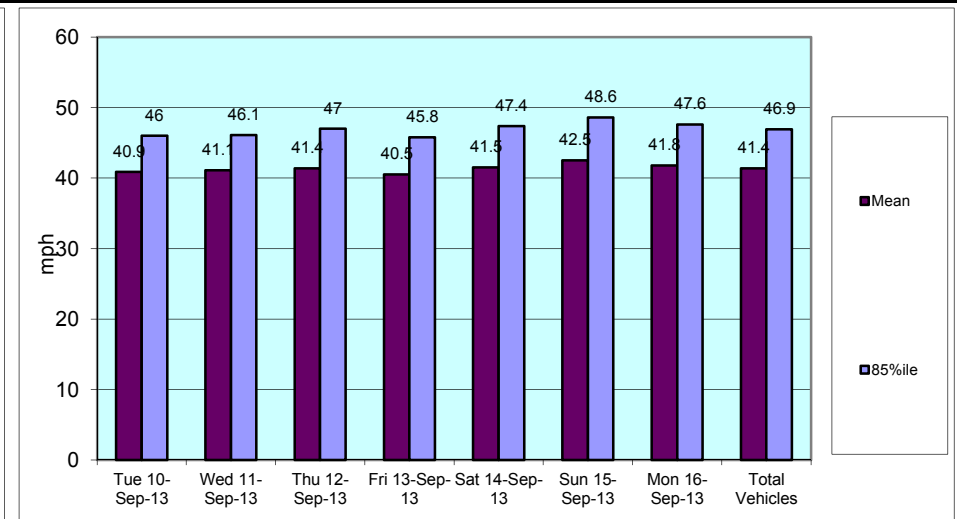
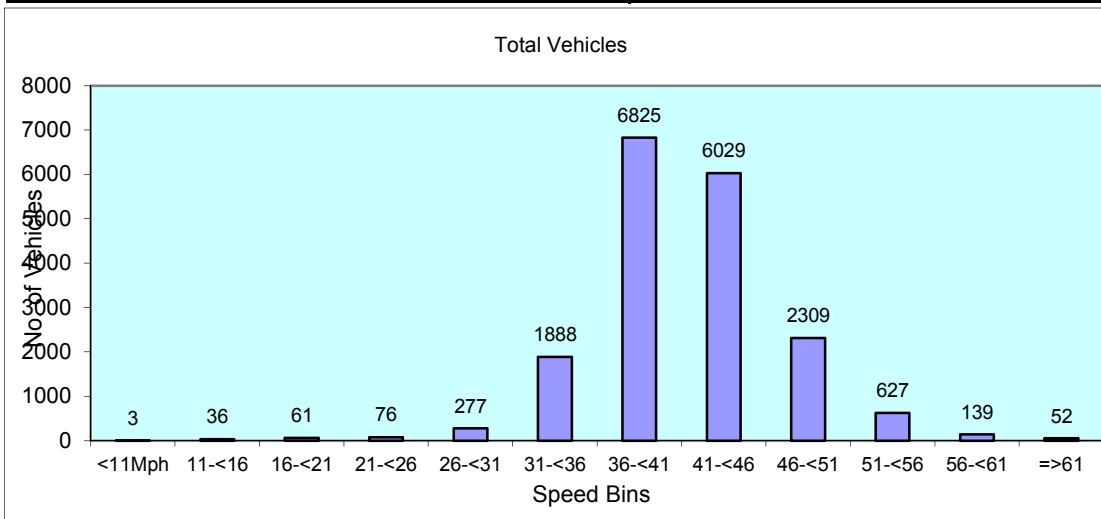
16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall Road, Chilmington Green									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 14-Sep-13																
00:00	10	46	40.5	5.5	0	0	0	0	0	2	4	2	2	0	0	0
01:00	9	-	40.7	5.8	0	0	0	0	1	0	3	4	1	0	0	0
02:00	5	-	41.5	14.4	0	0	0	1	0	1	1	0	0	1	1	0
03:00	2	-	46	3.5	0	0	0	0	0	0	0	1	1	0	0	0
04:00	8	-	45.4	10	0	0	0	0	1	0	2	1	1	2	1	0
05:00	6	-	46.8	9.4	0	0	0	0	0	0	2	1	2	0	0	1
06:00	29	52.8	44.5	7.4	0	0	0	0	0	2	9	8	3	6	0	1
07:00	76	49.6	44.2	6	0	0	0	0	0	3	20	28	18	5	0	2
08:00	94	49.1	42.2	7.2	0	1	1	0	1	7	32	25	20	6	0	1
09:00	147	45.6	40.5	5.6	0	0	0	1	6	14	61	46	14	5	0	0
10:00	187	45	39.9	6.1	0	2	0	1	2	27	87	49	13	4	1	1
11:00	195	45.5	40.3	5.7	0	0	0	2	3	33	72	62	17	5	0	1
12:00	225	45.9	41	5.4	0	0	2	1	2	20	89	79	28	4	0	0
13:00	187	47.2	41	6.9	0	3	2	0	0	22	66	60	22	12	0	0
14:00	169	45.4	40.3	6.1	0	0	2	3	4	19	59	64	15	1	2	0
15:00	182	48.2	42.4	5.7	0	0	0	0	0	12	75	56	25	10	3	1
16:00	196	47.3	42.2	5.1	0	0	0	0	2	9	74	74	28	8	1	0
17:00	193	48.6	42.4	6.3	0	1	0	0	0	14	76	56	32	9	2	3
18:00	139	46.2	41	6.1	0	0	1	0	0	25	46	45	15	5	1	1
19:00	112	47.3	41.8	6	0	0	0	0	1	14	37	39	14	5	1	1
20:00	57	49.3	41.7	6.7	0	0	0	0	2	5	25	12	6	6	1	0
21:00	41	49.7	43.7	6.8	0	0	0	0	1	5	5	16	10	2	2	0
22:00	32	50.6	42.9	6.6	0	0	0	0	0	3	12	9	3	4	1	0
23:00	32	51.9	45.2	6.2	0	0	0	0	0	1	6	14	5	4	2	0
12H,7-19	1990	46.9	41.3	6	0	7	8	8	20	205	757	644	247	74	10	10
16H,6-22	2229	47.1	41.4	6.1	0	7	8	8	24	231	833	719	280	93	14	12
18H,6-24	2293	47.3	41.5	6.1	0	7	8	8	24	235	851	742	288	101	17	12
24H,0-24	2333	47.4	41.5	6.2	0	7	8	9	26	238	863	751	295	104	19	13

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	22	52	44.6	8	0	0	0	0	0	2	5	9	2	1	2	1
01:00	13	48.8	44.3	8	0	0	0	0	0	1	4	4	2	1	0	1
02:00	6	-	48.5	6.4	0	0	0	0	0	0	0	3	1	1	1	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	-	46	4.4	0	0	0	0	0	0	1	1	4	0	0	0
05:00	4	-	46	6.5	0	0	0	0	0	0	1	1	1	1	0	0
06:00	20	49.8	45.3	6.7	0	0	0	0	0	1	6	2	8	2	1	0
07:00	43	49.2	42.7	6.8	0	0	1	0	1	1	13	15	8	4	0	0
08:00	63	51	43.3	8.3	0	0	2	1	0	5	14	19	12	7	3	0
09:00	92	50	41.9	8.9	1	2	1	1	0	5	30	29	11	9	2	1
10:00	127	49.7	42.9	7.6	0	0	3	2	0	5	40	39	25	7	5	1
11:00	133	48	42.5	5.3	0	0	0	0	0	12	41	49	26	3	2	0
12:00	201	47.7	42.2	5.6	0	0	0	0	0	21	68	71	30	7	4	0
13:00	163	47.5	42.1	5.2	0	0	0	0	0	11	67	53	23	8	1	0
14:00	153	48	42.4	5.8	0	0	0	0	3	12	47	57	26	6	1	1
15:00	144	47.8	42.6	5.1	0	0	0	1	1	4	50	57	25	5	1	0
16:00	140	45.9	41.5	5.5	0	0	2	1	1	8	47	60	19	2	0	0
17:00	107	48.4	42.6	5.7	0	0	0	0	3	5	34	38	22	3	2	0
18:00	82	49.3	43.4	6.6	0	1	0	0	1	4	18	34	17	5	2	0
19:00	56	48.1	41.6	6.2	0	0	0	0	3	2	25	13	10	2	1	0
20:00	46	44.8	40.1	5.2	0	0	0	0	3	2	23	14	3	1	0	0
21:00	31	52.1	43.2	8	0	0	0	0	0	5	10	7	3	4	1	1
22:00	22	49.7	43.3	7.1	0	0	0	0	0	2	8	6	3	1	2	0
23:00	13	54.9	43.9	9.1	0	0	0	0	0	3	3	2	2	1	2	0
12H,7-19	1448	48.4	42.4	6.2	1	3	9	6	10	93	469	521	244	66	23	3
16H,6-22	1601	48.5	42.3	6.2	1	3	9	6	16	103	533	557	268	75	26	4
18H,6-24	1636	48.5	42.4	6.3	1	3	9	6	16	108	544	565	273	77	30	4
24H,0-24	1687	48.6	42.5	6.3	1	3	9	6	16	111	555	583	283	81	33	6

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	1	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	8	-	49.1	8.7	0	0	0	0	0	0	2	1	2	0	3	0
05:00	18	45.3	41.3	4.5	0	0	0	0	0	2	6	8	2	0	0	0
06:00	70	50.4	44.4	6.2	0	0	0	0	0	4	18	22	17	6	3	0
07:00	181	49.3	43.8	5.4	0	1	0	0	0	5	46	68	50	11	0	0
08:00	254	47.1	41.8	5.4	0	1	0	0	0	20	100	87	33	12	1	0
09:00	153	47.3	41.5	5.1	0	0	0	0	2	11	67	43	26	4	0	0
10:00	138	45.9	41	6.2	0	0	0	4	2	10	55	47	13	6	0	1
11:00	143	46.3	40.9	5.5	0	0	0	0	3	16	62	39	18	4	1	0
12:00	169	46.3	41.2	5.7	0	0	0	0	1	20	75	46	18	7	0	2
13:00	165	45.9	41	6	0	0	0	3	3	16	62	57	18	4	1	1
14:00	182	45.4	40.8	4.6	0	0	0	0	2	14	87	58	18	3	0	0
15:00	207	45.8	40.8	5.7	0	1	2	0	3	15	92	65	23	6	0	0
16:00	229	45.5	41.5	4.8	0	0	0	1	1	11	97	94	18	6	0	1
17:00	275	48.9	42.5	6.2	0	0	1	2	8	12	88	96	46	20	2	0
18:00	212	48.3	42.7	5.2	0	0	0	1	0	14	64	82	40	11	0	0
19:00	124	47.1	40.8	6.8	0	1	0	3	2	17	38	40	18	4	1	0
20:00	70	48.5	42.9	5.6	0	0	0	0	0	3	26	24	12	4	0	1
21:00	46	50.1	43.4	6.5	0	0	0	0	0	3	17	12	8	5	0	1
22:00	39	49	42.6	6.3	0	0	0	1	0	2	13	13	6	4	0	0
23:00	9	-	46.3	8.8	0	0	0	0	0	0	4	0	3	1	0	1
12H,7-19	2308	47.2	41.7	5.6	0	3	3	11	25	164	895	782	321	94	5	5
16H,6-22	2618	47.5	41.8	5.7	0	4	3	14	27	191	994	880	376	113	9	7
18H,6-24	2666	47.6	41.8	5.7	0	4	3	15	27	193	1011	893	385	118	9	8
24H,0-24	2694	47.6	41.8	5.7	0	4	3	15	27	195	1020	903	389	118	12	8

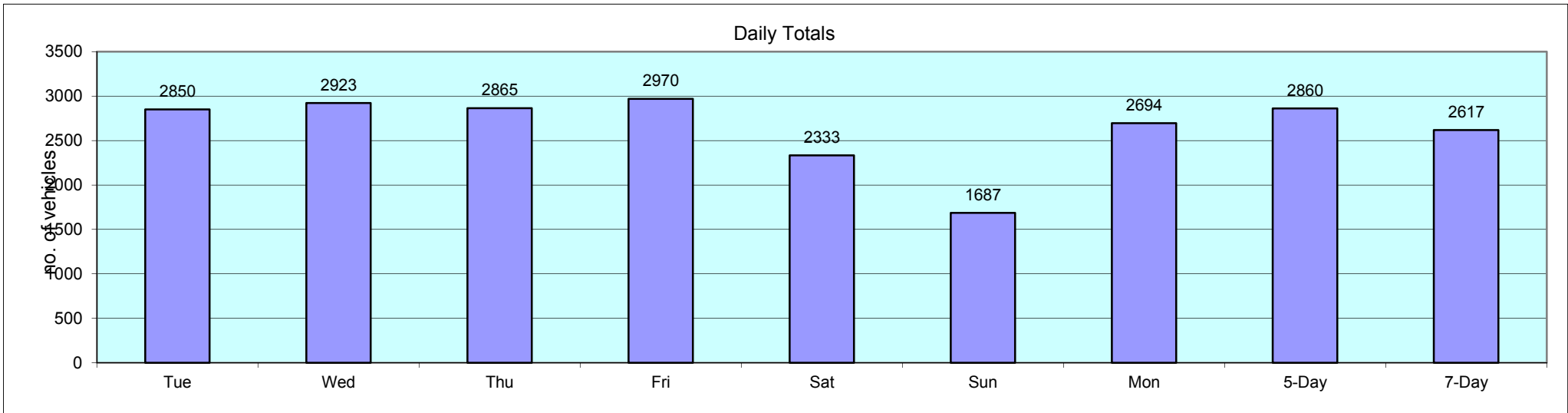
16768	CHILMINGTON GREEN	Site No: 16768005	Location Site 5, Magpie Hall Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<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	2850	46	40.9	5.8	2	6	12	11	38	324	1109	929	331	63	15	10
Wed 11-Sep-13	2923	46.1	41.1	5.9	0	7	14	20	45	296	1108	990	321	94	25	3
Thu 12-Sep-13	2865	47	41.4	6	0	4	12	9	43	301	1055	939	368	103	23	8
Fri 13-Sep-13	2970	45.8	40.5	5.7	0	5	3	6	82	423	1115	934	322	64	12	4
Sat 14-Sep-13	2333	47.4	41.5	6.2	0	7	8	9	26	238	863	751	295	104	19	13
Sun 15-Sep-13	1687	48.6	42.5	6.3	1	3	9	6	16	111	555	583	283	81	33	6
Mon 16-Sep-13	2694	47.6	41.8	5.7	0	4	3	15	27	195	1020	903	389	118	12	8
Total Vehicles																
[--]	18322	46.9	41.4	5.9	3	36	61	76	277	1888	6825	6029	2309	627	139	52



16768	CHILMINGTON GREEN			Site No: 16768005	Location	Site 5, Magpie Hall Road, Chilmington Green			
	Channel: Northbound								
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av
Week Begin: 10-Sep-13									
00:00	9	9	7	7	10	22	0	6	9
01:00	3	1	2	1	9	13	0	1	4
02:00	5	2	2	4	5	6	1	3	4
03:00	3	1	3	3	2	0	1	2	2
04:00	8	8	7	7	8	6	8	8	7
05:00	15	25	16	15	6	4	18	18	14
06:00	77	72	70	74	29	20	70	73	59
07:00	175	164	174	153	76	43	181	169	138
08:00	243	255	244	238	94	63	254	247	199
09:00	156	153	163	172	147	92	153	159	148
10:00	155	162	126	163	187	127	138	149	151
11:00	162	168	154	179	195	133	143	161	162
12:00	176	205	196	192	225	201	169	188	195
13:00	187	161	189	192	187	163	165	179	178
14:00	193	182	201	216	169	153	182	195	185
15:00	232	213	228	300	182	144	207	236	215
16:00	259	266	229	248	196	140	229	246	224
17:00	284	297	284	248	193	107	275	278	241
18:00	197	201	196	202	139	82	212	202	176
19:00	136	155	142	140	112	56	124	139	124
20:00	60	100	95	101	57	46	70	85	76
21:00	60	60	74	45	41	31	46	57	51
22:00	39	46	46	39	32	22	39	42	38
23:00	16	17	17	31	32	13	9	18	19
12H,7-19	2419	2427	2384	2503	1990	1448	2308	2408	2211
16H,6-22	2752	2814	2765	2863	2229	1601	2618	2762	2520
18H,6-24	2807	2877	2828	2933	2293	1636	2666	2822	2577
24H,0-24	2850	2923	2865	2970	2333	1687	2694	2860	2617
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00	-	-
Peak	243	255	244	238	195	133	254	247	223
Pm	17:00	17:00	17:00	15:00	12:00	12:00	17:00	-	-
Peak	284	297	284	300	225	201	275	288	267

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av



16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	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	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
06:00	77	0	0.0	73	94.8	4	5.2	0	0.0	0	0.0
07:00	219	2	0.9	197	90.0	12	5.5	6	2.7	2	0.9
08:00	321	2	0.6	287	89.4	18	5.6	9	2.8	5	1.6
09:00	225	0	0.0	199	88.4	18	8.0	8	3.6	0	0.0
10:00	166	1	0.6	139	83.7	21	12.7	4	2.4	1	0.6
11:00	195	0	0.0	171	87.7	20	10.3	3	1.5	1	0.5
12:00	174	0	0.0	159	91.4	10	5.8	5	2.9	0	0.0
13:00	155	1	0.7	145	93.6	6	3.9	3	1.9	0	0.0
14:00	175	1	0.6	152	86.9	16	9.1	6	3.4	0	0.0
15:00	216	3	1.4	197	91.2	12	5.6	4	1.9	0	0.0
16:00	246	1	0.4	217	88.2	24	9.8	4	1.6	0	0.0
17:00	245	0	0.0	217	88.6	27	11.0	1	0.4	0	0.0
18:00	169	1	0.6	158	93.5	8	4.7	2	1.2	0	0.0
19:00	143	1	0.7	135	94.4	7	4.9	0	0.0	0	0.0
20:00	76	0	0.0	72	94.7	4	5.3	0	0.0	0	0.0
21:00	41	0	0.0	40	97.6	1	2.4	0	0.0	0	0.0
22:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2506	12	0.5	2238	89.3	192	7.7	55	2.2	9	0.4
16H,6-22	2843	13	0.5	2558	90.0	208	7.3	55	1.9	9	0.3
18H,6-24	2874	13	0.5	2586	90.0	211	7.3	55	1.9	9	0.3
24H,0-24	2902	13	0.5	2609	89.9	216	7.4	55	1.9	9	0.3

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	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	3	0	0.0	2	66.7	1	33.3	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	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
05:00	22	0	0.0	17	77.3	5	22.7	0	0.0	0	0.0
06:00	70	0	0.0	67	95.7	3	4.3	0	0.0	0	0.0
07:00	200	2	1.0	188	94.0	9	4.5	1	0.5	0	0.0
08:00	278	0	0.0	264	95.0	9	3.2	4	1.4	1	0.4
09:00	209	2	1.0	187	89.5	13	6.2	7	3.4	0	0.0
10:00	164	2	1.2	151	92.1	7	4.3	4	2.4	0	0.0
11:00	147	1	0.7	129	87.8	13	8.8	4	2.7	0	0.0
12:00	162	3	1.9	138	85.2	16	9.9	5	3.1	0	0.0
13:00	166	8	4.8	141	84.9	14	8.4	3	1.8	0	0.0
14:00	221	1	0.5	198	89.6	19	8.6	2	0.9	1	0.5
15:00	218	2	0.9	193	88.5	18	8.3	5	2.3	0	0.0
16:00	249	1	0.4	220	88.4	24	9.6	4	1.6	0	0.0
17:00	245	1	0.4	219	89.4	22	9.0	3	1.2	0	0.0
18:00	177	2	1.1	166	93.8	8	4.5	1	0.6	0	0.0
19:00	131	1	0.8	125	95.4	5	3.8	0	0.0	0	0.0
20:00	74	1	1.4	69	93.2	4	5.4	0	0.0	0	0.0
21:00	53	2	3.8	49	92.5	2	3.8	0	0.0	0	0.0
22:00	16	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
23:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	2436	25	1.0	2194	90.1	172	7.1	43	1.8	2	0.1
16H,6-22	2764	29	1.1	2504	90.6	186	6.7	43	1.6	2	0.1
18H,6-24	2788	29	1.0	2525	90.6	189	6.8	43	1.5	2	0.1
24H,0-24	2823	29	1.0	2553	90.4	196	6.9	43	1.5	2	0.1

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	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	7	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
05:00	22	1	4.6	16	72.7	5	22.7	0	0.0	0	0.0
06:00	75	2	2.7	69	92.0	4	5.3	0	0.0	0	0.0
07:00	197	2	1.0	178	90.4	13	6.6	4	2.0	0	0.0
08:00	293	0	0.0	274	93.5	13	4.4	5	1.7	1	0.3
09:00	213	1	0.5	193	90.6	11	5.2	7	3.3	1	0.5
10:00	190	3	1.6	170	89.5	13	6.8	4	2.1	0	0.0
11:00	185	0	0.0	160	86.5	21	11.4	4	2.2	0	0.0
12:00	182	1	0.6	165	90.7	13	7.1	3	1.7	0	0.0
13:00	201	3	1.5	185	92.0	10	5.0	3	1.5	0	0.0
14:00	201	2	1.0	180	89.6	14	7.0	4	2.0	1	0.5
15:00	223	3	1.4	204	91.5	10	4.5	5	2.2	1	0.5
16:00	249	3	1.2	225	90.4	16	6.4	4	1.6	1	0.4
17:00	271	3	1.1	250	92.3	14	5.2	4	1.5	0	0.0
18:00	174	0	0.0	161	92.5	11	6.3	2	1.2	0	0.0
19:00	125	3	2.4	118	94.4	4	3.2	0	0.0	0	0.0
20:00	58	0	0.0	56	96.6	2	3.5	0	0.0	0	0.0
21:00	63	0	0.0	61	96.8	2	3.2	0	0.0	0	0.0
22:00	34	0	0.0	33	97.1	1	2.9	0	0.0	0	0.0
23:00	19	1	5.3	17	89.5	1	5.3	0	0.0	0	0.0
12H,7-19	2579	21	0.8	2345	90.9	159	6.2	49	1.9	5	0.2
16H,6-22	2900	26	0.9	2649	91.3	171	5.9	49	1.7	5	0.2
18H,6-24	2953	27	0.9	2699	91.4	173	5.9	49	1.7	5	0.2
24H,0-24	2991	28	0.9	2728	91.2	180	6.0	50	1.7	5	0.2

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	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	7	0	0.0	5	71.4	1	14.3	1	14.3	0	0.0
05:00	22	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
06:00	67	1	1.5	62	92.5	3	4.5	1	1.5	0	0.0
07:00	197	1	0.5	175	88.8	12	6.1	8	4.1	1	0.5
08:00	291	0	0.0	269	92.4	16	5.5	3	1.0	3	1.0
09:00	233	1	0.4	209	89.7	16	6.9	5	2.2	2	0.9
10:00	200	0	0.0	180	90.0	14	7.0	6	3.0	0	0.0
11:00	170	1	0.6	154	90.6	13	7.7	2	1.2	0	0.0
12:00	182	1	0.6	162	89.0	12	6.6	7	3.9	0	0.0
13:00	172	2	1.2	153	89.0	14	8.1	3	1.7	0	0.0
14:00	230	2	0.9	199	86.5	24	10.4	5	2.2	0	0.0
15:00	215	0	0.0	194	90.2	17	7.9	4	1.9	0	0.0
16:00	269	2	0.7	241	89.6	18	6.7	8	3.0	0	0.0
17:00	221	1	0.5	205	92.8	13	5.9	2	0.9	0	0.0
18:00	188	0	0.0	170	90.4	17	9.0	1	0.5	0	0.0
19:00	98	0	0.0	94	95.9	3	3.1	1	1.0	0	0.0
20:00	50	0	0.0	47	94.0	3	6.0	0	0.0	0	0.0
21:00	36	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
22:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
23:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
12H,7-19	2568	11	0.4	2311	90.0	186	7.2	54	2.1	6	0.2
16H,6-22	2819	12	0.4	2549	90.4	196	7.0	56	2.0	6	0.2
18H,6-24	2863	12	0.4	2591	90.5	198	6.9	56	2.0	6	0.2
24H,0-24	2903	12	0.4	2628	90.5	200	6.9	57	2.0	6	0.2

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	20	0	0.0	18	90.0	1	5.0	1	5.0	0	0.0
01:00	6	0	0.0	5	83.3	1	16.7	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
06:00	38	2	5.3	32	84.2	4	10.5	0	0.0	0	0.0
07:00	74	0	0.0	68	91.9	4	5.4	2	2.7	0	0.0
08:00	132	0	0.0	115	87.1	15	11.4	2	1.5	0	0.0
09:00	181	0	0.0	174	96.1	6	3.3	1	0.6	0	0.0
10:00	199	0	0.0	186	93.5	12	6.0	1	0.5	0	0.0
11:00	221	6	2.7	206	93.2	8	3.6	1	0.5	0	0.0
12:00	177	0	0.0	167	94.4	9	5.1	1	0.6	0	0.0
13:00	196	0	0.0	180	91.8	15	7.7	1	0.5	0	0.0
14:00	193	2	1.0	183	94.8	8	4.2	0	0.0	0	0.0
15:00	195	2	1.0	181	92.8	10	5.1	2	1.0	0	0.0
16:00	201	2	1.0	193	96.0	4	2.0	2	1.0	0	0.0
17:00	140	2	1.4	130	92.9	6	4.3	2	1.4	0	0.0
18:00	118	1	0.9	115	97.5	1	0.9	1	0.9	0	0.0
19:00	91	1	1.1	87	95.6	1	1.1	2	2.2	0	0.0
20:00	54	2	3.7	50	92.6	1	1.9	1	1.9	0	0.0
21:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
22:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
23:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
12H,7-19	2027	15	0.7	1898	93.6	98	4.8	16	0.8	0	0.0
16H,6-22	2236	20	0.9	2093	93.6	104	4.7	19	0.9	0	0.0
18H,6-24	2285	20	0.9	2140	93.7	106	4.6	19	0.8	0	0.0
24H,0-24	2333	20	0.9	2181	93.5	111	4.8	21	0.9	0	0.0

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound		

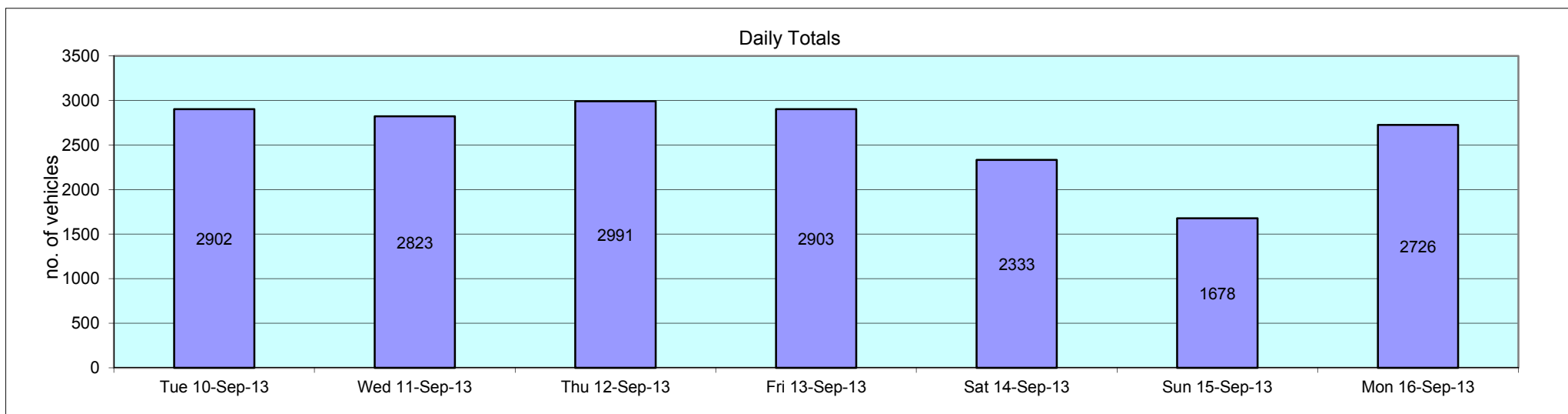
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 15-Sep-13											
00:00	17	0	0.0	15	88.2	2	11.8	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
05:00	13	0	0.0	10	76.9	2	15.4	1	7.7	0	0.0
06:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
07:00	41	4	9.8	33	80.5	4	9.8	0	0.0	0	0.0
08:00	63	0	0.0	63	100.0	0	0.0	0	0.0	0	0.0
09:00	102	2	2.0	95	93.1	4	3.9	1	1.0	0	0.0
10:00	145	0	0.0	142	97.9	3	2.1	0	0.0	0	0.0
11:00	177	2	1.1	163	92.1	8	4.5	4	2.3	0	0.0
12:00	188	1	0.5	182	96.8	5	2.7	0	0.0	0	0.0
13:00	185	2	1.1	178	96.2	4	2.2	1	0.5	0	0.0
14:00	147	1	0.7	141	95.9	5	3.4	0	0.0	0	0.0
15:00	131	0	0.0	131	100.0	0	0.0	0	0.0	0	0.0
16:00	119	0	0.0	116	97.5	1	0.8	2	1.7	0	0.0
17:00	109	0	0.0	105	96.3	4	3.7	0	0.0	0	0.0
18:00	68	1	1.5	63	92.7	3	4.4	1	1.5	0	0.0
19:00	59	0	0.0	53	89.8	5	8.5	1	1.7	0	0.0
20:00	37	0	0.0	33	89.2	4	10.8	0	0.0	0	0.0
21:00	30	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
22:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1475	13	0.9	1412	95.7	41	2.8	9	0.6	0	0.0
16H,6-22	1616	13	0.8	1540	95.3	53	3.3	10	0.6	0	0.0
18H,6-24	1631	13	0.8	1555	95.3	53	3.3	10	0.6	0	0.0
24H,0-24	1678	13	0.8	1595	95.1	59	3.5	11	0.7	0	0.0

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	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	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	9	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
05:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
06:00	72	1	1.4	68	94.4	2	2.8	1	1.4	0	0.0
07:00	208	1	0.5	188	90.4	15	7.2	4	1.9	0	0.0
08:00	297	0	0.0	275	92.6	18	6.1	4	1.4	0	0.0
09:00	207	2	1.0	184	88.9	18	8.7	3	1.5	0	0.0
10:00	174	2	1.2	157	90.2	12	6.9	3	1.7	0	0.0
11:00	168	4	2.4	154	91.7	7	4.2	3	1.8	0	0.0
12:00	138	2	1.5	123	89.1	11	8.0	2	1.5	0	0.0
13:00	161	1	0.6	138	85.7	17	10.6	5	3.1	0	0.0
14:00	184	1	0.5	164	89.1	12	6.5	6	3.3	1	0.5
15:00	199	0	0.0	188	94.5	9	4.5	2	1.0	0	0.0
16:00	218	1	0.5	197	90.4	15	6.9	5	2.3	0	0.0
17:00	258	5	1.9	227	88.0	20	7.8	6	2.3	0	0.0
18:00	176	0	0.0	166	94.3	9	5.1	1	0.6	0	0.0
19:00	115	1	0.9	110	95.7	4	3.5	0	0.0	0	0.0
20:00	47	1	2.1	39	83.0	6	12.8	1	2.1	0	0.0
21:00	40	0	0.0	38	95.0	2	5.0	0	0.0	0	0.0
22:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
23:00	11	0	0.0	8	72.7	3	27.3	0	0.0	0	0.0
12H,7-19	2388	19	0.8	2161	90.5	163	6.8	44	1.8	1	0.0
16H,6-22	2662	22	0.8	2416	90.8	177	6.7	46	1.7	1	0.0
18H,6-24	2694	22	0.8	2444	90.7	181	6.7	46	1.7	1	0.0
24H,0-24	2726	22	0.8	2471	90.7	185	6.8	47	1.7	1	0.0

16768	CHILMINGTON GREEN	Site No: 16768005	Location	Site 5, Magpie Hall 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	2902	13	0.5	2609	89.9	216	7.4	55	1.9	9	0.3
Wed 11-Sep-13	2823	29	1.0	2553	90.4	196	6.9	43	1.5	2	0.1
Thu 12-Sep-13	2991	28	0.9	2728	91.2	180	6.0	50	1.7	5	0.2
Fri 13-Sep-13	2903	12	0.4	2628	90.5	200	6.9	57	2.0	6	0.2
Sat 14-Sep-13	2333	20	0.9	2181	93.5	111	4.8	21	0.9	0	0.0
Sun 15-Sep-13	1678	13	0.8	1595	95.1	59	3.5	11	0.7	0	0.0
Mon 16-Sep-13	2726	22	0.8	2471	90.7	185	6.8	47	1.7	1	0.0
Total Vehicles											
[--]	18356	137	0.8	16765	91.6	1147	6.1	284	1.5	23	0.1



16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	2	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	-	51	3.5	0	0	0	0	0	0	0	0	1	1	0	0
03:00	2	-	56	10.6	0	0	0	0	0	0	0	0	1	0	0	1
04:00	5	-	42.5	5.6	0	0	0	0	0	1	0	3	1	0	0	0
05:00	17	48	40.3	7.4	0	0	0	1	1	1	7	2	5	0	0	0
06:00	77	49.6	43.7	5.5	0	0	0	0	1	3	21	25	21	6	0	0
07:00	219	46.1	41	6	0	0	1	2	3	27	79	73	25	6	2	1
08:00	321	45.6	40.2	5.6	0	0	0	4	8	40	143	85	33	6	2	0
09:00	225	45.6	39.5	6	1	0	0	2	5	51	81	55	28	2	0	0
10:00	166	44.8	39.3	5.5	0	0	1	1	5	31	70	43	13	2	0	0
11:00	195	44.3	38.7	5.6	0	0	1	0	11	44	79	46	11	2	1	0
12:00	174	46.4	40.1	6.4	0	0	2	1	7	34	48	53	27	2	0	0
13:00	155	45.7	41	4.8	0	0	0	0	4	7	75	48	19	2	0	0
14:00	175	45.2	39	7.4	0	3	4	1	10	23	65	50	14	4	1	0
15:00	216	45.3	40.1	5.8	0	1	1	2	5	24	93	67	18	4	1	0
16:00	246	45.9	41.4	5.3	0	0	0	0	6	21	88	96	27	6	2	0
17:00	245	47	41.8	5.3	0	0	0	1	5	17	84	93	39	4	2	0
18:00	169	48.9	42.6	6.8	0	2	2	0	0	9	49	64	30	12	0	1
19:00	143	46	41	6.2	0	1	0	2	2	14	52	50	19	1	1	1
20:00	76	45.8	40.6	6.7	0	1	1	0	1	11	22	29	8	3	0	0
21:00	41	46.4	41.5	6.2	0	0	0	0	1	8	7	18	4	3	0	0
22:00	23	51.1	43.3	8.6	0	0	0	0	3	1	5	4	6	3	1	0
23:00	8	-	47.9	9.5	0	0	0	0	0	1	1	2	0	2	2	0
12H,7-19	2506	45.8	40.4	6	1	6	12	14	69	328	954	773	284	52	11	2
16H,6-22	2843	45.9	40.6	6	1	8	13	16	74	364	1056	895	336	65	12	3
18H,6-24	2874	46	40.6	6.1	1	8	13	16	77	366	1062	901	342	70	15	3
24H,0-24	2902	46.1	40.6	6.1	1	8	13	17	78	368	1069	908	350	71	15	4

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	3	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
01:00	1	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	3	-	41.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
03:00	1	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	5	-	48.5	5.2	0	0	0	0	0	0	0	2	1	2	0	0
05:00	22	51.3	44.2	5.8	0	0	0	0	0	1	5	10	2	4	0	0
06:00	70	49.5	42.9	6.4	0	0	0	1	0	6	20	25	10	7	1	0
07:00	200	48.2	42.7	5.5	0	0	0	0	1	15	62	75	37	7	2	1
08:00	278	45.5	40.6	5.3	0	0	0	0	6	47	90	103	27	4	1	0
09:00	209	45.8	41.1	5.1	0	0	0	0	7	14	83	77	25	2	1	0
10:00	164	45.4	40.7	5	0	0	0	1	1	21	64	59	15	3	0	0
11:00	147	44.9	39.8	5	0	0	0	0	3	29	55	48	11	1	0	0
12:00	162	46	39.8	6.9	1	1	2	2	4	18	69	40	21	4	0	0
13:00	166	44.6	38.5	6	0	0	2	3	7	39	61	40	13	1	0	0
14:00	221	44.3	38.8	5.3	0	0	0	1	13	45	93	53	15	1	0	0
15:00	218	46.3	41.4	5.4	0	0	1	1	1	17	91	72	27	7	1	0
16:00	249	45.7	40.6	5.4	0	0	1	0	5	35	94	81	28	4	1	0
17:00	245	47.7	41.9	5.6	0	0	0	0	1	26	87	81	37	10	3	0
18:00	177	48	42.8	5.6	0	0	0	0	1	6	67	68	20	9	6	0
19:00	131	45.8	39.3	7.8	0	1	3	2	5	25	48	28	11	5	2	1
20:00	74	46.8	40.8	6.7	0	0	0	0	3	13	25	20	9	2	1	1
21:00	53	47.8	39.3	8.2	0	0	1	0	7	11	12	11	7	3	1	0
22:00	16	51.2	42.9	7.2	0	0	0	0	1	1	4	6	1	3	0	0
23:00	8	-	46	6.7	0	0	0	0	0	0	2	2	3	0	1	0
12H,7-19	2436	45.9	40.8	5.6	1	1	6	8	50	312	916	797	276	53	15	1
16H,6-22	2764	45.9	40.7	5.9	1	2	10	11	65	367	1021	881	313	70	20	3
18H,6-24	2788	46	40.7	5.9	1	2	10	11	66	368	1027	889	317	73	21	3
24H,0-24	2823	46	40.8	5.9	1	2	10	11	66	369	1036	902	323	79	21	3

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	3	-	41.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
02:00	3	-	48.5	5	0	0	0	0	0	0	0	1	1	1	0	0
03:00	2	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
04:00	7	-	42.8	4.7	0	0	0	0	0	0	3	2	2	0	0	0
05:00	22	50.4	45.3	5.2	0	0	0	0	0	0	5	7	7	3	0	0
06:00	75	47.4	42	6.5	0	0	1	0	0	6	29	25	8	4	1	1
07:00	197	47.6	42.2	5.7	0	1	0	0	0	22	51	83	31	8	0	1
08:00	293	45.5	39.4	7.1	4	1	3	6	9	37	105	93	34	1	0	0
09:00	213	44.4	38.4	5.9	0	0	0	6	13	45	81	53	13	2	0	0
10:00	190	45.2	39.5	5.8	0	0	0	0	4	47	78	38	16	5	1	1
11:00	185	44.6	39.6	5.2	0	0	0	3	2	30	86	49	12	3	0	0
12:00	182	45.1	39.2	6.2	0	0	2	3	9	28	78	42	15	5	0	0
13:00	201	43.5	37.7	6.3	1	0	4	2	11	48	85	38	10	2	0	0
14:00	201	45	38.3	7	0	0	4	6	15	37	76	40	18	5	0	0
15:00	223	45.5	38.8	7.8	4	0	2	7	11	28	91	51	23	4	2	0
16:00	249	45.5	40.9	5.2	0	0	0	2	6	23	90	101	22	4	1	0
17:00	271	47.2	41.9	6	1	0	1	2	0	20	96	101	37	10	2	1
18:00	174	48.9	43.2	5.4	0	0	0	0	0	9	55	61	39	7	3	0
19:00	125	48.7	42.3	6.1	0	0	0	0	2	13	39	42	18	9	2	0
20:00	58	49.1	42.5	6.2	0	0	0	0	0	8	18	16	11	4	1	0
21:00	63	47.1	41.9	5.8	0	0	0	0	0	4	31	17	5	4	2	0
22:00	34	50	44.7	6.6	0	0	0	0	0	2	7	13	8	2	1	1
23:00	19	49.3	45.9	6.3	0	0	0	0	0	0	4	7	5	1	2	0
12H,7-19	2579	45.7	39.9	6.4	10	2	16	37	80	374	972	750	270	56	9	3
16H,6-22	2900	45.8	40.2	6.4	10	2	17	37	82	405	1089	850	312	77	15	4
18H,6-24	2953	45.9	40.3	6.5	10	2	17	37	82	407	1100	870	325	80	18	5
24H,0-24	2991	46	40.3	6.5	10	2	17	37	82	407	1112	880	337	84	18	5

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	3	-	40.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
01:00	4	-	43.5	9.1	0	0	0	0	0	1	1	0	1	1	0	0
02:00	2	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	2	-	41	10.6	0	0	0	0	0	1	0	0	1	0	0	0
04:00	7	-	42.1	5.7	0	0	0	0	0	1	2	2	2	0	0	0
05:00	22	48.8	44	5.5	0	0	0	0	0	0	7	9	4	1	1	0
06:00	67	47.2	41.4	6.7	0	1	0	1	0	3	30	20	6	6	0	0
07:00	197	47.9	41.6	6	0	0	1	0	3	25	65	61	31	10	1	0
08:00	291	45.6	40.4	5.7	0	0	2	0	9	43	100	100	31	6	0	0
09:00	233	45.2	39.4	6.1	0	1	3	0	9	42	88	65	23	1	1	0
10:00	200	45	39.3	5.6	0	0	0	6	2	38	85	48	20	1	0	0
11:00	170	45.3	39.3	6.1	0	0	1	3	7	31	66	42	18	1	1	0
12:00	182	44.6	38.8	5.9	0	0	1	3	7	36	82	35	14	4	0	0
13:00	172	45.8	39.9	5.9	0	0	1	3	3	29	65	47	22	2	0	0
14:00	230	44.4	38.5	6.4	0	1	4	4	10	37	108	45	19	1	0	1
15:00	215	44.9	39.5	5.5	0	0	0	2	4	45	86	58	14	6	0	0
16:00	269	44.9	39.5	5.4	0	0	0	6	6	47	99	91	18	2	0	0
17:00	221	46.4	41.4	5	0	0	0	0	1	27	75	82	33	2	1	0
18:00	188	47.8	41.6	6.2	0	0	0	0	4	28	58	58	31	5	3	1
19:00	98	45.8	39.7	7.8	1	1	0	2	5	10	40	25	10	2	1	1
20:00	50	46	40.4	5.7	0	0	0	0	2	8	18	14	7	1	0	0
21:00	36	44	39.2	4.4	0	0	0	0	0	9	14	12	1	0	0	0
22:00	27	44.5	38.9	5.5	0	0	0	0	2	5	12	5	3	0	0	0
23:00	17	47.6	41.1	6.1	0	0	0	0	0	3	7	3	3	1	0	0
12H,7-19	2568	45.6	39.9	5.9	0	2	13	27	65	428	977	732	274	41	7	2
16H,6-22	2819	45.6	40	6	1	4	13	30	72	458	1079	803	298	50	8	3
18H,6-24	2863	45.6	40	6	1	4	13	30	74	466	1098	811	304	51	8	3
24H,0-24	2903	45.6	40	6	1	4	13	30	74	469	1110	825	312	53	9	3

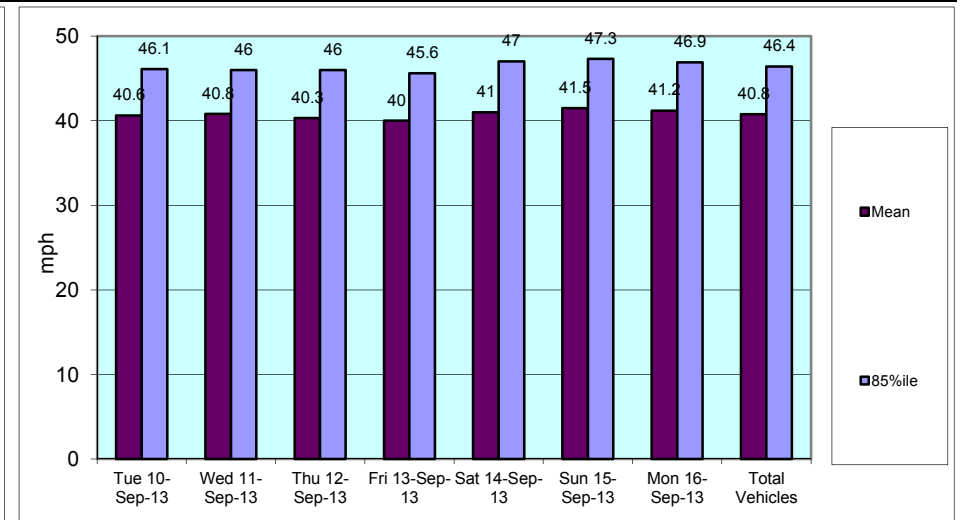
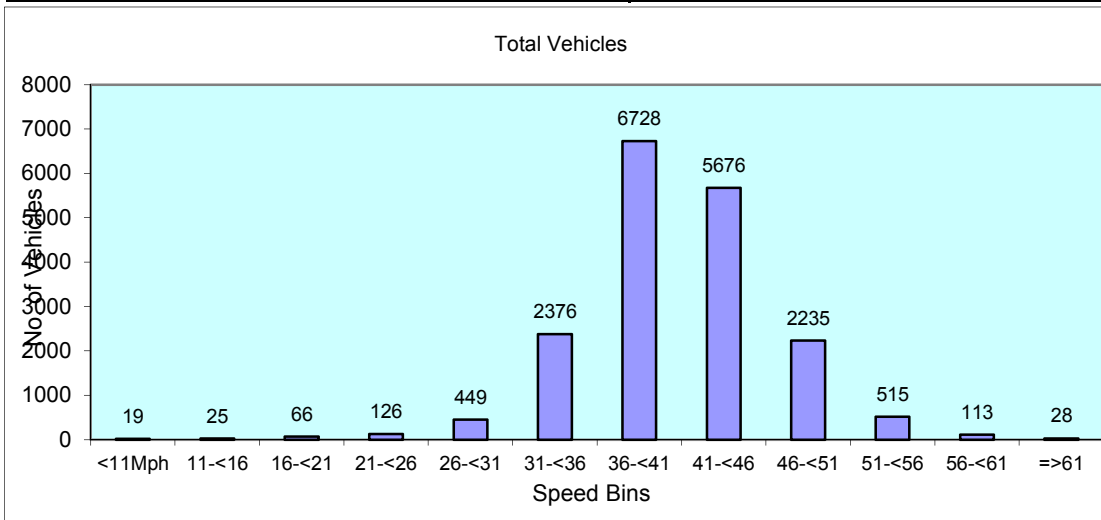
16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall Road, Chilmington Green									
Tue 10-Sep-13 to Mon 16-Sep-13					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 14-Sep-13																
00:00	20	43.5	39	7.4	0	0	0	0	2	6	5	4	1	2	0	0
01:00	6	-	41.8	8.2	0	0	0	0	1	0	1	3	0	1	0	0
02:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	2	-	41	10.6	0	0	0	0	0	1	0	0	1	0	0	0
04:00	7	-	44.2	10.6	0	0	0	0	0	1	3	1	0	1	0	1
05:00	11	52.4	45.3	6.6	0	0	0	0	0	1	1	5	1	3	0	0
06:00	38	48.3	41.1	8.6	0	1	0	1	1	3	13	10	6	2	0	1
07:00	74	47.8	41.8	6	0	0	0	0	3	6	25	24	12	3	1	0
08:00	132	47.4	41.1	6.3	0	0	0	0	5	17	51	34	17	5	3	0
09:00	181	45.5	40.4	5.7	0	0	0	0	7	29	64	59	13	9	0	0
10:00	199	46.1	39.9	6.4	0	0	1	1	15	25	77	49	25	4	2	0
11:00	221	45	39.2	6.4	1	0	1	6	13	27	84	69	17	3	0	0
12:00	177	47.2	40.9	6.3	0	0	0	1	5	26	66	46	25	4	3	1
13:00	196	46.4	41.1	5.3	0	0	0	0	1	26	78	59	25	6	1	0
14:00	193	45	39.1	6.2	0	2	2	1	6	35	76	52	18	1	0	0
15:00	195	47.1	41.4	6.1	0	0	2	2	2	19	65	69	29	5	2	0
16:00	201	47.7	42	5.3	0	0	0	0	2	19	67	71	33	9	0	0
17:00	140	46.7	41.3	6.1	0	0	1	0	2	20	45	48	17	5	2	0
18:00	118	48.3	42.7	5.3	0	0	0	0	2	5	37	45	23	6	0	0
19:00	91	49.3	42.3	6.5	0	0	0	0	1	10	35	19	18	6	1	1
20:00	54	49.7	43	7.5	0	0	1	0	0	4	18	15	10	3	2	1
21:00	26	47	41.4	6.3	0	0	0	0	2	1	10	8	3	2	0	0
22:00	28	48.8	43.1	6.5	0	0	0	0	0	2	10	8	6	1	0	1
23:00	21	49.9	42.8	6.9	0	0	0	0	0	2	9	4	3	2	1	0
12H,7-19	2027	46.5	40.8	6.1	1	2	7	11	63	254	735	625	254	60	14	1
16H,6-22	2236	46.8	40.9	6.2	1	3	8	12	67	272	811	677	291	73	17	4
18H,6-24	2285	46.9	40.9	6.2	1	3	8	12	67	276	830	689	300	76	18	5
24H,0-24	2333	47	41	6.2	1	3	8	12	70	285	841	703	303	83	18	6

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	17	53.4	42.3	9.7	0	0	0	1	0	3	6	1	1	4	1	0
01:00	5	-	44.5	8.3	0	0	0	0	0	1	1	0	2	1	0	0
02:00	2	-	48.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0
03:00	4	-	42.3	7.6	0	0	0	0	0	1	1	0	2	0	0	0
04:00	6	-	48.5	11.4	0	0	0	0	0	1	1	0	2	0	1	1
05:00	13	48.6	42	7.8	0	0	0	0	1	1	5	2	3	0	1	0
06:00	15	44.8	40.5	9.1	0	0	0	1	0	2	7	3	0	1	0	1
07:00	41	49.8	43.3	6.5	0	0	0	0	0	5	12	9	11	3	1	0
08:00	63	48	42.8	5.6	0	0	0	0	1	4	17	27	10	3	1	0
09:00	102	48.2	41.6	6.4	0	1	0	0	2	11	33	31	19	5	0	0
10:00	145	46.9	41.6	5.6	0	0	0	0	0	24	39	56	21	3	2	0
11:00	177	45.3	40.1	5.5	0	0	0	0	4	33	67	54	16	1	1	1
12:00	188	45.9	40.8	5.3	0	0	0	0	2	28	71	59	24	3	1	0
13:00	185	46.4	41.5	5.5	0	0	0	0	1	20	73	61	23	4	2	1
14:00	147	48.2	42.4	5.4	0	0	0	0	0	13	48	52	26	7	1	0
15:00	131	46.5	41.7	5.4	0	0	0	1	4	10	36	58	19	3	0	0
16:00	119	45.7	41.1	5.8	1	0	0	0	2	10	44	46	13	3	0	0
17:00	109	47.1	41	5.7	0	0	0	0	1	14	50	24	14	5	1	0
18:00	68	48.6	42.6	5.8	0	0	0	0	0	9	17	24	14	3	1	0
19:00	59	50.5	43.2	6.8	0	0	0	0	0	10	13	15	13	7	1	0
20:00	37	43.5	39.9	5.4	0	0	0	0	1	3	24	6	1	1	1	0
21:00	30	44.1	39	6.9	0	1	0	0	1	3	15	8	1	1	0	0
22:00	10	46	41.5	5	0	0	0	0	0	1	4	3	2	0	0	0
23:00	5	-	39.5	4.4	0	0	0	0	0	1	2	2	0	0	0	0
12H,7-19	1475	47.1	41.5	5.6	1	1	0	1	17	181	507	501	210	43	11	2
16H,6-22	1616	47.1	41.4	5.8	1	2	0	2	19	199	566	533	225	53	13	3
18H,6-24	1631	47.1	41.4	5.8	1	2	0	2	19	201	572	538	227	53	13	3
24H,0-24	1678	47.3	41.5	5.9	1	2	0	3	20	208	586	542	237	59	16	4

16768		CHILMINGTON GREEN			Site No: 16768005		Location Site 5, Magpie Hall 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-<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	1	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
02:00	1	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	9	-	45.2	7.2	0	0	0	0	0	1	2	1	3	2	0	0
05:00	20	47.3	41.3	8.3	0	0	1	0	0	2	7	6	2	1	1	0
06:00	72	49.3	43	6.1	0	0	0	0	2	6	16	28	13	7	0	0
07:00	208	47.1	42.4	4.8	0	0	0	0	3	8	67	91	32	7	0	0
08:00	297	45.8	40.6	5.9	2	1	0	0	4	38	109	103	33	7	0	0
09:00	207	45.3	40.6	5.1	0	0	0	0	3	28	86	68	16	5	1	0
10:00	174	45.1	39.4	5.7	0	0	0	4	11	17	80	43	19	0	0	0
11:00	168	47.1	40.5	6.1	0	0	0	0	5	32	61	39	24	6	0	1
12:00	138	46.7	41.5	5.6	0	0	1	1	0	13	50	49	21	1	2	0
13:00	161	45.5	40.2	5.3	0	0	0	1	3	27	59	51	19	1	0	0
14:00	184	45.8	39.6	7.1	1	2	0	5	9	21	64	56	23	3	0	0
15:00	199	45.9	41.3	5	0	0	0	0	1	17	88	64	22	6	1	0
16:00	218	46.5	41.1	6.3	0	1	2	2	6	20	68	83	29	6	1	0
17:00	258	45.9	41.6	5.3	0	0	1	2	3	14	95	105	28	9	1	0
18:00	176	49	43.2	5.6	0	0	0	0	3	6	54	60	43	7	3	0
19:00	115	49.1	42.5	7.4	1	0	0	0	4	9	33	39	18	6	4	1
20:00	47	50.7	43.1	6.7	0	0	0	0	0	6	15	11	8	6	1	0
21:00	40	49.9	44	6.2	0	0	0	0	1	2	9	13	11	3	1	0
22:00	21	46.6	41.6	6.8	0	0	0	0	0	2	11	4	3	0	0	1
23:00	11	52.4	44	10.7	0	0	0	1	1	1	0	1	4	3	0	0
12H,7-19	2388	46.3	41	5.8	3	4	4	15	51	241	881	812	309	58	9	1
16H,6-22	2662	46.8	41.2	5.9	4	4	4	15	58	264	954	903	359	80	15	2
18H,6-24	2694	46.9	41.2	5.9	4	4	4	16	59	267	965	908	366	83	15	3
24H,0-24	2726	46.9	41.2	6	4	4	5	16	59	270	974	916	373	86	16	3

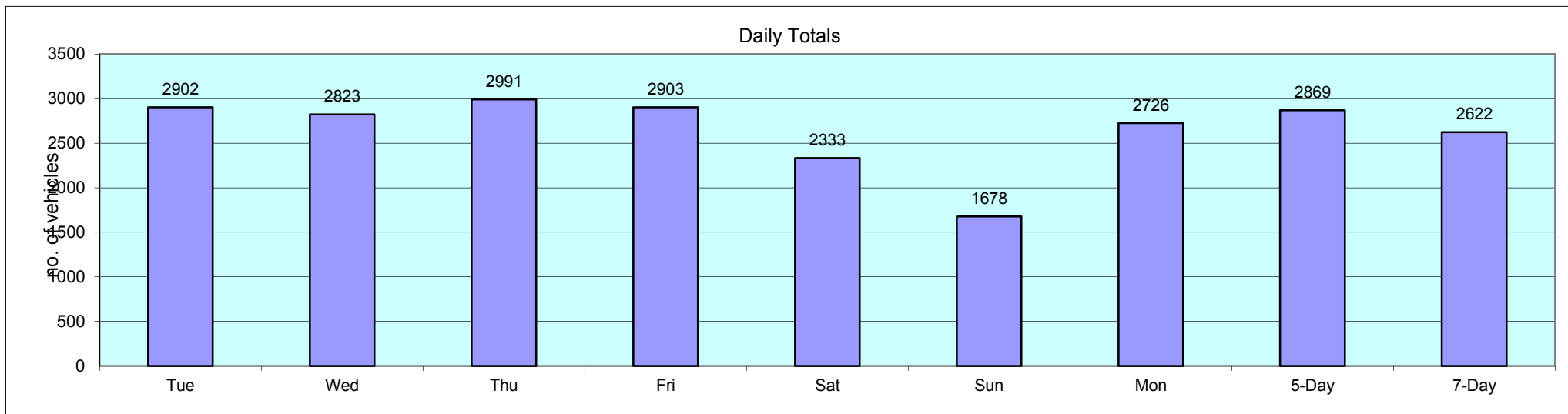
16768	CHILMINGTON GREEN	Site No: 16768005	Location Site 5, Magpie Hall Road, Chilmington Green
Tue 10-Sep-13 to Mon 16-Sep-13		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<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	2902	46.1	40.6	6.1	1	8	13	17	78	368	1069	908	350	71	15	4
Wed 11-Sep-13	2823	46	40.8	5.9	1	2	10	11	66	369	1036	902	323	79	21	3
Thu 12-Sep-13	2991	46	40.3	6.5	10	2	17	37	82	407	1112	880	337	84	18	5
Fri 13-Sep-13	2903	45.6	40	6	1	4	13	30	74	469	1110	825	312	53	9	3
Sat 14-Sep-13	2333	47	41	6.2	1	3	8	12	70	285	841	703	303	83	18	6
Sun 15-Sep-13	1678	47.3	41.5	5.9	1	2	0	3	20	208	586	542	237	59	16	4
Mon 16-Sep-13	2726	46.9	41.2	6	4	4	5	16	59	270	974	916	373	86	16	3
Total Vehicles																
[--]	18356	46.4	40.8	6.1	19	25	66	126	449	2376	6728	5676	2235	515	113	28



16768	CHILMINGTON GREEN				Site No: 16768005	Location	Site 5, Magpie Hall Road, Chilmington Green			
					Channel: Southbound					
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day	
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	Av	
Week Begin: 10-Sep-13										
00:00	2	3	1	3	20	17	1	2	7	
01:00	0	1	3	4	6	5	1	2	3	
02:00	2	3	3	2	2	2	1	2	2	
03:00	2	1	2	2	2	4	0	1	2	
04:00	5	5	7	7	7	6	9	7	7	
05:00	17	22	22	22	11	13	20	21	18	
06:00	77	70	75	67	38	15	72	72	59	
07:00	219	200	197	197	74	41	208	204	162	
08:00	321	278	293	291	132	63	297	296	239	
09:00	225	209	213	233	181	102	207	217	196	
10:00	166	164	190	200	199	145	174	179	177	
11:00	195	147	185	170	221	177	168	173	180	
12:00	174	162	182	182	177	188	138	168	172	
13:00	155	166	201	172	196	185	161	171	177	
14:00	175	221	201	230	193	147	184	202	193	
15:00	216	218	223	215	195	131	199	214	200	
16:00	246	249	249	269	201	119	218	246	222	
17:00	245	245	271	221	140	109	258	248	213	
18:00	169	177	174	188	118	68	176	177	153	
19:00	143	131	125	98	91	59	115	122	109	
20:00	76	74	58	50	54	37	47	61	57	
21:00	41	53	63	36	26	30	40	47	41	
22:00	23	16	34	27	28	10	21	24	23	
23:00	8	8	19	17	21	5	11	13	13	
12H,7-19	2506	2436	2579	2568	2027	1475	2388	2495	2283	
16H,6-22	2843	2764	2900	2819	2236	1616	2662	2798	2549	
18H,6-24	2874	2788	2953	2863	2285	1631	2694	2834	2584	
24H,0-24	2902	2823	2991	2903	2333	1678	2726	2869	2622	
Am	08:00	08:00	08:00	08:00	11:00	11:00	08:00	-	-	
Peak	321	278	293	291	221	177	297	296	268	
Pm	16:00	16:00	17:00	16:00	16:00	12:00	17:00	-	-	
Peak	246	249	271	269	201	188	258	259	240	

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
TIME PERIOD	10/09/13	11/09/13	12/09/13	13/09/13	14/09/13	15/09/13	16/09/13	Av	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 K

Great Chart and Magpie Hall Road Traffic Calming Schemes

Chicane Example

The diagram illustrates a chicane layout on a two-lane road. Two illuminated bollards are positioned on the road surface, one in each lane, to create a narrow section. Above the first bollard is a blue square sign with a white upward arrow and a red downward arrow, with the text "Priority over oncoming vehicles" below it. Above the second bollard is a red circular sign with a white downward arrow and a red upward arrow, with the text "Give way to oncoming vehicles" below it. The road is marked with dashed white lines, and the bollards are indicated by red lines and black dots. The text "Illuminated Bollard" is used twice with arrows pointing to the respective bollards.

Village Gateway Example

The diagram illustrates a Village Gateway setup. It features a vertical line representing a road edge, with a red rectangular area containing white triangles, likely representing a speed limit sign or a specific road marking. Below the diagram is a photograph of a real-world example of a Village Gateway. The photograph shows a road with a speed limit sign (40) and a 'VILLAGE GATEWAY' sign on the left side, and a similar sign on the right side. The road is flanked by green grass and trees, and a building is visible in the background.

Chicane Example

Illuminated Bollard

Priority over oncoming vehicles

Give way to oncoming vehicles

Illuminated Bollard

Village Gateway Example

Proposed Village Gateway Feature

Chart Road

Proposed Chicane with Cycle Bypass

Existing Road Narrowing

The Street

Proposed Chicane with Cycle Bypass

Great Chart

A28

Proposed Village Gateway Feature

Ashford Road

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REV.	DETAILS	DRAWN	CHECKED	DATE
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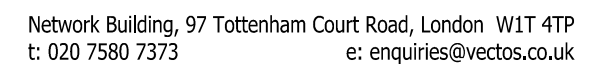
Chilmington Green Consortium

Chilmington Green

Proposed Traffic Calming Scheme Great Chart

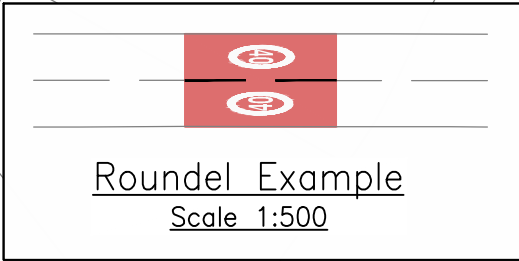
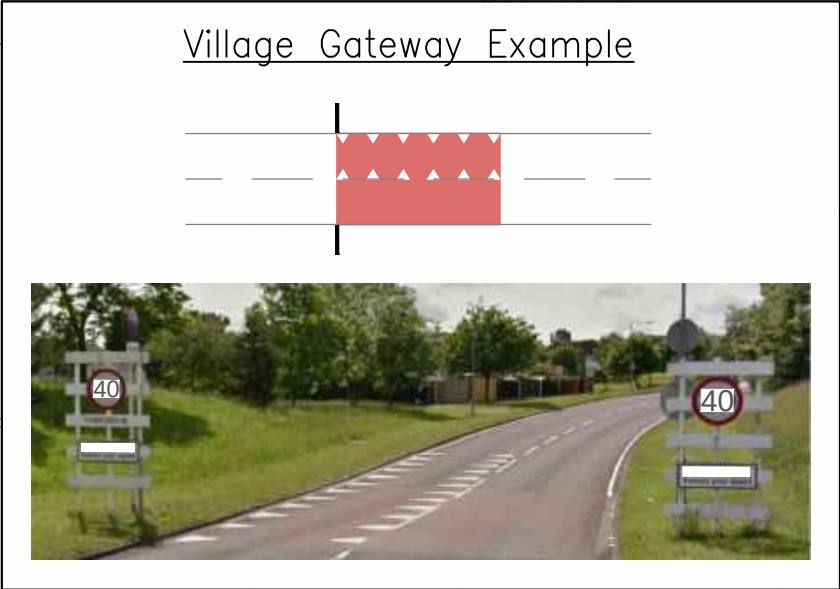
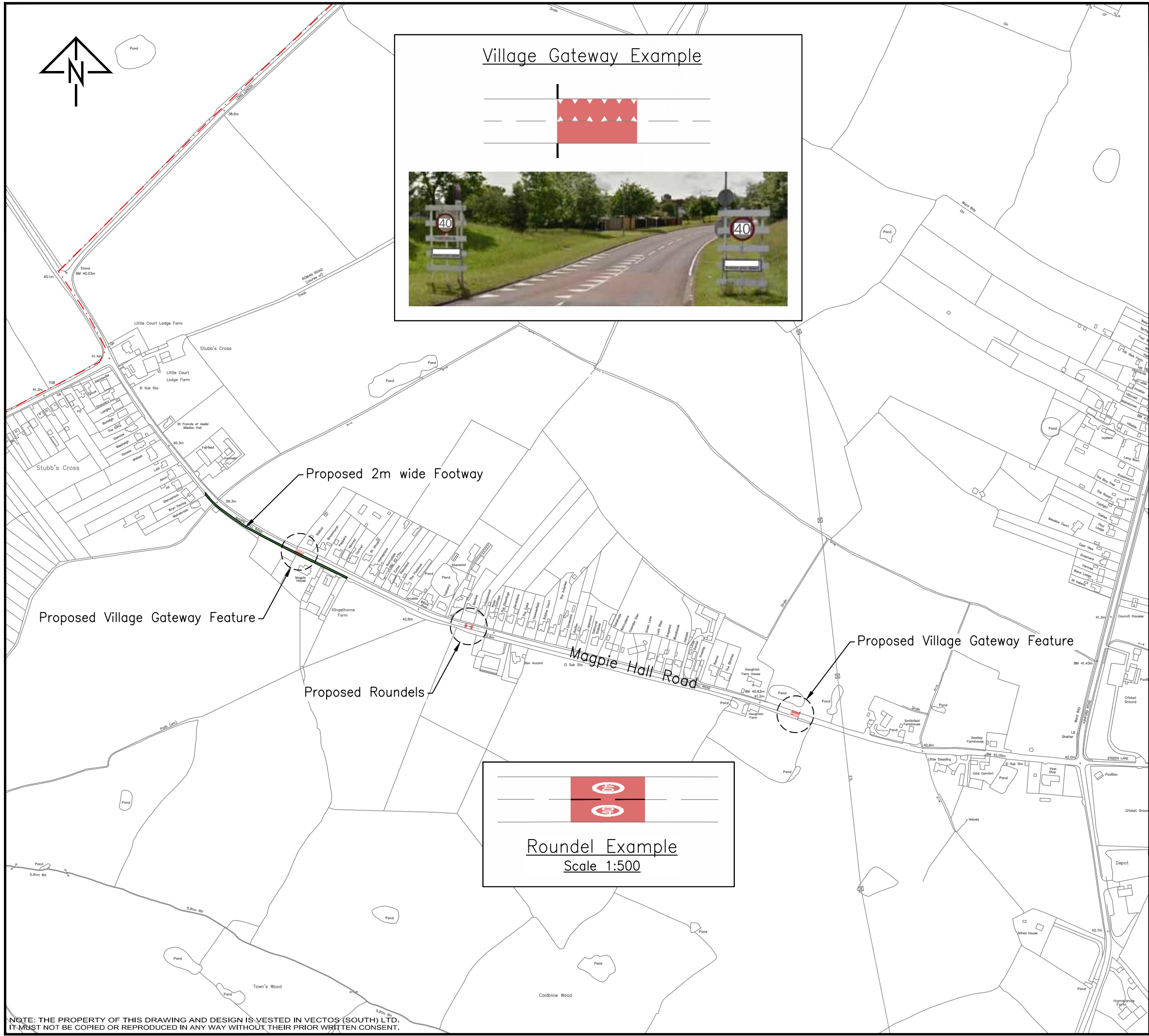
NTS at A3

DATE: 10/10/2013



131065/A/24

REVISION:



- Notes:
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 2. White lining is indicative only.

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CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
**Proposed Traffic Calming &
Off-Site Highway Works
Magpie Hall Rd**

SCALES:
1:5000 at A3

DRAWN:	JM	CHECKED:	SMcC	DATE:	21/10/2013
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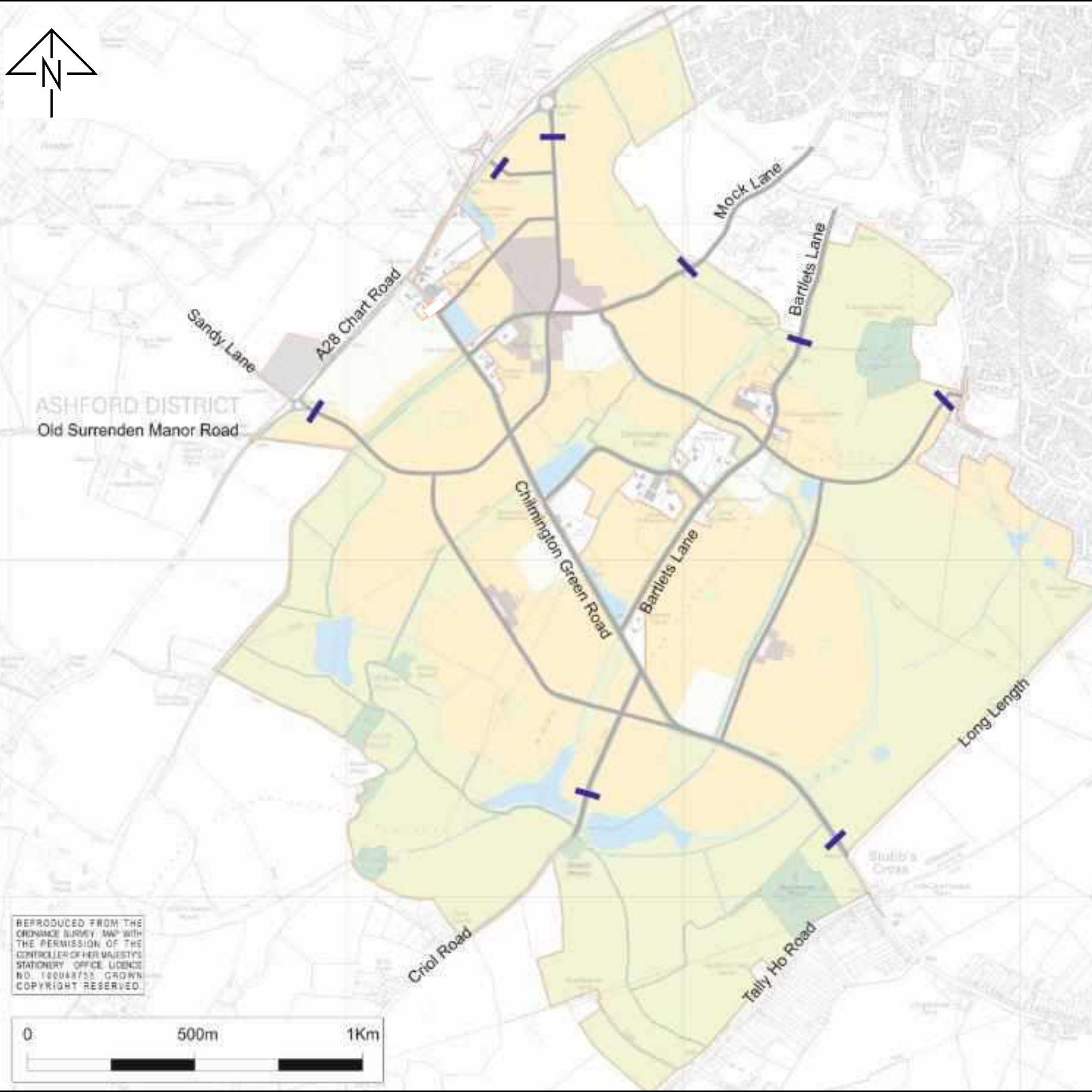


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t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:	131065/A/25	REVISION:	.
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APPENDIX L

Traffic Data Monitoring Locations



Key:

 Proposed Permanent ATC Locations

Chilmington Green Consortium

Chilmington Green

Proposed Permanent ATC Locations

SCALES: NTS

DRAWN: SO'D	CHECKED: CS	DATE: 29/01/13	REVISION: .
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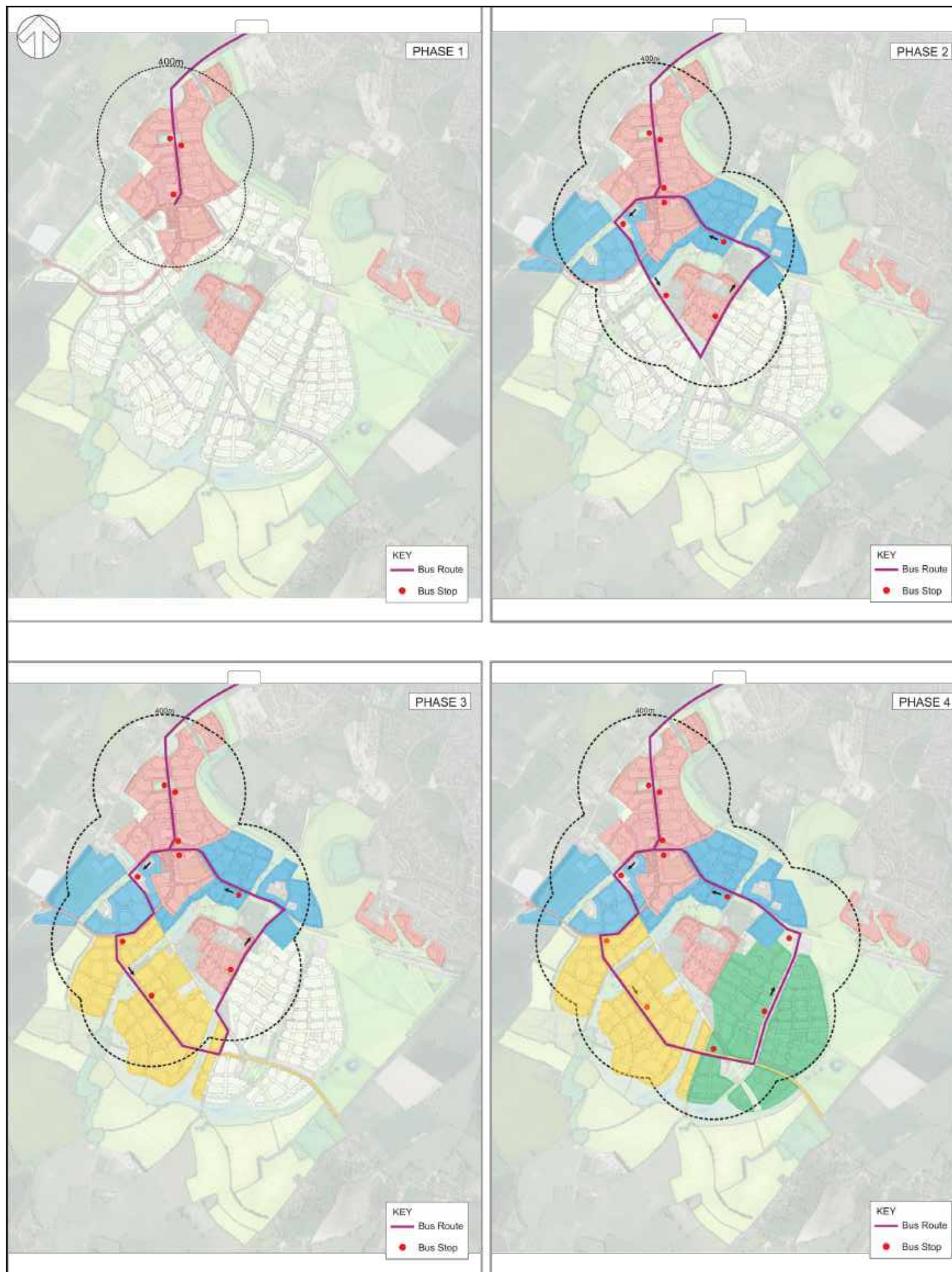
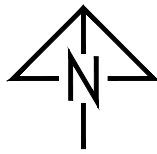


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DRAWING REFERENCE: Figure 2

APPENDIX M

Bus Priority Measures



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3. Based on 2761-FIG-11.3-BUS ROUTE PHASING - 1 by WSP.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Phased High Frequency
Bus Service Route

SCALES:

NTS at A3

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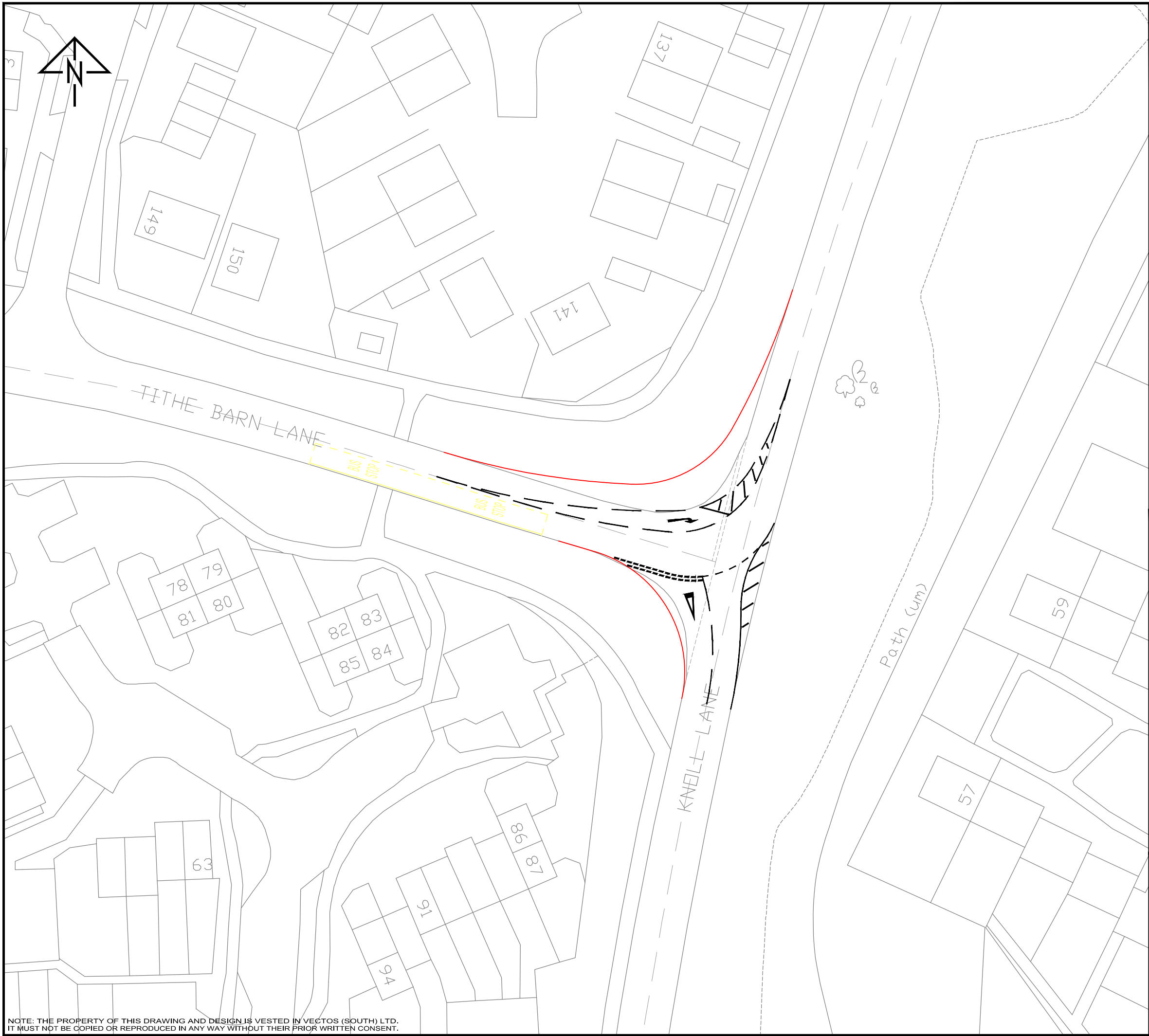
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DRAWING NUMBER:

131065/A/23

REVISION:

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REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
Junction Priority Change
Tithe Barn Lane/Knoll Lane

SCALES:	1:500 at A3		
DRAWN:	JM	CHECKED:	SMcC
		DATE:	10/10/2013



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Key



Highway Boundary

REV.	A	Design onto OS base, Highway Boundary.	JM	SMcC	04/11/2013
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

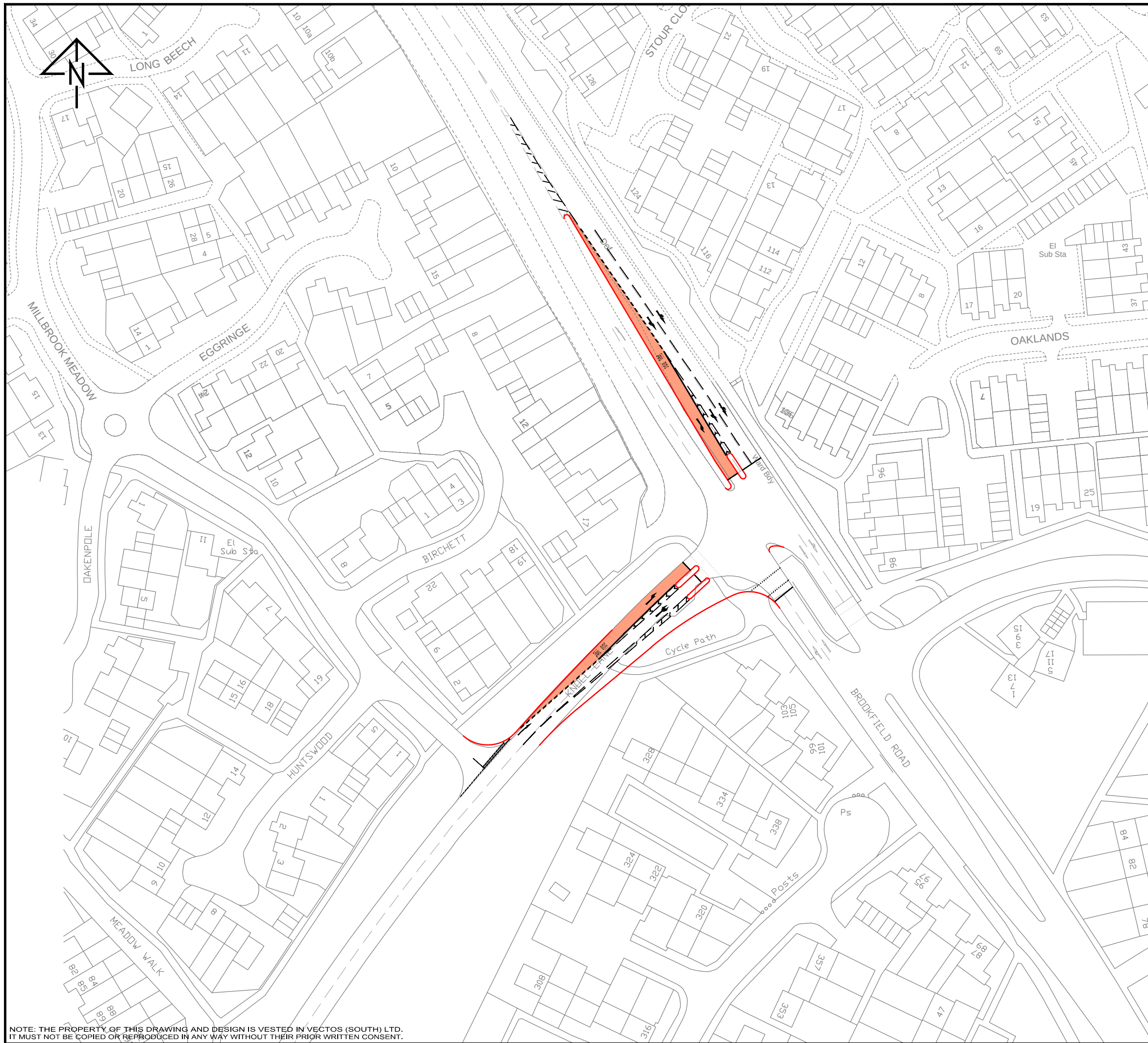
DRAWING TITLE:
Bus Priority Measure
Victoria Road/A2042 Junction

SCALES:	1:500 at A3				
DRAWN:	JM	CHECKED:	SMcC	DATE:	10/10/2013



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REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

**Bus Priority Measure
Knoll Lane/Brookfield Road
Junction**

SCALES:

1:1000 at A3

DRAWN:	JM	CHECKED:	SMcC	DATE:	11/10/2013
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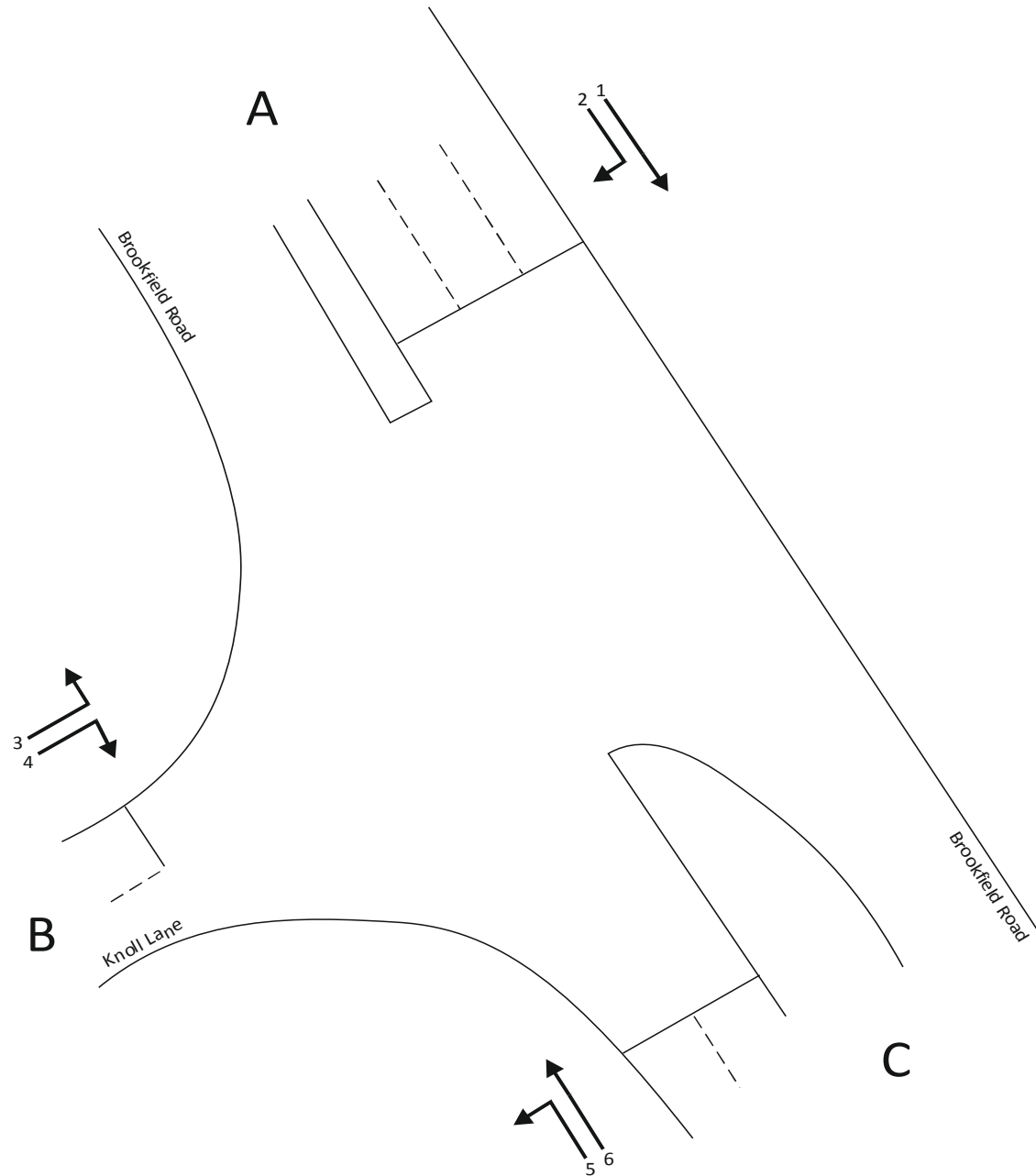


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DRAWING NUMBER:	131065/A/28	REVISION:	
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APPENDIX N

Brookfield Road/Knoll Lane Traffic Data



For and on behalf of:



ASHFORD

Wednesday 27 November 2013

0700-1000

1600-1900

Drawing N°: 17027 - 01

Site: 1

Location: Brookfield Road /
Knoll Lane

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM BROOKFIELD ROAD (N) TO BROOKFIELD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	33	8	1	2	0	0	0	44
07:15	40	6	3	1	0	1	0	51
07:30	53	16	6	2	3	0	0	80
07:45	55	20	4	2	3	0	0	84
H/TOT	181	50	14	7	6	1	0	259
08:00	66	14	1	3	1	0	0	85
08:15	83	12	5	0	0	0	0	100
08:30	99	13	2	0	2	0	0	116
08:45	90	9	1	0	0	2	0	102
H/TOT	338	48	9	3	3	2	0	403
09:00	98	18	9	1	0	0	0	126
09:15	84	16	2	0	0	0	0	102
09:30	64	18	3	0	1	0	0	86
09:45	75	15	2	2	0	1	0	95
H/TOT	321	67	16	3	1	1	0	409
P/TOT	840	165	39	13	10	4	0	1071

MOVEMENT 2 FROM BROOKFIELD ROAD (N) TO KNOLL LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15	2	0	0	0	0	0	17
16	2	0	0	0	0	0	18
19	4	1	0	2	0	0	26
25	5	1	0	1	0	0	32
75	13	2	0	3	0	0	93
27	2	0	0	2	0	0	31
17	3	0	0	0	0	0	20
26	3	1	0	0	0	0	30
29	6	1	0	0	0	0	36
99	14	2	0	2	0	0	117
31	3	2	0	0	0	0	36
24	3	0	0	0	0	0	27
31	1	1	0	0	0	0	33
28	4	0	0	0	0	0	32
114	11	3	0	0	0	0	128
288	38	7	0	5	0	0	338

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM BROOKFIELD ROAD (N) TO BROOKFIELD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	131	12	3	3	0	1	0	150
16:15	112	17	4	2	2	1	0	138
16:30	125	28	3	2	0	0	0	158
16:45	128	37	2	0	1	0	0	168
H/TOT	496	94	12	7	3	2	0	614
17:00	133	19	1	1	0	2	0	156
17:15	132	16	2	0	1	1	0	152
17:30	118	21	1	1	1	0	0	142
17:45	118	17	1	0	0	2	0	138
H/TOT	501	73	5	2	2	5	0	588
18:00	118	14	3	0	0	0	0	135
18:15	110	14	1	0	0	2	0	127
18:30	100	17	1	0	1	1	0	120
18:45	91	8	1	0	0	0	0	100
H/TOT	419	53	6	0	1	3	0	482
P/TOT	1416	220	23	9	6	10	0	1684

MOVEMENT 2 FROM BROOKFIELD ROAD (N) TO KNOLL LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
52	10	1	0	0	0	0	63
62	10	0	0	0	0	0	72
61	9	1	0	0	0	0	71
57	7	0	0	0	0	0	64
232	36	2	0	0	0	0	270
61	6	0	0	0	0	0	67
80	7	0	0	0	0	0	87
78	6	0	0	0	0	0	84
59	8	0	0	0	1	0	68
278	27	0	0	0	1	0	306
61	4	0	0	0	0	0	65
82	4	1	0	0	0	0	87
51	6	0	0	0	0	0	57
50	2	0	0	0	0	0	52
244	16	1	0	0	0	0	261
754	79	3	0	0	1	0	837

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	MOVEMENT 3 FROM KNOLL LANE TO BROOKFIELD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	62	18	1	0	0	0	0	81
07:15	59	6	0	0	0	0	0	65
07:30	79	5	0	0	0	0	0	84
07:45	86	6	2	0	0	1	0	95
H/TOT	286	35	3	0	0	1	0	325
08:00	78	13	1	0	0	0	0	92
08:15	86	7	0	0	0	1	0	94
08:30	63	7	3	1	0	0	0	74
08:45	87	3	0	0	0	0	0	90
H/TOT	314	30	4	1	0	1	0	350
09:00	47	7	2	0	0	0	0	56
09:15	43	7	1	2	0	0	0	53
09:30	36	4	1	0	0	0	0	41
09:45	51	6	0	0	0	0	0	57
H/TOT	177	24	4	2	0	0	0	207
P/TOT	777	89	11	3	0	2	0	882

MOVEMENT 4 FROM KNOLL LANE TO BROOKFIELD ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	1	0	0	1	0	0	12
7	4	0	0	1	0	0	12
17	6	1	0	3	0	0	27
24	5	1	0	1	0	0	31
58	16	2	0	6	0	0	82
24	2	1	0	2	1	0	30
27	4	1	0	3	1	0	36
33	2	2	0	0	0	0	37
34	3	0	0	2	0	0	39
118	11	4	0	7	2	0	142
32	5	0	0	2	0	0	39
39	3	0	0	1	0	0	43
24	5	1	0	2	0	0	32
22	3	0	0	2	0	0	27
117	16	1	0	7	0	0	141
293	43	7	0	20	2	0	365

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	MOVEMENT 3 FROM KNOLL LANE TO BROOKFIELD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	42	6	0	0	1	0	0	49
16:15	34	6	0	0	1	1	0	42
16:30	37	5	0	0	2	0	0	44
16:45	46	4	1	0	0	0	0	51
H/TOT	159	21	1	0	4	1	0	186
17:00	34	3	0	0	1	0	0	38
17:15	38	3	0	0	0	0	0	41
17:30	38	5	1	0	0	0	0	44
17:45	41	1	1	0	0	0	0	43
H/TOT	151	12	2	0	1	0	0	166
18:00	38	5	0	0	0	0	0	43
18:15	39	0	0	0	0	0	0	39
18:30	41	1	0	0	0	0	0	42
18:45	36	1	0	0	0	0	0	37
H/TOT	154	7	0	0	0	0	0	161
P/TOT	464	40	3	0	5	1	0	513

MOVEMENT 4 FROM KNOLL LANE TO BROOKFIELD ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
18	4	1	0	3	0	0	26
27	2	0	0	2	0	0	31
22	3	0	0	1	1	0	27
25	3	0	0	2	1	0	31
92	12	1	0	8	2	0	115
35	6	1	0	0	1	0	43
28	0	1	0	3	1	1	34
29	6	0	0	1	0	0	36
30	5	1	0	2	0	0	38
122	17	3	0	6	2	1	151
21	4	1	0	0	0	0	26
36	2	1	0	1	1	0	41
26	1	0	0	2	0	0	29
34	1	1	0	0	0	0	36
117	8	3	0	3	1	0	132
331	37	7	0	17	5	1	398

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	MOVEMENT 5							
	FROM BROOKFIELD ROAD (S) TO KNOLL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	18	2	0	0	1	1	0	22
07:15	14	4	0	0	1	1	0	20
07:30	17	3	1	0	0	0	0	21
07:45	24	4	0	0	1	0	0	29
H/TOT	73	13	1	0	3	2	0	92
08:00	27	6	0	0	2	0	0	35
08:15	33	3	1	0	0	0	0	37
08:30	25	6	3	1	2	0	0	37
08:45	31	7	3	0	2	0	0	43
H/TOT	116	22	7	1	6	0	0	152
09:00	22	2	0	0	1	0	0	25
09:15	19	5	0	0	2	0	0	26
09:30	22	2	0	0	2	0	0	26
09:45	18	3	0	0	0	1	0	22
H/TOT	81	12	0	0	5	1	0	99
P/TOT	270	47	8	1	14	3	0	343

MOVEMENT 6							
FROM BROOKFIELD ROAD (S) TO BROOKFIELD ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
75	29	1	0	1	1	0	107
95	19	3	3	0	2	0	122
104	25	4	0	0	2	0	135
112	20	4	3	1	0	0	140
386	93	12	6	2	5	0	504
108	17	4	1	2	0	0	132
120	5	2	1	3	1	1	133
91	12	1	0	0	1	0	105
109	17	1	2	0	0	0	129
428	51	8	4	5	2	1	499
94	10	1	0	0	0	0	105
97	11	8	0	1	0	0	117
71	11	3	2	0	0	0	87
77	7	2	1	0	0	0	87
339	39	14	3	1	0	0	396
1153	183	34	13	8	7	1	1399

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	MOVEMENT 5 FROM BROOKFIELD ROAD (S) TO KNOLL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	3	0	0	2	0	0	36
16:15	34	4	0	0	2	0	1	41
16:30	35	4	0	0	1	1	0	41
16:45	41	6	0	0	2	0	0	49
H/TOT	141	17	0	0	7	1	1	167
17:00	41	4	0	0	2	1	0	48
17:15	28	2	0	0	1	0	0	31
17:30	39	1	1	0	2	0	0	43
17:45	15	0	0	0	1	0	0	16
H/TOT	123	7	1	0	6	1	0	138
18:00	36	2	0	0	2	2	0	42
18:15	35	4	1	0	1	0	0	41
18:30	35	2	0	0	3	0	0	40
18:45	26	3	1	0	1	0	0	31
H/TOT	132	11	2	0	7	2	0	154
P/TOT	396	35	3	0	20	4	1	459

MOVEMENT 6 FROM BROOKFIELD ROAD (S) TO BROOKFIELD ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
92	13	2	0	0	0	0	107
94	12	3	0	0	0	0	109
99	20	1	1	2	1	0	124
92	11	0	0	0	0	0	103
377	56	6	1	2	1	0	443
113	8	3	0	0	0	0	124
103	9	3	0	1	0	0	116
93	7	3	0	0	0	0	103
94	11	0	0	1	0	0	106
403	35	9	0	2	0	0	449
85	4	1	0	0	0	0	90
79	4	0	0	0	1	0	84
85	5	1	0	1	1	0	93
72	6	0	0	0	0	0	78
321	19	2	0	1	2	0	345
1101	110	17	1	5	3	0	1237

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	TO ARM A BROOKFIELD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	137	47	2	0	1	1	0	188
07:15	154	25	3	3	0	2	0	187
07:30	183	30	4	0	0	2	0	219
07:45	198	26	6	3	1	1	0	235
H/TOT	672	128	15	6	2	6	0	829
08:00	186	30	5	1	2	0	0	224
08:15	206	12	2	1	3	2	1	227
08:30	154	19	4	1	0	1	0	179
08:45	196	20	1	2	0	0	0	219
H/TOT	742	81	12	5	5	3	1	849
09:00	141	17	3	0	0	0	0	161
09:15	140	18	9	2	1	0	0	170
09:30	107	15	4	2	0	0	0	128
09:45	128	13	2	1	0	0	0	144
H/TOT	516	63	18	5	1	0	0	603
P/TOT	1930	272	45	16	8	9	1	2281

FROM ARM A BROOKFIELD ROAD (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
48	10	1	2	0	0	0	61
56	8	3	1	0	1	0	69
72	20	7	2	5	0	0	106
80	25	5	2	4	0	0	116
256	63	16	7	9	1	0	352
93	16	1	3	3	0	0	116
100	15	5	0	0	0	0	120
125	16	3	0	2	0	0	146
119	15	2	0	0	2	0	138
437	62	11	3	5	2	0	520
129	21	11	1	0	0	0	162
108	19	2	0	0	0	0	129
95	19	4	0	1	0	0	119
103	19	2	2	0	1	0	127
435	78	19	3	1	1	0	537
1128	203	46	13	15	4	0	1409

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	TO ARM A BROOKFIELD ROAD (N)								FROM ARM A BROOKFIELD ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	134	19	2	0	1	0	0	156	183	22	4	3	0	1	0	213
16:15	128	18	3	0	1	1	0	151	174	27	4	2	2	1	0	210
16:30	136	25	1	1	4	1	0	168	186	37	4	2	0	0	0	229
16:45	138	15	1	0	0	0	0	154	185	44	2	0	1	0	0	232
H/TOT	536	77	7	1	6	2	0	629	728	130	14	7	3	2	0	884
17:00	147	11	3	0	1	0	0	162	194	25	1	1	0	2	0	223
17:15	141	12	3	0	1	0	0	157	212	23	2	0	1	1	0	239
17:30	131	12	4	0	0	0	0	147	196	27	1	1	1	0	0	226
17:45	135	12	1	0	1	0	0	149	177	25	1	0	0	3	0	206
H/TOT	554	47	11	0	3	0	0	615	779	100	5	2	2	6	0	894
18:00	123	9	1	0	0	0	0	133	179	18	3	0	0	0	0	200
18:15	118	4	0	0	0	1	0	123	192	18	2	0	0	2	0	214
18:30	126	6	1	0	1	1	0	135	151	23	1	0	1	1	0	177
18:45	108	7	0	0	0	0	0	115	141	10	1	0	0	0	0	152
H/TOT	475	26	2	0	1	2	0	506	663	69	7	0	1	3	0	743
P/TOT	1565	150	20	1	10	4	0	1750	2170	299	26	9	6	11	0	2521

TO ARM A IS TOTAL OF MOVEMENTS 3, 6

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	TO ARM B KNOLL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	33	4	0	0	1	1	0	39
07:15	30	6	0	0	1	1	0	38
07:30	36	7	2	0	2	0	0	47
07:45	49	9	1	0	2	0	0	61
H/TOT	148	26	3	0	6	2	0	185
08:00	54	8	0	0	4	0	0	66
08:15	50	6	1	0	0	0	0	57
08:30	51	9	4	1	2	0	0	67
08:45	60	13	4	0	2	0	0	79
H/TOT	215	36	9	1	8	0	0	269
09:00	53	5	2	0	1	0	0	61
09:15	43	8	0	0	2	0	0	53
09:30	53	3	1	0	2	0	0	59
09:45	46	7	0	0	0	1	0	54
H/TOT	195	23	3	0	5	1	0	227
P/TOT	558	85	15	1	19	3	0	681

FROM ARM B KNOLL LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
72	19	1	0	1	0	0	93
66	10	0	0	1	0	0	77
96	11	1	0	3	0	0	111
110	11	3	0	1	1	0	126
344	51	5	0	6	1	0	407
102	15	2	0	2	1	0	122
113	11	1	0	3	2	0	130
96	9	5	1	0	0	0	111
121	6	0	0	2	0	0	129
432	41	8	1	7	3	0	492
79	12	2	0	2	0	0	95
82	10	1	2	1	0	0	96
60	9	2	0	2	0	0	73
73	9	0	0	2	0	0	84
294	40	5	2	7	0	0	348
1070	132	18	3	20	4	0	1247

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	TO ARM B KNOLL LANE								FROM ARM B KNOLL LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	83	13	1	0	2	0	0	99	60	10	1	0	4	0	0	75
16:15	96	14	0	0	2	0	1	113	61	8	0	0	3	1	0	73
16:30	96	13	1	0	1	1	0	112	59	8	0	0	3	1	0	71
16:45	98	13	0	0	2	0	0	113	71	7	1	0	2	1	0	82
H/TOT	373	53	2	0	7	1	1	437	251	33	2	0	12	3	0	301
17:00	102	10	0	0	2	1	0	115	69	9	1	0	1	1	0	81
17:15	108	9	0	0	1	0	0	118	66	3	1	0	3	1	1	75
17:30	117	7	1	0	2	0	0	127	67	11	1	0	1	0	0	80
17:45	74	8	0	0	1	1	0	84	71	6	2	0	2	0	0	81
H/TOT	401	34	1	0	6	2	0	444	273	29	5	0	7	2	1	317
18:00	97	6	0	0	2	2	0	107	59	9	1	0	0	0	0	69
18:15	117	8	2	0	1	0	0	128	75	2	1	0	1	1	0	80
18:30	86	8	0	0	3	0	0	97	67	2	0	0	2	0	0	71
18:45	76	5	1	0	1	0	0	83	70	2	1	0	0	0	0	73
H/TOT	376	27	3	0	7	2	0	415	271	15	3	0	3	1	0	293
P/TOT	1150	114	6	0	20	5	1	1296	795	77	10	0	22	6	1	911

TO ARM B IS TOTAL OF MOVEMENTS 2, 5

FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	TO ARM C BROOKFIELD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	43	9	1	2	1	0	0	56
07:15	47	10	3	1	1	1	0	63
07:30	70	22	7	2	6	0	0	107
07:45	79	25	5	2	4	0	0	115
H/TOT	239	66	16	7	12	1	0	341
08:00	90	16	2	3	3	1	0	115
08:15	110	16	6	0	3	1	0	136
08:30	132	15	4	0	2	0	0	153
08:45	124	12	1	0	2	2	0	141
H/TOT	456	59	13	3	10	4	0	545
09:00	130	23	9	1	2	0	0	165
09:15	123	19	2	0	1	0	0	145
09:30	88	23	4	0	3	0	0	118
09:45	97	18	2	2	2	1	0	122
H/TOT	438	83	17	3	8	1	0	550
P/TOT	1133	208	46	13	30	6	0	1436

FROM ARM C BROOKFIELD ROAD (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
93	31	1	0	2	2	0	129
109	23	3	3	1	3	0	142
121	28	5	0	0	2	0	156
136	24	4	3	2	0	0	169
459	106	13	6	5	7	0	596
135	23	4	1	4	0	0	167
153	8	3	1	3	1	1	170
116	18	4	1	2	1	0	142
140	24	4	2	2	0	0	172
544	73	15	5	11	2	1	651
116	12	1	0	1	0	0	130
116	16	8	0	3	0	0	143
93	13	3	2	2	0	0	113
95	10	2	1	0	1	0	109
420	51	14	3	6	1	0	495
1423	230	42	14	22	10	1	1742

MANUAL CLASSIFIED COUNTS

JOB REF: 17027

JOB NAME: ASHFORD

SITE: 1

LOCATION: BROOKFIELD ROAD / KNOLL LANE



DATE: 27/11/2013

DAY: WEDNESDAY

TIME	TO ARM C BROOKFIELD ROAD (S)								FROM ARM C BROOKFIELD ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	149	16	4	3	3	1	0	176	123	16	2	0	2	0	0	143
16:15	139	19	4	2	4	1	0	169	128	16	3	0	2	0	1	150
16:30	147	31	3	2	1	1	0	185	134	24	1	1	3	2	0	165
16:45	153	40	2	0	3	1	0	199	133	17	0	0	2	0	0	152
H/TOT	588	106	13	7	11	4	0	729	518	73	6	1	9	2	1	610
17:00	168	25	2	1	0	3	0	199	154	12	3	0	2	1	0	172
17:15	160	16	3	0	4	2	1	186	131	11	3	0	2	0	0	147
17:30	147	27	1	1	2	0	0	178	132	8	4	0	2	0	0	146
17:45	148	22	2	0	2	2	0	176	109	11	0	0	2	0	0	122
H/TOT	623	90	8	2	8	7	1	739	526	42	10	0	8	1	0	587
18:00	139	18	4	0	0	0	0	161	121	6	1	0	2	2	0	132
18:15	146	16	2	0	1	3	0	168	114	8	1	0	1	1	0	125
18:30	126	18	1	0	3	1	0	149	120	7	1	0	4	1	0	133
18:45	125	9	2	0	0	0	0	136	98	9	1	0	1	0	0	109
H/TOT	536	61	9	0	4	4	0	614	453	30	4	0	8	4	0	499
P/TOT	1747	257	30	9	23	15	1	2082	1497	145	20	1	25	7	1	1696

TO ARM C IS TOTAL OF MOVEMENTS 1, 4

FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

APPENDIX O

Brookfield Road/Knoll Lane Traffic Capacity Analysis

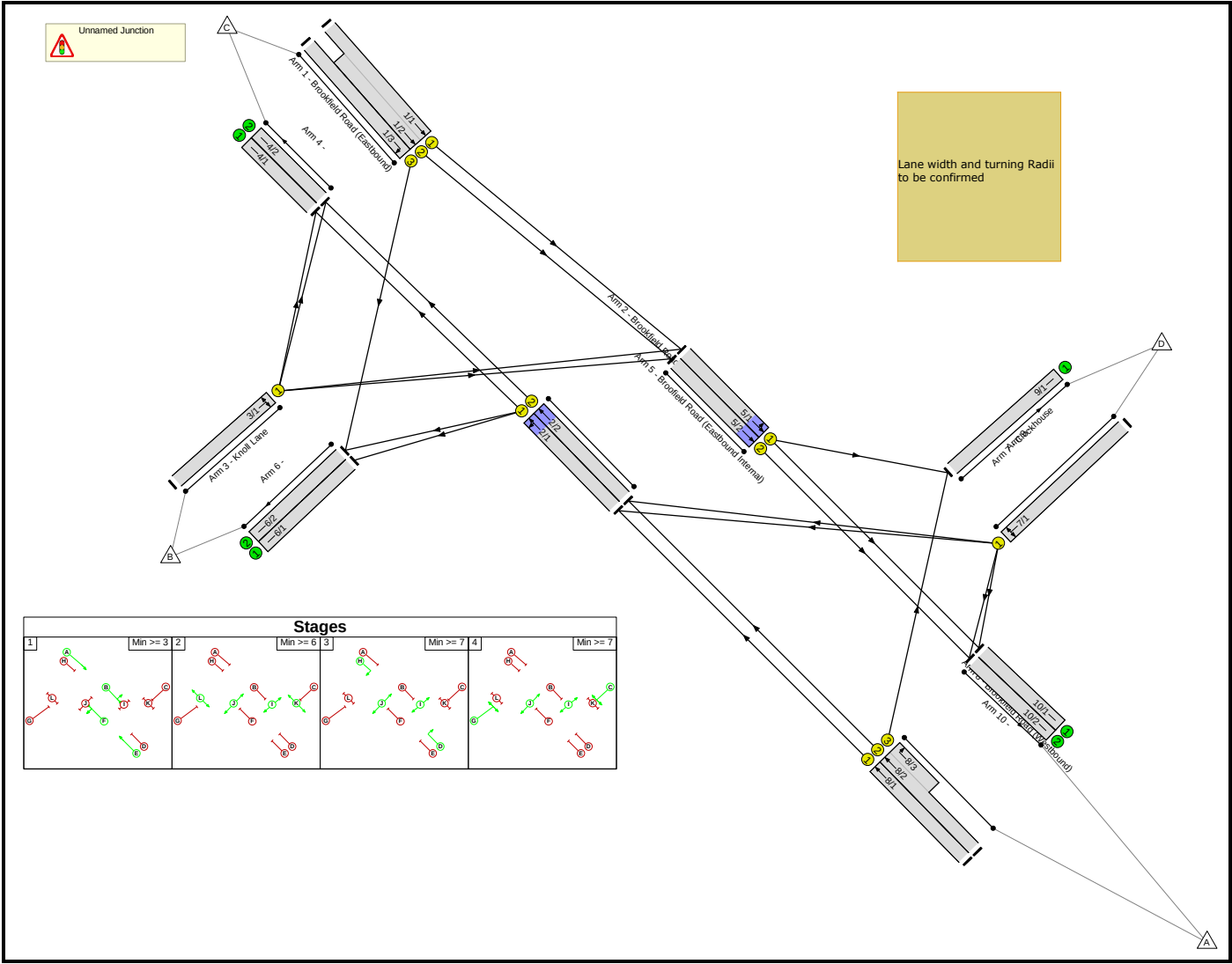
Full Input Data And Results

Full Input Data And Results

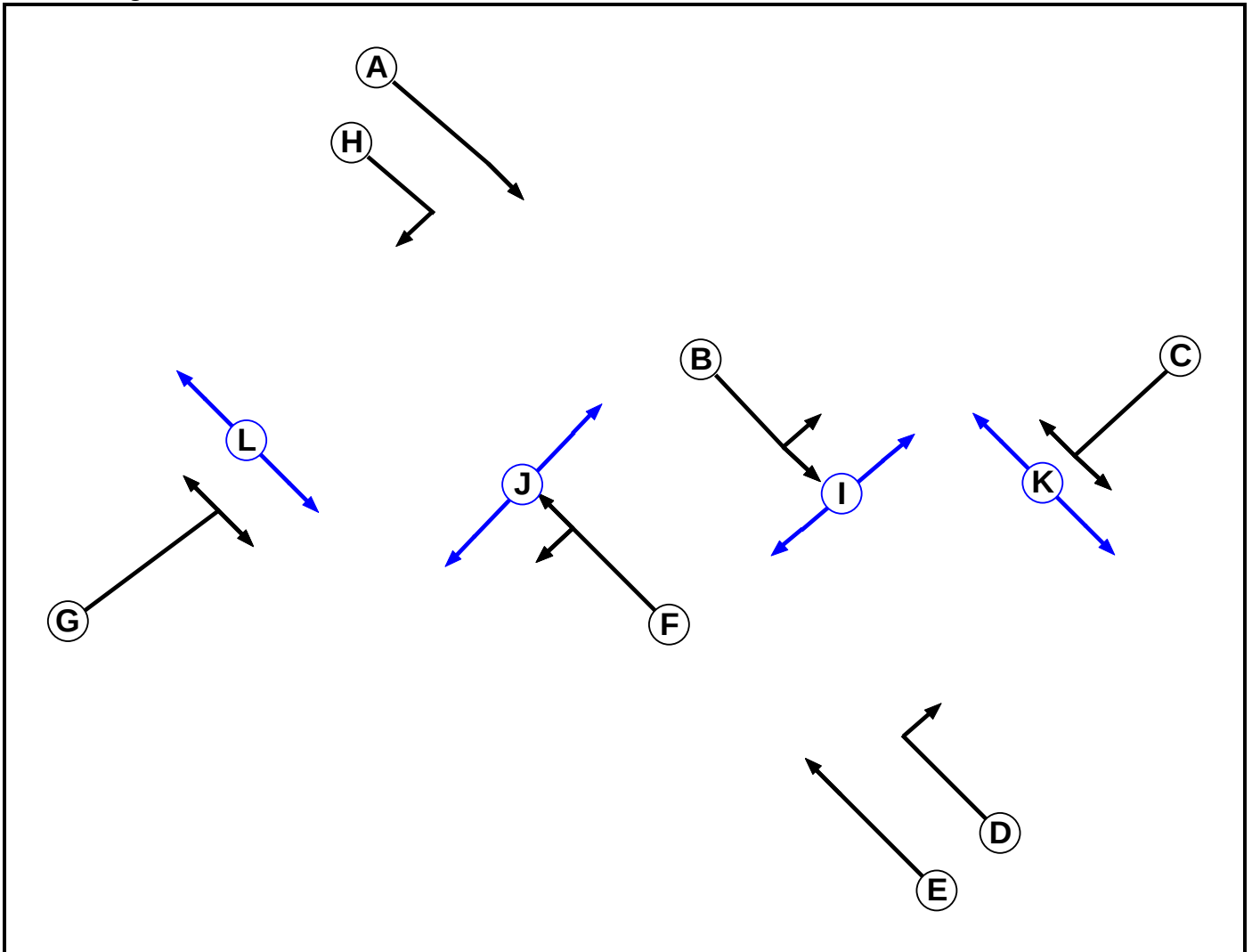
User and Project Details

Project:	Chilmington Green
Title:	
Location:	
File name:	Existing Junction 140113.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	3
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	3
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6

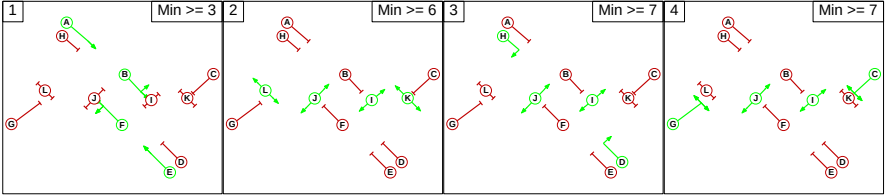
Phase Intergreens Matrix

Terminating Phase	Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L
	A		-	-	-	-	-	5	-	-	-	-	-
	B	-		5	5	-	-	-	-	5	-	6	-
	C	-	6		5	6	-	-	-	-	-	5	-
	D	-	5	5		-	-	-	-	-	-	7	-
	E	-	-	5	-		-	-	-	-	-	-	-
	F	-	-	-	-	-		5	5	-	5	-	6
	G	6	-	-	-	-	6		5	-	-	-	5
	H	-	-	-	-	-	5	5		-	-	-	7
	I	-	8	-	-	-	-	-	-		-	-	-
	J	-	-	-	-	-	8	-	-	-		-	-
	K	-	10	10	10	-	-	-	-	-	-		-
	L	-	-	-	-	-	10	10	10	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E F
2	I J K L
3	D H I J
4	C G I J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	4	4
1	2	F	Losing	4	4
1	3	B	Losing	4	4
1	3	F	Losing	4	4
1	4	B	Losing	4	4
1	4	F	Losing	4	4
2	1	A	Gaining absolute	5	5
2	1	E	Gaining absolute	5	5
3	1	A	Gaining absolute	3	3
3	1	E	Gaining absolute	3	3

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		10	9	9
	2	10		10	10
	3	8	7		5
	4	8	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Brookfield Road (Eastbound))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/2 (Brookfield Road (Eastbound))	U	A	2	3	13.9	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
1/3 (Brookfield Road (Eastbound))	U	H	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
2/1 (Brookfield Road (Westbound Internal))	U	F	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	15.00
2/2 (Brookfield Road (Westbound Internal))	U	F	2	3	4.3	Geom	-	3.00	0.00	N	Arm 4 Ahead	Inf
3/1 (Knoll Lane)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	Inf
											Arm 5 Right	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Brookfield Road (Eastbound Internal))	U	B	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 9 Left	10.00
											Arm 10 Ahead	Inf
5/2 (Brookfield Road (Eastbound Internal))	U	B	2	3	4.3	Geom	-	3.00	0.00	N	Arm 10 Ahead	Inf
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Clockhouse)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Right	12.00
											Arm 10 Left	12.00
8/1 (Brookfield Road (Westbound))	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
8/2 (Brookfield Road (Westbound))	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm 2 Ahead	Inf

Full Input Data And Results

8/3 (Brookfield Road (Westbound))	U	D	2	3	6.1	Geom	-	3.00	0.00	N	Arm 9 Right	12.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Observed (2013) AM Peak'	08:00	09:00	01:00	
2: 'Observed (2013) PM Peak'	17:00	18:00	01:00	
3: 'Observed (2013) AM Peak - Clockhouse Assumption'	08:00	09:00	01:00	
4: 'Observed (2013) PM Peak - Clockhouse Assumption'	17:00	18:00	01:00	

Scenario 1: 'Observed (2013) AM Peak' (FG3: 'Observed (2013) AM Peak - Clockhouse Assumption', Plan 1: 'Peds Every Other Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	150	480	50	680
	B	140	0	369	17	526
	C	421	128	0	20	569
	D	50	27	60	0	137
	Tot.	611	305	909	87	1912

Traffic Lane Flows

Lane	Scenario 1: Observed (2013) AM Peak
Junction: Unnamed Junction	
1/1 (with short)	441(In) 208(Out)
1/2 (short)	233
1/3	128
2/1	334
2/2	383
3/1	526
4/1	341
4/2	568
5/1	278
5/2	320
6/1	89
6/2	216
7/1	137
8/1	304
8/2 (with short)	376(In) 326(Out)
8/3 (short)	50
9/1	87
10/1	266
10/2	345

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Brookfield Road (Eastbound))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Brookfield Road (Westbound Internal))	3.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 15.00	47.0 % 53.0 %	1819	1819
2/2 (Brookfield Road (Westbound Internal))	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Knoll Lane)	3.00	0.00	Y	Arm 4 Left Arm 5 Right	Inf Inf	70.2 % 29.8 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Brookfield Road (Eastbound Internal))	3.00	0.00	Y	Arm 9 Left Arm 10 Ahead	10.00 Inf	13.3 % 86.7 %	1878	1878
5/2 (Brookfield Road (Eastbound Internal))	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Clockhouse)	3.00	0.00	Y	Arm 2 Right Arm 10 Left	12.00 12.00	63.5 % 36.5 %	1702	1702
8/1 (Brookfield Road (Westbound))	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
8/2 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 2 Ahead	Inf	100.0 %	2055	2055
8/3 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 9 Right	12.00	100.0 %	1827	1827
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Observed (2013) PM Peak' (FG4: 'Observed (2013) PM Peak - Clockhouse Assumption', Plan 1: 'Peds Every Other Cycle')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	131	458	50	639
	B	140	0	175	27	342
	C	571	319	0	60	950
	D	50	17	20	0	87
	Tot.	761	467	653	137	2018

Traffic Lane Flows

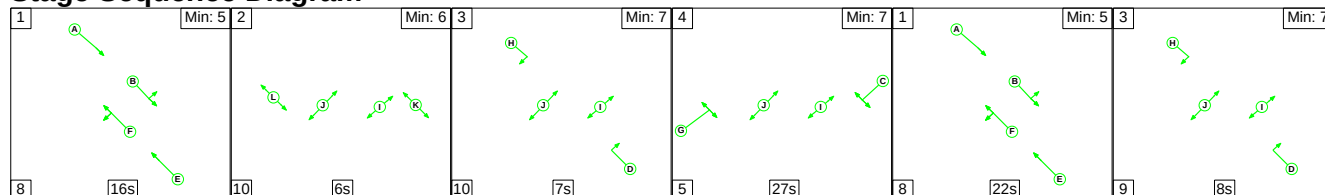
Lane	Scenario 2: Observed (2013) PM Peak
Junction: Unnamed Junction	
1/1 (with short)	631(In) 293(Out)
1/2 (short)	338
1/3	319
2/1	296
2/2	330
3/1	342
4/1	235
4/2	418
5/1	374
5/2	424
6/1	75
6/2	392
7/1	87
8/1	279
8/2 (with short)	360(In) 310(Out)
8/3 (short)	50
9/1	137
10/1	312
10/2	449

Lane Saturation Flows

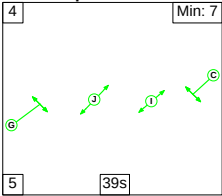
Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Brookfield Road (Eastbound))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/3 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Brookfield Road (Westbound Internal))	3.00	0.00	Y	Arm 4 Ahead	Inf	50.0 %	1824	1824
				Arm 6 Left	15.00	50.0 %		
2/2 (Brookfield Road (Westbound Internal))	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Knoll Lane)	3.00	0.00	Y	Arm 4 Left	Inf	51.2 %	1915	1915
				Arm 5 Right	Inf	48.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Brookfield Road (Eastbound Internal))	3.00	0.00	Y	Arm 9 Left	10.00	23.3 %	1850	1850
				Arm 10 Ahead	Inf	76.7 %		
5/2 (Brookfield Road (Eastbound Internal))	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Clockhouse)	3.00	0.00	Y	Arm 2 Right	12.00	42.5 %	1702	1702
				Arm 10 Left	12.00	57.5 %		
8/1 (Brookfield Road (Westbound))	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
8/2 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 2 Ahead	Inf	100.0 %	2055	2055
8/3 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 9 Right	12.00	100.0 %	1827	1827
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Observed (2013) AM Peak' (FG3: 'Observed (2013) AM Peak - Clockhouse Assumption', Plan 1: 'Peds Every Other Cycle')

Stage Sequence Diagram



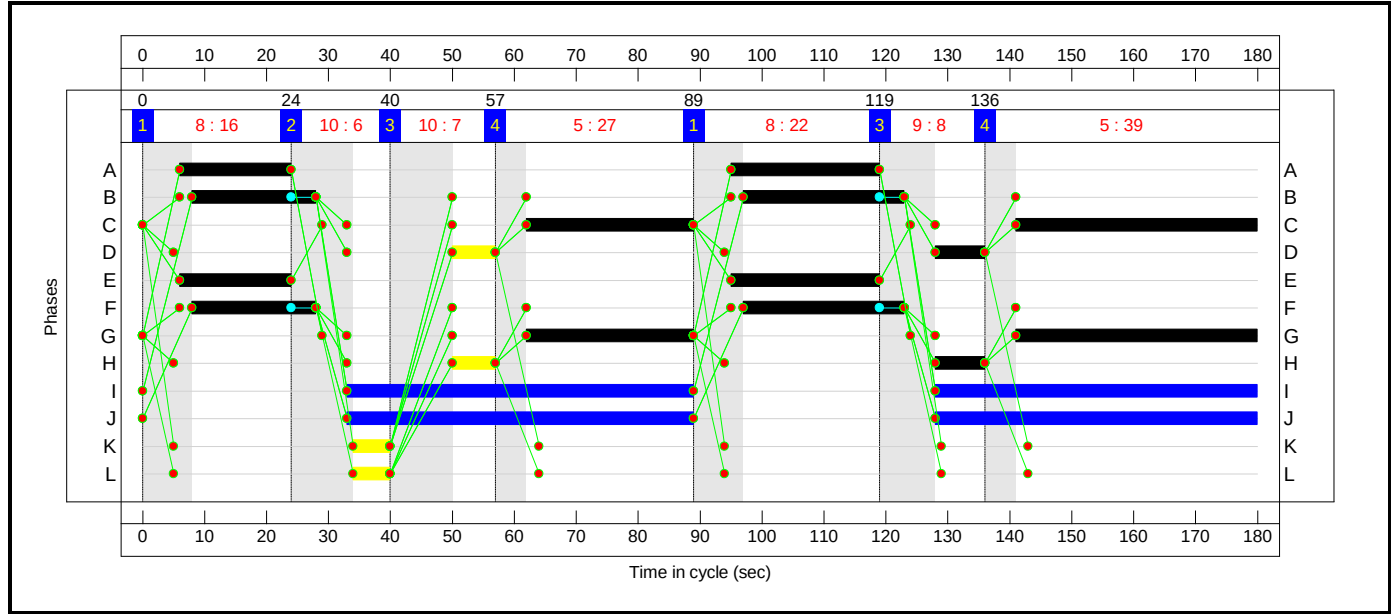
Full Input Data And Results



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	16	6	7	27	22	8	39
Change Point	0	24	40	57	89	119	136

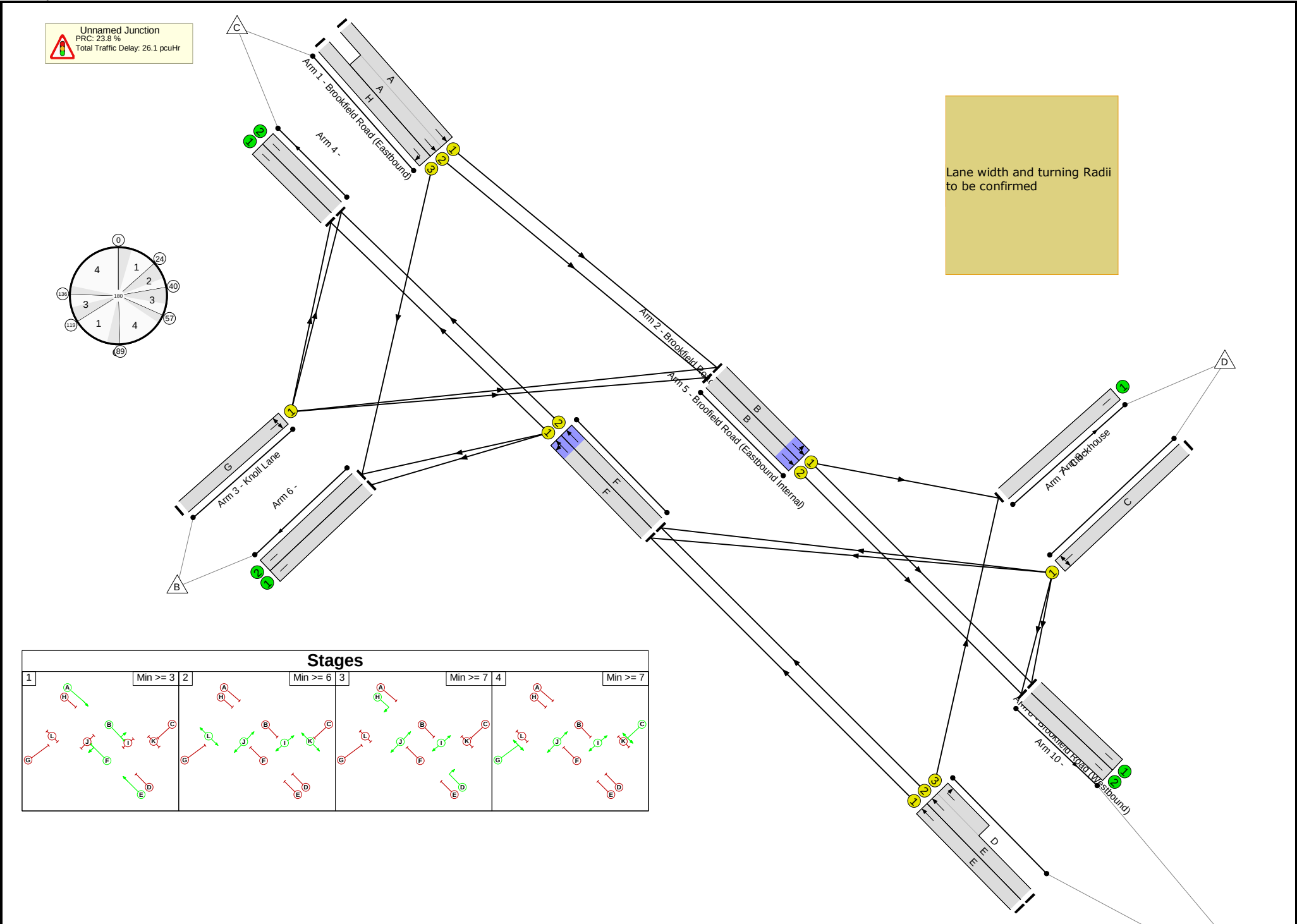
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
1/1+1/2	Brookfield Road (Eastbound) Ahead	U	N/A	N/A	A		2	42	-	441	1915:2055	950	46.4%
1/3	Brookfield Road (Eastbound) Right	U	N/A	N/A	H		2	15	-	128	1868	176	72.6%
2/1	Brookfield Road (Westbound Internal) Ahead Left	U	N/A	N/A	F		2	46	-	334	1819	485	68.9%
2/2	Brookfield Road (Westbound Internal) Ahead	U	N/A	N/A	F		2	46	-	383	2055	548	69.9%
3/1	Knoll Lane Left Right	U	N/A	N/A	G		2	66	-	526	1915	723	72.7%
4/1		U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
5/1	Brookfield Road (Eastbound Internal) Left Ahead	U	N/A	N/A	B		2	46	-	278	1878	501	55.5%
5/2	Brookfield Road (Eastbound Internal) Ahead	U	N/A	N/A	B		2	46	-	320	2055	548	58.4%
6/1		U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
7/1	Clockhouse Right Left	U	N/A	N/A	C		2	66	-	137	1702	643	21.3%
8/1	Brookfield Road (Westbound) Ahead	U	N/A	N/A	E		2	42	-	304	1915	468	64.9%
8/2+8/3	Brookfield Road (Westbound) Ahead Right	U	N/A	N/A	E D		2	42:15	-	376	2055:1827	527	71.4%
9/1		U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%

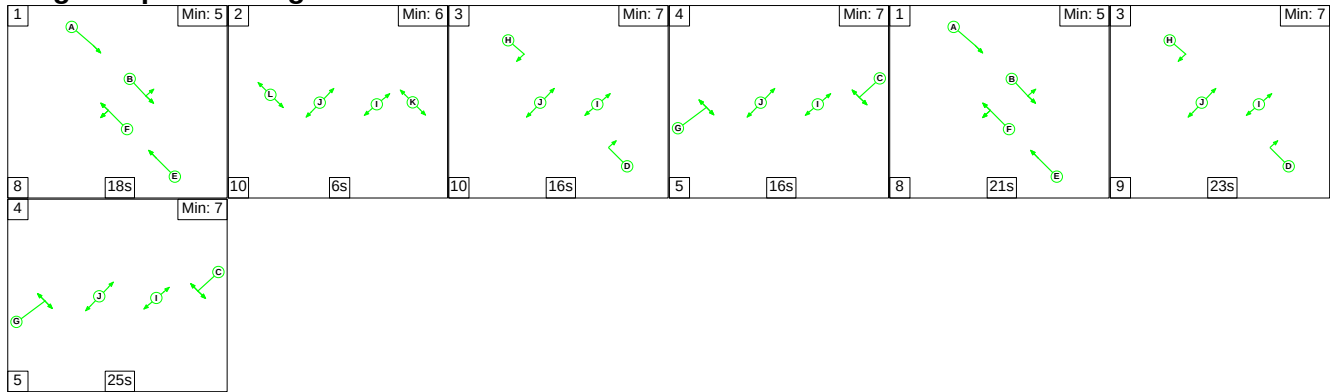
Full Input Data And Results

10/1		U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	17.3	8.8	0.0	26.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	17.3	8.8	0.0	26.1	-	-	-	-
1/1+1/2	441	441	-	-	-	3.5	0.4	-	4.0	32.5	5.0	0.4	5.5
1/3	128	128	-	-	-	1.4	1.3	-	2.7	75.8	3.5	1.3	4.8
2/1	334	334	-	-	-	0.3	1.1	-	1.4	15.3	0.9	1.1	2.0
2/2	383	383	-	-	-	0.5	1.1	-	1.7	15.8	1.8	1.1	2.9
3/1	526	526	-	-	-	3.5	1.3	-	4.9	33.2	12.3	1.3	13.6
4/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	278	278	-	-	-	0.6	0.6	-	1.2	15.4	2.1	0.6	2.7
5/2	320	320	-	-	-	0.7	0.7	-	1.4	15.7	2.9	0.7	3.6
6/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	137	137	-	-	-	0.7	0.1	-	0.9	22.7	2.5	0.1	2.6
8/1	304	304	-	-	-	2.6	0.9	-	3.5	41.4	7.0	0.9	7.9
8/2+8/3	376	376	-	-	-	3.3	1.2	-	4.5	43.5	7.8	1.2	9.1
9/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		23.8	Total Delay for Signalled Lanes (pcuHr):		26.11	Cycle Time (s): 180				
			PRC Over All Lanes (%):		23.8	Total Delay Over All Lanes(pcuHr):		26.11					

Full Input Data And Results

Scenario 2: 'Observed (2013) PM Peak' (FG4: 'Observed (2013) PM Peak - Clockhouse Assumption', Plan 1: 'Peds Every Other Cycle')

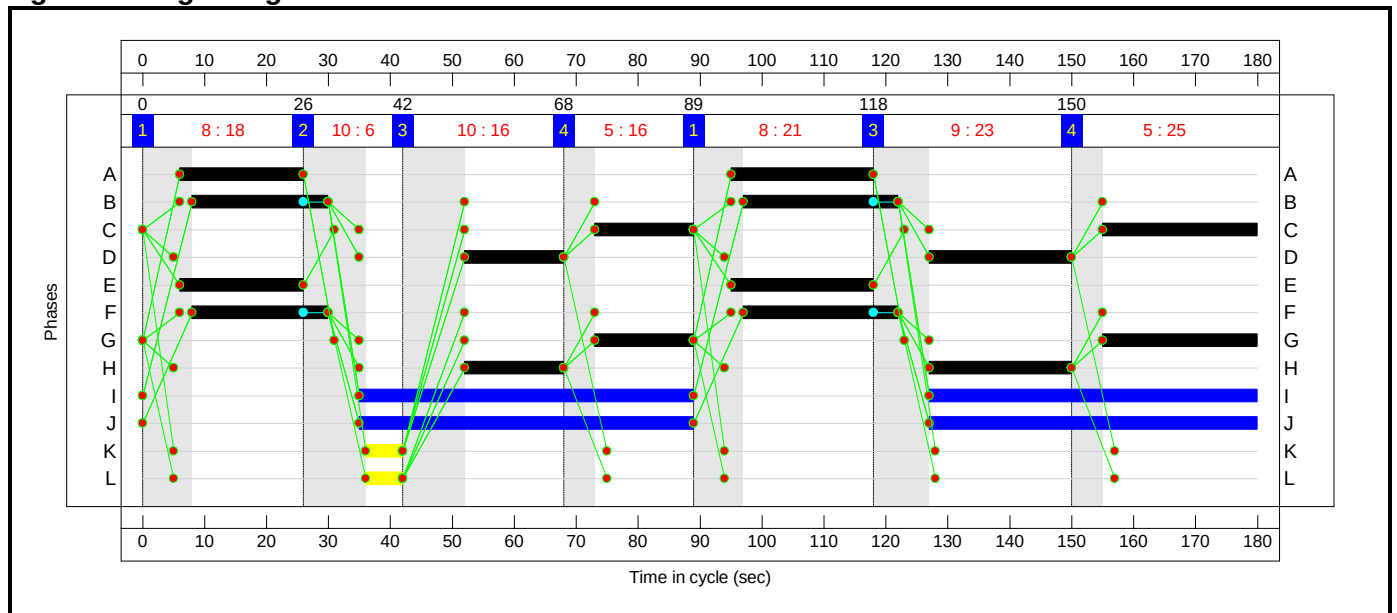
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	3	4
Duration	18	6	16	16	21	23	25
Change Point	0	26	42	68	89	118	150

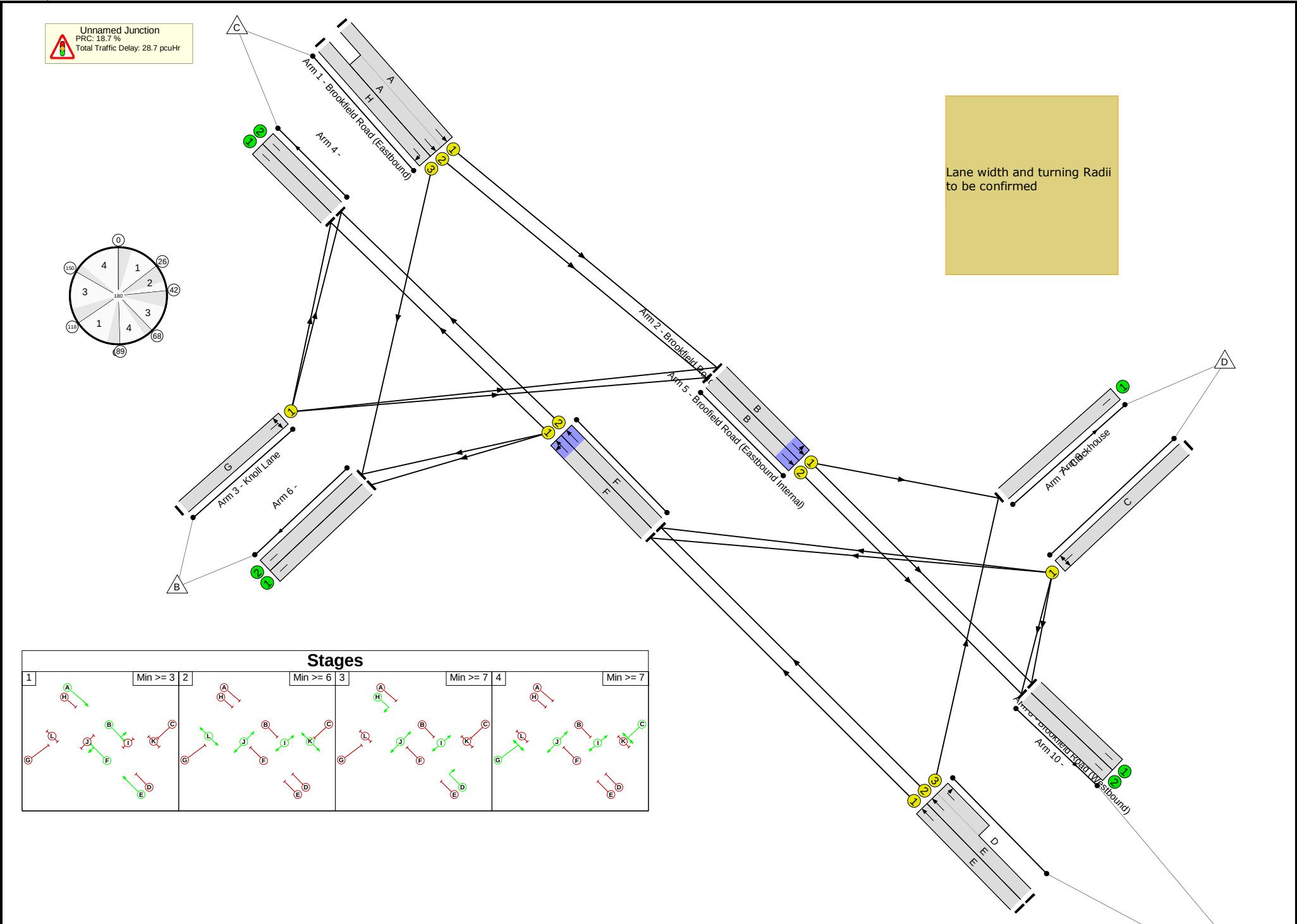
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
1/1+1/2	Brookfield Road (Eastbound) Ahead	U	N/A	N/A	A		2	43	-	631	1915:2055	959	65.8%
1/3	Brookfield Road (Eastbound) Right	U	N/A	N/A	H		2	39	-	319	1868	425	75.0%
2/1	Brookfield Road (Westbound Internal) Ahead Left	U	N/A	N/A	F		2	47	-	296	1824	497	59.6%
2/2	Brookfield Road (Westbound Internal) Ahead	U	N/A	N/A	F		2	47	-	330	2055	559	59.0%
3/1	Knoll Lane Left Right	U	N/A	N/A	G		2	41	-	342	1915	457	74.8%
4/1		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
5/1	Brookfield Road (Eastbound Internal) Left Ahead	U	N/A	N/A	B		2	47	-	374	1850	504	74.3%
5/2	Brookfield Road (Eastbound Internal) Ahead	U	N/A	N/A	B		2	47	-	424	2055	559	75.8%
6/1		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
7/1	Clockhouse Right Left	U	N/A	N/A	C		2	41	-	87	1702	407	21.4%
8/1	Brookfield Road (Westbound) Ahead	U	N/A	N/A	E		2	43	-	279	1915	479	58.3%
8/2+8/3	Brookfield Road (Westbound) Ahead Right	U	N/A	N/A	E D		2	43:39	-	360	2055:1827	540	66.7%
9/1		U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-		-	-	-	312	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	18.7	10.1	0.0	28.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	18.7	10.1	0.0	28.7	-	-	-	-
1/1+1/2	631	631	-	-	-	5.3	1.0	-	6.2	35.6	7.6	1.0	8.6
1/3	319	319	-	-	-	2.9	1.5	-	4.4	49.7	8.6	1.5	10.1
2/1	296	296	-	-	-	0.2	0.7	-	0.9	11.0	0.5	0.7	1.3
2/2	330	330	-	-	-	0.2	0.7	-	0.9	9.9	0.6	0.7	1.3
3/1	342	342	-	-	-	3.0	1.4	-	4.5	47.0	8.3	1.4	9.7
4/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	374	374	-	-	-	0.5	1.4	-	1.9	18.7	2.8	1.4	4.2
5/2	424	424	-	-	-	0.6	1.5	-	2.1	17.9	3.0	1.5	4.5
6/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	87	87	-	-	-	0.7	0.1	-	0.8	33.2	1.8	0.1	1.9
8/1	279	279	-	-	-	2.3	0.7	-	3.0	38.6	6.1	0.7	6.8
8/2+8/3	360	360	-	-	-	3.0	1.0	-	4.0	39.6	7.0	1.0	8.0
9/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		18.7	Total Delay for Signalled Lanes (pcuHr):		28.72	Cycle Time (s): 180				
			PRC Over All Lanes (%):		18.7	Total Delay Over All Lanes(pcuHr):		28.72					

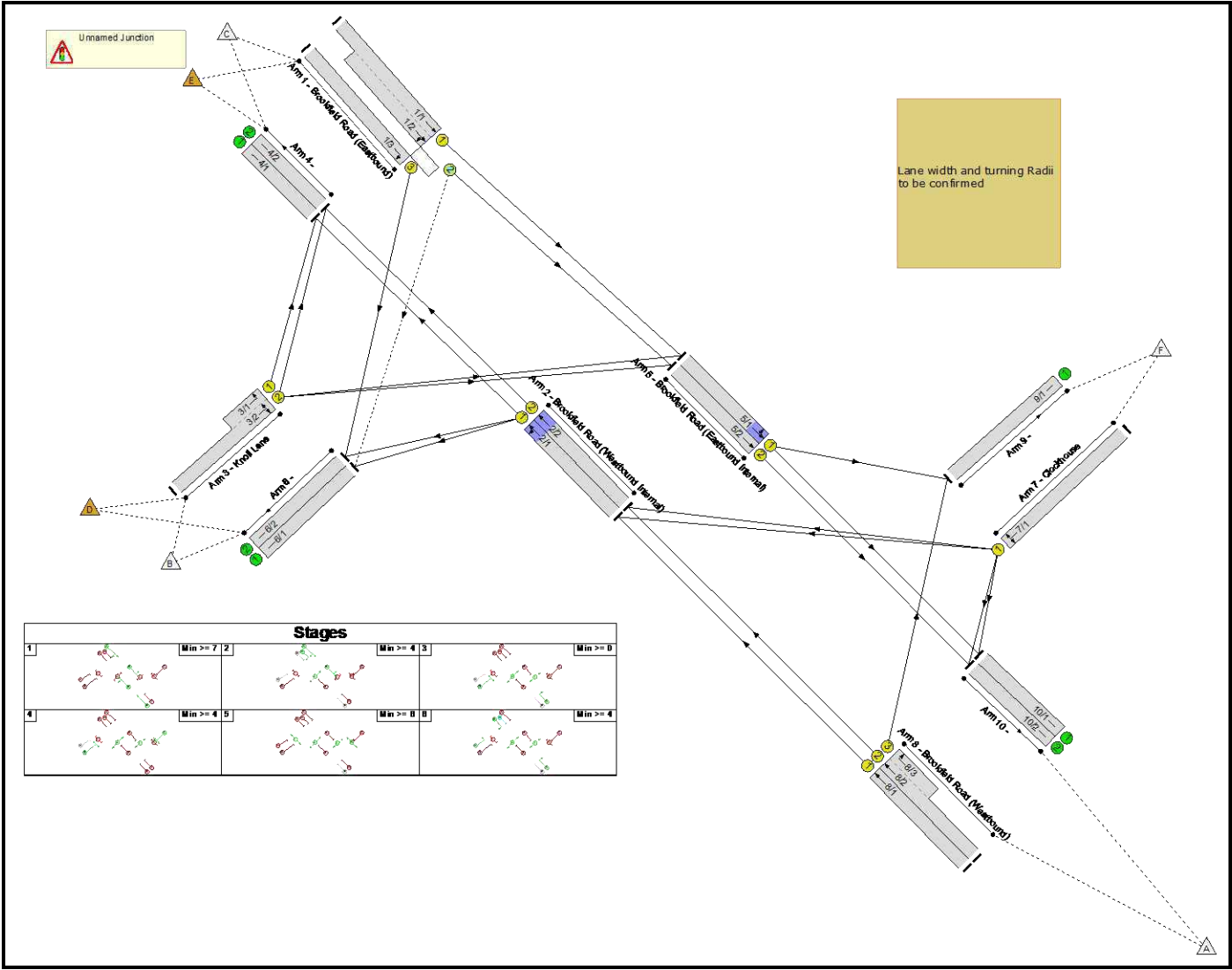
Full Input Data And Results

Full Input Data And Results

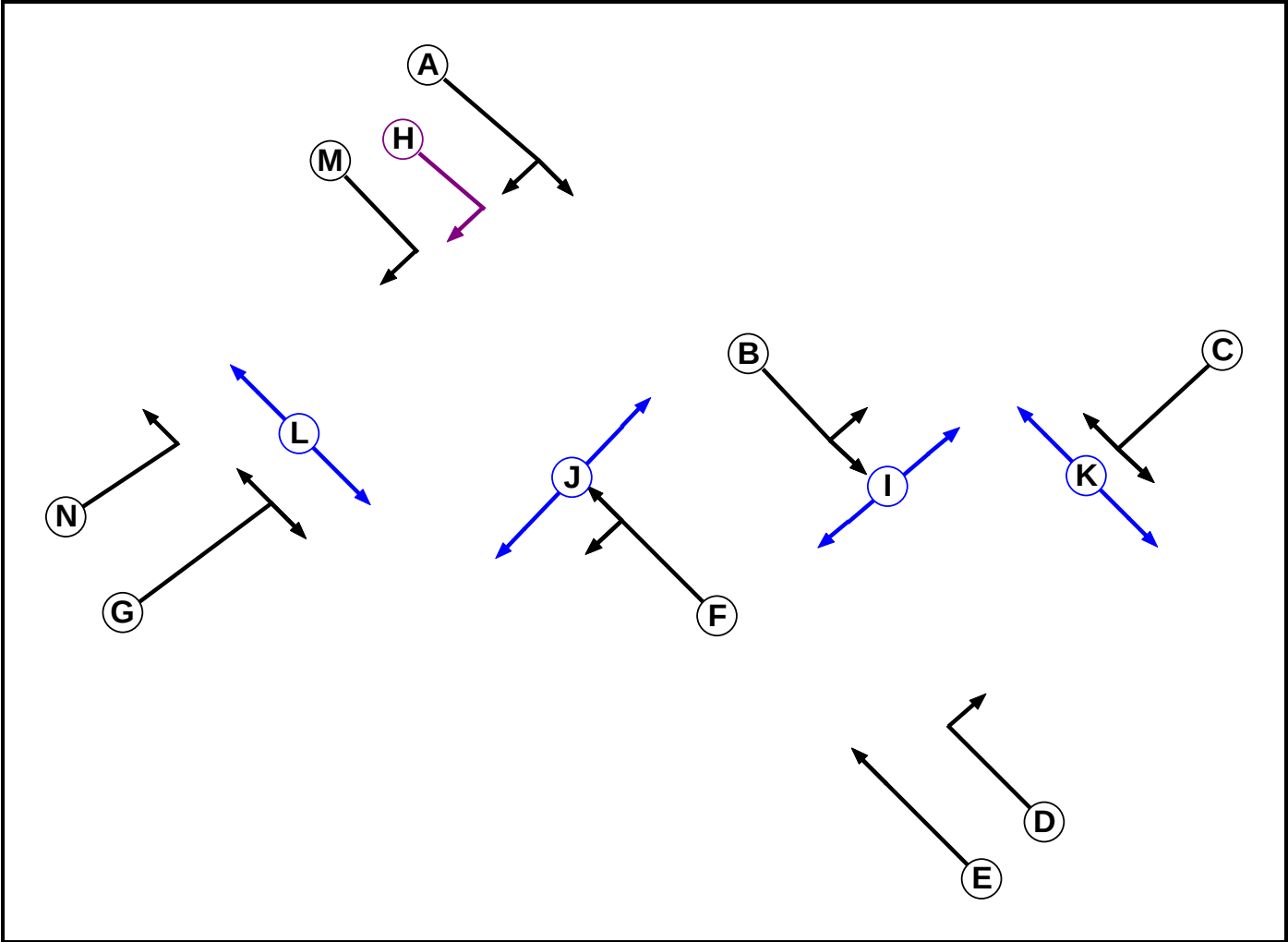
User and Project Details

Project:	Chilmingdon Green
Title:	
Location:	
File name:	Proposed Junction (Bus Provision) 140110.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Ind. Arrow	A	4	4
I	Pedestrian		6	6
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6
M	Traffic		7	7
N	Traffic		7	7

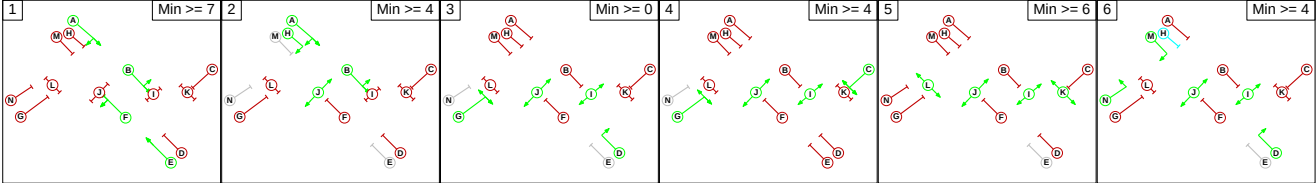
Phase Intergreens Matrix

Terminating Phase	Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
	A		-	-	-	-	-	5	-	-	-	-	-	-	-
	B	-			5	5	-	-	-	5	-	6	-	-	-
	C	-	6			5	6	-	-	-	-	5	-	-	-
	D	-	5	5			-	-	-	-	-	7	-		-
	E	-	-	5	-		-	-	-	-	-	-	-	-	-
	F	-	-	-	-	-		5	5	-	5	-	6	5	5
	G	6	-	-	-	-	6		5	-	-	-	5	5	-
	H	-	-	-	-	-	5	5		-	-	-	7	-	-
	I	-	8	-	-	-	-	-	-		-	-	-	-	-
	J	-	-	-	-	-	8	-	-	-		-	-	-	-
	K	-	10	10	10	-	-	-	-	-	-		-	-	-
	L	-	-	-	-	-	13	13	13	-	-	-		13	13
	M	-	-	-	-	-	5	5	-	-	-	7			
	N	-	-	-	-	-	5	-	-	-	-	5	-		

Phases in Stage

Stage No.	Phases in Stage
1	A B E F
2	A B H J
3	D G I J
4	C G I J
5	I J K L
6	D I J M N

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	B	Losing	4	4
1	4	F	Losing	4	4
1	5	B	Losing	4	4
1	5	F	Losing	4	4
1	6	B	Losing	4	4
1	6	F	Losing	4	4
5	1	A	Gaining absolute	5	5
6	1	A	Gaining absolute	3	3

Prohibited Stage Change

	To Stage							
From Stage		1	2	3	4	5	6	
	1			5	5	9	10	9
	2	8			5	5	7	5
	3	8	X			5	7	5
	4	8	X	5			5	5
	5	13	13	13	13			13
	6	8	X	5	5	7		

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Brookfield Road (Eastbound))	6/1 (Right)	1439	0	2/1	1.09	All	3.00	3.00	0.50	3	2.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Brookfield Road (Eastbound))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/2 (Brookfield Road (Eastbound))	O	A H	2	3	13.9	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	15.00
1/3 (Brookfield Road (Eastbound))	U	M	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
2/1 (Brookfield Road (Westbound Internal))	U	F	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	15.00
2/2 (Brookfield Road (Westbound Internal))	U	F	2	3	4.3	Geom	-	3.00	0.00	N	Arm 4 Ahead	Inf
3/1 (Knoll Lane)	U	N	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 4 Left	Inf
3/2 (Knoll Lane)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	Inf
											Arm 5 Right	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Brookfield Road (Eastbound Internal))	U	B	2	3	4.3	Geom	-	3.00	0.00	Y	Arm 9 Left	10.00
											Arm 10 Ahead	Inf
5/2 (Brookfield Road (Eastbound Internal))	U	B	2	3	4.3	Geom	-	3.00	0.00	N	Arm 10 Ahead	Inf
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Clockhouse)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Right	12.00
											Arm 10 Left	12.00
8/1 (Brookfield Road (Westbound))	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf

Full Input Data And Results

8/2 (Brookfield Road (Westbound))	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm 2 Ahead	Inf
8/3 (Brookfield Road (Westbound))	U	D	2	3	6.1	Geom	-	3.00	0.00	N	Arm 9 Right	12.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Observed (2013) AM Peak'	08:00	09:00	01:00	
2: 'Observed (2013) PM Peak'	17:00	18:00	01:00	
3: 'Observed (2013) AM Peak - Clockhouse Assumption'	08:00	09:00	01:00	
4: 'Observed (2013) PM Peak - Clockhouse Assumption'	17:00	18:00	01:00	

Scenario 1: 'Observed (2013) AM Peak' (FG3: 'Observed (2013) AM Peak - Clockhouse Assumption', Plan 1: 'Peds and Bus Every Other Cycle')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	150	480	0	0	50	680
	B	140	0	369	0	0	17	526
	C	421	128	0	0	0	20	569
	D	0	0	0	0	12	0	12
	E	0	0	0	12	0	0	12
	F	50	27	60	0	0	0	137
	Tot.	611	305	909	12	12	87	1936

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Observed (2013) AM Peak
Junction: Unnamed Junction	
1/1 (with short)	569(In) 233(Out)
1/2 (short)	336
1/3	12
2/1	332
2/2	385
3/1 (short)	12
3/2 (with short)	538(In) 526(Out)
4/1	167
4/2	754
5/1	296
5/2	302
6/1	217
6/2	100
7/1	137
8/1	297
8/2 (with short)	383(In) 333(Out)
8/3 (short)	50
9/1	87
10/1	284
10/2	327

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Brookfield Road (Eastbound))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 5 Ahead	Inf	61.9 %	1980	1980
				Arm 6 Right	15.00	38.1 %		
1/3 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Brookfield Road (Westbound Internal))	3.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 15.00	46.7 % 53.3 %	1818	1818
2/2 (Brookfield Road (Westbound Internal))	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Knoll Lane)	3.00	0.00	Y	Arm 4 Left	Inf	100.0 %	1915	1915
3/2 (Knoll Lane)	3.00	0.00	Y	Arm 4 Left	Inf	70.2 %	1915	1915
				Arm 5 Right	Inf	29.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Brookfield Road (Eastbound Internal))	3.00	0.00	Y	Arm 9 Left Arm 10 Ahead	10.00 Inf	12.5 % 87.5 %	1880	1880
5/2 (Brookfield Road (Eastbound Internal))	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Clockhouse)	3.00	0.00	Y	Arm 2 Right	12.00	63.5 %	1702	1702
				Arm 10 Left	12.00	36.5 %		
8/1 (Brookfield Road (Westbound))	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
8/2 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 2 Ahead	Inf	100.0 %	2055	2055
8/3 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 9 Right	12.00	100.0 %	1827	1827
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Observed (2013) PM Peak' (FG4: 'Observed (2013) PM Peak - Clockhouse Assumption', Plan 1: 'Peds and Bus Every Other Cycle')

Traffic Flows, Desired

Desired Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	131	458	0	0	50	639
	B	140	0	175	0	0	27	342
	C	571	319	0	0	0	60	950
	D	0	0	0	0	12	0	12
	E	0	0	0	12	0	0	12
	F	50	17	20	0	0	0	87
	Tot.	761	467	653	12	12	137	2042

Traffic Lane Flows

Lane	Scenario 2: Observed (2013) PM Peak
Junction: Unnamed Junction	
1/1 (with short)	950(In) 511(Out)
1/2 (short)	439
1/3	12
2/1	289
2/2	337
3/1 (short)	12
3/2 (with short)	354(In) 342(Out)
4/1	153
4/2	512
5/1	552
5/2	246
6/1	394
6/2	85
7/1	87
8/1	270
8/2 (with short)	369(In) 319(Out)
8/3 (short)	50
9/1	137
10/1	490
10/2	271

Full Input Data And Results

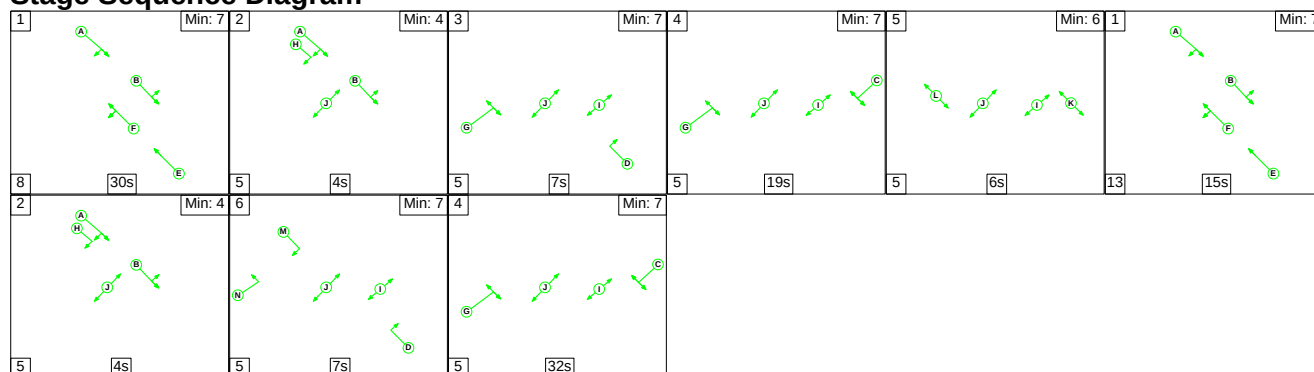
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Brookfield Road (Eastbound))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 5 Ahead	Inf	27.3 %	1916	1916
				Arm 6 Right	15.00	72.7 %		
1/3 (Brookfield Road (Eastbound))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Brookfield Road (Westbound Internal))	3.00	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 15.00	48.8 % 51.2 %	1822	1822
2/2 (Brookfield Road (Westbound Internal))	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Knoll Lane)	3.00	0.00	Y	Arm 4 Left	Inf	100.0 %	1915	1915
3/2 (Knoll Lane)	3.00	0.00	Y	Arm 4 Left	Inf	51.2 %	1915	1915
				Arm 5 Right	Inf	48.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (Brookfield Road (Eastbound Internal))	3.00	0.00	Y	Arm 9 Left Arm 10 Ahead	10.00 Inf	15.8 % 84.2 %	1871	1871
5/2 (Brookfield Road (Eastbound Internal))	3.00	0.00	N	Arm 10 Ahead	Inf	100.0 %	2055	2055
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Clockhouse)	3.00	0.00	Y	Arm 2 Right	12.00	42.5 %	1702	1702
				Arm 10 Left	12.00	57.5 %		
8/1 (Brookfield Road (Westbound))	3.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1915	1915
8/2 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 2 Ahead	Inf	100.0 %	2055	2055
8/3 (Brookfield Road (Westbound))	3.00	0.00	N	Arm 9 Right	12.00	100.0 %	1827	1827
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: 'Observed (2013) AM Peak' (FG3: 'Observed (2013) AM Peak - Clockhouse Assumption', Plan 1: 'Peds and Bus Every Other Cycle')

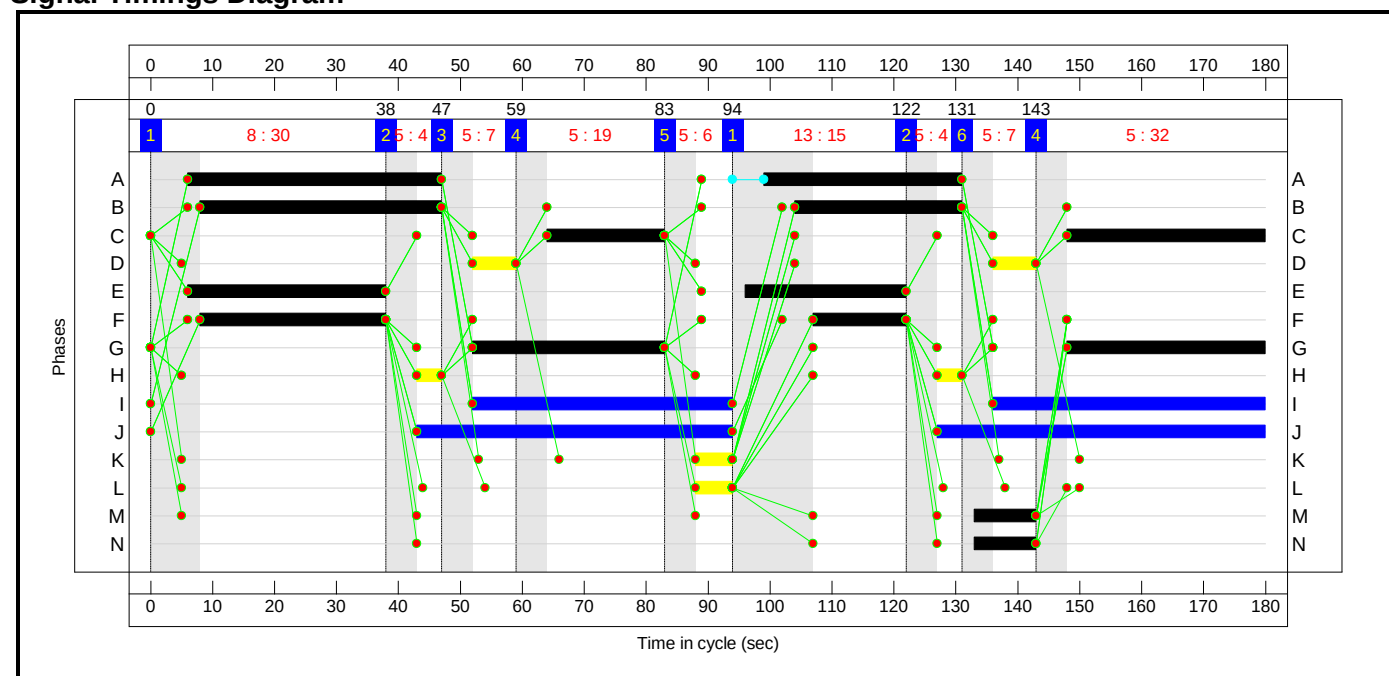
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	1	2	6	4
Duration	30	4	7	19	6	15	4	7	32
Change Point	0	38	47	59	83	94	122	131	143

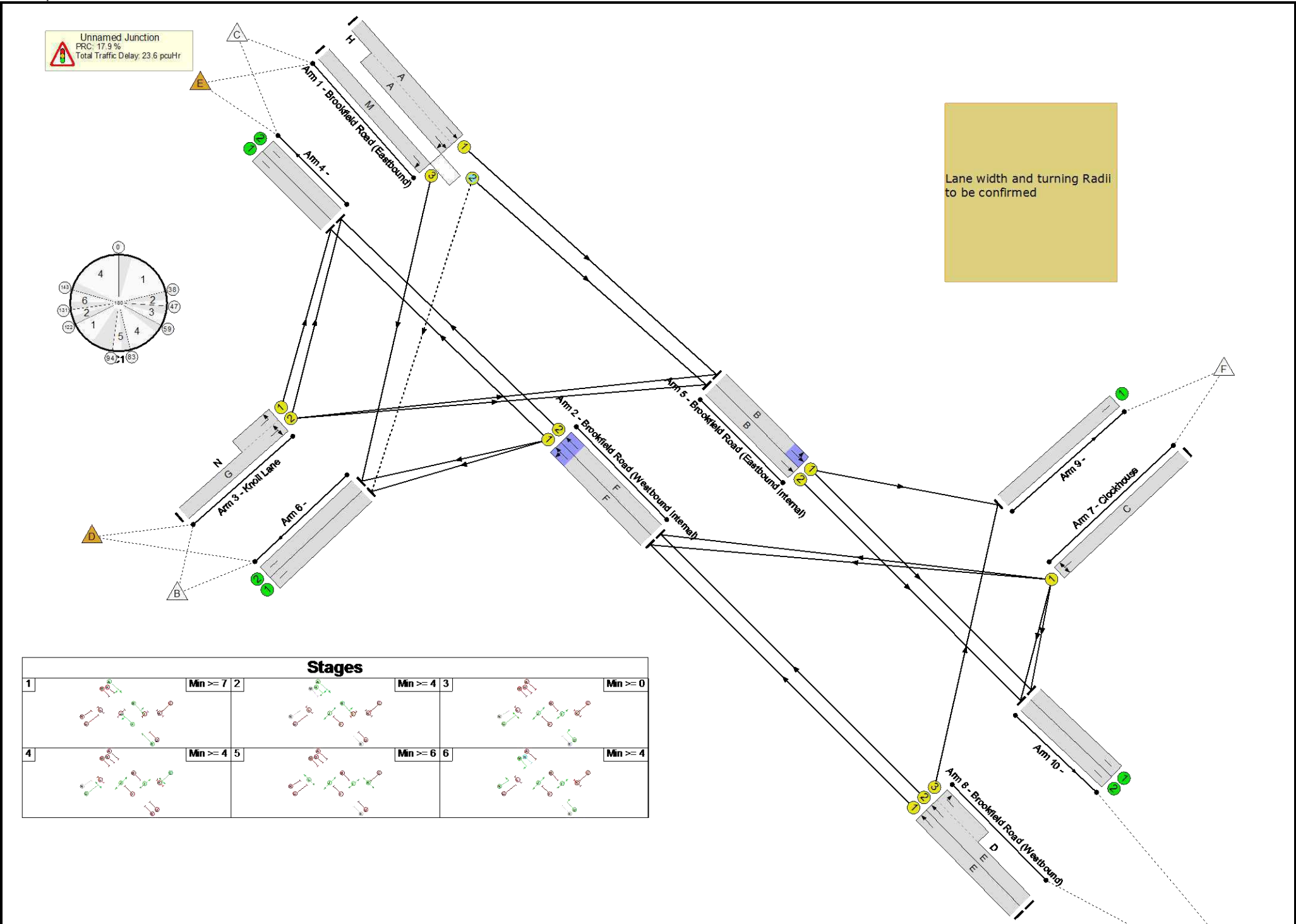
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.4%
1/1+1/2	Brookfield Road (Eastbound) Ahead Right	U+O	N/A	N/A	A	H	2	73	8	569	1915:1980	1034	55.0%
1/3	Brookfield Road (Eastbound) Right	U	N/A	N/A	M		1	10	-	12	1868	114	10.5%
2/1	Brookfield Road (Westbound Internal) Ahead Left	U	N/A	N/A	F		2	45	-	332	1818	475	69.9%
2/2	Brookfield Road (Westbound Internal) Ahead	U	N/A	N/A	F		2	45	-	385	2055	537	71.8%
3/2+3/1	Knoll Lane Left Right	U	N/A	N/A	G N		2:1	63:10	-	538	1915:1915	705	76.4%
4/1		U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
5/1	Brookfield Road (Eastbound Internal) Left Ahead	U	N/A	N/A	B		2	66	-	296	1880	710	41.7%
5/2	Brookfield Road (Eastbound Internal) Ahead	U	N/A	N/A	B		2	66	-	302	2055	776	38.9%
6/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
7/1	Clockhouse Right Left	U	N/A	N/A	C		2	51	-	137	1702	501	27.3%
8/1	Brookfield Road (Westbound) Ahead	U	N/A	N/A	E		2	58	-	297	1915	638	46.5%
8/2+8/3	Brookfield Road (Westbound) Ahead Right	U	N/A	N/A	E D		2	58:14	-	383	2055:1827	706	54.3%
9/1		U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%

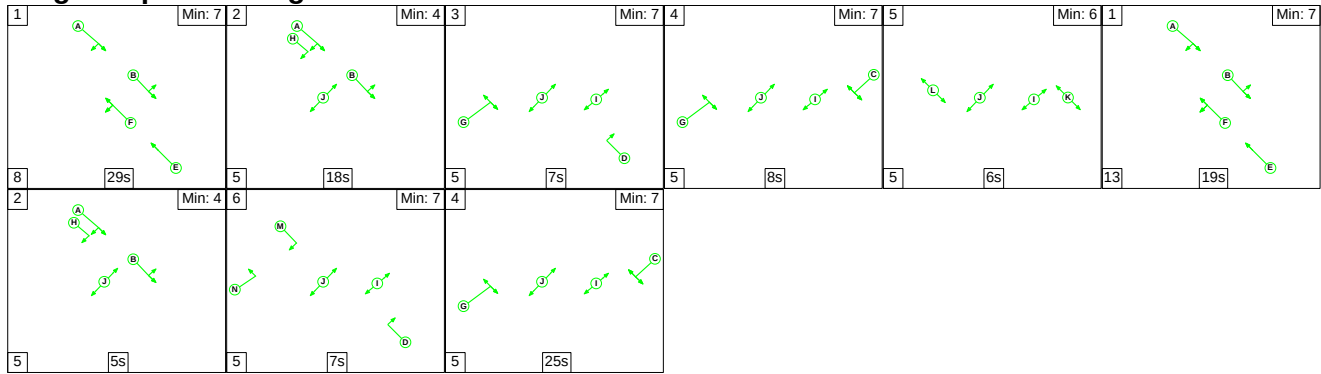
Full Input Data And Results

10/1		U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	52	71	4	16.7	6.5	0.4	23.6	-	-	-	-
Unnamed Junction	-	-	52	71	4	16.7	6.5	0.4	23.6	-	-	-	-
1/1+1/2	569	569	52	71	4	2.9	0.6	0.4	3.9	24.6	6.1	0.6	6.7
1/3	12	12	-	-	-	0.3	0.1	-	0.3	97.5	0.6	0.1	0.6
2/1	332	332	-	-	-	0.9	1.1	-	2.0	22.1	7.7	1.1	8.8
2/2	385	385	-	-	-	1.1	1.2	-	2.4	22.2	8.9	1.2	10.1
3/2+3/1	538	538	-	-	-	4.1	1.6	-	5.7	38.0	13.0	1.6	14.6
4/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	296	296	-	-	-	0.8	0.4	-	1.2	14.0	5.5	0.4	5.9
5/2	302	302	-	-	-	1.0	0.3	-	1.3	15.7	4.7	0.3	5.0
6/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	137	137	-	-	-	0.9	0.2	-	1.1	29.3	2.6	0.2	2.8
8/1	297	297	-	-	-	2.0	0.4	-	2.4	29.0	6.1	0.4	6.5
8/2+8/3	383	383	-	-	-	2.8	0.6	-	3.3	31.4	7.1	0.6	7.7
9/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		17.9	Total Delay for Signalled Lanes (pcuHr):		23.63	Cycle Time (s): 180				
			PRC Over All Lanes (%):		17.9	Total Delay Over All Lanes(pcuHr):		23.63					

Full Input Data And Results

Scenario 2: 'Observed (2013) PM Peak' (FG4: 'Observed (2013) PM Peak - Clockhouse Assumption', Plan 1: 'Peds and Bus Every Other Cycle')

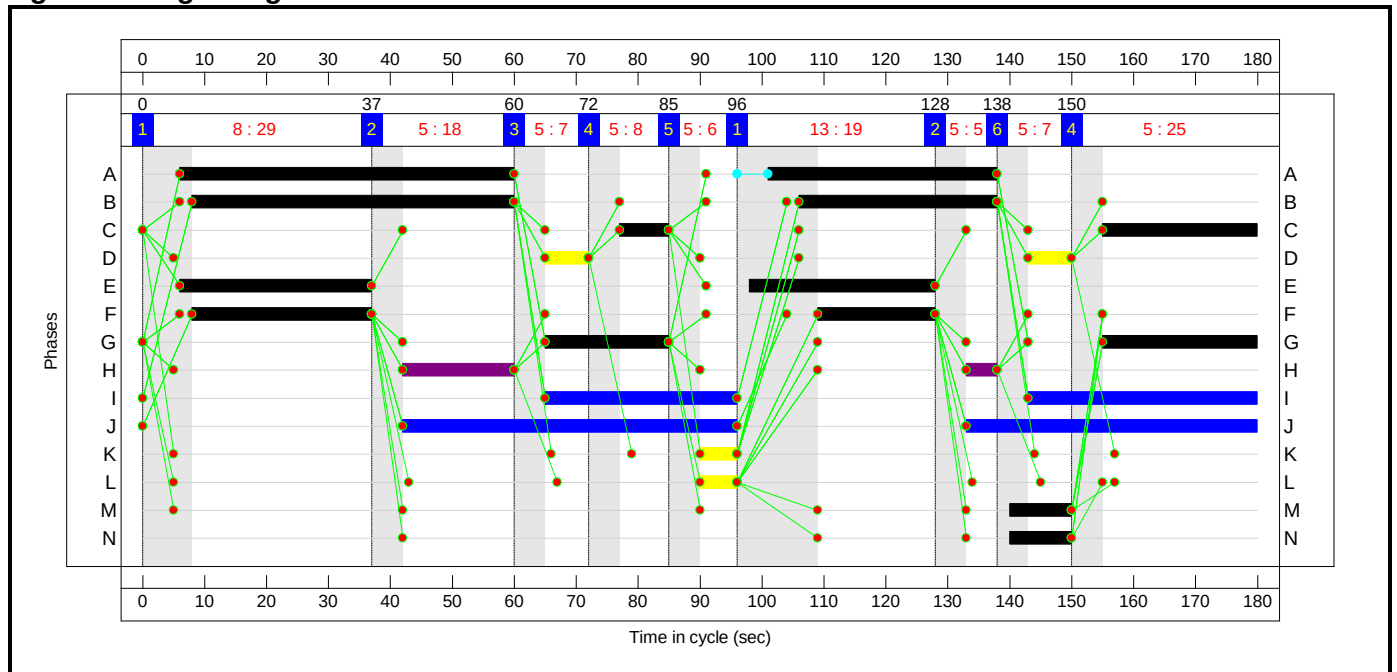
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	1	2	6	4
Duration	29	18	7	8	6	19	5	7	25
Change Point	0	37	60	72	85	96	128	138	150

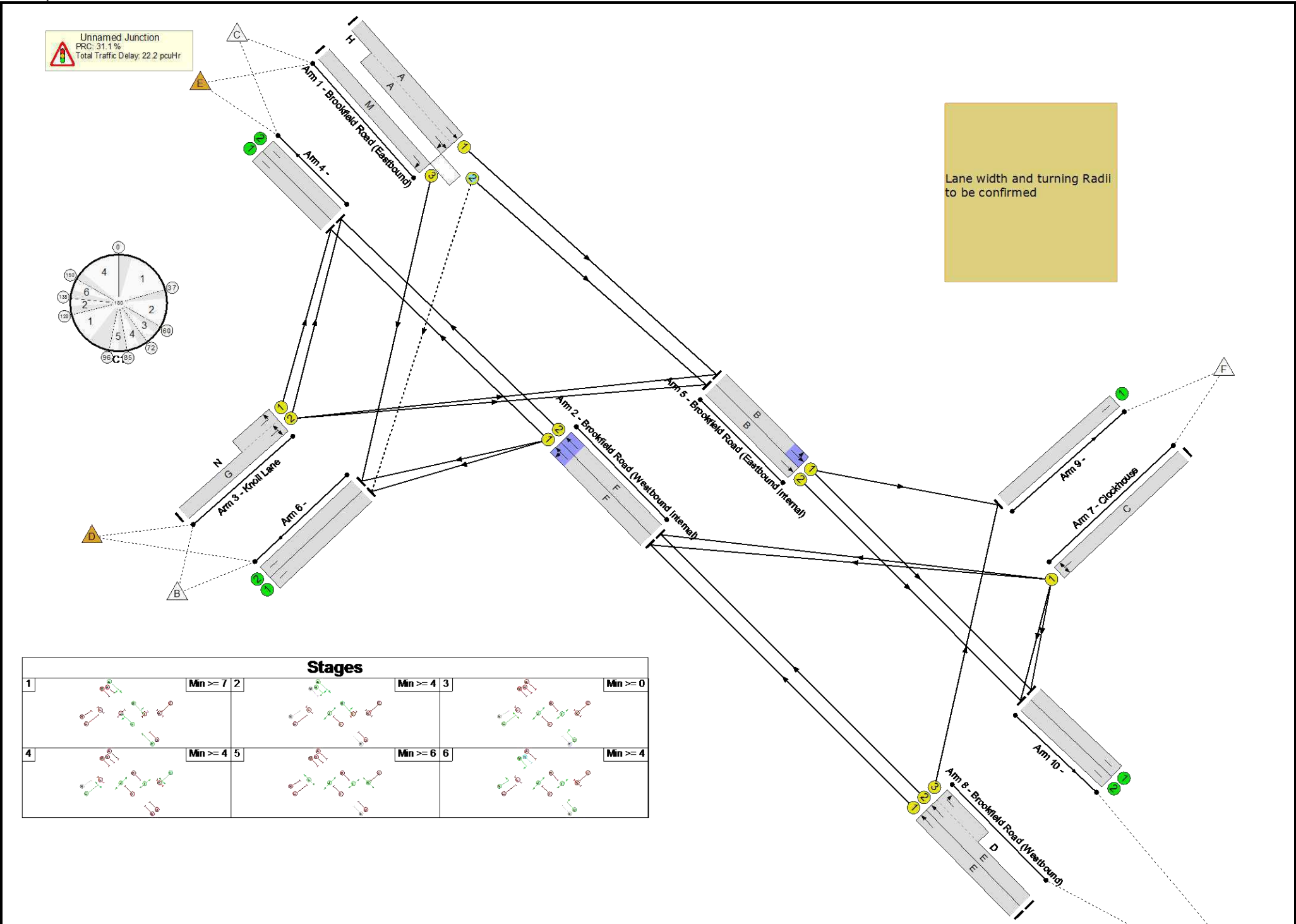
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

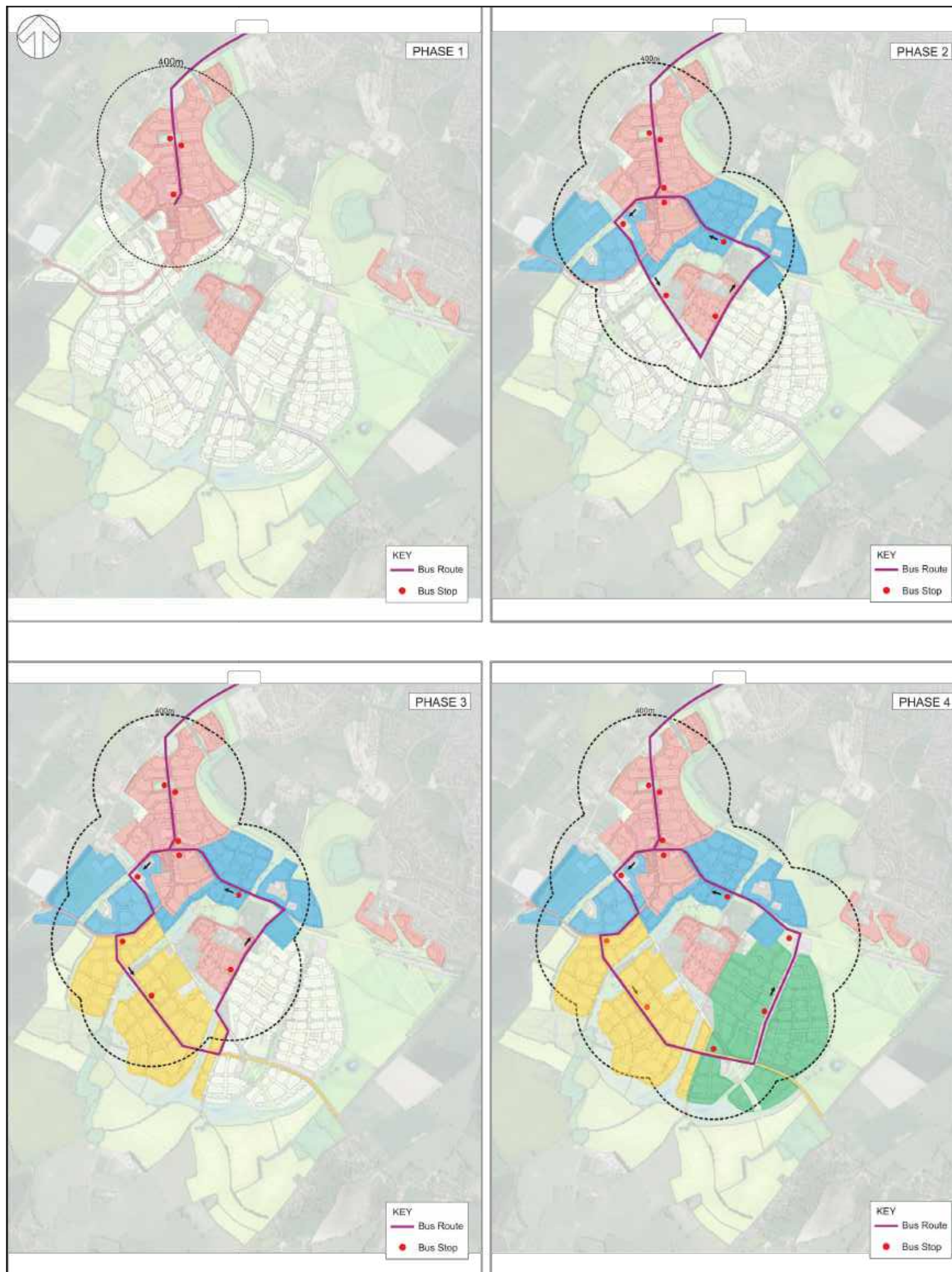
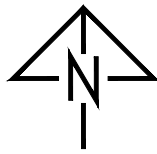
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.7%
1/1+1/2	Brookfield Road (Eastbound) Ahead Right	U+O	N/A	N/A	A	H	2	91	23	950	1915:1916	1384	68.6%
1/3	Brookfield Road (Eastbound) Right	U	N/A	N/A	M		1	10	-	12	1868	114	10.5%
2/1	Brookfield Road (Westbound Internal) Ahead Left	U	N/A	N/A	F		2	48	-	289	1822	506	57.1%
2/2	Brookfield Road (Westbound Internal) Ahead	U	N/A	N/A	F		2	48	-	337	2055	571	59.0%
3/2+3/1	Knoll Lane Left Right	U	N/A	N/A	G N		2:1	45:10	-	354	1915:1915	516	68.7%
4/1		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
5/1	Brookfield Road (Eastbound Internal) Left Ahead	U	N/A	N/A	B		2	84	-	552	1871	894	61.8%
5/2	Brookfield Road (Eastbound Internal) Ahead	U	N/A	N/A	B		2	84	-	246	2055	982	25.1%
6/1		U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
7/1	Clockhouse Right Left	U	N/A	N/A	C		2	33	-	87	1702	331	26.3%
8/1	Brookfield Road (Westbound) Ahead	U	N/A	N/A	E		2	61	-	270	1915	670	40.3%
8/2+8/3	Brookfield Road (Westbound) Ahead Right	U	N/A	N/A	E D		2	61:14	-	369	2055:1827	741	49.8%
9/1		U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%

Full Input Data And Results

10/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	87	217	14	15.8	5.6	0.8	22.2	-	-	-	-
Unnamed Junction	-	-	87	217	14	15.8	5.6	0.8	22.2	-	-	-	-
1/1+1/2	950	950	87	217	14	4.2	1.1	0.8	6.1	23.2	10.4	1.1	11.5
1/3	12	12	-	-	-	0.3	0.1	-	0.3	97.5	0.6	0.1	0.6
2/1	289	289	-	-	-	0.6	0.7	-	1.3	16.2	6.7	0.7	7.4
2/2	337	337	-	-	-	0.7	0.7	-	1.4	15.3	7.9	0.7	8.6
3/2+3/1	354	354	-	-	-	3.2	1.1	-	4.2	43.1	8.0	1.1	9.1
4/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	552	552	-	-	-	0.8	0.8	-	1.7	10.8	10.0	0.8	10.8
5/2	246	246	-	-	-	1.0	0.2	-	1.2	17.1	3.8	0.2	4.0
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	87	87	-	-	-	0.7	0.2	-	0.9	38.2	1.9	0.2	2.1
8/1	270	270	-	-	-	1.7	0.3	-	2.0	26.6	5.2	0.3	5.5
8/2+8/3	369	369	-	-	-	2.5	0.5	-	3.0	29.6	6.4	0.5	6.9
9/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	PRC for Signalled Lanes (%):		31.1	Total Delay for Signalled Lanes (pcuHr):		22.20	Cycle Time (s): 180				
			PRC Over All Lanes (%):		31.1	Total Delay Over All Lanes(pcuHr):		22.20					

APPENDIX P

Bus Stop Locations



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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on 2761-FIG-11.3-BUS ROUTE PHASING - 1 by WSP.

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Phased High Frequency
Bus Service Route

SCALES:

NTS at A3

DRAWN:	JM	CHECKED:	CS	DATE:	09/10/2013
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Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:

131065/A/23

REVISION:

.

APPENDIX Q

Travel Plans

APPENDIX R

Road Safety Audit and Designer Response

Chilmington Green Consortium

Chilmington Green Masterplan, Ashford

Road Safety Audit Response
Access A

October 2013

Paragraph No.	Problem	Recommendation	Client's Response	Safety Audit Team's Response
2.1	Unsuitable entry deflection could lead to accidents at the entries. It has not been possible to accurately measure entry path curvature (EPC) on the approaches to the roundabout due to the small scale of the plan. However EPC is one of the most important determinants of safety at roundabouts. Relaxed EPC (>100m) can increase the risk of high speed entry and failure to give-way type accidents. Severe EPC (<70m) can lead to loss of control type accidents on entries, especially involving high sided vehicles.	The entry path curvature on the approaches should be checked to ensure it falls within the range 70m to 100m.	Recommendation agreed. Roundabout has been designed to provide sufficient deflection to entering vehicles. All arms are within the 70m to 100m range. <u>See Access A – Deflection.</u>	
2.2	Potential Vehicle Conflicts. The northern A28 roundabout is within a national speed limit. Actual vehicle speeds data has not been provided but observed speeds past the site are likely to be in excess of the posted speed limit but the forward visibility splays of 120m shown are appropriate for 50mph speed limits. The combination of high vehicle approach speeds and inappropriate forward visibility may result in late braking, loss of control, failure to give way and circulatory type vehicle conflicts.	Suitable forward visibility splays should be provided on the approach to the A28 northern roundabout in accordance with actual vehicle speed.	40mph Zones starting 215m (60mph Stopping sight distance) in advance of the junctions are proposed. <u>See A28 Accesses – Proposed 40mph Zones.</u> 40mph gives a DMRB Stopping sight distance of 120m. <u>See Access A – Visibility.</u>	
2.3	Potential Vehicle Hazard. The roundabout will be offset to the right for northbound approaching drivers. There may be potential for drivers to 'see through' the old carriageway alignment. Drivers failing to see the new vertical alignment may brake later or lose control on approach to the roundabout.	At detailed design stage, soft landscaping/mounding should be proposed on the north western verge on the A28 southern arm to prevent see through. The existing hedge line on the west side of the A28 should also be removed.	Recommendation agreed.	

Paragraph No.	Problem	Recommendation	Client's Response	Safety Audit Team's Response
2.4	Risk of accidents involving cyclists. Roundabouts can be hazardous for pedal cyclists, who can be involved in a high proportion of accidents. They tend to be most vulnerable on the circulatory carriageway of roundabouts, were they can get hit by entering vehicles.	At detailed design stage, if necessary, measures to improve safety for cyclists at roundabouts should be provided, such as off-carriageway paths or on-carriageway cycle lanes. Alternative routes avoiding the roundabout should also be investigated.	Recommendation agreed.	
2.5	Potential darkness related vehicle conflicts. There is no street lighting at present on the A28 past the location of the proposed northern roundabout. The change of alignment and the introduction of a new junction may not be obvious to approaching drivers during darkness or adverse weather. Poor conspicuity of the roundabout may result in late braking, loss of control, failure to give way and circulatory type vehicle conflicts.	At detailed design stage appropriate street lighting should be provided on the approach to and at the northern A28 roundabout.	Recommendation agreed.	

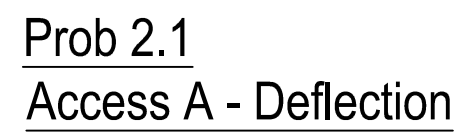
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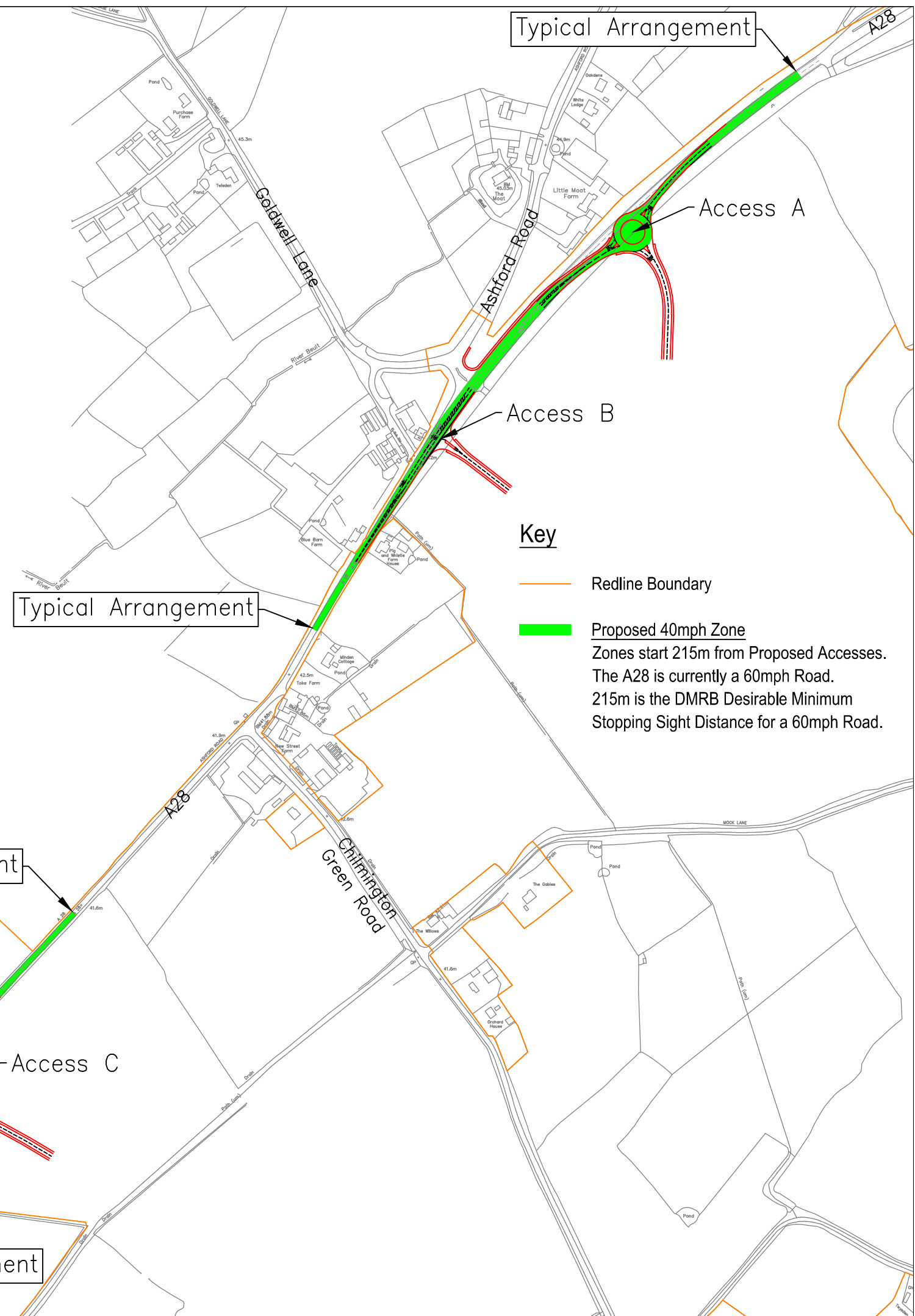
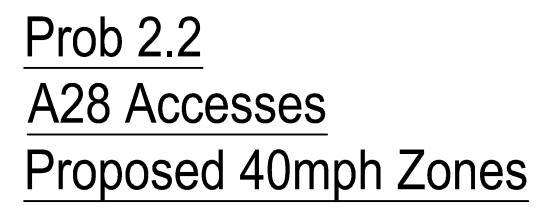
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Safety Audit Team Leader

Date:

.....
Scheme Promoter

Date:



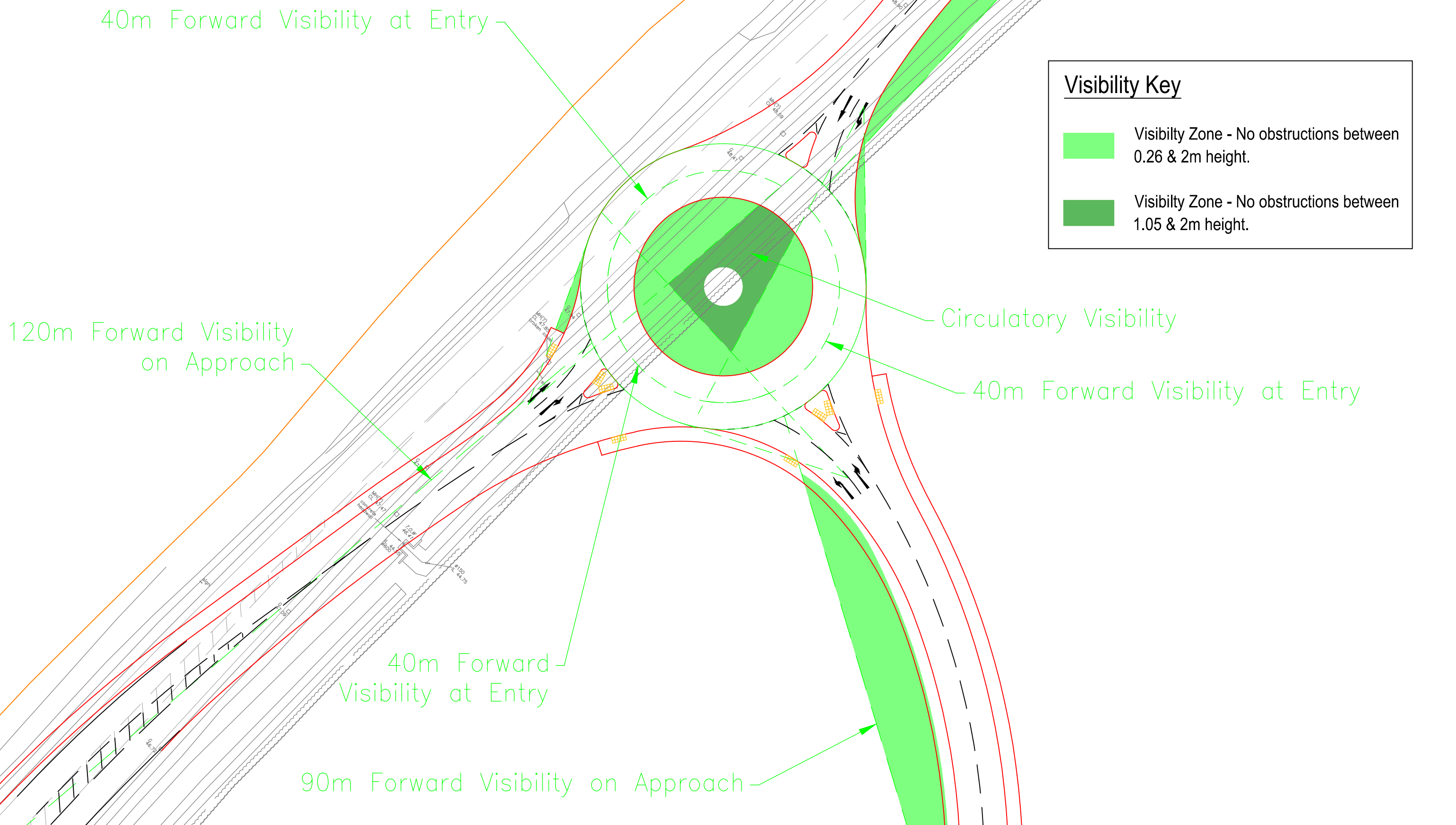




Prob 2.2
Access A - Visibility

Visibility Key

-  Visibility Zone - No obstructions between 0.26 & 2m height.
-  Visibility Zone - No obstructions between 1.05 & 2m height.



Chilmington Green Consortium

Chilmington Green Masterplan, Ashford

Road Safety Audit Response
Access B

October 2013

Paragraph No.	Problem	Recommendation	Client's Response	Safety Audit Team's Response
2.1	Potential Vehicle Conflicts. The proposed priority junction is within a national speed limit. Actual vehicle speeds data has not been provided but observed speeds past the site are likely to be in excess of the posted speed limit but the forward visibility splays of 120m shown are appropriate for 50mph speed limits. The combination of high vehicle approach speeds and inappropriate visibility splays may result in vehicle pull out type conflicts.	Suitable visibility splays should be provided from the priority junction in accordance with actual vehicle speeds.	40mph Zones starting 215m (60mph Stopping sight distance) in advance of the junctions are proposed. <u>See A28 Accesses – Proposed 40mph Zones.</u> 40mph gives a DMRB Stopping sight distance of 120mph. <u>See Access B – Visibility.</u>	
2.2	Potential darkness related vehicle conflicts. There is no street lighting at present on the A28 past the location of the proposed priority junction access. The introduction of a new junction and turning manoeuvres may result in vehicle conflicts during darkness.	At detailed design stage appropriate street lighting should be provided on the approach to and at the priority junction access.	Recommendation agreed.	
2.3	Hazard to Pedestrians. Footways are provided on both sides of the development road but they terminate at the Access B junction, at which point there is no obvious continuation for pedestrians. Pedestrians will be expected to continue on verge or within the carriageway which may be hazardous particularly to children, the elderly or those with visual or mobility impairments.	At detailed design stage the continuation of pedestrian routes should be clarified and facilities provided as necessary.	As there are no existing footways along this section of the A28, pedestrians are not expected to continue beyond the limits of the proposed footways shown.	

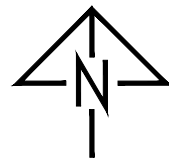
Signatures:-

.....
 Safety Audit Team Leader

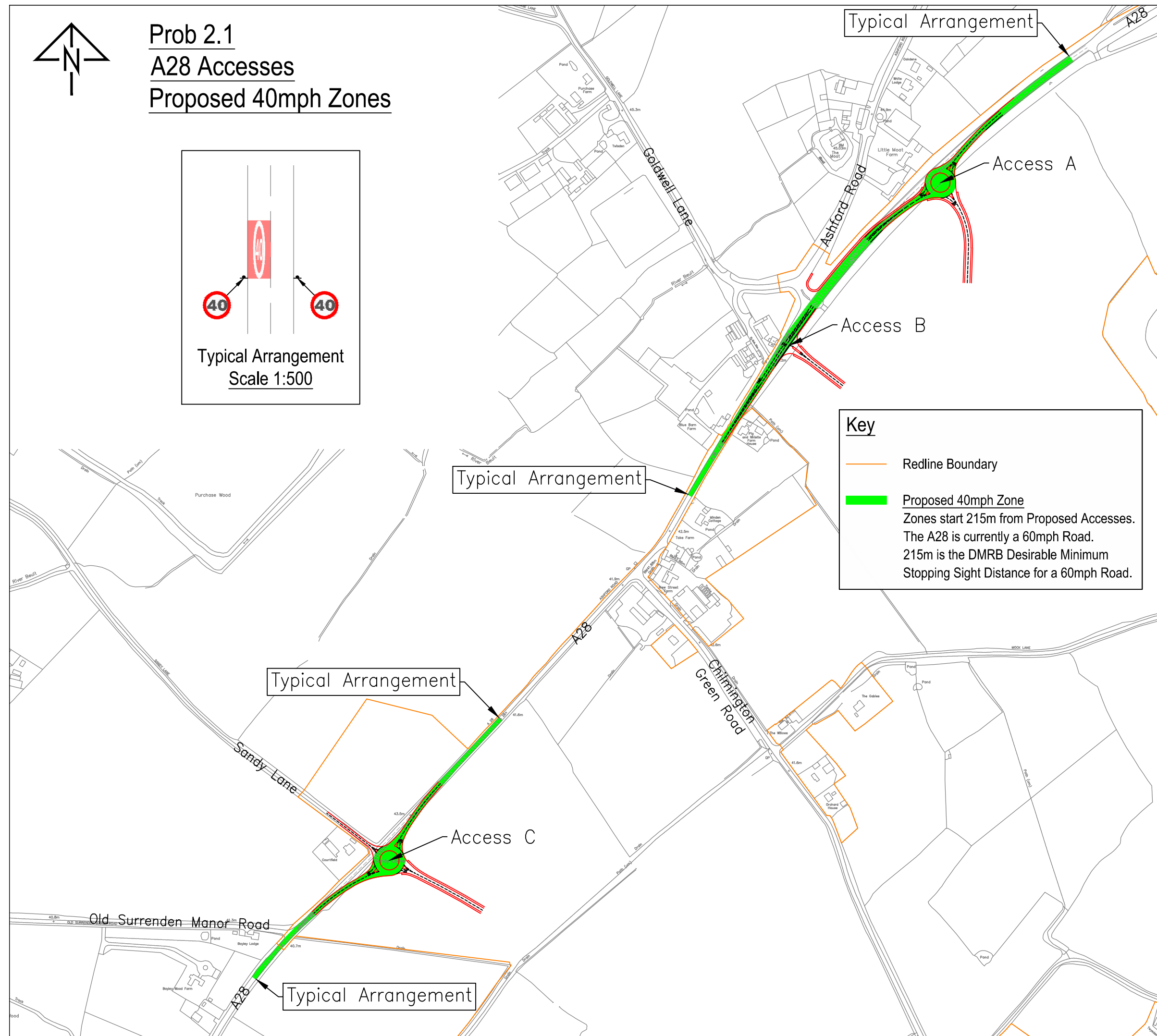
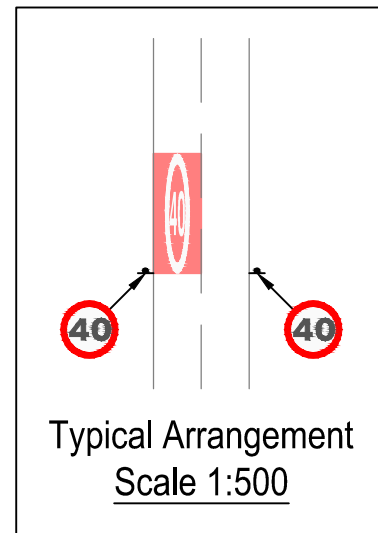
Date:

.....
 Scheme Promoter

Date:



Prob 2.1
A28 Accesses
Proposed 40mph Zones





Prob 2.1
Access B - Visibility

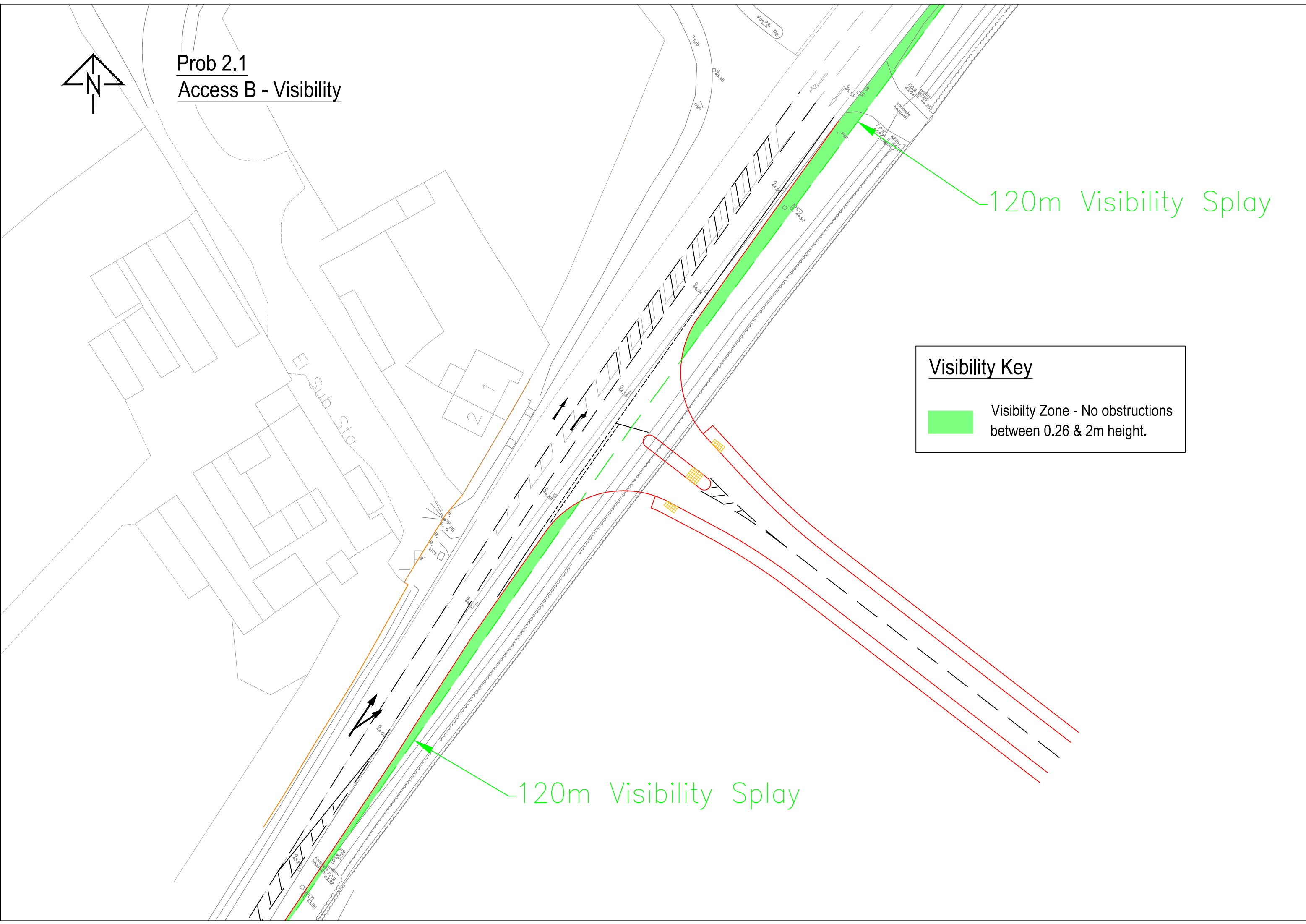
Visibility Key



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

120m Visibility Splay

120m Visibility Splay



Chilmington Green Consortium

Chilmington Green Masterplan, Ashford

Road Safety Audit Response
Access C

October 2013

Paragraph No.	Problem	Recommendation	Client's Response	Safety Audit Team's Response
2.1	Unsuitable entry deflection could lead to accidents at the entries. It has not been possible to accurately measure entry path curvature (EPC) on the approaches to the roundabout due to the small scale of the plan. However EPC is one of the most important determinants of safety at roundabouts. Relaxed EPC (>100m) can increase the risk of high speed entry and failure to give-way type accidents. Severe EPC (<70m) can lead to loss of control type accidents on entries, especially involving high sided vehicles.	The entry path curvature on the approaches should be checked to ensure it falls within the range 70m to 100m.	Recommendation agreed. Roundabout has been designed to provide sufficient deflection to entering vehicles. All arms are within the 70m to 100m range. <u>See Access C – Deflection.</u>	
2.2	Potential Vehicle Hazard. The roundabout will be offset to the right for northbound and to the left for southbound approaching drivers. There may be potential for drivers to 'see through' the old carriageway alignment. Drivers failing to see the new vertical alignment may brake late or lose control on approach to the roundabout.	At detailed design stage, soft landscaping/mounding should be proposed on the north western verge on the A28 to prevent see through. The existing hedge line on the west side of the A28 should also be removed.	Recommendation agreed.	
2.3	Potential Vehicle Conflicts. The southern A28 roundabout is within a 50mph speed limit. Although the forward visibility splays of 120m are shown, it was perceived that actual vehicle speeds were in excess of the posted speed limit. The combination of high vehicle approach speeds and inappropriate forward visibility may result in late braking, loss of control, failure to give way and circulatory type vehicle conflicts.	Suitable forward visibility splays should be provided on the approach to the A28 southern roundabout in accordance with actual vehicle speeds.	40mph Zones starting 215m (60mph Stopping sight distance) in advance of the junctions are proposed. <u>See A28 Accesses – Proposed 40mph Zones.</u> 40mph gives a DMRB Stopping sight distance of 120mph. <u>See Access C – Visibility.</u>	

Paragraph No.	Problem	Recommendation	Client's Response	Safety Audit Team's Response
2.4	Risk of accidents involving cyclists. Roundabouts can be hazardous for pedal cyclists, who can be involved in a high proportion of accidents. They tend to be most vulnerable on the circulatory carriageway of roundabouts, where they can get hit by entering vehicles.	At detailed design stage, if necessary, measures to improve safety for cyclists at roundabouts should be provided, such as off-carriageway paths or on-carriageway cycle lanes. Alternative routes avoiding the roundabout should also be investigated.	Recommendation agreed.	
2.5	Potential Hazard to Pedestrians. Footways are provided on both sides of the development arm but they terminate at the southern A28 roundabout, at which point there is no obvious continuation for pedestrians. Pedestrians will be expected to continue on verge or within the carriageway which may be hazardous, particularly to children, the elderly or those with visual or mobility impairments.	At detailed design stage the continuation of pedestrian routes should be clarified and facilities provided as necessary.	As there are no existing footways along this section of the A28, pedestrians are not expected to continue beyond the limits of the proposed footways shown.	
2.6	Potential darkness related vehicle conflicts. There is no street lighting at present on the A28 past the location of the proposed southern roundabout. The change of alignment and the introduction of a new junction may not be obvious to approaching drivers during darkness or adverse weather. Poor conspicuity of the roundabout may result in late braking, loss of control, failure to give way and circulatory type vehicle conflicts.	At detailed design stage appropriate street lighting should be provided on the approach to and at the southern A28 roundabout.	Recommendation agreed.	

Signatures:-

.....
Safety Audit Team Leader

Date:

.....
Scheme Promoter

Date:



Prob 2.1
Access C - Deflection

43.5m

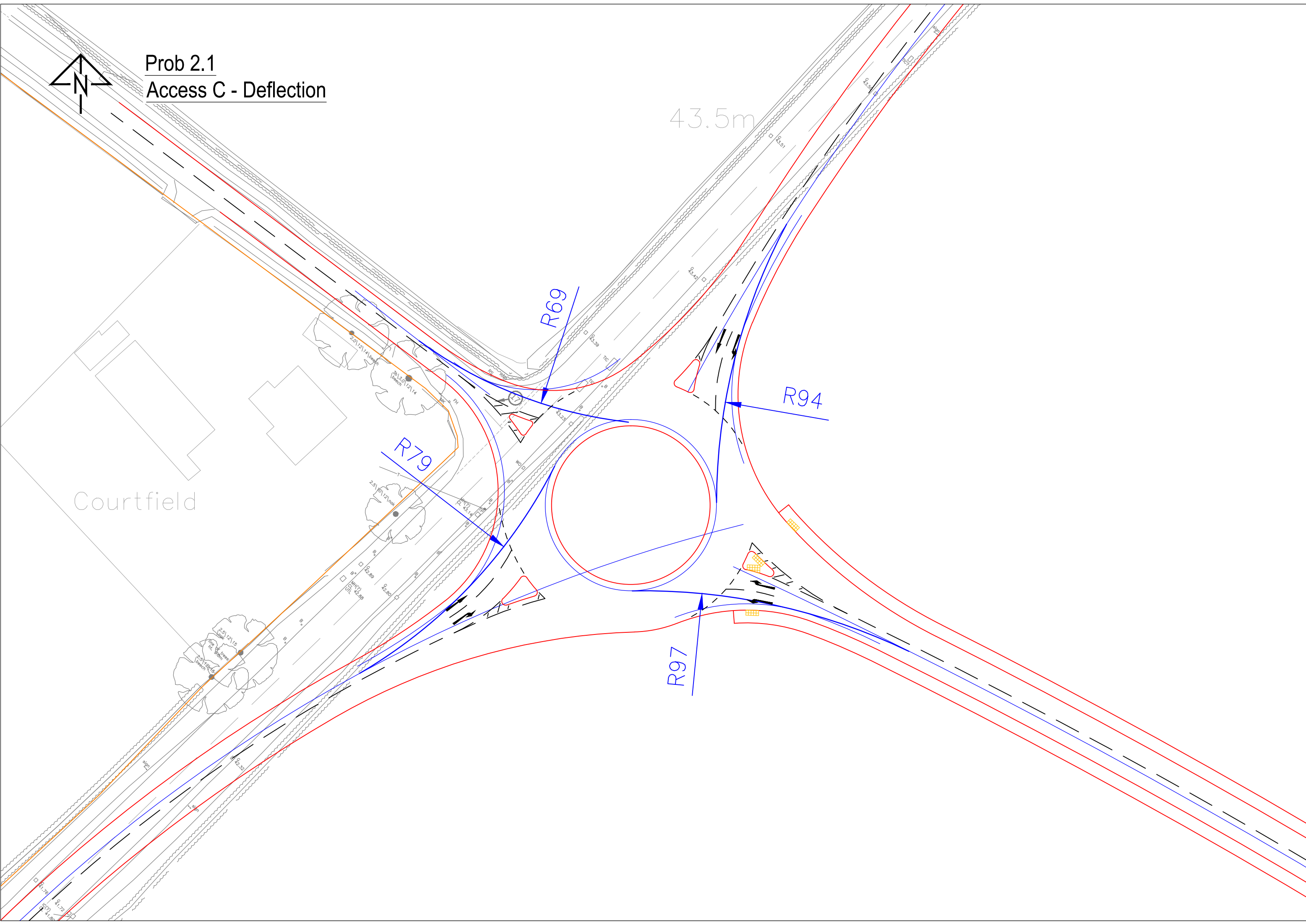
Courtfield

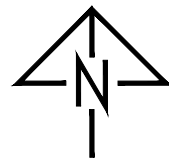
R69

R94

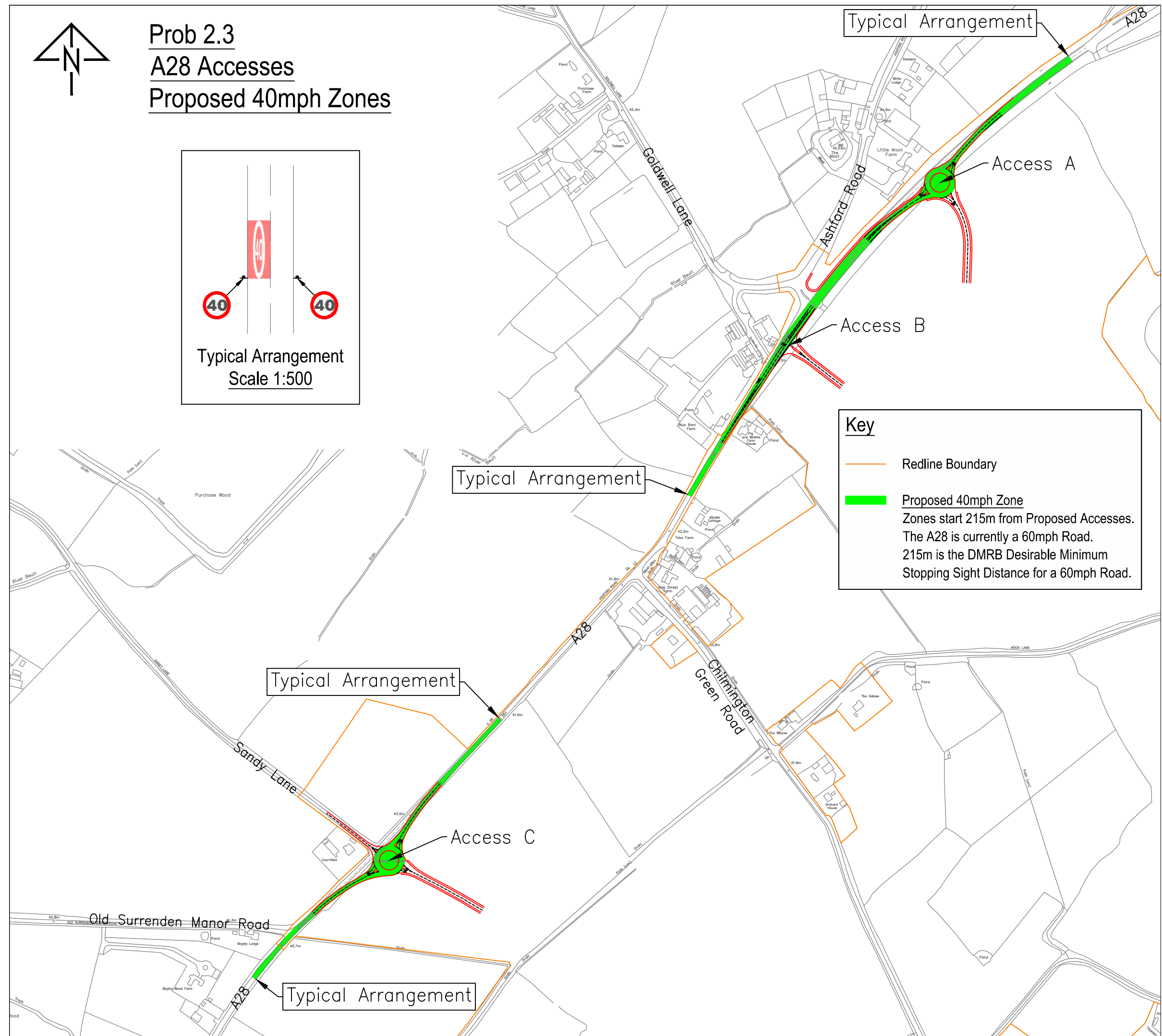
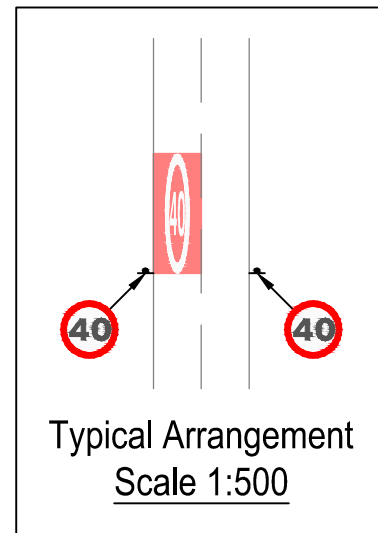
R79

R97





Prob 2.3
A28 Accesses
Proposed 40mph Zones



Key

- Redline Boundary
- Proposed 40mph Zone
Zones start 215m from Proposed Accesses.
The A28 is currently a 60mph Road.
215m is the DMRB Desirable Minimum
Stopping Sight Distance for a 60mph Road.



Prob 2.3
Access C - Visibility

120m Forward Visibility

120m Forward Visibility

43.5m

Visibility Key



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

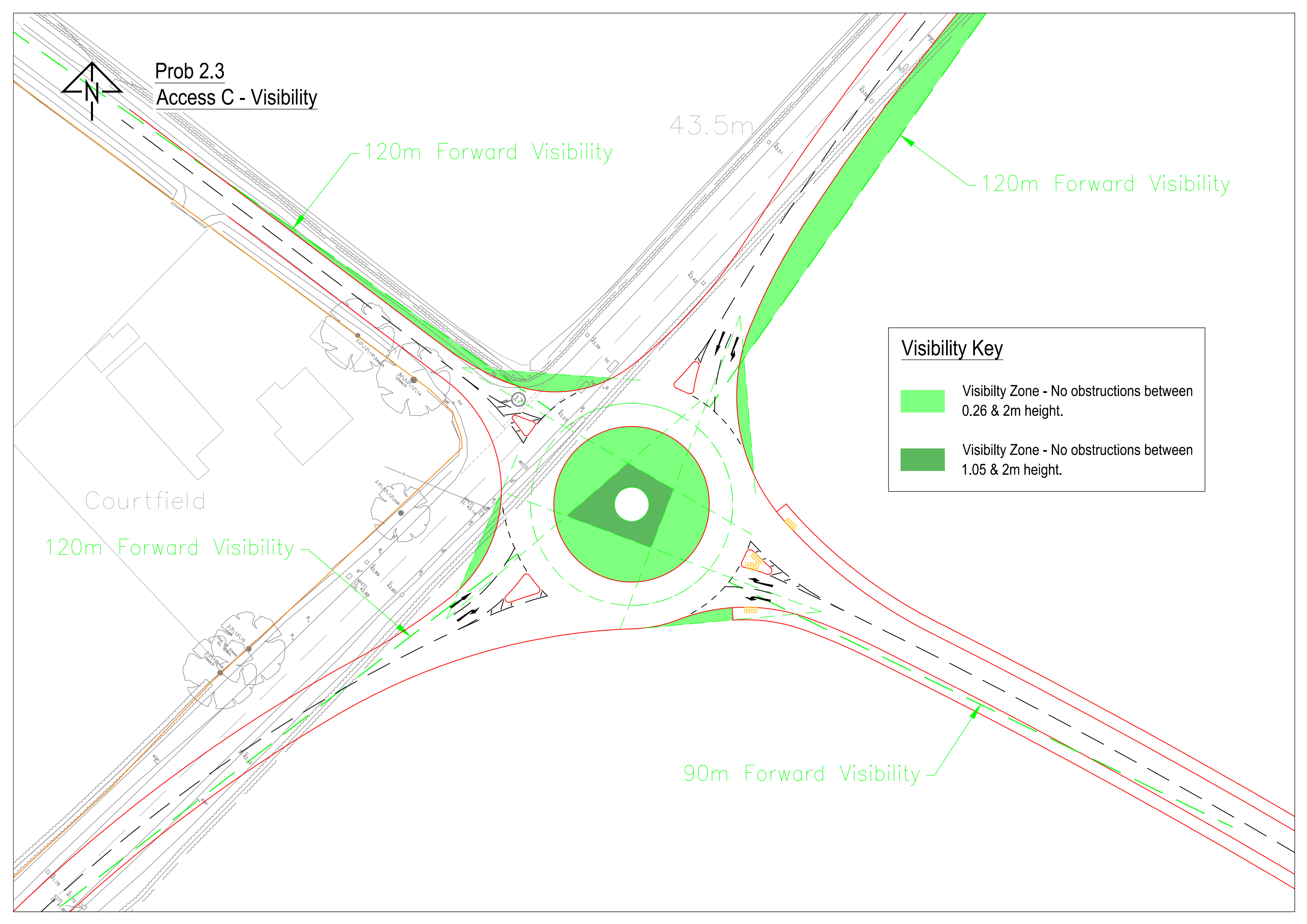


Visibilty Zone - No obstructions between
1.05 & 2m height.

Courtfield

120m Forward Visibility

90m Forward Visibility



Chilmington Green Consortium

Chilmington Green Masterplan, Ashford

Road Safety Audit Response
Access D

October 2013

Paragraph No.	Problem	Recommendation	Client's Response	Safety Audit Team's Response
2.1	Potential Hazard to Pedestrians. No pedestrian crossing point has been provided on the southern arm of the Coulter Road mini-roundabout. Pedestrians wishing to cross Coulter Road to the south of the roundabout will have to do so via full height kerbs which may be a trip hazard, particularly to those with visual or mobility impairments.	An uncontrolled pedestrian crossing point should be provided on the southern arm of the Coulter Road mini-roundabout.	Recommendation agreed. The Coulter Road mini-roundabout design has been revised to include this recommendation. <u>See 131065/A/15 Rev A.</u>	
2.2	At detailed design stage the mini roundabout central island should be domed to provide some deflection and encourage drivers to circulate.		Recommendation agreed.	

Signatures:-

.....
Safety Audit Team Leader

Date:

.....
Scheme Promoter

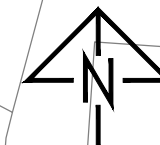
Date:

Prob 2.1
Access D
Additional Pedestrian Crossing

Existing Uncontrolled Pedestrian Crossing

Coulter Road

2to8



43m Stopping Sight Distance

Footway

2.4 x 43m Visibility Splay

43m Stopping Sight Distance

Pond

Coulter Road

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

A	Northern ped crossing removed, southern ped crossing added.	JM	CS	01/10/2013
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
Access D
Coulter Road Mini-Roundabout
16m ICD

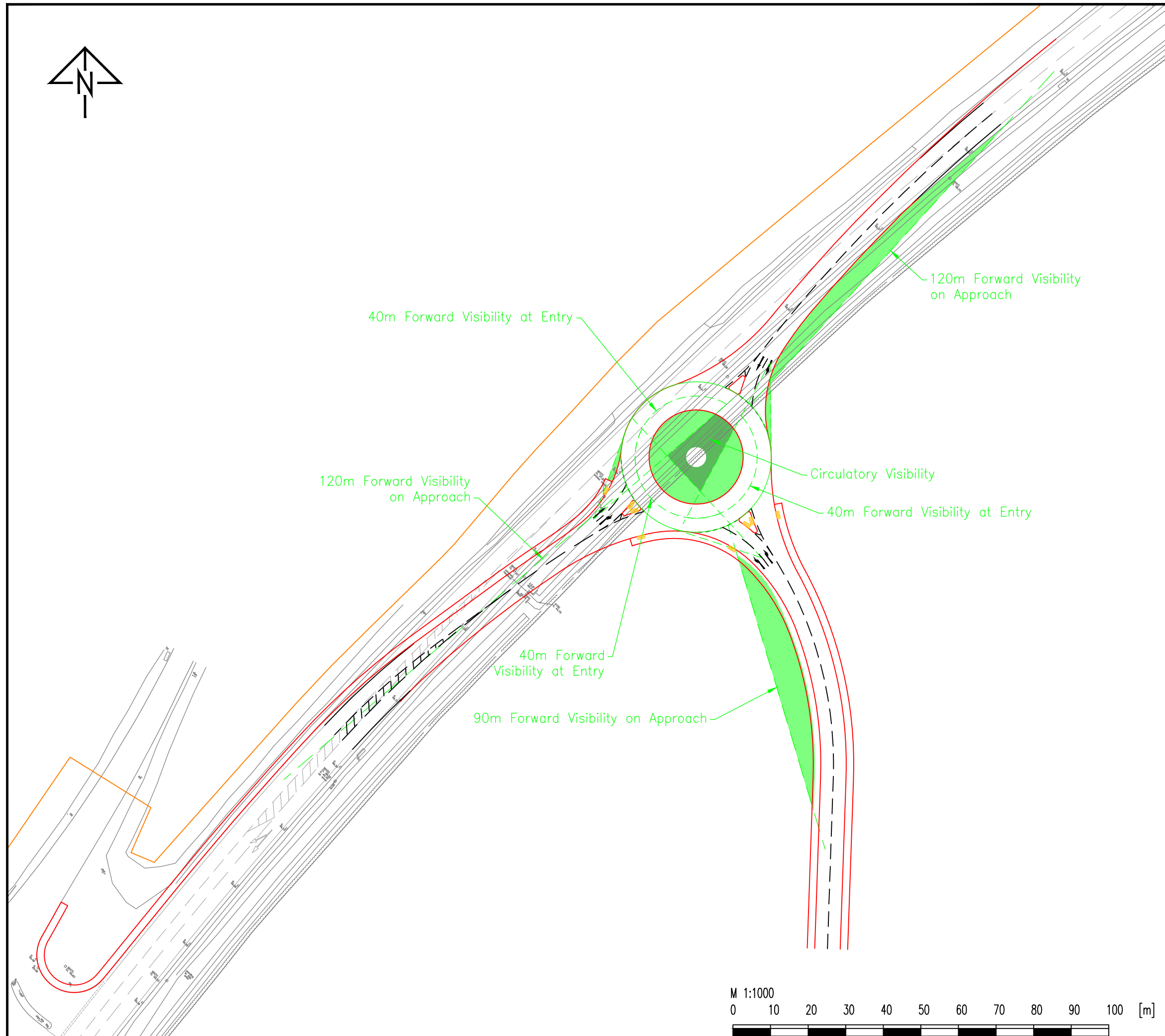
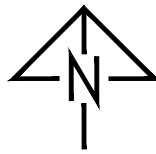
SCALES:
1:500 at A3

DRAWN:	JM	CHECKED:	CS	DATE:	04/09/2013
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DRAWING NUMBER:	131065/A/15	REVISION:	A
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Notes:

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2. White lining is indicative only.

Visibility Key

-  Visibility Zone - No obstructions between 0.26 & 2m height.
-  Visibility Zone - No obstructions between 1.05 & 2m height.

C	Widen access road to 6.75m. Widen entry width to allow bus & car to fit.	JM	CS	25/09/2013
B	Unnecessary footways & crossings removed. Kerblines mistakenly tied into road markings corrected.	JM	CS	10/09/2013
A	Rndbt moved & tied into topo	JM	CS	27/08/2013
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
**Access A
Northern A28 Roundabout
40m ICD**

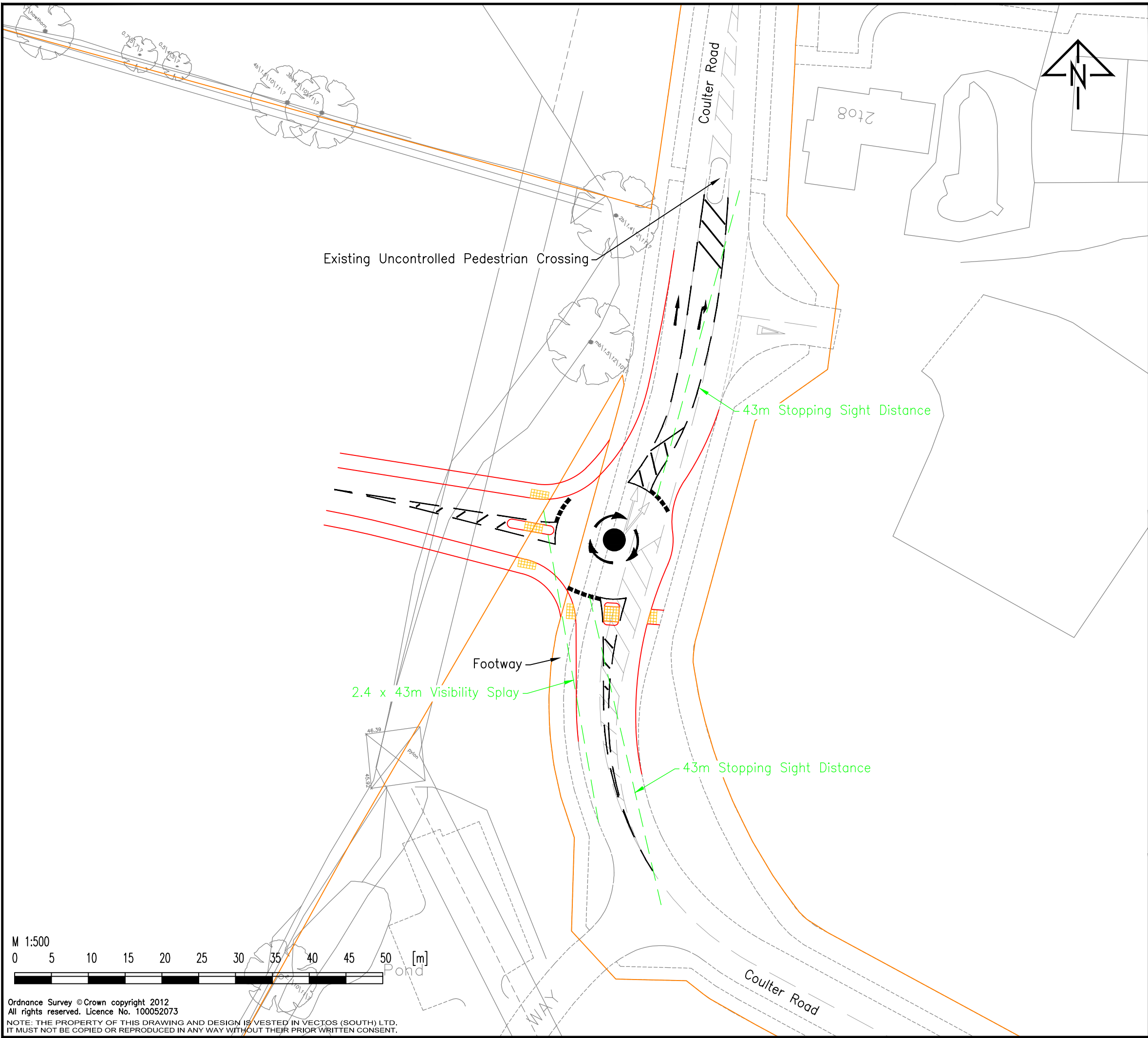
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1:1000 at A3

DRAWN:	JM	CHECKED:	CS	DATE:	12/08/2013
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DRAWING NUMBER:	131065/A/01	REVISION:	C
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Notes:

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

REV.	A	Northern ped crossing removed, southern ped crossing added.	JM	CS	01/10/2013
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Chilmington Green Consortium

PROJECT:

Chilmington Green

DRAWING TITLE:

Access D
Coulter Road Mini-Roundabout
16m ICD

SCALES:

1:500 at A3

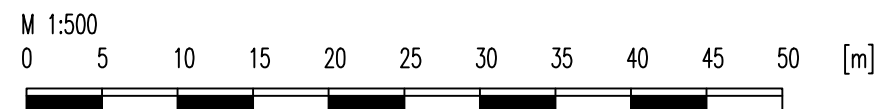
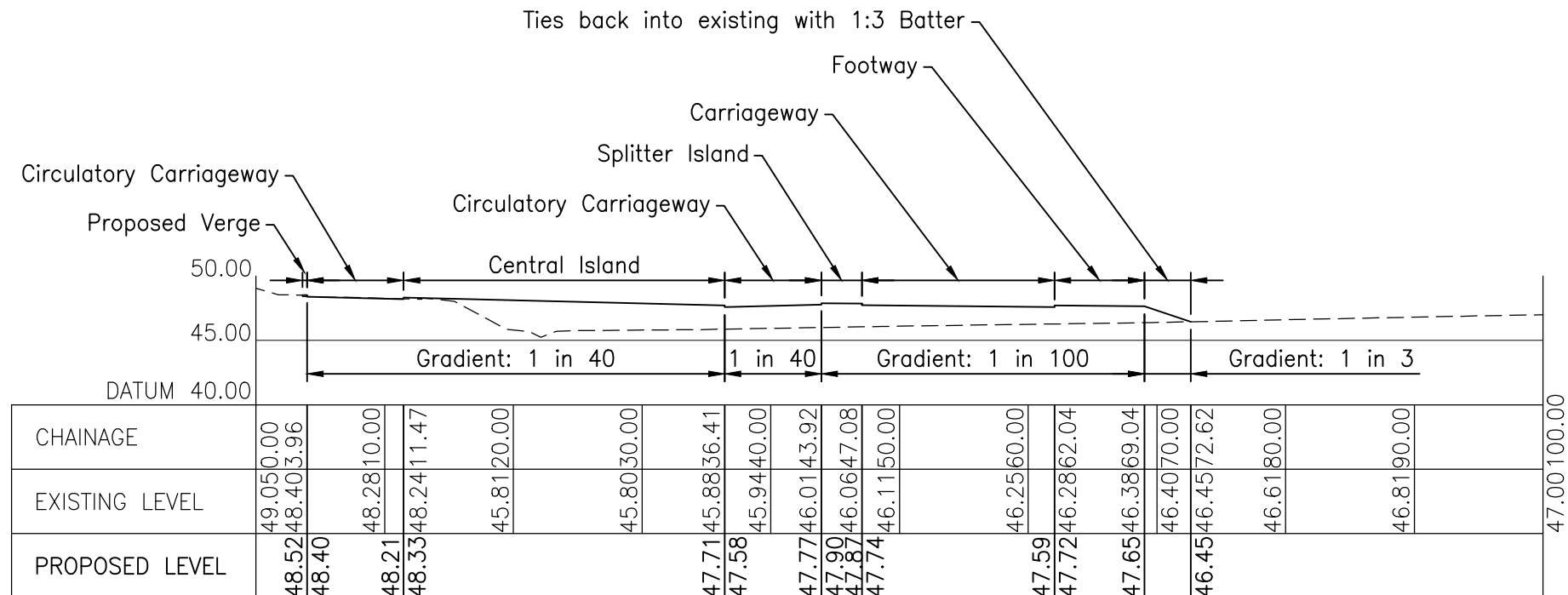
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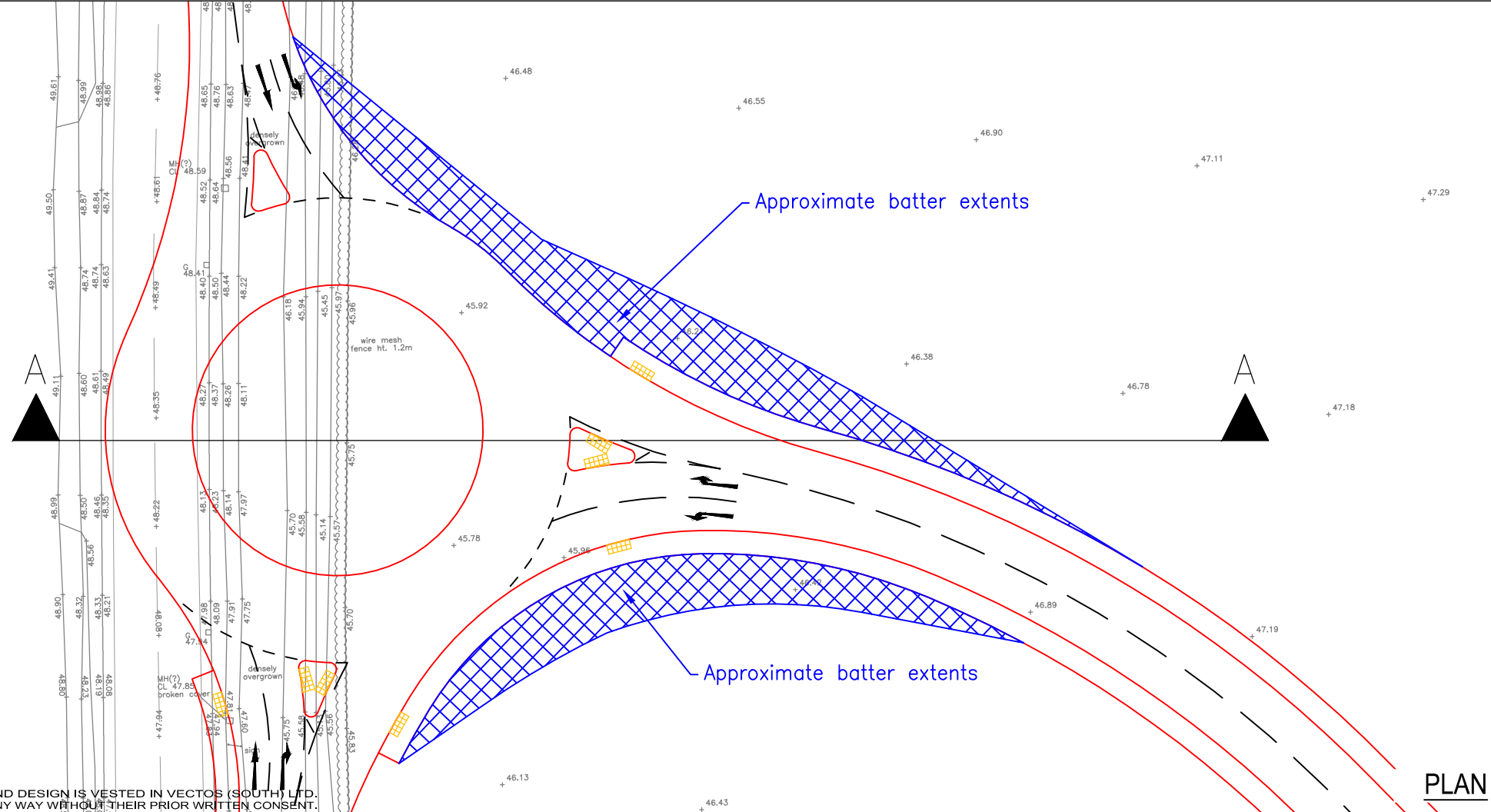
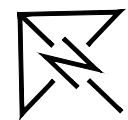
transport planning specialists

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t: 020 7580 7373 e: enquiries@vectoros.co.uk

DRAWING NUMBER:	131065/A/15	REVISION:	A
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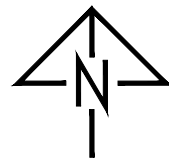
CROSS SECTION A-A



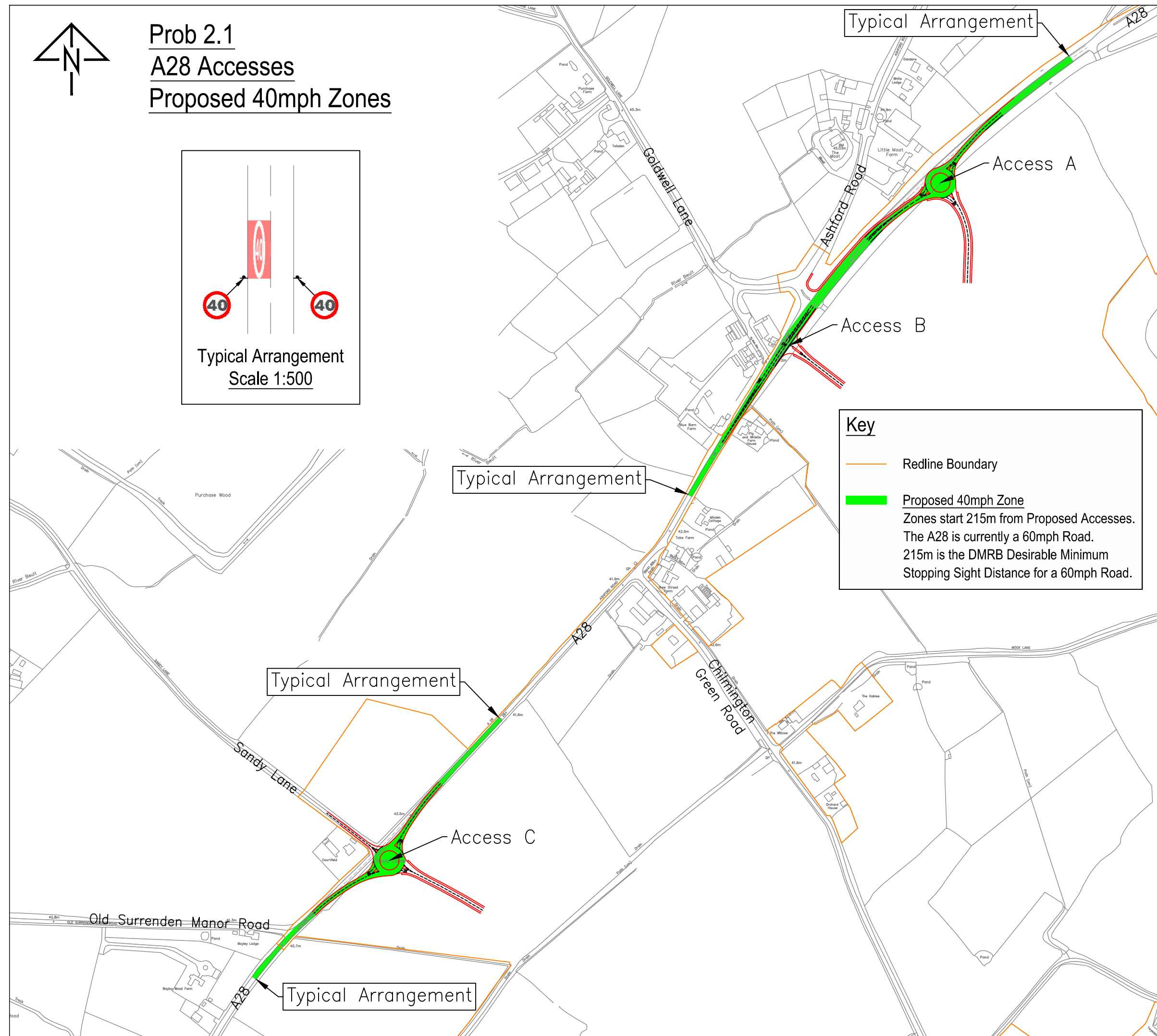
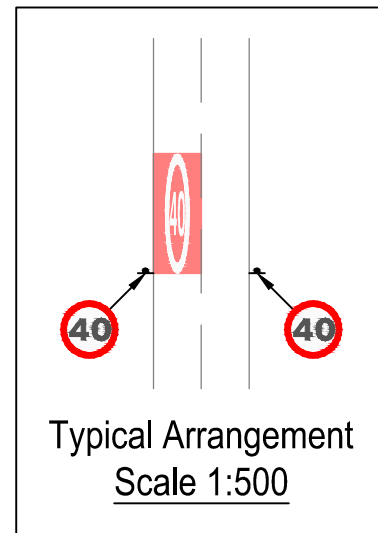
- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Access A Roundabout design from 131065_A_01 Rev C.

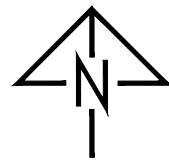
REV.	DETAILS	DRAWN	CHECKED	DATE
A	Widen Site access road to 6.75m. Widen Site Access entry width to allow bus & car to fit side by side.	JM	CS	04/11/2013

CLIENT:	Chilmington Green Consortium		
PROJECT:	Chilmington Green		
DRAWING TITLE:	Cross Section Access A Northern A28 Roundabout		
SCALES:	1:500 at A3		
DRAWN:	JM	CHECKED:	CS
DATE:	10/09/2013		
			
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DRAWING NUMBER:	131065/A/17		REVISION: A

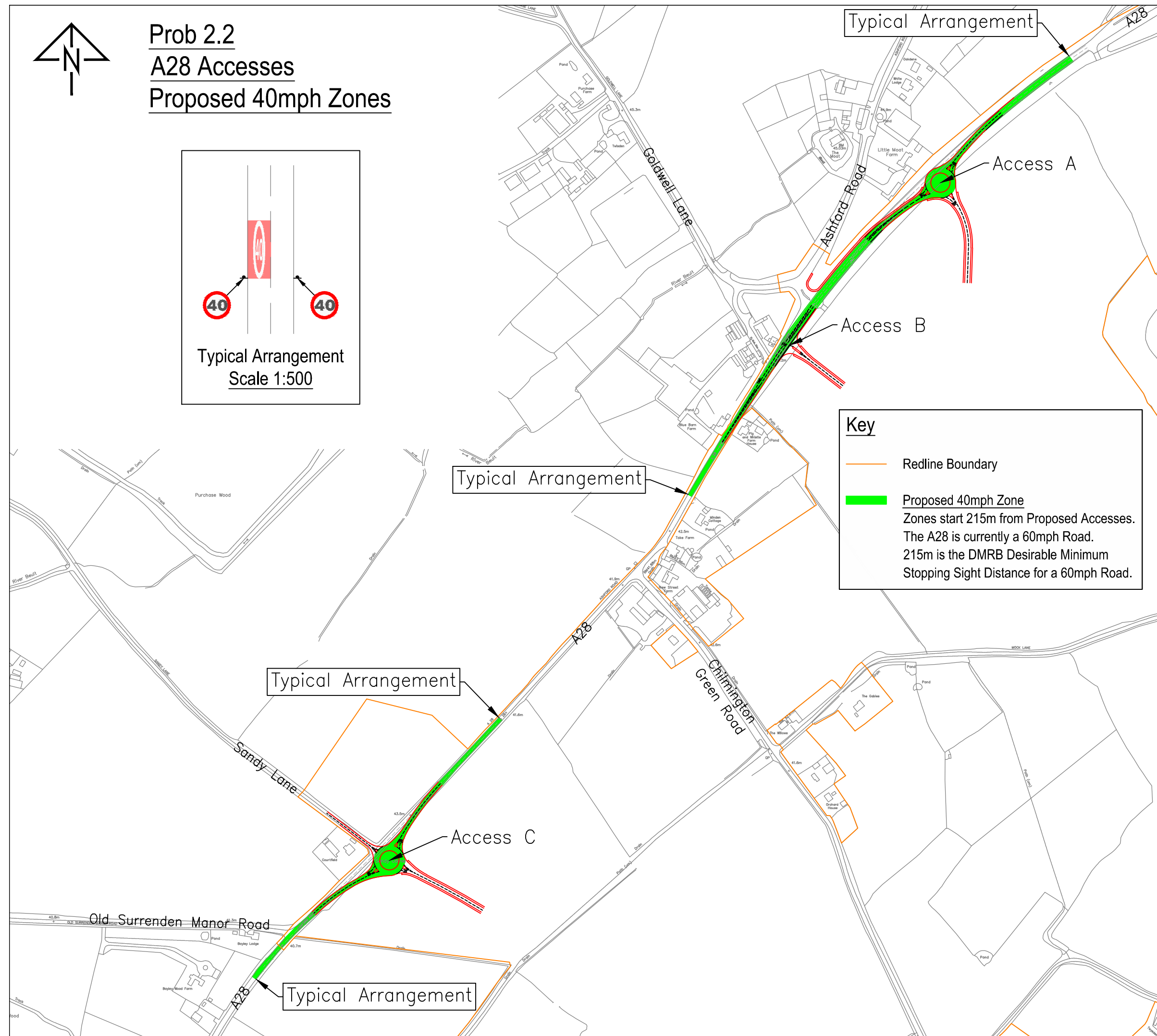
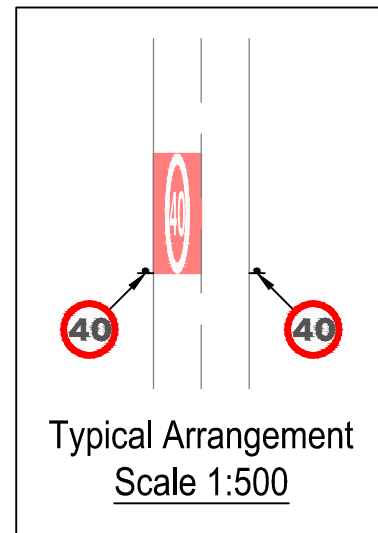


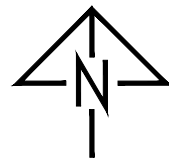
Prob 2.1
A28 Accesses
Proposed 40mph Zones



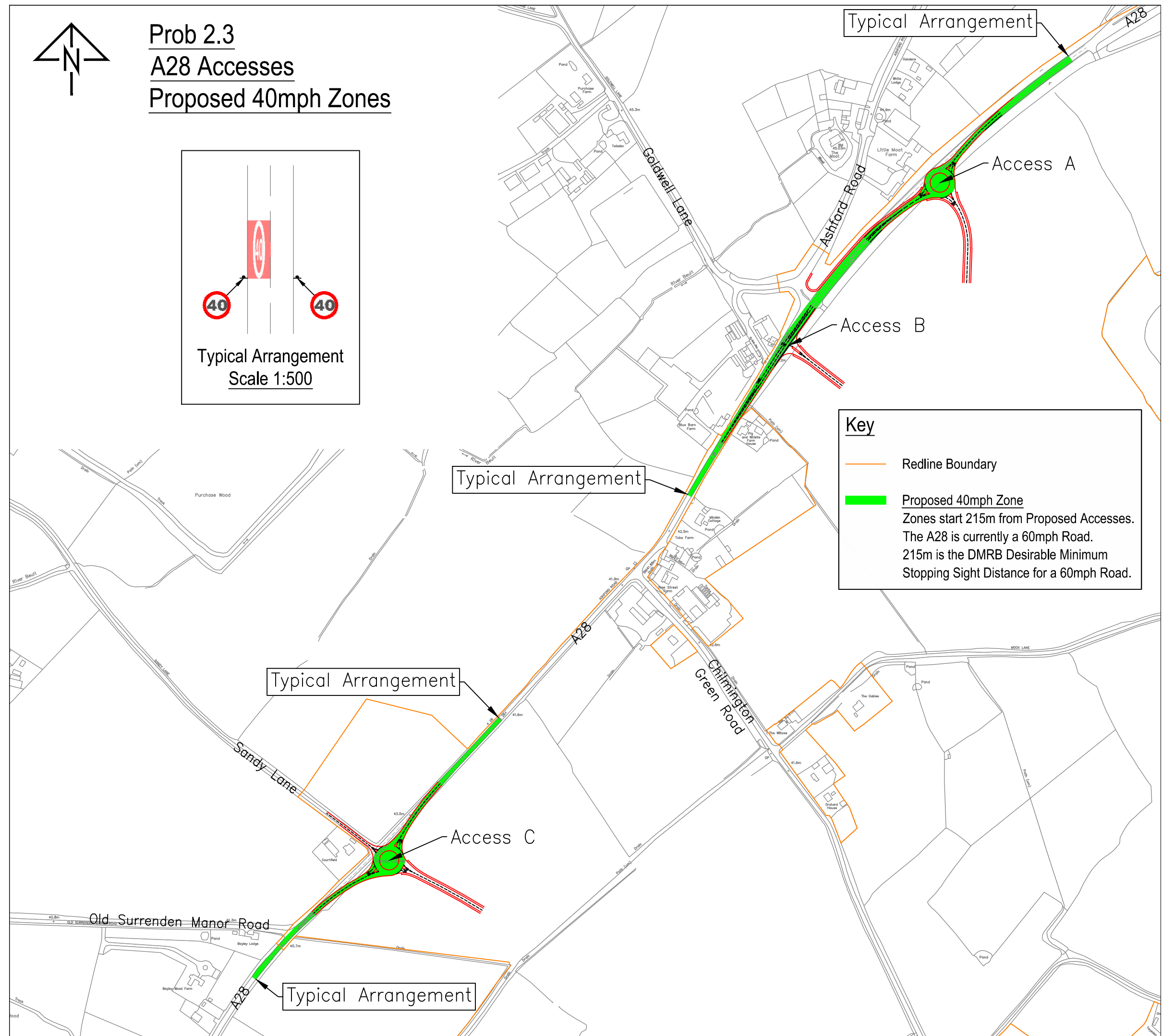
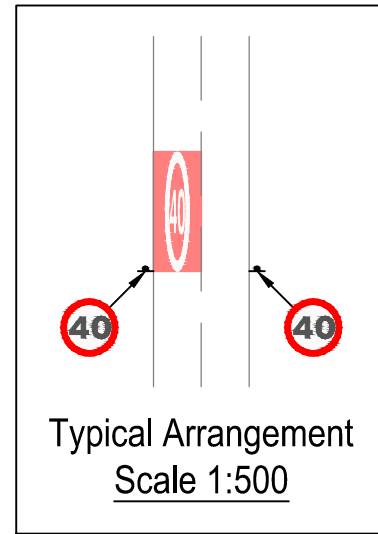


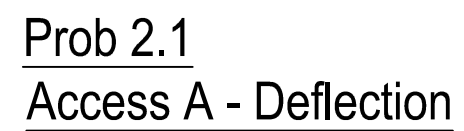
Prob 2.2
A28 Accesses
Proposed 40mph Zones





Prob 2.3
A28 Accesses
Proposed 40mph Zones







Prob 2.2
Access A - Visibility

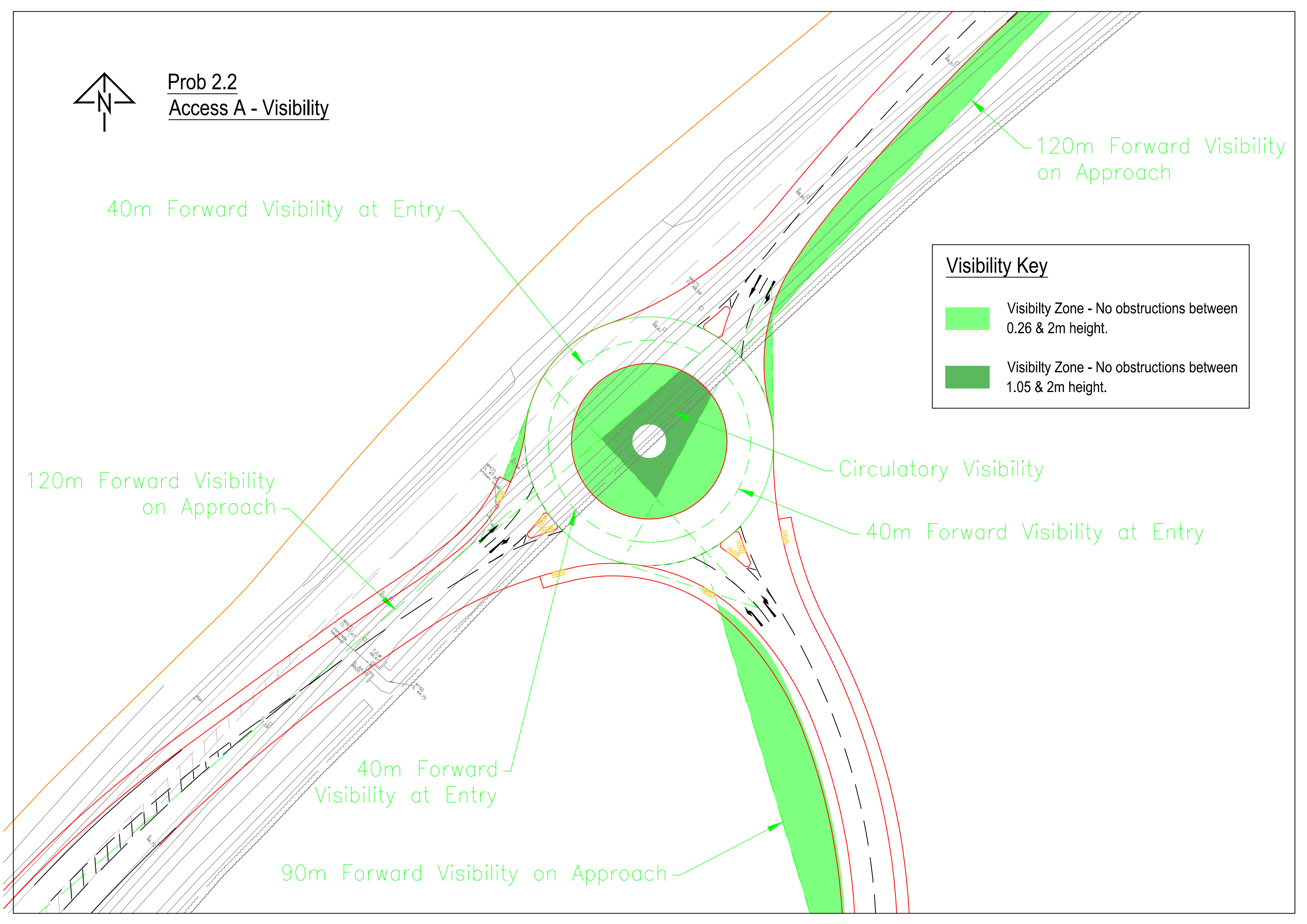
Visibility Key

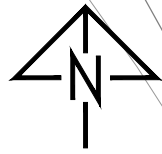


Visibilty Zone - No obstructions between
0.26 & 2m height.



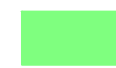
Visibilty Zone - No obstructions between
1.05 & 2m height.





Prob 2.1
Access B - Visibility

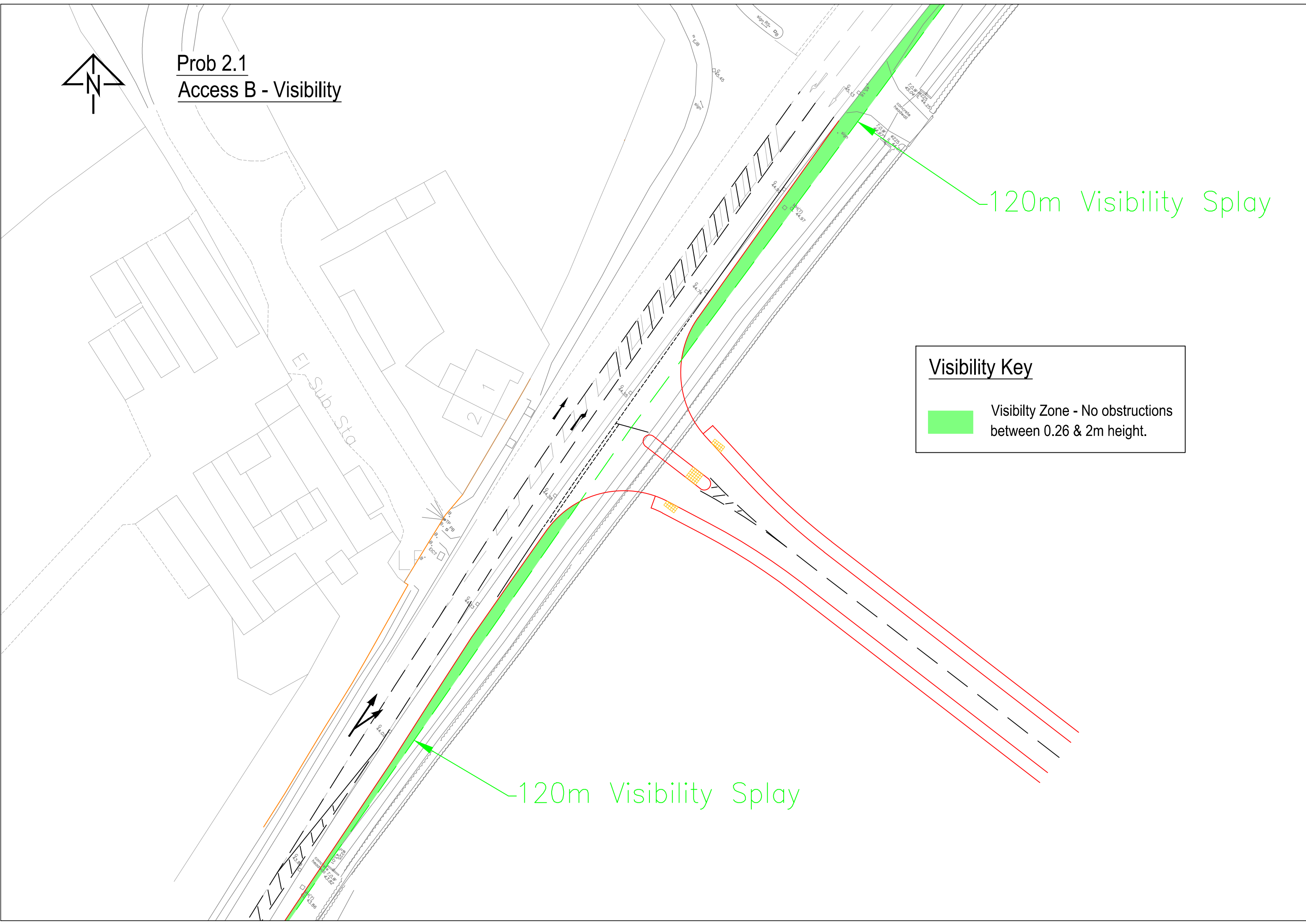
Visibility Key



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

120m Visibility Splay

120m Visibility Splay





Prob 2.1
Access C - Deflection

43.5m

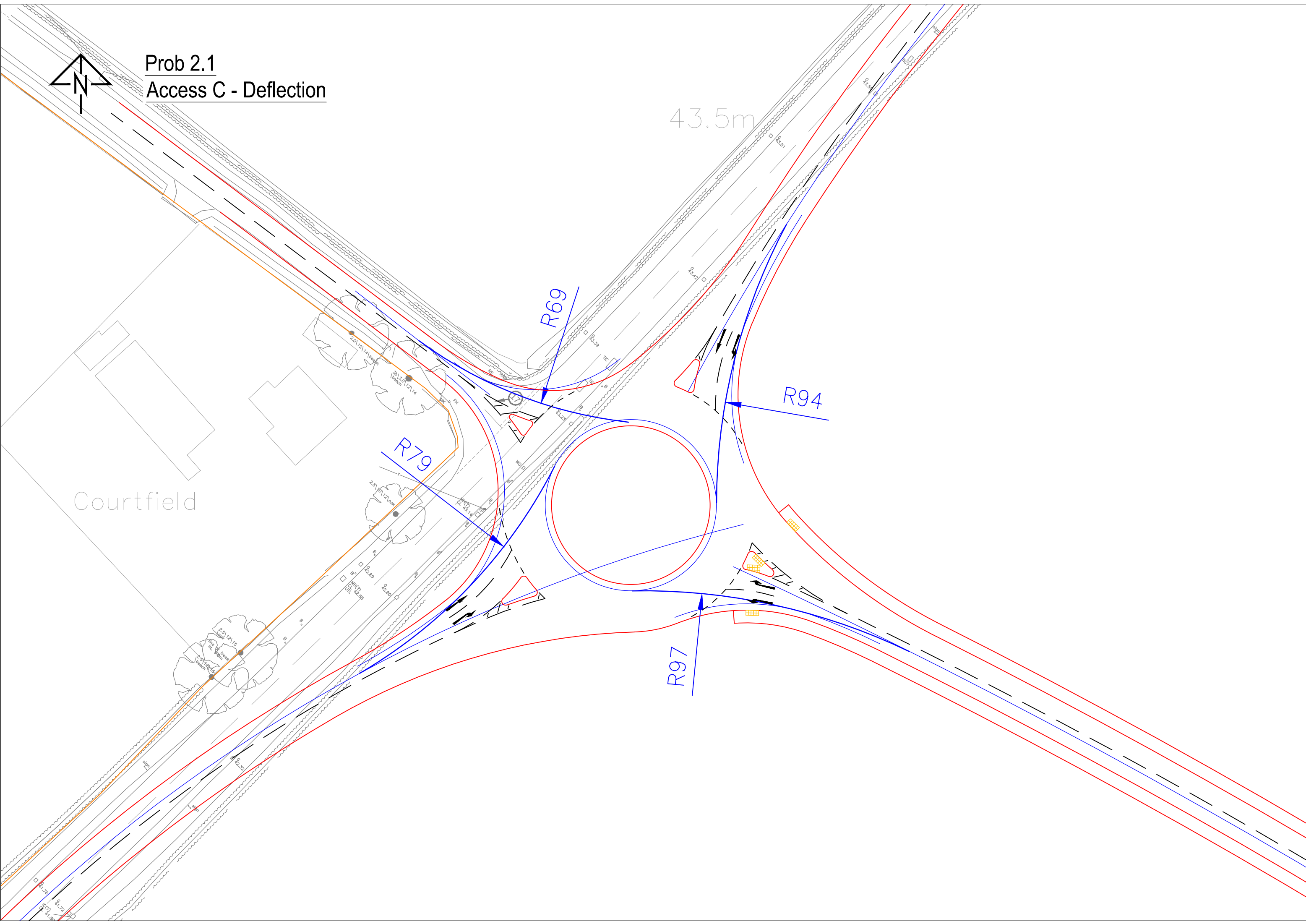
Courtfield

R69

R94

R79

R97





Prob 2.3
Access C - Visibility

120m Forward Visibility

120m Forward Visibility

43.5m

Visibility Key



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

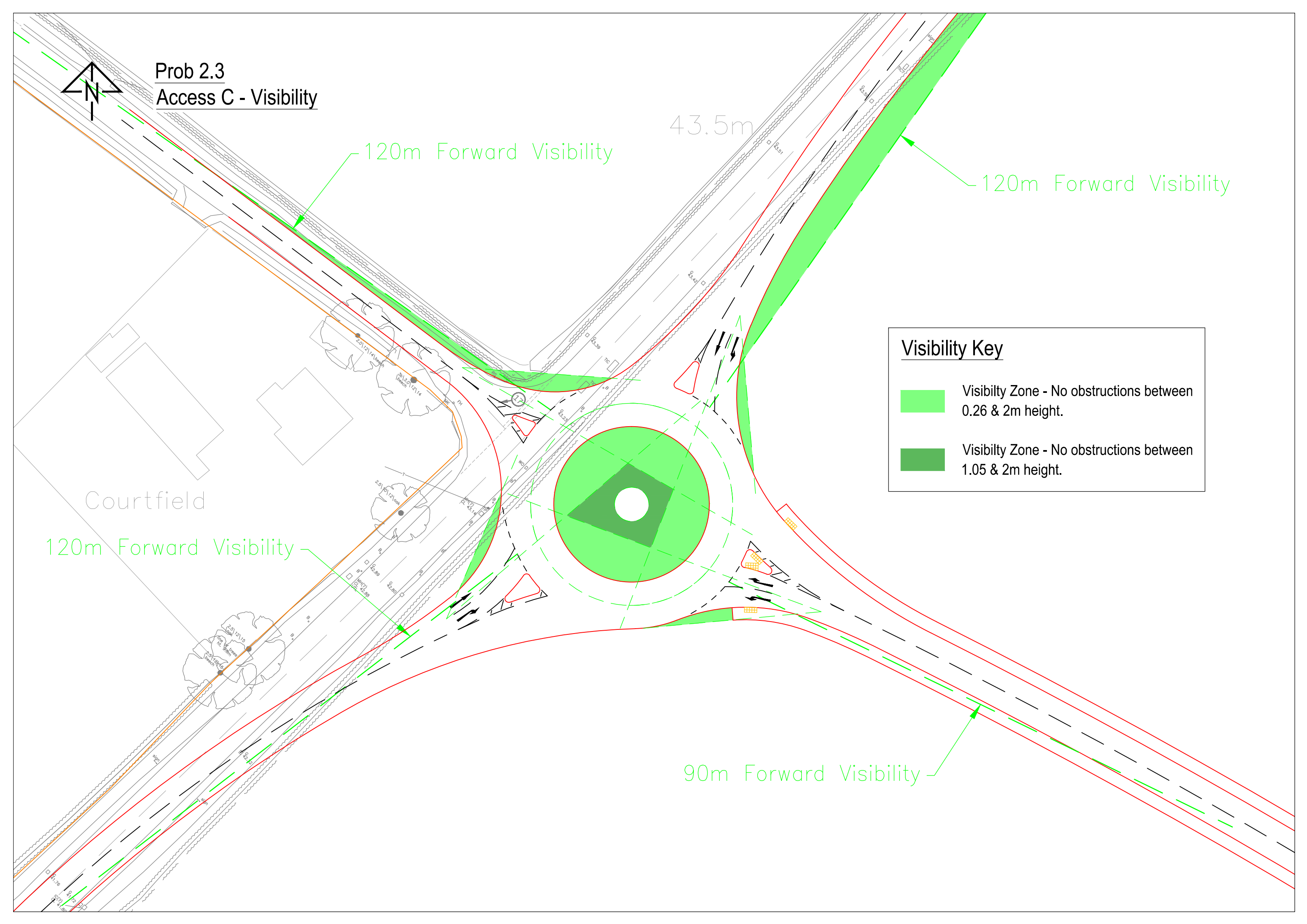


Visibilty Zone - No obstructions between
1.05 & 2m height.

Courtfield

120m Forward Visibility

90m Forward Visibility



Prob 2.1
Access D
Additional Pedestrian Crossing

Existing Uncontrolled Pedestrian Crossing

Coulter Road

2108

Coulter Road

Pond

Footway

2.4 x 43m Visibility Splay

43m Stopping Sight Distance

43m Stopping Sight Distance



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

A	Northern ped crossing removed, southern ped crossing added.	JM	CS	01/10/2013
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Chilmington Green Consortium

PROJECT:
Chilmington Green

DRAWING TITLE:
Access D
Coulter Road Mini-Roundabout
16m ICD

SCALES:
1:500 at A3

DRAWN:	JM	CHECKED:	CS	DATE:	04/09/2013
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DRAWING NUMBER:	131065/A/15	REVISION:	A
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