Client:

Richborough Estates

Project:

Sandwich Road
Sholden

Project No:

T18516

Report Title:

Transport Assessment

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1.0 Introduction

Background

1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates ltd to provide transport advice for a proposed residential development off Sandwich Road, Sholden.

1.2 It is intended that the site will provide up to 117 dwellings; the site location is shown on **Figure 1.1**.

Purpose and Structure of the Report

1.3 This report is a Transport assessment (TA) and it determines the relevant highway and transport issues, and indicate potential solutions where relevant, with reference to the impact of the proposed development site off Sandwich Road, Sholden.

1.4 Following this introduction, the report is set out as follows:

- Chapter 2 - Policy Context;
- Chapter 3 - Baseline Conditions;
- Chapter 4 - Sustainable Travel and Highway Safety;
- Chapter 5 - Development Proposals;
- Chapter 6 - Traffic Generation, Distribution and Assignment;
- Chapter 7 - Traffic Impact and Capacity Analysis;
- Chapter 8 - Dover and Deal Traffic Model;
- Chapter 9 - Summary and Conclusion.

Limitations of the Report

1.5 This report has been undertaken at the request of Richborough Estates Ltd, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.6 This report has been compiled using data from several external sources (such as TRICS, traffic count and model data, and public transport information); these sources are considered trustworthy and therefore the data provided is considered accurate and relevant at the time of preparing this report.

2.0 Policy Context

Introduction

2.1 This section summarises the relevant transport policy documents against which the development proposals are considered at a local and national level. The most relevant policy documents relating to this study are detailed below:

- Dover District Council Local Development Framework Core Strategy (2010-2026)
- Kent County Council Local Transport Plan (2011-2026)
- National Planning Policy Framework (February 2019)

Dover District Council Local Policy

2.2 The current Adopted Plan is the Dover District Council Local Development Framework Core Strategy covering the period from 2010 to 2026. Dover District Council (DDC) is in the process of preparing a new local plan to cover the period from 2020 to 2040 and a DRAFT local plan has recently been published.

2.3 Deal, including the built-up areas of the parishes of Sholden, Walmer, and Great Mongeham, is identified as a District Centre providing a secondary focus for development in the District; suitable for urban scale development.

2.4 The land that is the subject of this TA is allocated in the DRAFT local plan for a development of 100 dwellings.

Kent County Council Policy

2.5 Kent County Council (KCC) transport policy is set out in the document *'Local Transport Plan 4: Delivering Growth without Gridlock 2016–2031'*.

2.6 The document indicates that KCC has already secured delivery of high-speed rail services to Deal and Sandwich, which provides sustainable travel benefits for the development proposal described in this TA.

2.7 KCC's ambition as stated in the LTP is:

To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported.

2.8 To that end KCC identify the following desired outcomes:

Outcome 1: Economic growth and minimised congestion
Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

Outcome 2: Affordable and accessible door-to-door journeys
Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safer travel
Policy: Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.

Outcome 4: Enhanced environment
Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing and implement measures to improve local air quality.

Outcome 5: Better health and wellbeing
Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and to implement measures to improve local air quality.

National Policy

2.9 The latest National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies and how these are expected to be applied.

2.10 In relation to transport, the NPPF states that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.11 When considering the effects the development may have on the local transport network, the NPPF states that:

'In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion) or on highway safety, can be cost effectively mitigated to an acceptable degree.

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.12 The NPPF further advises that:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduces mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.13 In relation to parking policy the NPPF states that:

'If setting local parking standards for residential and non-residential development, policies should be taken into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

3.0 Baseline Conditions

Site Location

3.1 The land for the proposed development is located to the west of Sandwich Road and north of Mongeham Road in Deal. The proposed development lies opposite a relatively recently built residential estate accessed from Sandwich Road via Sholden Drive.

Local Highway Network

3.2 Sandwich Road/London Road has a relatively wide single two-lane carriageway in the vicinity of the site access, is lit and subject to a 30mph speed limit, and has a cycleway/footway and verge fronting the development land. Sandwich Road is classified as the A258 between Deal and Sandwich. Bus stops are available just to the south of the site frontage with Sandwich Road; further details of the sustainable travel network and services are presented later in this report.

3.3 To the south of the site, London Road forms a three-arm priority/give-way junction with Mongeham Road; this T-junction has a stopline on Mongeham Road.

3.4 Further to the south London Road forms a three-arm mini-roundabout with Manor Road; Rectory Road meets Manor Road just to the south of this mini-roundabout.

Highway and Traffic Observations

3.5 The highway network in the vicinity of the proposal site has been visited during pre-COVID peak periods on several occasions over recent years to inform various appraisal documents and submissions to the Local Plan review.

3.6 Observations of the Sholden Drive junction with Sandwich Road, opposite the proposed development site, indicated no particular queuing or delay issues for traffic accessing or egressing that residential estate.

3.7 On London Road, to the south of Mongeham Road, parking was observed during the peak hours on the eastern side of London Road on the section fronting the terraced dwellings. In the peak hours queuing was noted on this approach to the mini-roundabout but delays were relatively modest.

3.8 Queue surveys indicated queues of 4 to 11 vehicles on the London Road (NW) arm during the AM peak hour and queues of 3 to 6 vehicles in the PM peak hour.

3.9 Observations suggest that the parking on London Road contributes very little to delay on the approach to the London Road/Manor Road mini-roundabout, except perhaps occasionally when two very large vehicles meet at this location on the London Road (NW) approach.

3.10 It is difficult to determine from on-site observations or counts whether there is a particular issue with rat-running along Mongeham Road; i.e. traffic using the route as a route to the A2 rather than more appropriate routes. However, the volume of traffic turning to/from Mongeham Road does not give rise to any undue cause for concern.

3.11 The A258/Deal Road and A258/A256 junctions have been observed informally during AM and PM peak hour conditions with both observed to be operating within capacity at these time periods. Queues were observed

on the A258 approach arm to the A256/A258 roundabout for a very short period (about five minutes) during the AM peak hour.

Traffic Counts and Traffic Model Data

3.12 The London Road/Manor Road junction has been identified as a junction with existing peak hour issues. A peak hour Manual Classified Turning Count (MCC) was undertaken at this junction on 9th May 2019. In addition a peak hour Manual Classified Turning Counts (MCC) was undertaken at the London Road/Mongeham Road junction on 27th June 2019.

3.13 A registration matching survey was undertaken on 3rd March 2020 to determine the local distribution/assignment of traffic from/to the dwellings accessed from Sholden Drive to inform the predicted distribution/assignment of traffic from/to the development proposal.

3.14 An Automated Traffic Count (ATC) was collected on Sandwich Road in the vicinity of the proposed site access location to record traffic flow and speeds. The data was collected over a 7-day period between the 3rd March 2020 and the 9th March 2020.

3.15 The baseline traffic count data for the junctions assessed in this report is included as **Appendix A.** The 2019 traffic flow figures are included in **Figures 3.1-3.4**.

3.16 In addition to the above, WSP has provided modelling data from the 2015 Dover and Deal Transport Model (DDTM) which was developed using PTV VISUM software. The modelling data has been produced considering different development scenarios on the proposal land for a 2040 Reference Case (i.e. without Local Plan development proposals). The WSP Impact Assessment Report, including forecast traffic flows, is included as **Appendix B** to this report.

3.17 The Impact Assessment has been used to inform potential future development scenarios and the details are discussed in **Chapter 7** of this report. More recently WSP have published their forecasting report that tests Local Plan development scenarios and that report is also included as **Appendix B** to this report and its findings are considered in **Chapter 7**.

Consultation

3.18 Consultation has been ongoing with both KCC as highway authority and Dover District Council (DDC) as planning authority for over two years.

3.19 The main highway concerns expressed by KCC officers relate to;

- Highway impact of the development proposal at the London Road/Manor Road junction
- Possible issues of rat-running along Mongeham Road
- Parking on London Road on the approach to the London Road/Manor Road junction

3.20 Various reports and technical notes have been submitted on highway issues discussing; the existing operation of the highway network, the sustainable credentials of the proposal site, and the likely highway impact of different levels of development.

3.21 In addition, the 2040 reference Case model was run on behalf of Richborough to test the specific impact of the proposed development and, subsequently, the Local Plan development impact has also been considered

in 2040 Local Plan strategic model runs and in the VISSIM microsimulation model runs at the London Road/Manor Road junction.

4.0 Sustainable Transport and Highway Safety

Sustainable Travel Accessibility

4.1 Walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several documents that provide guidance with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 1** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

4.2 It is generally accepted that there is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle.

4.3 The National Travel Survey 2020 highlights the average cycle trip for 2019 was 6.1km (assuming a 10mph cycle speed).

4.4 With regards to walking, Manual for Streets (MfS) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.

4.5 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.

4.6 In addition to the above, it is pertinent to note that the National Travel Survey (published in August 2020), which provides a summary of results of travel survey data for 2019, reports that the average walk trip distance is 1.36km.

4.7 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.36km average walk distance.

4.8 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Accessibility by Foot

4.9 Existing footways are located at either side of Sandwich Road/London Road which provide access south and east to facilities in Sholden and Deal. In fact, the footway along the frontage of the site is segregated from a cycleway via a verge, and the cycleway is, in turn, separated from the carriageway via a wider verge.

4.10 On the eastern side of Sandwich Road/London Road a combined pedestrian/cycleway is provided, fronting the relatively recently built residential estate to the east of Sandwich Road/London Road.

4.11 Signalised pedestrian crossing facilities and pedestrian refuge islands are located along Sandwich Road/London Road to aid pedestrian and/or cyclist movements.

4.12 Existing pedestrian access to the site is available via public footpaths. Access is available from the White Cliffs Country Trail running along the northern edge of the site and from a footpath at the southern boundary of the site opposite Sholden New Road.

4.13 Sandwich Road and London Road are subject to a 30mph speed limit fronting the site and are predominantly residential in nature, as are the roads leading south and east towards local facilities.

4.14 The proposed development site is located close to a range of local services and facilities including several; education, retail, health, and leisure facilities.

4.15 The key local facilities in the vicinity of the application site are displayed in **Table 2** and can be identified in **Figure 4.1**.

Table 2 – Local Facilities

Facility	Distance (approx.)
Walmer Cricket Club (Sholden)	500m
Sholden Village Store	530m
Sholden C of E Primary School	550m
Leather Bottle Public House	590m
Beech Tree Avenue Park & Garden	670m
The Sportsman Public House	680m
Sholden Village Hall	680m
The Three Horseshoes Public House	710m
Hornbeam Primary School	720m
Great Mongeham Community Church	740m
St Nicholas' Church	820m
Mini Stores Convenience Store	1.0km
Cottington Lakes Fishing Pond	1.1km
Play Park	1.1km
Londis Convenience Store	1.2km
The Farrier Public House	1.2km
Sisters of Our Lady of the Missions	1.2km
Takeaway Stores	1.3km
St Leonard's Church	1.3km
St Mary's Catholic Primary School	1.4km
Betteshanger Sports & Social Club	1.4km
St Richard's Road GP Surgery and Pharmacy	1.5km
Bright Sparks Childcare Centre	1.5km
Warden House Primary School	1.5km
Deal Town Football Club	1.9km
Goodwin Academy, Deal Adult Education Centre and Treetops Pre-School	2.0km

4.16 **Table 2** above demonstrates that there is a good range of facilities available within reasonable walking distance of the site, including local schools, a GP surgery and pharmacy, convenience stores and leisure facilities.

4.17 The facilities listed above are all available within the two-kilometre walk distance referred to in MfS guidance. In addition, most of the facilities listed above are located within the 1.36km average walk distance for 2019 as referred to in the National Travel Survey (2020).

4.18 The site is located suitably to access a wide range of local facilities on foot.

Accessibility by Cycle

4.19 National Cycle Route 1 (NCR1) runs to the east of the site from Deal Town Centre and follows the coastline north to Sandwich and south to Dover. Further National Cycle Routes can be accessed from here such as NCR2 which runs from Dover southwest along the coastline.

4.20 A footway/cycleway is located on either side of Sandwich Road/London Road and provides a route towards country parks located to the north of the site. Local residential streets leading to local facilities to the south of the site are subject to a 30mph speed limit and are considered suitable for use by cyclists.

4.21 All the facilities listed in **Table 2** are located well within the average cycle distance for 2019 of 6.1km (assuming a 16kph cycle speed), as included in the National Travel Survey (2020).

Accessibility by Bus

4.22 There are two pairs of bus stops on Sandwich Road/London Road which residents of the site might utilise and these are located at a walk of between 180m and 300m, depending where on the site the dwelling is located. These stops are served by the number 80, 81, X1 and X2 bus services.

4.23 A summary of the destinations and frequency of these bus services is provided in **Table 3** below.

Table 3 – Local Bus Services

Service No.	Destinations	Frequency		
		Mon – Fri	Sat	Sun
80	Sandwich - Worth – Sholden – Middle Deal – Deal – Mill Hill – Walmer – Guston – Dover	Hourly (08:53-17:53)	Hourly (08:53-17:53)	N/A
81	Sandwich – Woodnesborough – Eastry – Betteshanger – Sholden – Middle Deal – Mill Hill – Walmer – Guston – Dover	Hourly (08:32-18:32)	Hourly (08:32-18:32)	Hourly (10:32-18:32)
X1	Deal – Middle Deal – Mill Hill – Upper Deal – Hornbeam Primary School – Sholden C of E Primary School – Sandwich Technology School	School Service (AM and PM service)	N/A	N/A
X2	Walmer – Deal – Middle Deal – Upper Deal – Sholden – Sandwich Technology School Grounds	School Service (AM and 2 PM services)	N/A	N/A

Note: Certain previously scheduled early morning and late evening services no longer running – most likely a temporary measure due to COVID restrictions on retail and leisure activity.

4.24 The above demonstrates that there is a good level of bus service available from nearby bus stops, providing regular services between Sandwich and Dover as well as to local schools.

4.25 The number 80 service provides a morning service to Dover that departs from Sandwich Road (opposite Sholden School) at 08:32 and arrives in Dover at 09:18. Late afternoon services from Dover depart at 16:16. Morning services to Deal depart at 08:53 into Deal at 09:02. Late afternoon/early evening services from Deal depart from 17:27 to 18:27. Morning services to Sandwich depart from Sandwich Road (opposite Sholden School) at 07:15 and 08:15 arriving in Sandwich at 07:52 and 08:52. Late afternoon services depart from Sandwich at 16:35 and 17:35. There is therefore a suitable level of service for residents to commute to areas such as Dover, Deal and Sandwich.

4.26 The number 81 bus service complements the number 80 service providing connections to settlements between Sandwich and Worth not covered by the number 80; it also provides a Sunday service between Sandwich and Dover. The number X1 and X2 services provide access to nearby schools such as Sandwich Technology School. The number 80 service also stops at several schools including The Duke of York's School and Dover Girls' Grammar School.

4.27 These bus services provide residents with the opportunity to travel into Deal by bus to access further facilities. It is therefore considered that residents have a realistic option to travel by bus for work, education and/or leisure purposes.

Accessibility by Rail

4.28 Deal Railway Station is located approximately 2.4km to the east of the site and can be accessed via the number 80 bus service (approximate journey time of 15 minutes), by cycle (approximate journey time of 10 minutes) or by car (approximate journey time of 10 minutes). The station benefits from 28 cycle parking spaces and 53 car parking spaces with 2 accessible spaces.

4.29 The station provides services to:

- London St Pancras International
  - via Walmer, Martin Mill, Dover Priory, Folkestone Central, Folkestone West, Ebbsfleet International and Stratford International.
- London Charing Cross
  - via Walmer, Martin Mill, Dover Priory, Folkestone Central, Folkestone West, Sandling, Westenhanger, Ashford International, Pluckley, Headcorn, Staplehurst, Marden, Paddock Wood, Tonbridge, Sevenoaks, London Bridge, and London Waterloo East.
- London Cannon Street
  - via Walmer, Martin Mill, Dover Priory, Folkestone Central, Folkestone West, Sandling, Westenhanger, Ashford International, Pluckley, Headcorn, Staplehurst, Marden, Paddock Wood, Tonbridge, Hildenborough, Sevenoaks, and London Bridge.
- Ramsgate
  - via Sandwich.

4.30 It is therefore considered that residents have a reasonable choice to travel for work, education and/or leisure purposes by rail.

Personal Injury Accident Data

4.31 Accident data has been obtained from KCC to establish existing road safety conditions on the highway network in the vicinity of the site, Personal Injury Accident (PIA) and is included as **Appendix C**. The search area covers all the junctions that have been assessed for capacity as part of this report.

4.32 The data covers the five-year period (01/01/2015 to 31/12/2019) and a total of 37 PIAs were recorded in the search area during this period, 30 classed as slight and 7 classed as serious. A summary of the accident data for the search area is included in **Table 4**.

Table 4 – PIAs in the Vicinity of the Site

Location	Severity				Casualty Type	
	Slight	Serious	Fatal	Total	Pedestrian	Cyclist
Junction						
London Rd/Mongeham Rd	0	0	0	**0**	0	0
London Rd/Manor Rd/Rectory Rd	0	0	0	**0**	0	0
Manor Rd/St Leonard's Rd	1	0	0	**1**	0	1
Manor Rd/Mill Rd/Mill Hill	1	0	0	**1**	0	1
London Rd/St Leonard's Rd	1	0	0	**1**	0	1
London Rd/Park Ave	2	1	0	**3**	1	1
Park Ave/Mill Rd	1	1	0	**2**	0	1
London Rd/Bowling Green Ln	3	0	0	**3**	0	0
London Rd/Sholden New Rd	1	2	0	**3**	0	0
Mongeham Rd/St Martin's Rd	0	1	0	**1**	0	0
London Rd/Warden House Mews	1	0	0	**1**	0	0
Mongeham Rd/Car Park	1	0	0	**1**	0	1
Hamilton Rd/Mill Rd	1	0	0	**1**	0	0
London Rd/Hall Crescent	1	0	0	**1**	0	0
Links						
London Rd	7	0	0	**7**	2	1
Sandwich Rd	1	0	0	**1**	0	0
Mongeham Rd	1	0	0	**1**	0	0
Manor Rd	1	0	0	**1**	0	1
Rectory Rd	0	0	0	**0**	0	0
St Leonard's Rd	0	0	0	**0**	0	0
Park Ave	2	0	0	**2**	0	0
Mill Rd	4	2	0	**6**	4	0
Total	**30**	**7**	**0**	**37**	**7**	**8**

4.33 Within the five-year period considered, one accident, classified as slight was recorded on Sandwich Road, with seven recorded on London Road.

4.34 Three accidents, one classed as slight and two classed as serious were recorded at the London Road/Sholden New Road junction.

4.35 Six accidents, four classed as slight and two classed as serious, were recorded on Mill Road. Four of these accidents involved pedestrians (one of which was on a scooter). These accidents appear to have occurred solely due to human error by either the driver or the pedestrian and not as a particular result of the layout of Mill Road.

4.36 The analysis suggests no pattern or causation factors in the search area. Given the severity of accidents (30 out of 37 are slight in severity), and the number of accidents in this sizable search area, the data does not flag any issue in terms of the safety of any of the junctions or links and whilst all PIAs are regrettable, the quantity and severity of PIAs recorded in the vicinity of the site does not give any undue cause for concern.

4.37 Furthermore, **Chapter 6** of this report demonstrates that proposed development will not generate a significant number of additional trips across the local highway network and will therefore not have a material impact on highway safety.

Summary

4.38 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce the reliance on the private car. No specific safety issues are apparent for pedestrians and cyclists travelling on the highway network.

4.39 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

5.0 Development Proposals

Layout of the Development

5.1 The proposed development is for up to 117 dwellings, and an indicative masterplan is included in **Appendix D**. The masterplan sets out the layout of the development including access arrangements, drainage storage, play areas and internal street layout.

Proposed Vehicular Access

5.2 Vehicular access to the site is proposed directly off Sandwich Road, along the eastern frontage of the site. The proposed site access junction will take the form of a give-way junction.

5.3 The proposed site access layout is shown in **Drawing T18516.001 Rev D**. The access has been designed in line with the KCC Design Guide and guidance set out in the Manual for Streets (MfS). The site access road will be 5.5m in width, with 2.0m footways on both sides of the road to tie in with the existing footway provision on the western side of Sandwich Road. The carriageway, verge and footways have been designed in such a way to allow for potential future widening to accommodate a bus, should a service decide to run into the site at a future date.

5.4 As stated earlier in this report the ATC was placed on Sandwich Road, in the approximate location of the proposed site access junction. The visibility requirements to/from the northwest of the junction have been based on southeast-bound speeds and visibility requirements to/from the southeast of the junction have been based on the northwest-bound speeds.

5.5 The 85th percentile speeds have been calculated using 24-hour weekday data between the 3rd March 2020 and the 9th March 2020. The weather data indicated that significant rainfall occurred on the Wednesday 4th, Thursday 5th and Monday 9th of March, therefore a wet weather adjustment has been applied to these days in accordance with guidance set out in DMRB CA 185 (2.5mph added to each individual speed recorded in wet weather).

5.6 The resulting 85th percentile speeds were 41.9mph northwest-bound and 37.9mph southeast-bound. The resulting visibility splay requirements are 2.4m x 94m to the northwest and 2.4 x 110m to the southeast. The required visibility splays can be achieved to/from the proposed site access using highway land or land in the applicant's ownership.

5.7 According to KCC Design Guide, a major residential road (serving between 50 and 300 dwellings on the outskirts of main towns or infill sites within existing suburban areas) of 5.5m in width can accommodate up to 300 dwellings from one access point, with the possible addition of an emergency access. At up to 117 dwellings it is considered that a ghost island priority access is more than sufficient to serve the development proposal.

5.8 The overriding test is that within the NPPF, regarding whether the access is 'safe and suitable' and a capacity assessment has been carried out to demonstrate how the site access is likely to operate at a suitable future assessment year. The analysis is presented later in the report.

Pedestrian Access

5.9 It is considered appropriate to provide pedestrian access alongside the proposed vehicular access point. Footways 2.0m in width have been proposed on both sides of the site access road. The footway provision will tie in with the existing provision on Sandwich Road.

5.10 Four existing public footpaths run through the site and provide access to/from Sandwich Road and Mongeham Road. These footpaths are to be retained and direct pedestrian access provided from the internal pedestrian network as is indicated on the indicative masterplan included in **Appendix D**.

Internal Road Layout

5.11 The internal road network for the site will be designed in line with the KCC Design Guide and the principles set out in Manual for Streets.

5.12 The proposed parking provision will be in line with guidance set out in the KCC Residential Parking Standards.

Servicing and Deliveries

5.13 The layout of the site will be designed to ensure that the largest vehicles that will require access on a regular basis are able to enter and leave the site in forward gear.

5.14 Swept path analysis of the site access has been carried out using the Autodesk vehicle tracking software, the results of which are included in **Drawing T18516.013**. The results indicate that a large refuse vehicle can access and egress the site comfortably using the carriageway provided.

6.0 Traffic Generation, Distribution and Assignment

TRICS Assessment

6.1 The trip generation for the residential element of the development proposal has been forecast using data from the TRICS database and included in a Scoping Report submitted to and discussed with KCC as highway authority. The TRICS assessment has been carried out in accordance with the TRICS Good Practice Guide 2021.

Residential Use

6.2 The TRICS database has been interrogated to quantify the levels of vehicle trips that are likely to be associated with the proposed development.

6.3 The trip rates that have been extracted from the database are based upon the following search parameters:

- Land Use – Residential, Houses Privately Owned
- Regions – United Kingdom (excluding Greater London and Northern Ireland)
- Units – 151 to 363
- Date Range – 01/01/10 to 05/07/18
- Selected Days – Weekdays
- Selected Locations – Suburban, Edge of Town
- Five surveys deselected – four due to bungalows on the development, one for abnormally low trip rate.
- Seven surveys in utilised to calculate trip rates.

6.4 Full TRICS output reports are provided at **Appendix E**, whilst a summary of the trip rates and predicted trips during peak hours are provided in **Table 5**.

Table 5 – Residential trip rates

Peak Period	Trip Rate (per dwelling)		Trips (100 dwellings)			Trips (117 dwellings)		
	In	Out	In	Out	Total	In	Out	Total
AM	0.136	0.376	14	38	52	16	44	60
PM	0.357	0.162	36	16	52	42	19	61

NB: AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips have been rounded.

6.5 The above demonstrates that a development of 100 dwellings (the allocation in the draft Local Plan) will have the potential to generate 52 vehicle movements in both the morning and evening peak periods. This would equate to less than one vehicle movement a minute.

6.6 At 117 dwellings it is forecast that the development will have the potential to generate 60 vehicle movements in the morning peak and 61 vehicle movements in the evening peak period. This would equate to about one vehicle movement every minute in any peak period.

6.7 Trip generation forecasts have been forwarded to WSP for 100 and 250 dwellings to undertake future year traffic forecasting through the Dover traffic model, which they look after on behalf of Dover District Council (DDC). The 250 dwelling test represents the quantum of development proposed by Richborough for the

wider parcel of land being promoted with the inclusion additional dwellings and a Country Park to the south of the development application. This proposal continues to be promoted through the Local Plan process.

Traffic Distribution and Assignment

6.8 The distribution and assignment characteristics of the development proposal have been based on origin and destination survey data from the residential development accessed from Sholden Drive opposite the proposed development. The data is included along with other traffic data in **Appendix A** to this report.

6.9 The development traffic distribution and assignment to the network are shown in **Figures 6.1** to **6.4**.

Committed Developments

6.10 All known committed developments have been taken into consideration, along with any background growth. The developments included as committed in the analysis are:

- Albert Rd – 142 dwellings
- Church Lane – forecast traffic taken from the Greenlight application for development off The Street
- Greenlight development off The Street
- Sandwich Road (small residential development adjacent to the site)

6.11 DDC has included an extant permission for a minor employment development (incubator units) within the Do-Minimum strategic model for the assessment of Local Plan options. The Do-Something scenario includes that land as being developed for a residential-led development of 210 dwellings plus 2,500sqm office development and 150sqm of retail use.

6.12 The highway authority has raised no objection to the residential-led redevelopment (a Local Plan site) and on that basis we have also included that development as committed:

6.13 The assignment of the committed development traffic is indicated on **Figures 6.5** to **6.16**.

Traffic Growth and Future Year Forecasts

6.14 For the purposes of this planning application we have tested local junctions at forecast 2021 base levels and also at 2026 traffic levels without and with development traffic. Traffic growth has been applied to base traffic levels using Tempro growth factors adjusted by NTM:

- AM peak 2019-2021 1.0266
- PM peak 2019-2021 1.0255
- AM peak 2021-2026 1.0523
- PM peak 2021-2026 1.0558

6.15 The traffic forecasts for 2021 and 2026 are indicated in **Figures 6.17** to **6.24**.

7.0 Traffic Impact and Capacity Analysis

Traffic Impact

7.1 As indicated earlier in this report the traffic generation of the development proposal is just over one vehicle movement per minute in any peak hour.

7.2 The development would result in 39 additional vehicle trips at the Mongeham Road junction in the AM peak hour and 44 in the PM peak hour; these additional movements represent traffic impacts of 2.2% AM and 2.6% PM on forecast 2021 base traffic levels at the junction.

7.3 The development would result in 30 additional vehicle trips at the Manor Road junction in the AM peak hour and 33 in the PM peak hour; these additional movements represent traffic impacts of 1.6% AM and 1.3% PM on forecast 2021 base traffic levels at the junction.

7.4 The forecast increases in traffic levels due to the development by peak hour are minimal, and even negligible, beyond the proposed site access.

Betteshanger Employment Development

7.5 DDC granted planning permission for 22,297sqm of employment development at the development known as Betteshanger Sustainable Park in 2004 Primary access to Sandwich Road is proposed at the Sandwich Road/Betteshanger Road roundabout with secondary access from the Broad Lane junction with Sandwich Road. Planning permission was also granted for 2,830sqm of what were described as employment incubation units relating to a 2017 application.

7.6 In response to a recent planning application for residential-led development on the site KCC, as highway authority, responded to the application on 13 October 2020 indicating it had no objection to the revised proposal having been instructed by DDC that the employment permission was extant.

7.7 Since that time DDC has reconsidered its view on the planning status of the Betteshanger Employment park and now considers that the 2004 permission is no longer extant i.e. no longer committed and that the 2017 permission remains extant.

7.8 As a result the incubation units employment proposal remains a committed development in the Dover and Deal Strategic Traffic Model for the purposes of local plan testing. The reports on the modelling which have been published relatively recently are considered in **Chapter 8** of this report.

7.9 The current residential-led development proposal (210 dwellings, 2,500sqm office, and 150sqm retail) on the Betteshanger site, supported by transport reports prepared by Charles and Associates, include a net impact assessment; i.e. a comparison of forecast traffic from the current residential-led application with that of the extant employment permission.

7.10 Given the reduction in what DDC consider to be extant permission KCC has revised their original analysis of the potential traffic impact of the residential-led development proposal. Although the traffic associated with the residential-led proposal exceeds the traffic forecasted for what DDC now consider the extant employment permission, the KCC conclusion remains that the traffic impact of the residential-led development proposal is not severe.

7.11 For completeness we have also included below the traffic envelope related to the total permitted employment development at Betteshanger Park, as originally set out in the TA supporting the residential-led development and originally accepted by DDC as being extant permission, allowing KCC to originally respond that the traffic associated with residential-led development would be less than that associated with the extant permission on the site.

7.12 The forecast two-way traffic flows from the full employment development were 285 vehicle movements in the AM peak hour and 236 in the PM peak hour. The two-way traffic forecasts for the current residential-led development suggest reductions of 148 vehicle movements in the AM peak hour and 103 in the PM peak hour when compared to the employment development proposal. The forecast net change in traffic on various network links are summarised in **Table 6** below.

Table 6 – Net Change in Traffic Flows by Link – Betteshanger Residential minus Employment

Link	Peak Period	
	AM	PM
Betteshanger Rd	-148	-103
Sandwich Rd – N of Broad Ln	-11	-8
Sandwich Rd – Broad Ln to Mongeham Rd	-171	-151
Mongeham Rd	-18	-17
London Rd – Mongeham Road to Manor Rd*	-164	-135
Manor Rd – S of London Rd	-72	-61
London Rd – NE of Manor Rd	-92	-74

Note: Data from Figure 2.3 of Charles & Associates TA. *This data calculated from adjacent links.

7.13 The forecast two-way traffic generation of the land west of Sandwich Road/London Road at 117 dwellings is 60 vehicles in the AM peak hour and 61 vehicles in the PM peak hour. This forecast traffic generation sits well within the available remaining extant 'traffic envelope' associated with the Betteshanger employment development.

7.14 Indeed, the forecast two-way traffic generation of 200 dwellings on the Richborough site to the west of Sandwich Road/London Road is 104 AM and 104 PM vehicle movements which would also result in no net increase on the 'traffic envelope' associated with the extant employment permission at Betteshanger when allowing for the revised Betteshanger residential-led development traffic.

Proposed Site Access

7.15 The proposed site access drawing is shown on **T18516.001 Rev D**. The junction tests have been run at 2026 forecast traffic flows with committed and proposed development and the results are included as **Appendix F** and summarised in **Table 6** below.

Table 6 – Proposed Site Access 2026 Forecast Traffic Flows

Arm/Movement	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2026 + Committed + Development						
Site Access	0.21	0	19.3	0.06	0	11.4
Sandwich Road RT	0.01	0	8.5	0.03	0	6.2

RFC – Ratio of Flow to Capacity, Queue – Max Mean Queue, Delay – Seconds per vehicle

7.16 The analysis indicates that the junction operates well within capacity for forecast 2026 traffic flow levels.

London Road/Mongeham Road Priority Junction

7.17 The traffic throughput of the junction during peak periods indicates a relatively flat traffic profile during the AM peak, therefore, the AM peak has been modelled in this way. The PM peak traffic flows indicated a peaked profile would be more appropriate. Outputs are included as **Appendix G** and the results are summarised in **Table 7** below.

Table 7 – London Road/Mongeham Road

Movement	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2019 Base						
Mongeham Rd LT	0.35	1	14.0	0.25	0	14.02
Mongeham Rd RT	0.38	1	28.3	0.65	2	51.6
London Rd (N) RT	0.24	0	8.5	0.31	1	7.2
2021 Base						
Mongeham Rd LT	0.37	1	14.9	0.28	0	17.7
Mongeham Rd RT	0.40	1	30.9	0.69	2	61.2
London Rd (N) RT	0.25	0	8.6	0.32	1	7.2
2026 Base + Committed						
Mongeham Rd LT	0.50	1	22.9	1.00	6	220.4
Mongeham Rd RT	0.57	1	55.1	0.99	8	197.9
London Rd (N) RT	0.31	1	8.9	0.36	1	7.2
2026 Base + Committed + Development						
Mongeham Rd LT	0.53	1	25.3	1.06	7	226.2
Mongeham Rd RT	0.60	2	62.85	1.04	10	212.3
London Rd (N) RT	0.33	1	9.0	0.37	1	7.2

7.18 The 2019 base year analysis indicates the junction as operating within capacity in terms of the ratio of flow to capacity on each movement; values of between 0.85 and 1.00 indicating that a junction is approaching or at capacity. It is also noted that at 2019 traffic levels the delay for vehicles wishing to turn right from Mongeham Road reach 51 seconds in the PM peak hour.

7.19 With the addition of background traffic growth and committed development to 2026, delays of up to 220 seconds (3.66 minutes) per vehicle are forecast for the left turning traffic from Mongeham Road in the PM peak hour.

7.20 The addition of the proposed development traffic is forecast to increase the PM peak hour delay for the left turners from Mongeham Road to 226 seconds (3.76 minutes) per vehicle in the PM peak hour. Although the overall level of delay is rather lengthy the impact of the traffic associated with the proposed development is limited.

7.21 A proposal for a signalled junction layout was tested and was reported to the local highway authority along with a Road Safety Audit. Although not a perfect solution the layout did mitigate the relatively lengthy delays forecast for Mongeham Road traffic and would ‘gate’ or ‘meter’ the level of traffic hitting the Manor Road junction downstream.

7.22 The proposal might also have included a build-out west of the narrowest part of Mongeham Road to give priority to those travelling away from the signals in a westerly direction and allowing for the provision of a widened footway on Mongeham Road. This would also tend to deter any rat-running traffic in an eastbound direction along Mongeham Road.

7.23 Although the highway authority felt the signalled option had some merit, they considered that any such change at this location was not merited for the benefits that would ensue. However, it seems that the build-out proposal, in some form, is now to be delivered as part of the Betteshanger residential-led proposal.

7.24 In the absence of any physical mitigation acceptable to the highway authority or any highway authority proposals at this location, the proposal is to provide a robust travel plan with substantial active and sustainable travel improvements to promote such travel to/from the development. The impact of the development traffic is considered minimal at this location.

London Road/Manor Road Mini-Roundabout

7.25 Peak hour traffic counts were undertaken at the London Road/Manor Road mini-roundabout in 2019, with queue surveys undertaken during the traffic counts. The results of the analysis are included as **Appendix H** of this report and summarised in **Table 8** below.

7.26 It was noted that the ARCADY analysis at the 2019 base year was overestimating queues on the London Road NE arm of the junction and therefore, as part of the model calibration, a 10% increase to the intercept value has been applied on this arm in order that modelled queues more closely match the queue observations in the base year.

Table 8 – London Road/Manor Road Mini-Roundabout

Approach	AM Peak 08:00-09:00			PM Peak 17:00-18:00		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2019 Base						
London Rd NE	0.86	6	32.5	0.79	4	24.0
Manor Rd	0.75	3	20.2	0.47	1	8.3
London Rd NW	0.67	2	11.8	0.86	6	27.4
2021 Base						
London Rd NE	0.89	7	39.4	0.81	4	27.5
Manor Rd	0.78	3	23.2	0.49	1	8.6
London Rd NW	0.69	2	12.6	0.89	8	33.08
2026 Base + Committed						
London Rd NE	1.06	59	256.4	0.92	9	55.6
Manor Rd	0.89	7	47.37	0.57	1	10.6
London Rd NW	0.77	3	17.05	1.02	39	148.3
2026 Base + Committed + Development						
London Rd NE	1.07	66	285.6	0.93	11	66.0
Manor Rd	0.89	8	48.5	0.58	1	11.1
London Rd NW	0.79	4	18.6	1.03	47	172.4

7.27 The 2019 traffic analysis indicates a junction operating within its practical capacity. The observations of queues were made at the time of collection of the traffic data and the specialist data consultant will have noted those vehicles travelling at a very low speed on entering the junction.

7.28 The base year observations of queues are representative of very slow-moving or stationary traffic. For the purposes of impact analysis, the analysis presented above is deemed to be within acceptable validation parameters.

7.29 The addition of background traffic growth to 2026 with committed traffic results in significant predicted levels of queuing on the London Road NE arm in the AM peak hour and on the London Road NW arm in the PM peak hour.

7.30 The impact of the traffic associated with the proposed development is to add seven vehicles to the queue on the London Road NE arm in the AM peak hour, with a predicted increase in delay of about 29 seconds per vehicle, and an increase in queuing of eight vehicles on the London Road NW arm in the PM peak with an increase of 24 seconds delay per vehicle on this arm.

7.31 The availability of land to provide any physical improvements at this location is extremely limited and, as a result, various options were explored within the limits of the existing carriageway.

7.32 The mitigation options were tested at the junction including; a priority layout with certain banned turns, a signalled layout with certain banned turns, and a stopping up of Manor Road at its junction with London Road. The latter proposal would clearly have biggest benefit to London Road traffic movements by effectively removing the junction and therefore any delay at this location; it would also have the greatest potential impact on the reassignment of traffic to other routes.

7.33 All options were presented to the highway authority along with road safety audits. None of the options have currently found favour with the highway authority.

7.34 As with the Mongeham Road junction, in the absence of any physical mitigation acceptable to the highway authority or any highway authority proposed improvements at this location, the proposal is to provide a robust travel plan with substantial active and sustainable travel improvements to promote such travel to/from the development. The impact of the development traffic is considered minimal at this location.

Inspector Decisions

7.35 There are many Inspector's decisions that relate to the topic of severe highway impact. One recent relevant decision in Maidstone, Kent has been included as **Appendix I** to this report. There are two Appeals relating to an outline residential development of up to 440 dwellings and a full application for 421 dwellings on essentially the same piece of land with the same access west of Church Road, Otham, Kent. The Appeal references are APP/U2235/W/20/3254134 and APP/U2235/W/20/3256952.

7.36 The outline application was not determined by the LPA but the full application was refused, with an indication that the outline application would also have been refused for the same reasons. There were two reasons given for the refusal by Maidstone District Council, one of which was:

> *"the effects of the proposed developments on the safe and efficient operation of the highway network in the vicinity of the appeal site"*

7.37 The Appeal site is similar to the proposal site, insofar as it is allocated for housing growth within the Local Plan. Consideration of the Appeal site at the time of conclusion within the Local Plan recognised that the

proposal could result in increased congestion in the locality even after mitigation, but that the concentration of the development close to the town allowed for alternative modes of travel to be taken up (see paragraph 32 of the decision notice).

7.38 Paragraphs 50 & 51 of the Inspector's decision sets out a definition of 'severe' impact and the paragraphs are reproduced below.

51. In these circumstances, I consider that the Secretary of State's agreement to the general approach taken in these decisions, in that the NPPF sets a high bar for the refusal of planning permission in respect of the traffic effects arising from development, is correct. I have therefore attached significant weight to the interpretation of 'severe' constituting a 'high bar' or 'high threshold' as contained within these decisions.

52. The examination process which led to the adoption of the Local Plan involved the provision and consideration of evidence, including the Council's own commissioned modelling, relating to the highways impacts and mitigation required to support the allocation of the SEMSDL sites. In addition, the Council was provided with the Inspectors Report that clearly identifies that the "SEMSDL will generate additional traffic and could contribute to an increase in congestion, particularly at peak hours, even after mitigation in the form of road improvements and other measures to make sustainable travel more attractive and effective".

7.39 The Inspector concludes that the predicted residual congestion was acknowledged by the council when making the Local Plan allocation, with the acceptance that the congestion did not have a severe impact. This application site shares common features with that to which the Inspector's decision refers and, considering the analysis presented in this report and a 'high bar' severity test, we consider that the proposal for up to 117 dwellings on the site does not represent a 'severe' residual impact.

8.0 Dover and Deal Traffic Model Outputs

Introduction

8.1 As part of the consultation process with KCC and DDC in the pre-application process and the process of promoting the development through the Local Plan, it was agreed that certain tests would be carried out on the development land through the strategic traffic model which was available at that time (the second half of 2020). As a result the following runs were commissioned:

- 2040 Do-min Reference Case
- 2040 Do-min Reference Case + 100 dwellings
- 2040 Do-min Reference Case + 250 dwellings
- 2040 Do-min Reference Case + 250 dwellings with stopping-up of Manor Road at London Road

8.2 The 'do-minimum' tag simply refers to the Reference Case scenario and includes all committed developments and infrastructure current as of March 2020; the scenario does not include any additional potential Local Plan development or supporting infrastructure. It should be noted that the model includes the full Betteshanger employment proposal as committed development. This was the position taken by DDC at the time that the tests were commissioned.

8.3 The rationale for the test including the stopping up of Manor Road at London Road relates to the fact that we were aware that the junction would start to experience more noticeable capacity issues at future forecast years. We had considered various changes to the junction layout at what is a constrained location (as set out in **Chapter 7**), all of which would have an impact on the reassignment of traffic to other routes. The reassignment in the option tested was likely to have been the greatest and was therefore this option was considered.

8.4 Since the above Do-minimum tests were commissioned the Local Plan forecasting report has become available. The report considers the following scenarios:

- 2040 Do-minimum
- 2040 Local Plan
- 2040 Refined Local Plan

2040 Do-minimum Reference Case

8.5 The Do-minimum Reference Case provides an unconstrained forecast of future traffic levels and congestion on the highway network, insofar as it makes no allowance for temporal or modal shift in future years and neither does it consider the likely future increases in the level of home-working, a trend which has been accelerated by the recent COVID pandemic.

8.6 The key findings of the 2040 Do-minimum model local to the development proposal are summarised on the plots labelled 3.4 and 3.5 in the WSP report. It is predicted that London Road/Sandwich Road north of the Manor Road junction will operate close to capacity in the AM peak hour and within capacity in the PM peak hour.

2040 Do-minimum Reference Case + 100 Dwellings

8.7 The summary provided at paragraphs 3.4.3 to 3.4.8, including Table 3-4, of the WSP report indicates that the development of 100 dwellings would have a 'negligible' impact on the operation of the future highway network, even at 2040 baseline traffic levels.

8.8 Table 3-4 of the WSP report indicates two references to the London Road/Manor Road roundabout; one as a link and one as a node. The node-based analysis is the more appropriate measure for consideration of junction capacity. It is clear therefore that the impact of the 100-dwellling development at this location in either peak hour is negligible with increases in volume over capacity (V/C) at the junction barely registering with the additional development. The appropriate extract from the table included in the WSP report is reproduced below.

Table 3-4: Links and/or Worst Turn exceeding 85% V/C (in at least one scenario or time period)

	Network Location within DDTM Study Area	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Link	Sandwich Road northbound of Site Access Road	86	55	87	55	88	55	85	54
Link	London Road between Site Access Road and Sholden New Road	86	55	87	56	88	59	85	58
Link	London Rd The Street to Sholden New Rd	92	60	93	61	94	64	91	63
Link	London Rd Mongeham Rd to The Street	94	61	95	62	96	65	93	64
Link	London Rd Rectory Road to Mongeham Rd	99	59	99	60	100	62	83	49
Link	London Rd Manor Road Roundabout*	112	72	113	74	114	77	83	49
Node	London Rd Manor Road Roundabout	67	88	69	88	71	89	54	69
Node	Sandwich Rd - Betteshanger Rd turn	87	55	88	55	89	56	87	54

*This junction is made from a series of smaller links within the model, thus less clear within the figure

8.9 The table includes all links/nodes where a V/C ratio of greater than 85% is exceeded in any scenario. The 85% V/C measure is a design reference parameter that is generally used for the design of new junctions. It is recognised, however, that junctions can still operate within acceptable levels of queue/delay at V/C measures well beyond 85%. It is therefore clear that a negligible impact related to 100 dwellings is also forecast for all other links/nodes within the model. This is also the conclusion reached by WSP in their assessment of the impact of 100 dwellings.

8.10 The point is reinforced by reference to Table 3-5 of the WSP Reference Case Report which examines journey times between the various scenarios for the route described as being between A258 Betteshanger Roundabout and London Road/ Park Avenue junction both in the northbound and southbound direction.

Table 3-5: Journey Time Results (mm:ss)

Scenario	Direction	AM	PM
Scenario 1	NB	04:28	04:16
	SB	04:19	04:24
Scenario 2	NB	04:28	04:16
	SB	04:20	04:24
Scenario 3	NB	04:29	04:16
	SB	04:20	04:24
Scenario 4	NB	04:28	04:15
	SB	04:17	04:18

8.11 The comparison of journey times along this route indicates little or no difference between Scenario 1 vs Scenario 2 or, indeed, between Scenario 1 and Scenario 3. The implication is that just as with the V/C analysis the impact of 100 dwellings is negligible. The implication is that the impact of 250 dwellings is also negligible and the impact of 117 dwellings must also be considered negligible. The WSP report recognises this at paragraph 3.5. (Note; there appears to be a clear typo and we have included the word [not] in parentheses).

Table 3-5 demonstrates negligible increases in journey time along A258 Sandwich Road and London Road in Scenario 2 and 3 as a result of including residential development at Sholden. Increases in vehicle volumes don't overwhelm the local highway network and are [not] responsible for any significant increases in queueing or delays, therefore not changing the overall journey time.

2040 Do-minimum Reference Case + 250 Dwellings

8.12 The modelling report is relatively silent in terms of a conclusion of the overall impact on the highway network of the 250 dwellings on the proposed site west of London Road/Sandwich Road.

8.13 However, based on the data presented in Tables 3-4 and 3.5 of the report, the logical conclusion is that the impact of 250 dwellings remains negligible and is certainly not severe.

8.14 The differences between the V/C values at each of the nodes/links when comparing Scenario 2 and Scenario 3 are such that the increases are either no more than 1% or, where greater than 1% the V/C ratio remains below 85%; which WSP consider a reference point where operational capacity starts to be impacted upon by increased flow levels.

8.15 The journey time analysis presented in the WSP Report Table 3-5 reinforces this conclusion as described in paragraphs 8.10 and 8.11 above.

2040 Do-minimum Reference Case + 250 Dwellings with Stopping Up

8.16 The stopping up of Manor Road at its junction with London Road clearly provides significant capacity by removing the junction and any potential conflicts. The reassignment associated with the stopping up results in lower junction movements at the London Road/Mongeham Road, London Road/Manor Road, and London Road/Rectory Road junctions in both peak hours.

8.17 Elsewhere the stopping up leads to an increase in traffic levels at the London Road/St Leonard's Road and Mongeham Road/St Richard's Road junctions.

8.18 The changes are representative of the reassignment of Manor Road traffic away from the junction with London Road and onto residential roads such as St Richard's Road and St Leonard's Road.

Local Plan Tests

8.19 The Refined Local Plan test represents the Reg 18 Local Plan on which DDC will be consulting and, therefore, the relevant test to be considered in terms of highway capacity modelling.

8.20 The Refined Local Plan test includes 901 fewer dwellings and 109,156sqm less employment floor area than the original Local Plan test.

8.21 In comparison to the Do-Minimum the Refined Local Plan test includes an additional 10,709 dwellings and 15,332sqm of employment development; including 100 dwellings on the land that is the subject of this Transport Assessment.

8.22 Table 6-11 of the Local Plan Forecasting Report provides a comparison of the Do Minimum and Refined Do Something capacity forecasts for links/nodes where the V/C exceeds 85%. The table is replicated below.

Table 6-11: V/C Links and Nodes Summary, Refined Do Something vs Do Minimum

	Network Location within DDTM Study Area	Do Minimum		Refined Do Something	
		AM Peak	PM Peak	AM Peak	PM Peak
Link	A256 Sandwich Road SB	97%	97%	97%	97%
	A256 Sandwich Road NB	107%	96%	107%	109%
	A256 Sandwich Road/ Deal Road Rbt circulatory arm	108%	88%	108%	100%
	London Road NB	94%	60%	92%	72%
	London Road/ Manor Road Circulatory Arm	108%	82%	117%	89%
	Folkstone Road Eastbound	79%	83%	92%	90%
	London Road/ Whitfield Hill Circulatory Arm	79%	87%	88%	89%
	Castle Hill Road/ St James Street SB	65%	98%	75%	108%
	A2 SB (parallel to Singledge Lane)	62%	66%	58%	88%
Node	Whitfield Dumbbells (N) South Approach	45%	67%	55%	107%
	A256/ A2 Eastbound on-slip	69%	51%	92%	75%
	London Road/ Whitfield Hill	62%	80%	61%	82%
	Whitfield Roundabout, Whitfield Hill Approach	99%	101%	102%	110%
	Whitfield Roundabout, A2 West Approach	95%	99%	94%	94%
	Whitfield Roundabout, Honeywood Road Approach	83%	93%	98%	100%
	Whitfield Roundabout, Sandwich Road North Approach	110%	104%	107%	105%
	Whitfield Roundabout, A2 East Approach	103%	83%	103%	99%
	Duke of York Rbt - A258 Deal Road North Entry	109%	65%	104%	87%
	Duke of York Rbt - A258 Deal Road South Exit	89%	97%	93%	106%
	Duke of York Rbt - A258 Deal Road South Approach	89%	102%	100%	110%
	Duke of York Rbt - A2 West Approach	104%	102%	119%	103%
	A265/ Richmond Way Roundabout, A256 South Approach	54%	89%	57%	97%
	Dover Road/ Boys Hill Roundabout, Barville Road Approach	52%	63%	56%	85%
	Dover Road/ Boys Hill Roundabout, A256 North Approach	101%	72%	113%	92%
	London Road/ Manor Road, London Rd North Approach	67%	85%	80%	93%
	Western Heights Roundabout, Eastern Approach	82%	58%	88%	55%
	Linekiln Roundabout, Eastern Approach	79%	60%	86%	57%
	Limekiln Street/ Union Street Entrance	88%	74%	89%	73%
	Limekiln Street/ union Street Exit	84%	70%	85%	69%
	B2011 Roundabout; Folkstone Road Approach	81%	90%	96%	100%
	A20/ Townwall Street Entry arm	110%	74%	116%	93%
	A258/ Betteshanger Road Roundabout, Sandwich Road S approach	95%	88%	106%	105%
	Sandwich Rd/ Deal Road Roundabout, A258 East Approach	105%	113%	97%	97%
	Sandwich Rd/ Deal Road Roundabout, Sandwich Road South Approach	97%	97%	97%	97%
	Sandwich Rd/ Deal Road Roundabout, A256 North Approach	107%	96%	107%	109%

8.23 The forecasting report concludes that the Whitfield and Duke of York roundabouts are operating beyond capacity in both the Do Minimum and Refined Do Something 2040 scenarios. The issues at the London Road/Manor Road roundabout are also summarised in the table.

8.24 The forecasting report indicates the V/C calculations suggest further analysis is required at the junctions referred to in the above paragraph and detailed capacity analysis was undertaken through local junction models.

8.25 The London Road/Manor Road junction was tested using a VISSIM microsimulation model and the average queuing results are summarised in Table 7.8 of the forecasting report which is reproduced below; the base year is 2017 and the Do Minimum and Do Something forecast year is 2040.

Table 7-8: London Road / Manor Road Average Queue Lengths (metres)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Base	DM	RDS	Base	DM	RDS
London Road (NE)	53	181	198	29	74	161
Manor Road	63	238	238	24	77	235
Rectory Road	14	37	206	5	40	172
London Road (NW)	32	198	350	16	62	152

8.26 Treating a queuing 'passenger car unit' (PCU - the term used to convert all vehicles into a standard unit) as having a queuing length of about 6m, we note that queues at the roundabout at base traffic levels are relatively modest at about 10 PCUs or so on Manor Road in the AM peak hour, 9 PCUs on the London Road (NE) in the same period, and 5 PCUs on the London Road (NW) arm.

8.27 The growth to 2040 and inclusion of committed development traffic increases the level of queuing at the junction to a point where the junction will be operating beyond its practical capacity in the AM peak hour. The operation in the PM peak hour is predicted to remain within capacity.

8.28 The addition of the Refined Local Plan traffic further increases the predicted queues in the AM peak hour and the Forecasting Report concludes that the additional Local Plan traffic causes the junction to exceed capacity in the PM peak hour. However, the analysis undertaken for a development of 100 dwellings assessed against the Reference Case indicates a negligible impact.

9.0 Summary and Conclusions

Summary

9.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Ltd to provide transport advice for a proposed residential development off Sandwich Road, Sholden. It is intended that the site will provide up to 117 dwellings.

9.2 This Transport Assessment demonstrates that the site is sustainably located, with access active and sustainable transport options and close to a range of local facilities, including a several education facilities.

9.3 The site is close to bus stops which are served by a good bus level of bus service to access locations such as Dover, Deal and Sandwich as well as to local schools.

9.4 A review of Personal Injury Accident Data has indicated that there was a total of 37 PIAs recorded in the search area, 30 classed as slight and 7 classed as serious. The volume and pattern of accidents recorded in the search area is relatively low and does not give any undue cause for concern.

9.5 Safe and suitable vehicle and pedestrian access can be provided off Sandwich Road via the proposed site access junction. Several points of access to the development will be available to pedestrians via existing and enhanced footpaths.

9.6 It is estimated that the development proposals have the potential to generate 64 vehicle movements in the morning peak hour and 65 in the evening peak hour. This equates to just over one vehicle movement a minute.

9.7 The land is included for 100 dwellings in the draft Local Plan which is currently being consulted upon. The conclusions of the strategic traffic modelling analysis undertaken to support the review concludes that 100 dwellings on the proposal land will have a negligible transport impact. Considering the additional analysis presented in this report we conclude that 117 dwellings on the land will also have a negligible transport impact and certainly no worse than a minimal transport impact.

9.8 A Travel Plan has also been prepared which sets out several measures and initiatives to build upon existing active and sustainable travel opportunities and to further promote sustainable travel to and from the site through additional initiatives which will include electric vehicle charging provision to all dwellings.

9.9 The dwellings on the site will also be equipped with broadband connections to promote working from home and reducing the need to travel. The necessity of home/flexible working because of the COVID19 pandemic appears to have accelerated a shift towards this type of working arrangement, not to mention online shopping, which puts significant importance on ensuring provision of high-quality broadband connections within homes in the post-COVID environment.

Conclusions

9.10 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.

9.11 The development is located to make use of existing infrastructure and services and is suitable in transport terms. The development will promote the use of sustainable modes of transport and the site provides safe and suitable access for all users.

9.12 Bearing the above in mind, the NPPF states that:

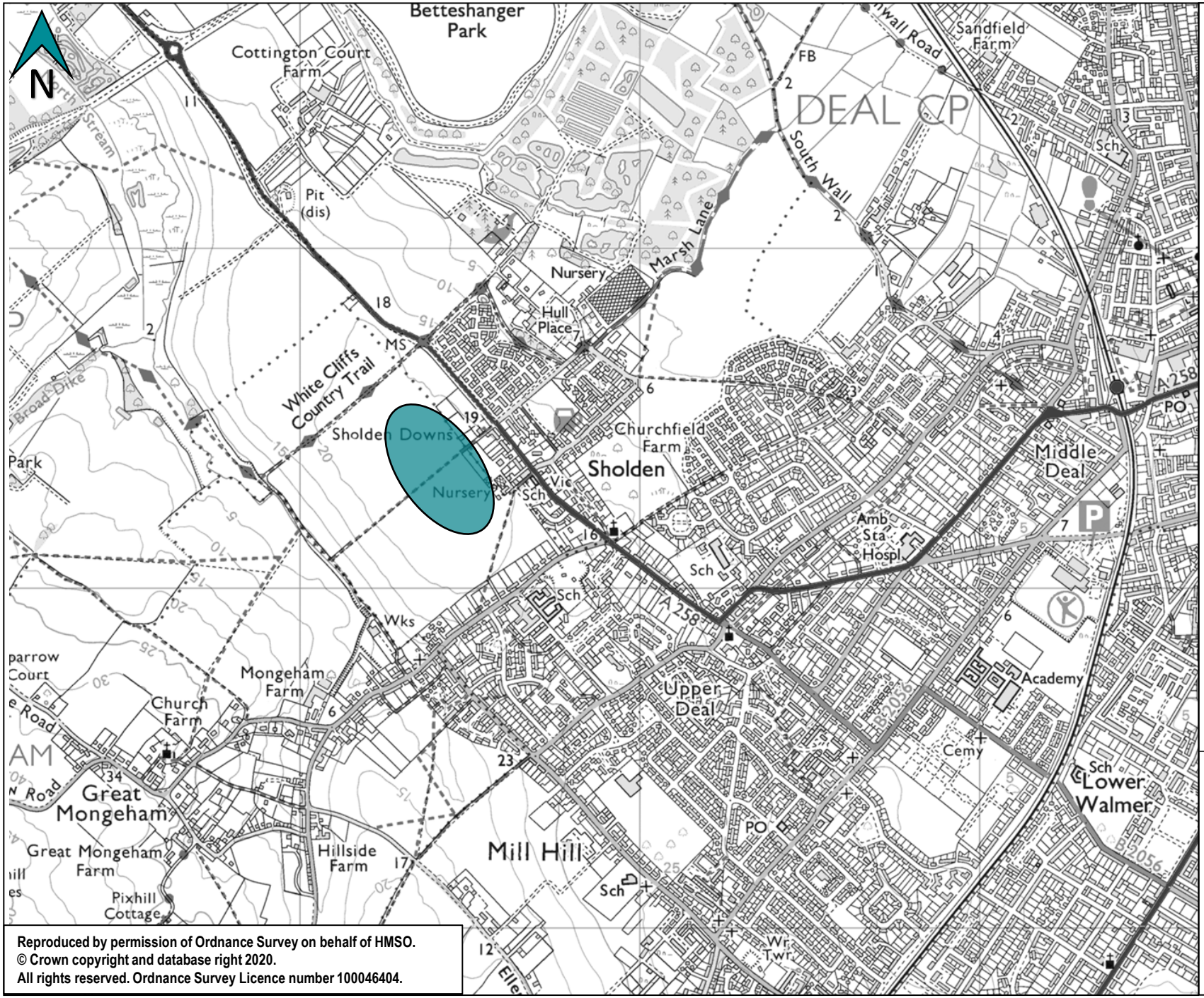
'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impact on the road network would be severe.'

9.13 The assessment work undertaken and detailed in the report demonstrates that, in NPPF terms, the development will have a negligible impact on highway capacity at about one additional vehicle trip in any peak hour. This additional level of traffic will not even register to existing road users beyond the site access and will not adversely impact upon highway safety.

9.14 Even if certain junctions are predicted to operate beyond their practical capacity this level of forecast additional development traffic could not be considered severe.

9.15 It is therefore concluded that the proposals accord with national, regional, and local transport related policies and, as such, it is considered that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

Figures

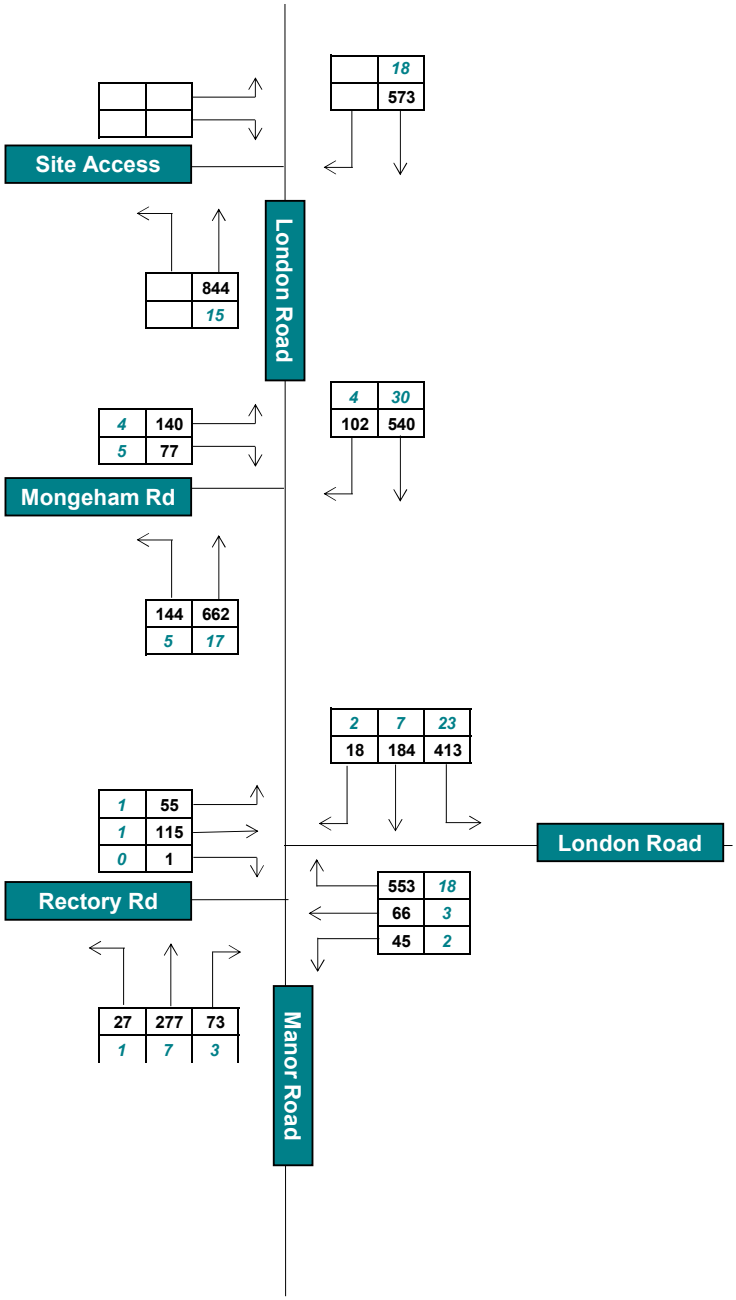


hub TRANSPORT PLANNING LTD

Not to Scale

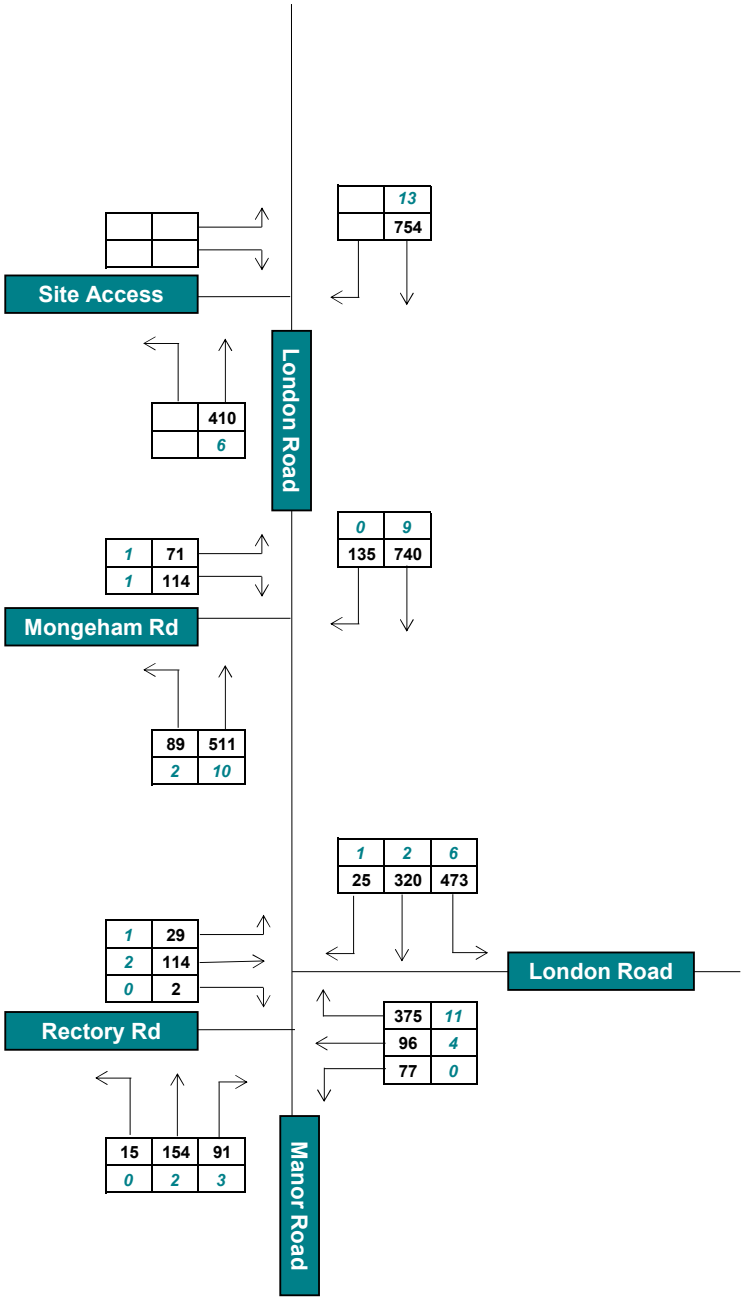
Sandwich Road, Sholden

Figure 1.1 – Site Location Plan



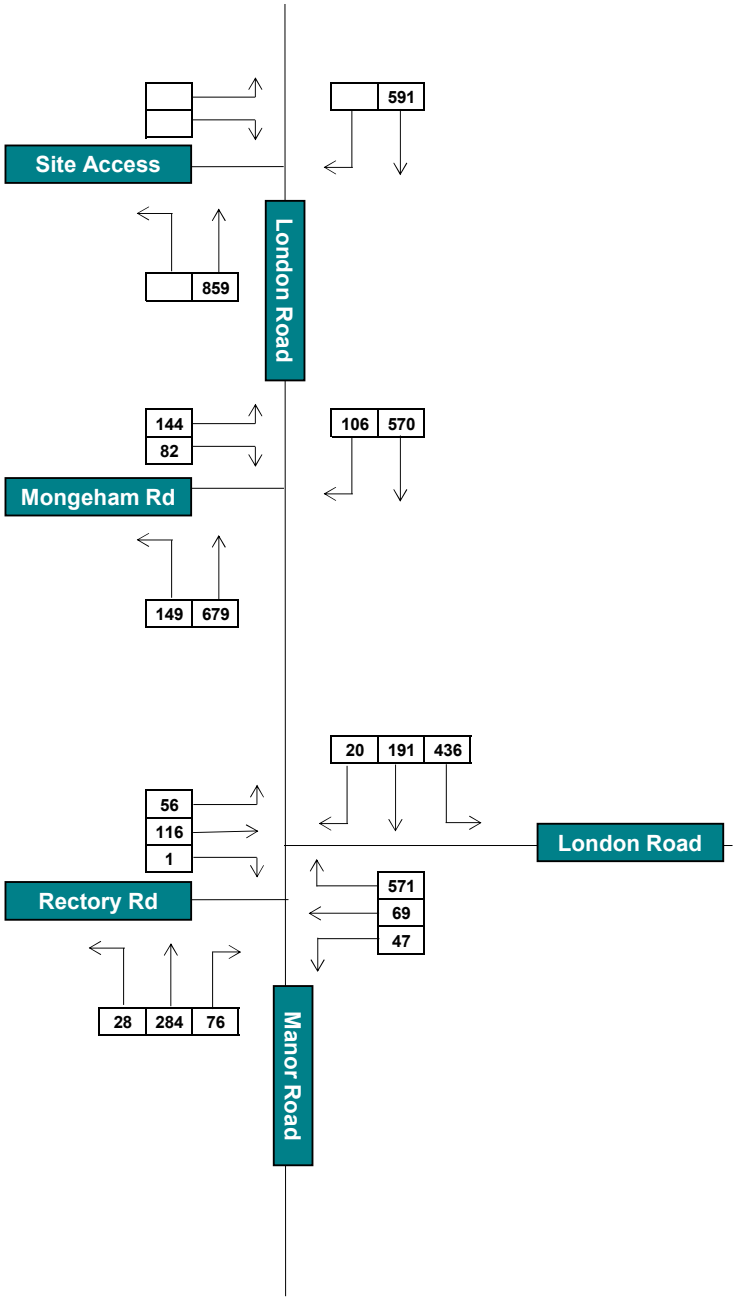
123	Total Vehicles
45	Number of HGVs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 3.1 2019 Surveyed Base AM Peak Hour: 08:00 - 09:00



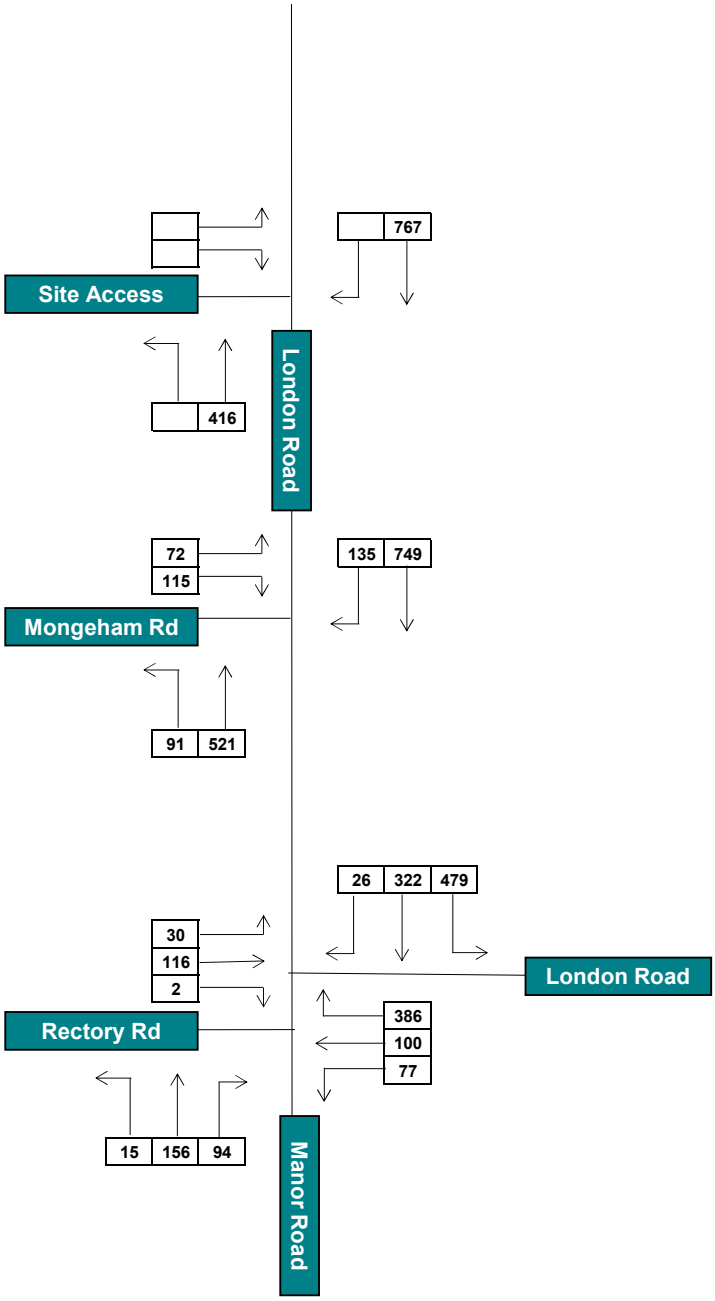
123	Total Vehicles
45	Number of HGVs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 3.2 2019 Surveyed Base PM Peak Hour: 17:00 - 18:00



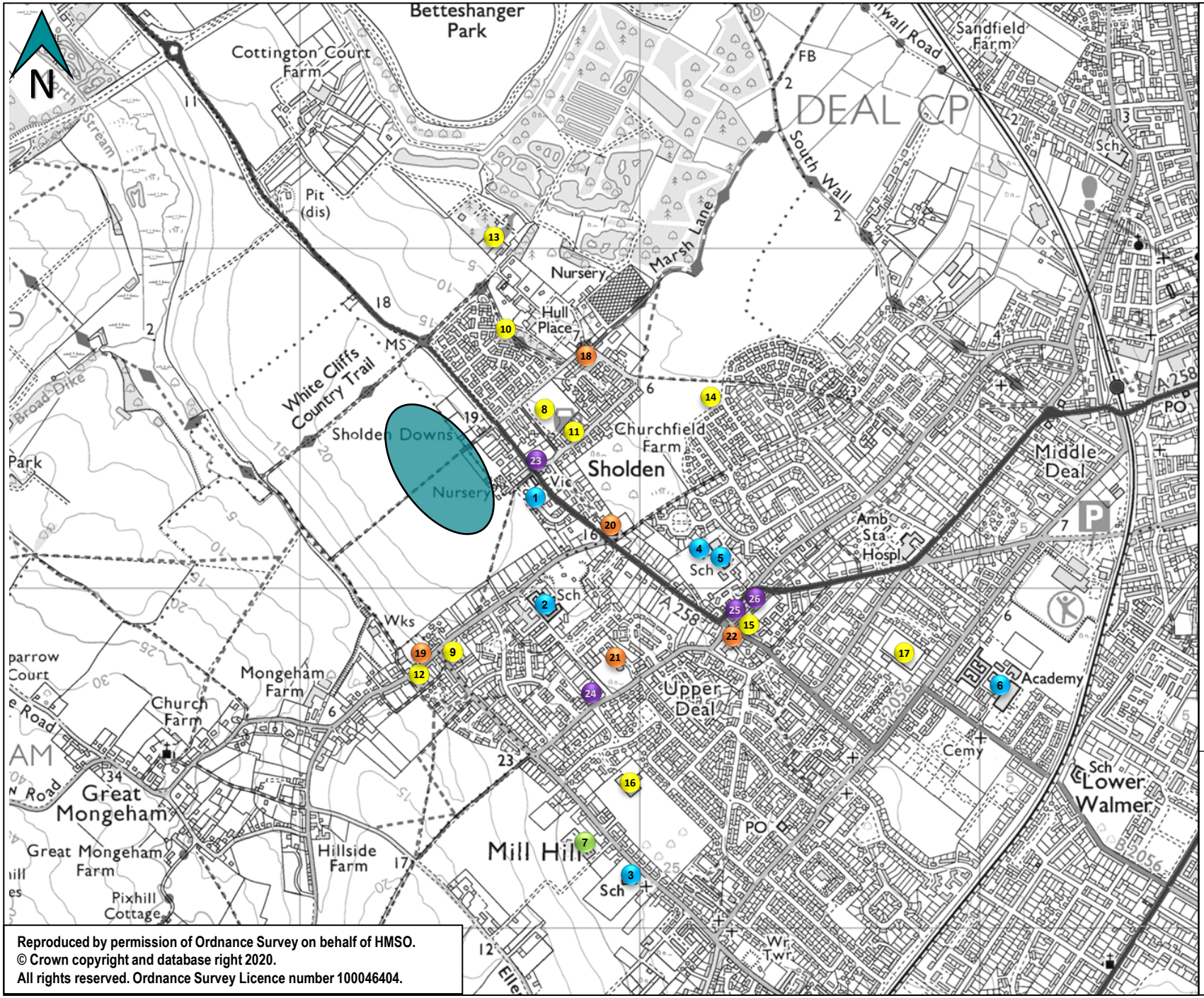
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 3.3 2019 Base AM Peak Hour: 08:00 - 09:00



123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 3.4 2019 Base PM Peak Hour: 17:00 - 18:00



Legend

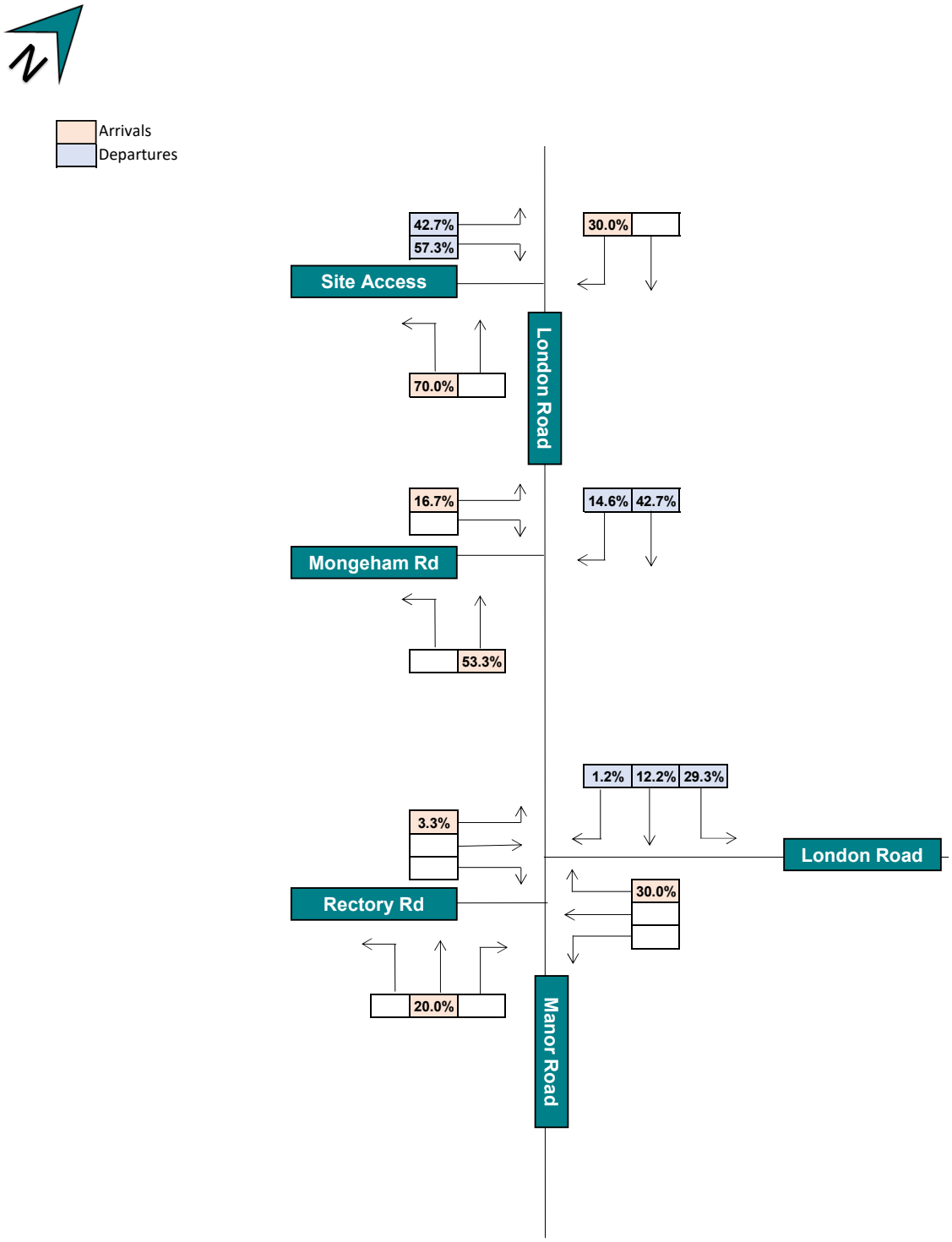
- Site Location
- Bus Stop
- Rail Station
- 1 Sholden C of E Primary School
- 2 Hornbeam Primary School
- 3 St Mary's Catholic Primary School
- 4 Bright Sparks Childcare Centre
- 5 Warden House Primary School
- 6 Goodwin Academy, Deal Adult Education Centre & Treetops Pre-School
- 7 St Richard's Road GP Surgery and Pharmacy
- 8 Walmer Cricket Club
- 9 Leather Bottle Public House
- 10 Beech Tree Avenue Park & Garden
- 11 The Sportsman Public House
- 12 The Three Horseshoes Public House
- 13 Cottington Lakes Fishing Pond
- 14 Play Park
- 15 The Farrier Public House
- 16 Betteshanger Sports & Social Club
- 17 Deal Town Football Club
- 18 Sholden Village Hall
- 19 Great Mongeham Community Church
- 20 St Nicholas' Church
- 21 Sisters of Our Lady of the Missions
- 22 St Leonard's Church
- 23 Sholden Village Store
- 24 Mini Stores Convenience Store
- 25 Londis Convenience Store
- 26 Takeaway Stores

hub TRANSPORT PLANNING LTD

Not to Scale

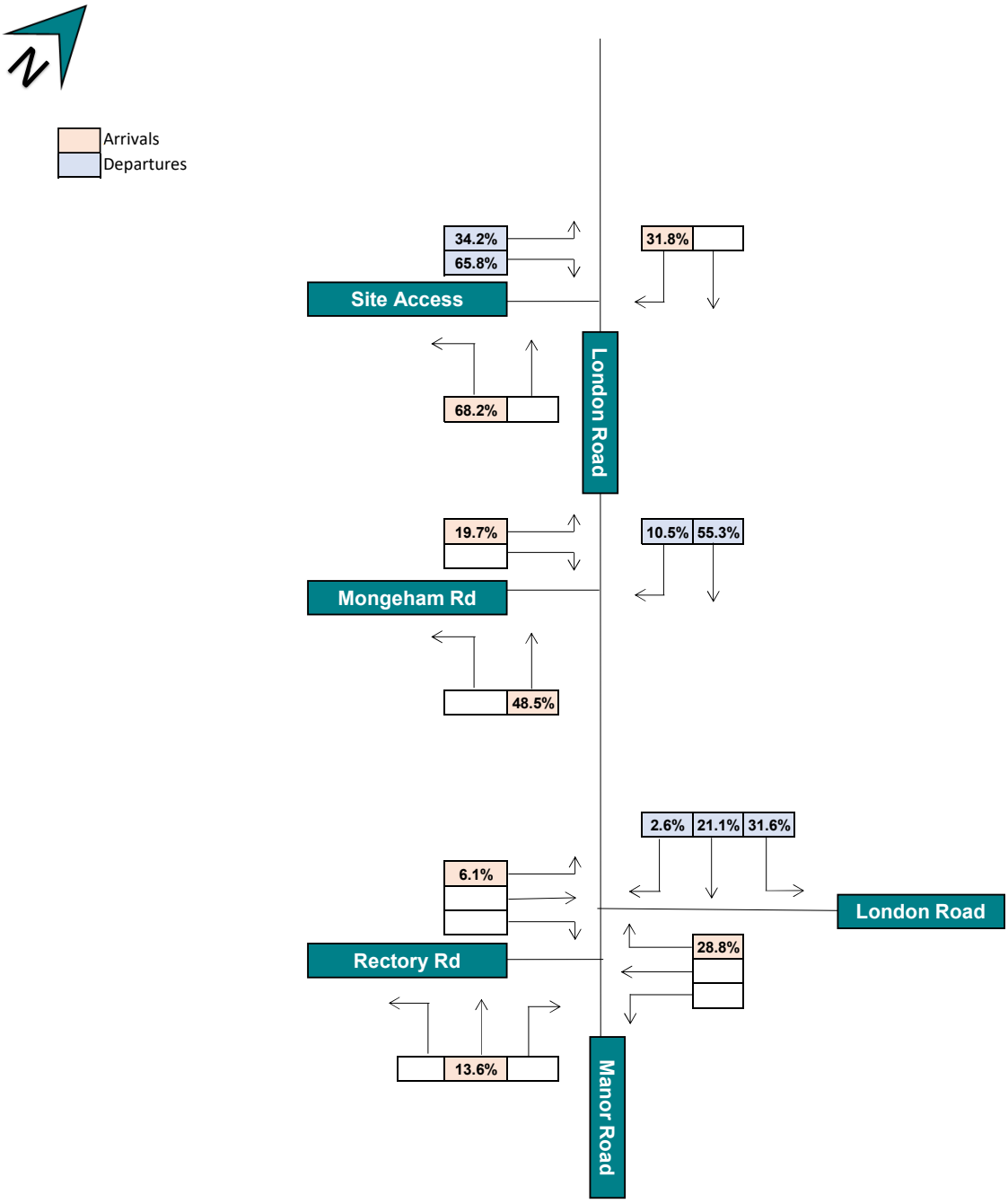
Sandwich Road, Sholden

Figure 4.1 – Local Facilities



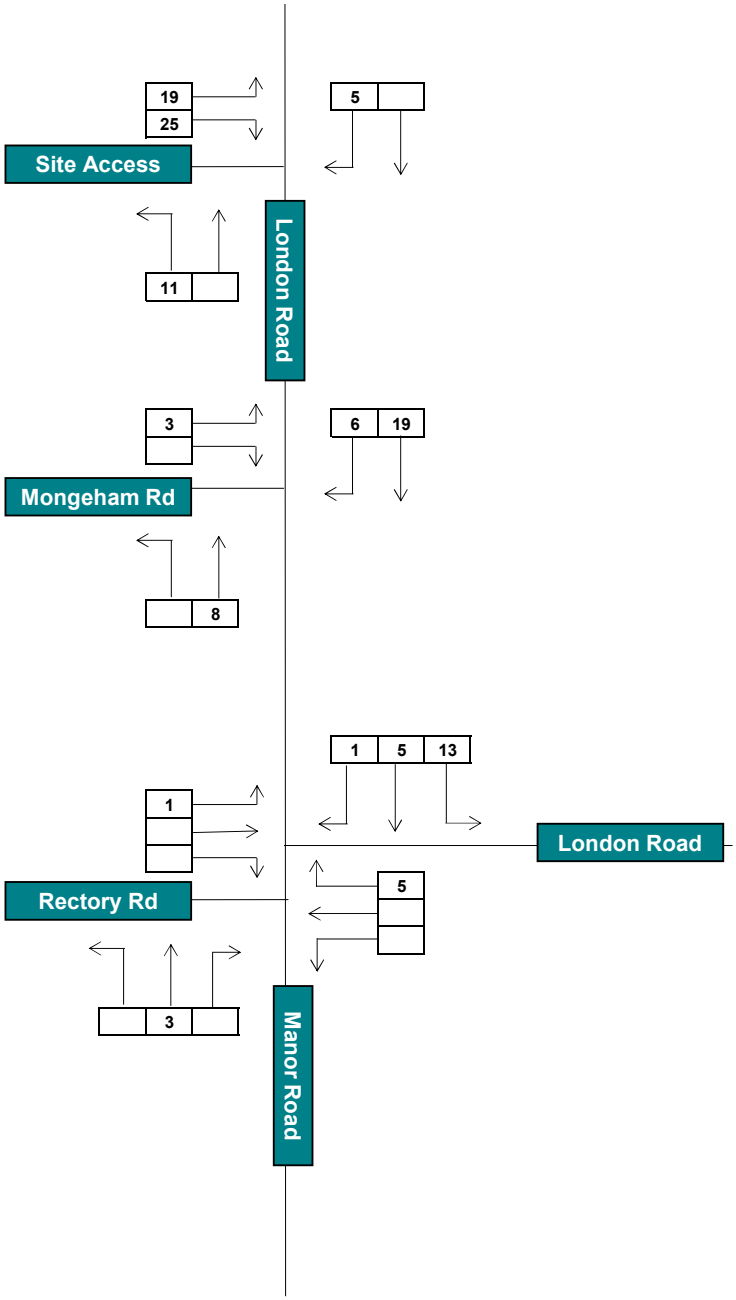
123	%

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.1 Committed Development - Greenlight AM Peak Hour: 08:00 - 09:00



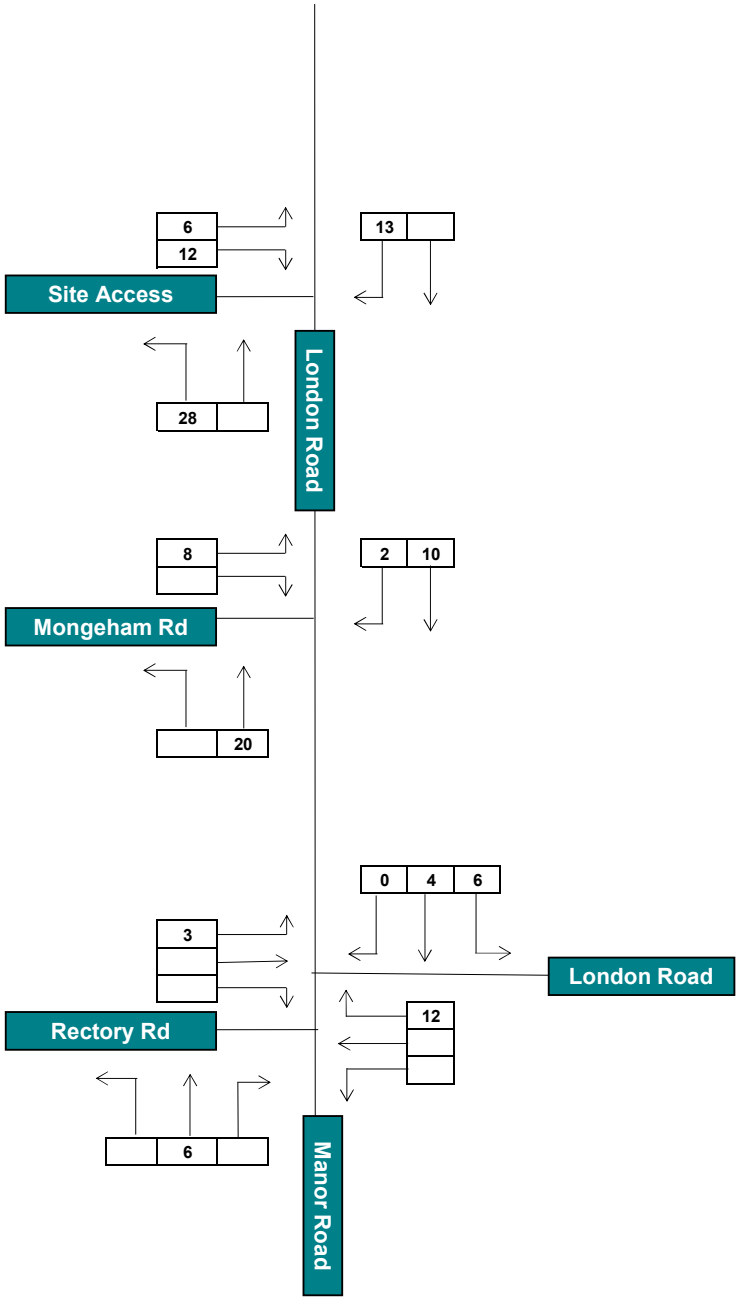
123	%

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.2 Committed Development - Greenlight PM Peak Hour: 17:00 - 18:00



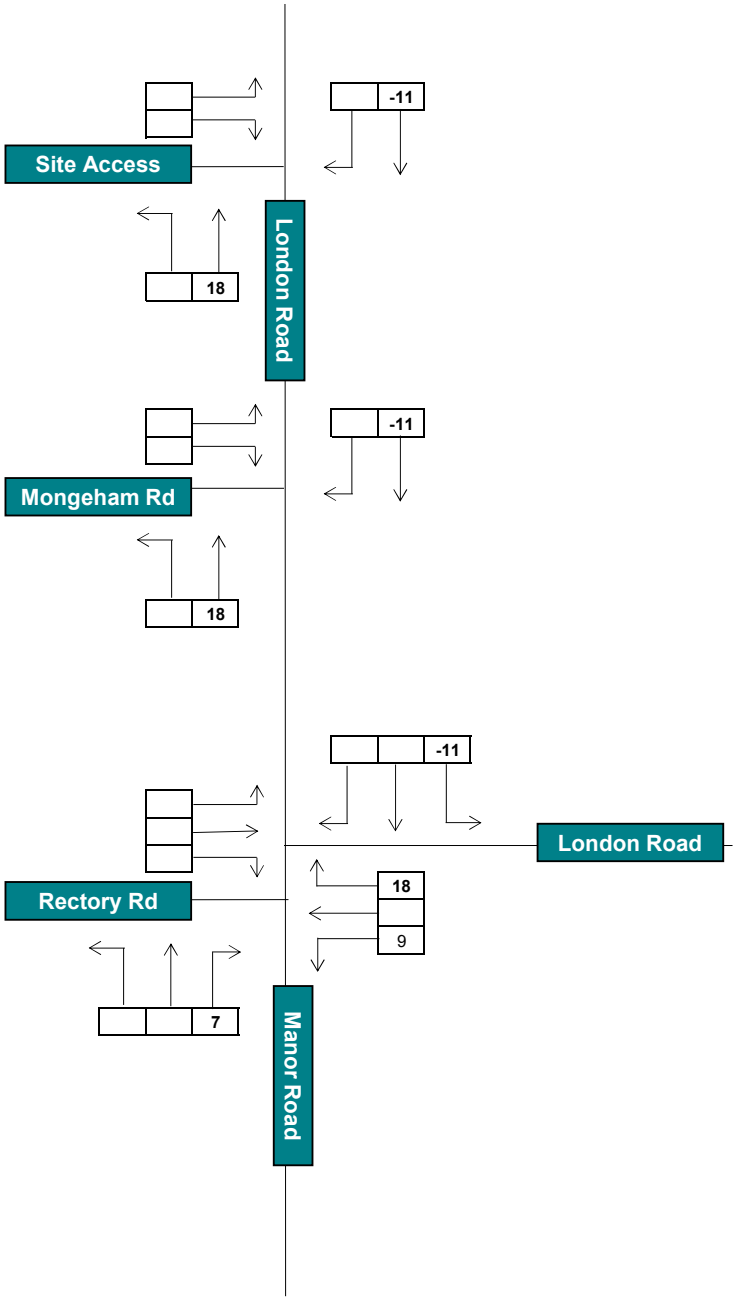
123	Total PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.3 Committed Development - Greenlight AM Peak Hour: 08:00 - 09:00



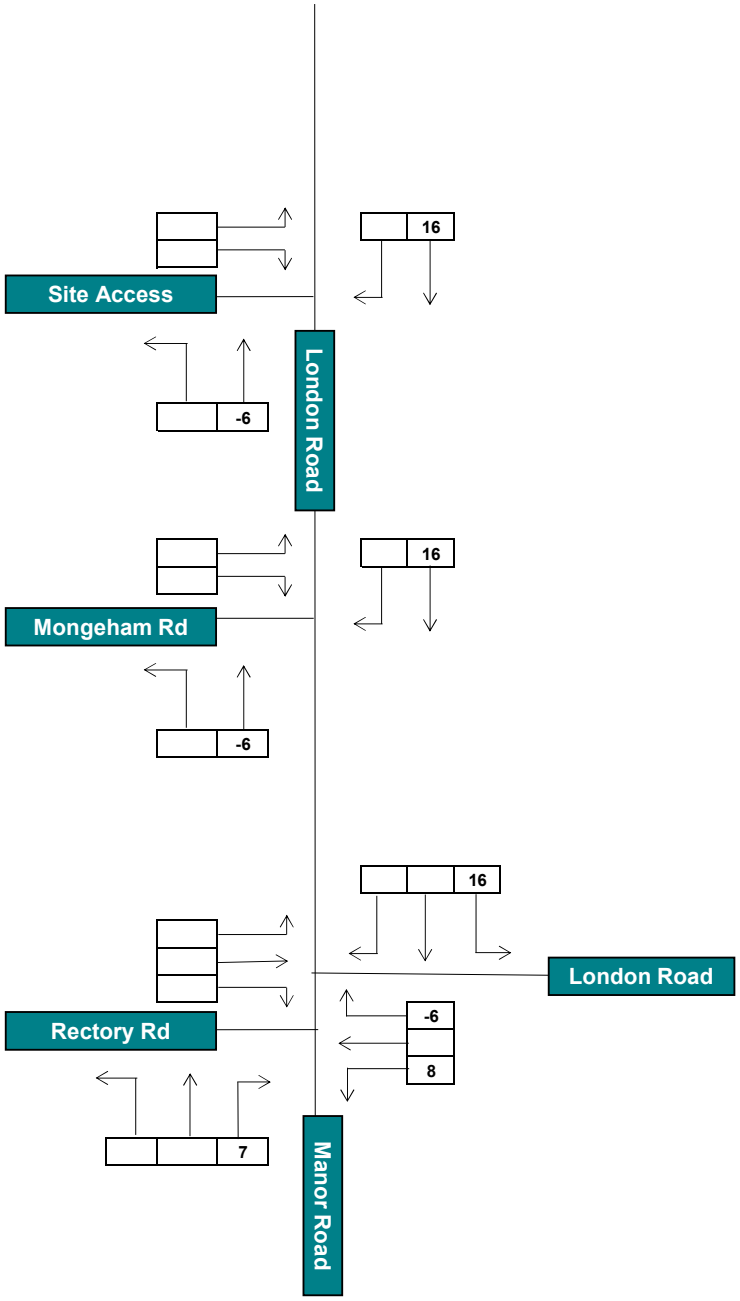
123	Total PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.4 Committed Development - Greenlight PM Peak Hour: 17:00 - 18:00



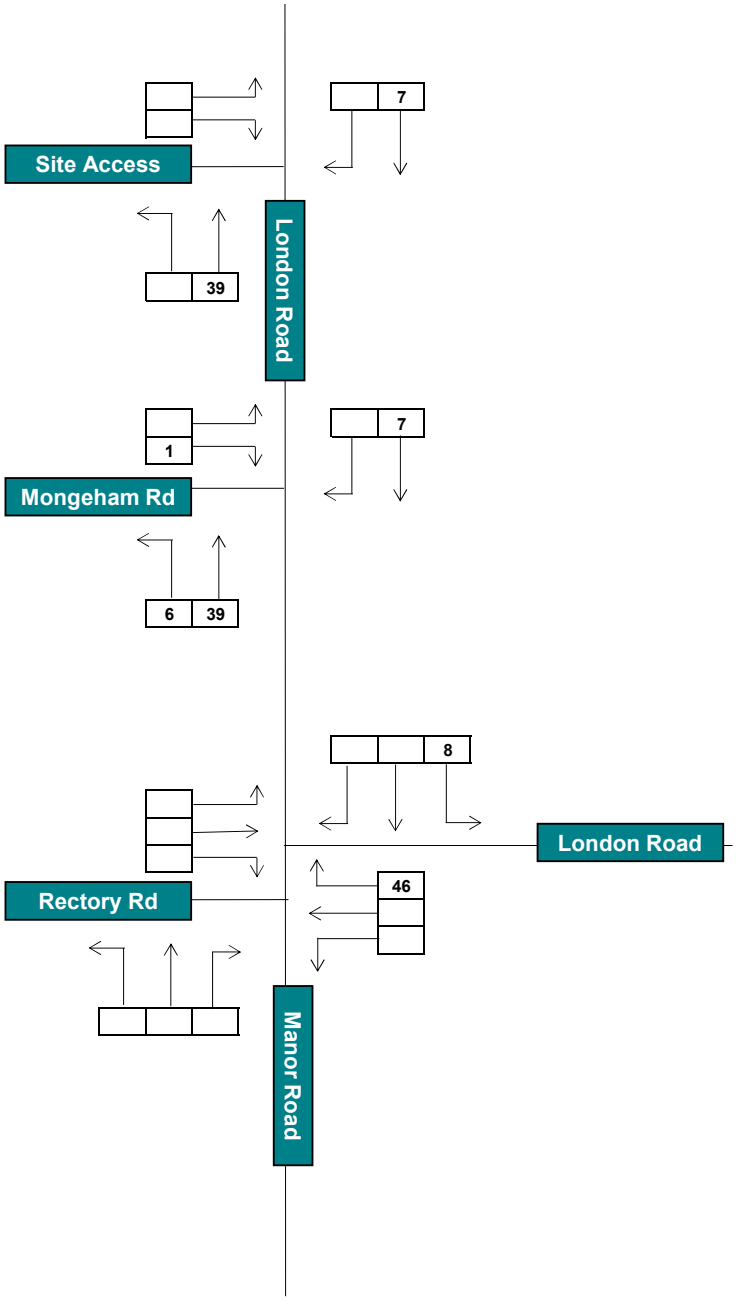
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.5 Committed Development - Albert Road AM Peak Hour: 08:00 - 09:00



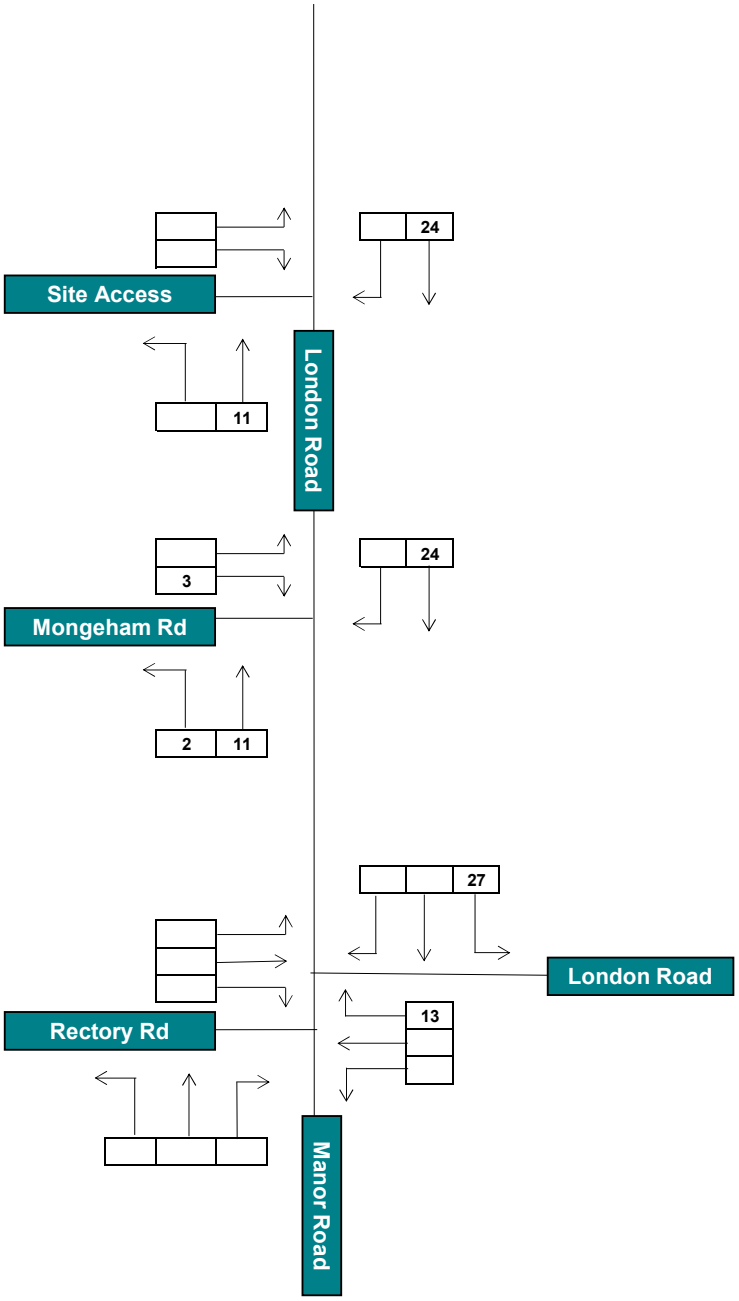
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.6 Committed Development - Albert Road PM Peak Hour: 17:00 - 18:00



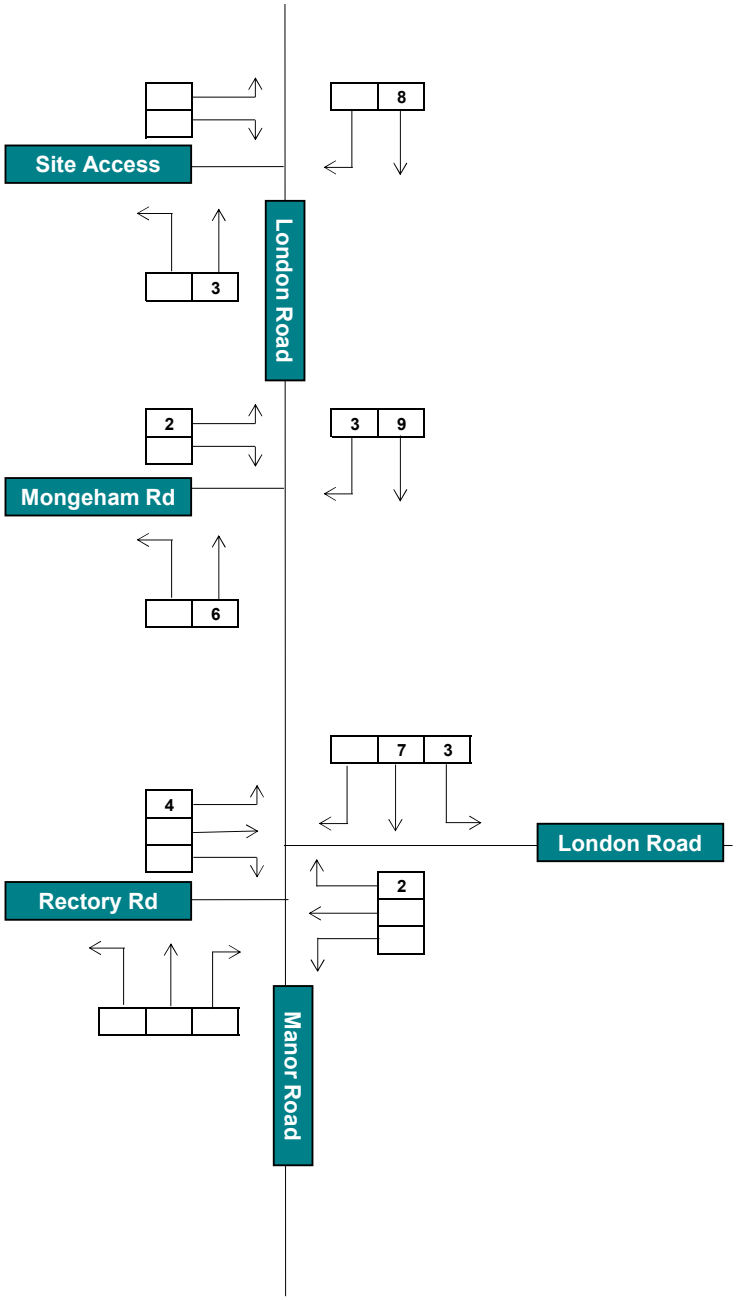
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.7 Committed Development - Church Lane AM Peak Hour: 08:00 - 09:00



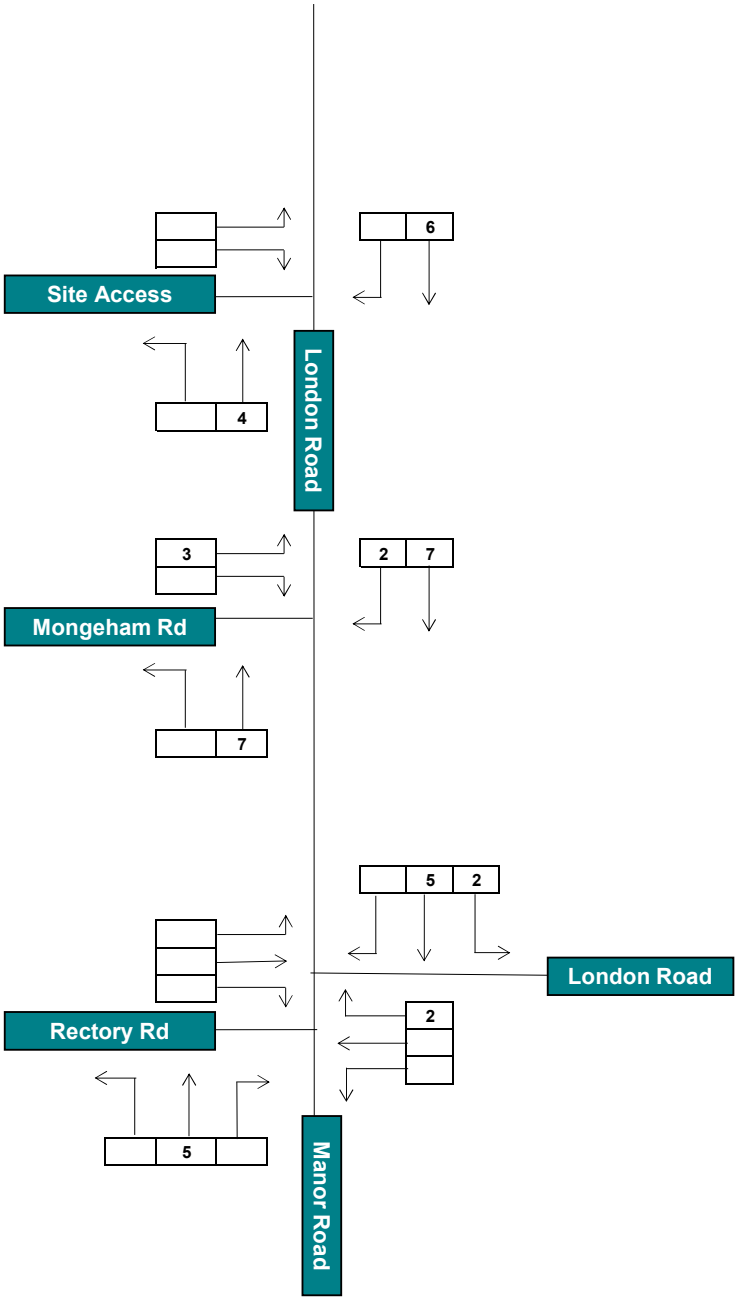
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.8 Committed Development - Church Lane PM Peak Hour: 17:00 - 18:00



123	PCUs

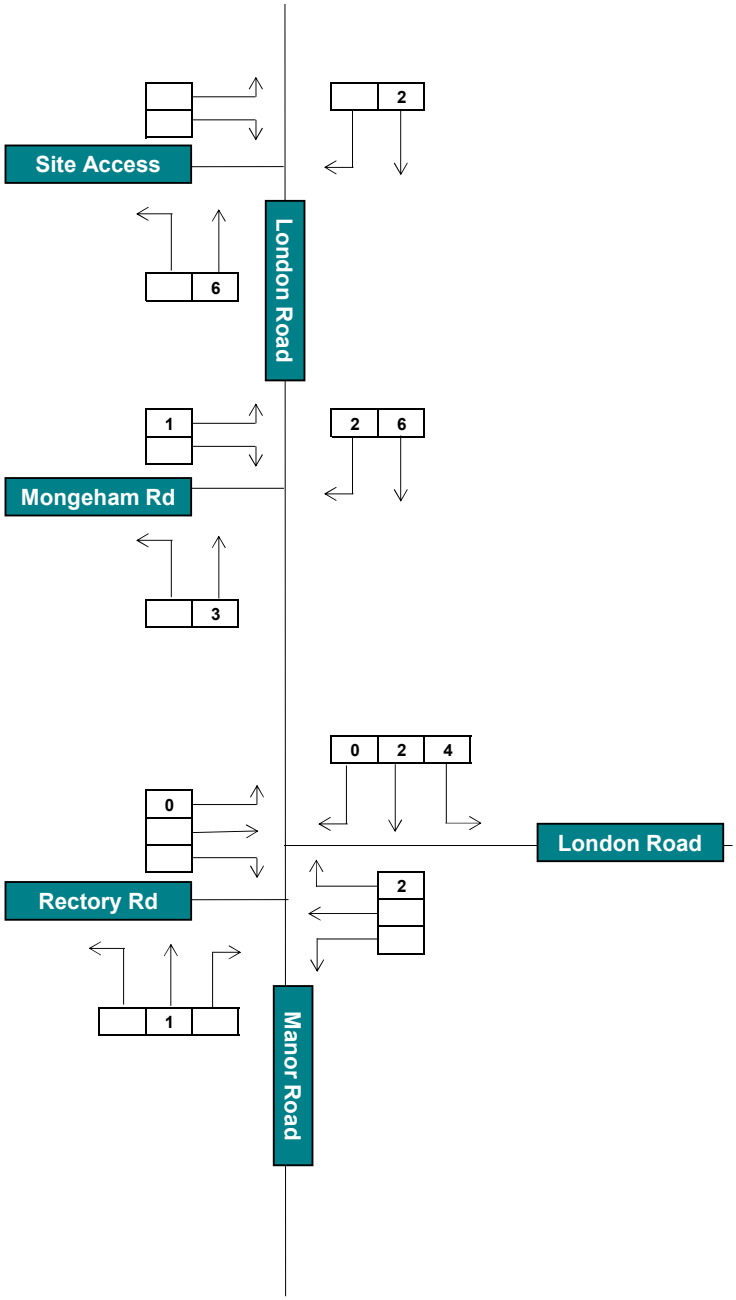
hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.9 Committed Development - Greenlight AM Peak Hour: 08:00 - 09:00



123	PCUs

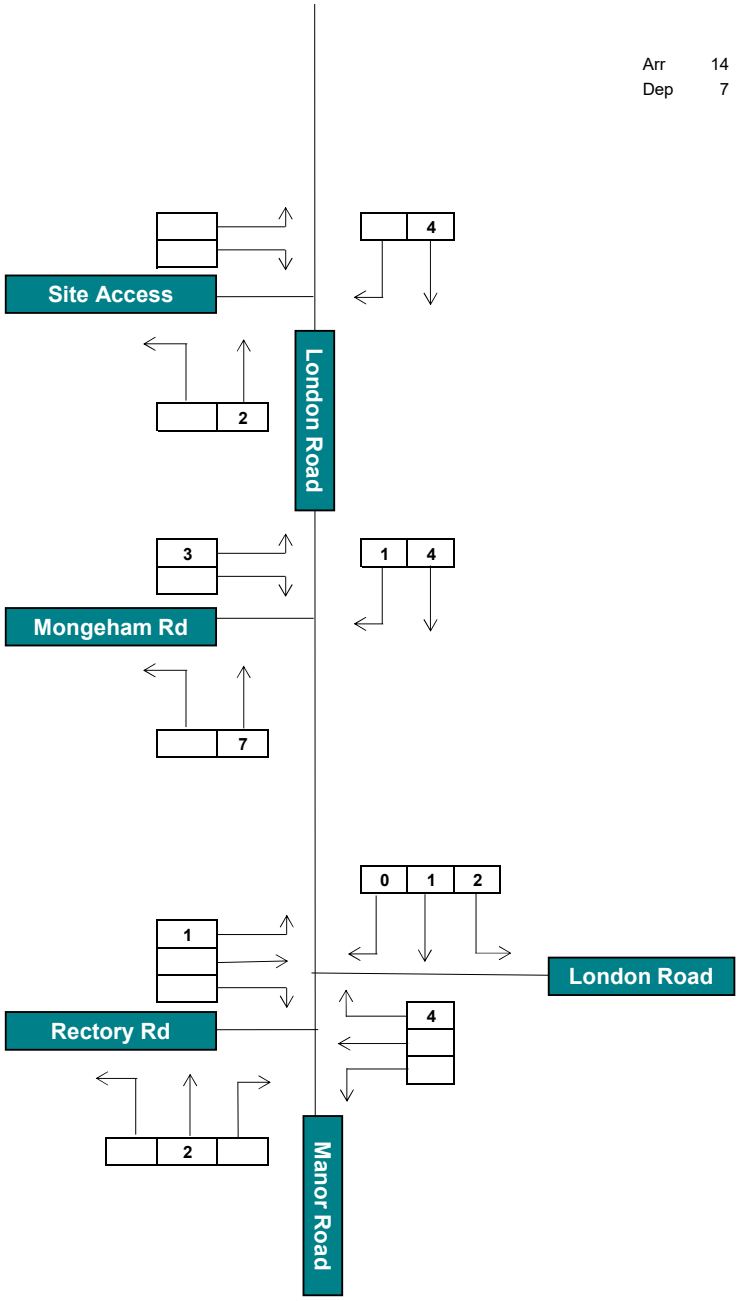
hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.10 Committed Development - Greenlight PM Peak Hour: 17:00 - 18:00

Arr 5
Dep 15



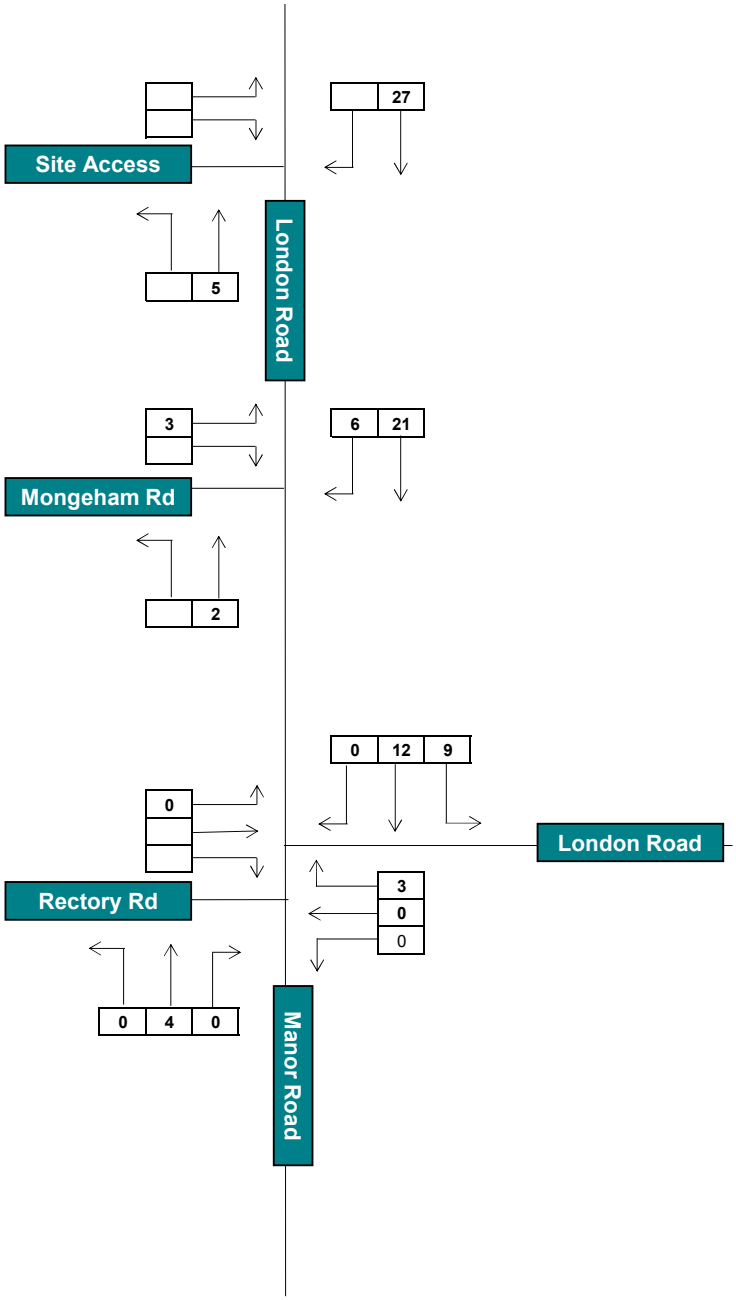
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.11 Committed Development - Sandwich Road AM Peak Hour: 08:00 - 09:00



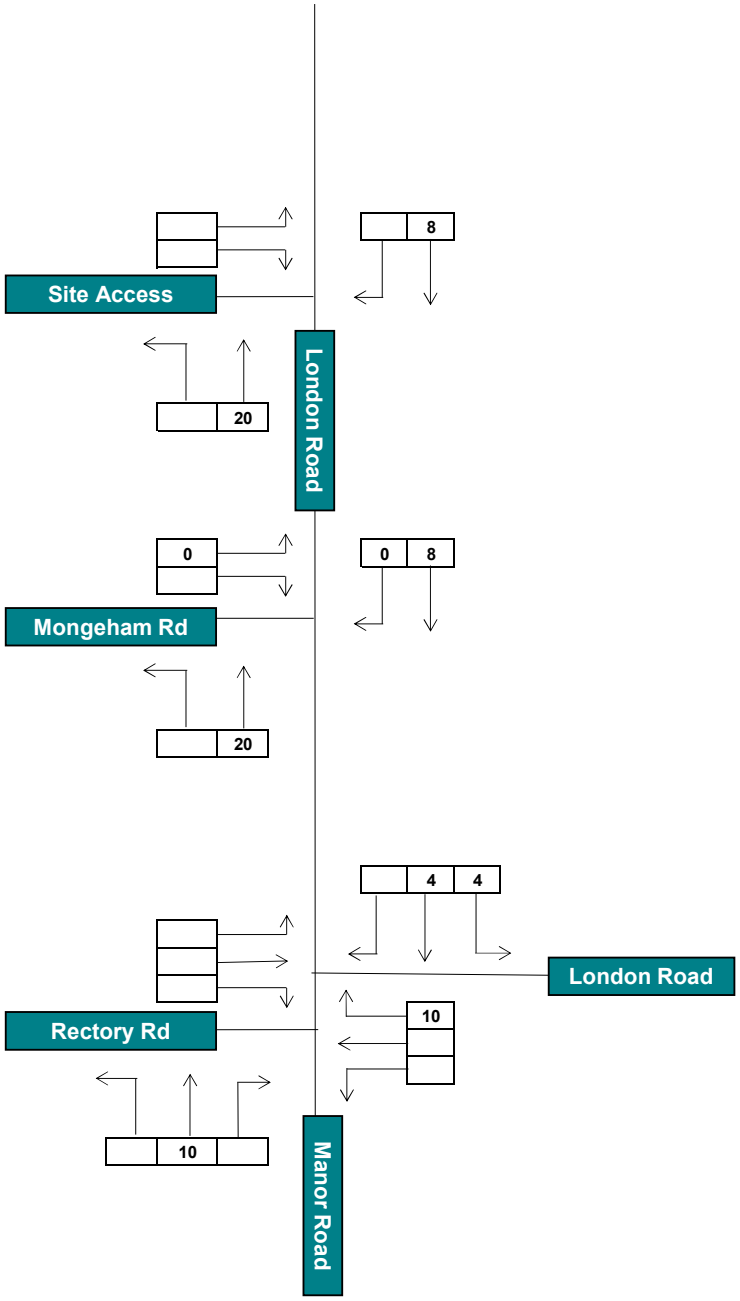
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.12 Committed Development - Sandwich Road PM Peak Hour: 17:00 - 18:00



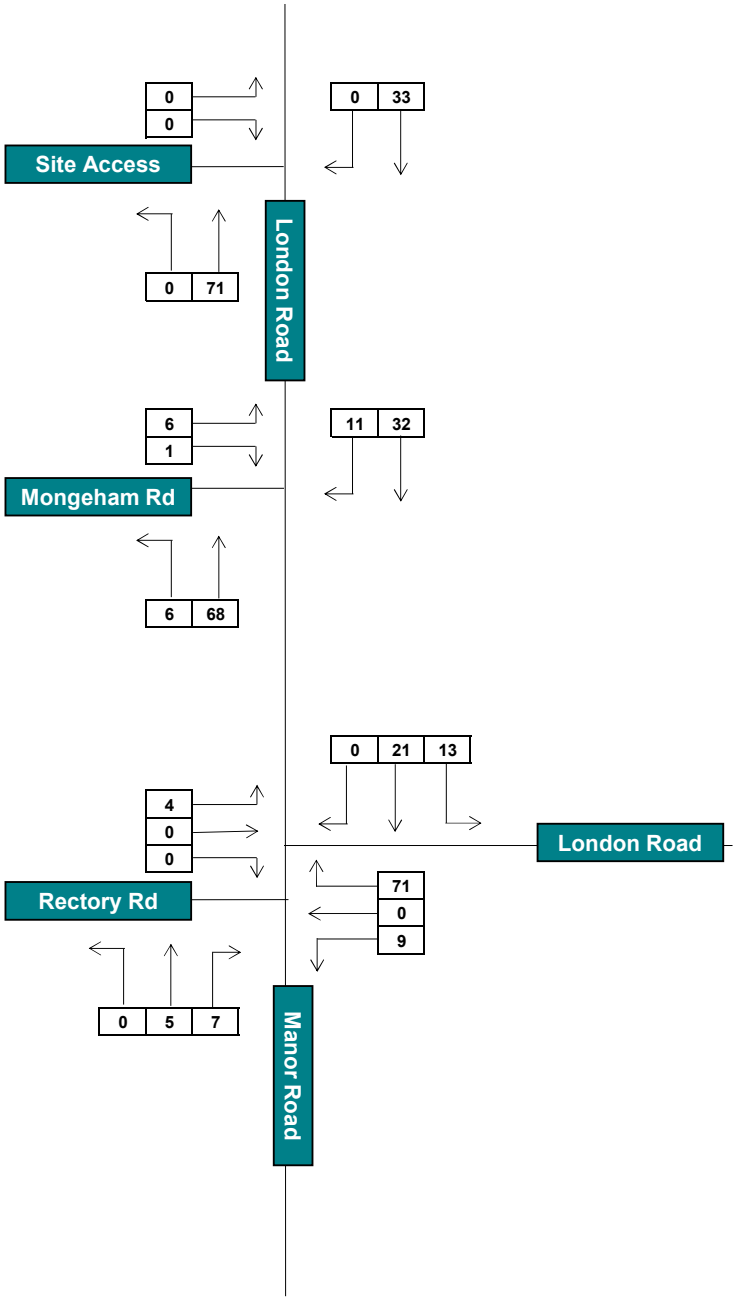
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.13 Committed Development - Betteshanger AM Peak Hour: 08:00 - 09:00



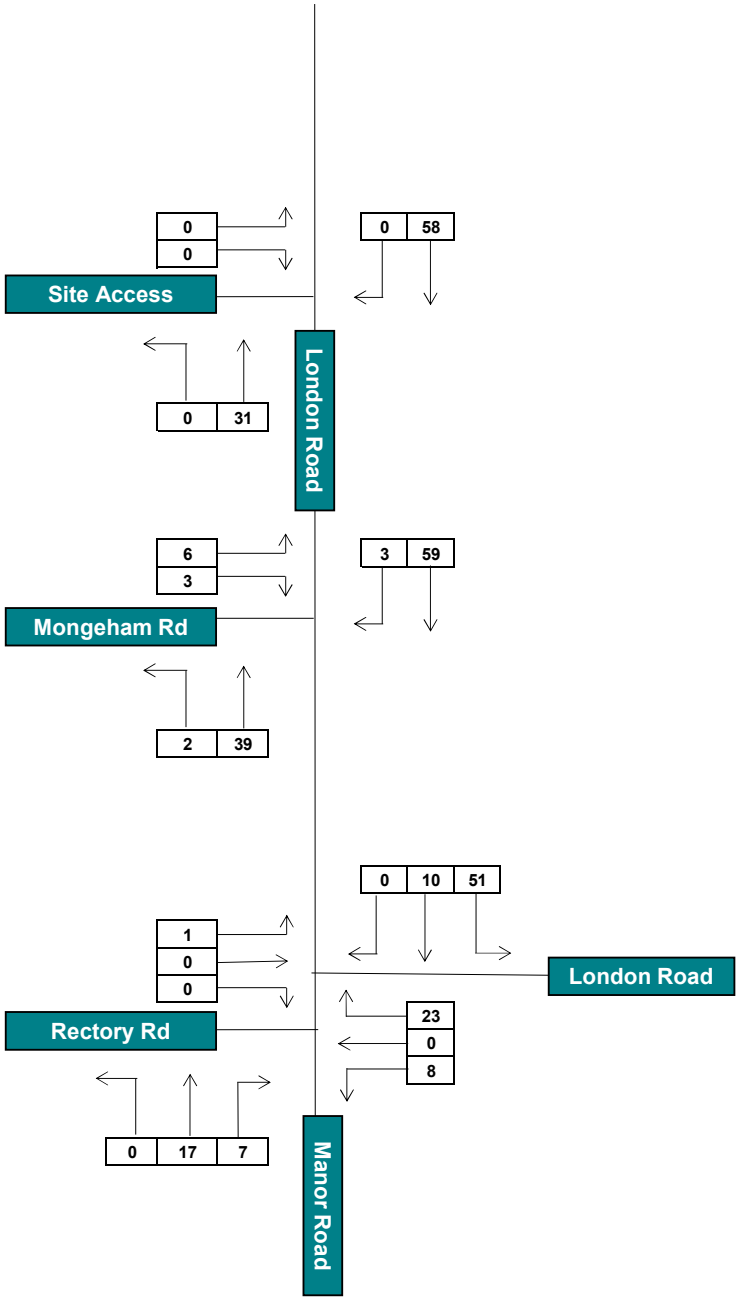
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.14 Committed Development - Betteshanger PM Peak Hour: 17:00 - 18:00



123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.15 Total Committed Development AM Peak Hour: 08:00 - 09:00



123	PCUs

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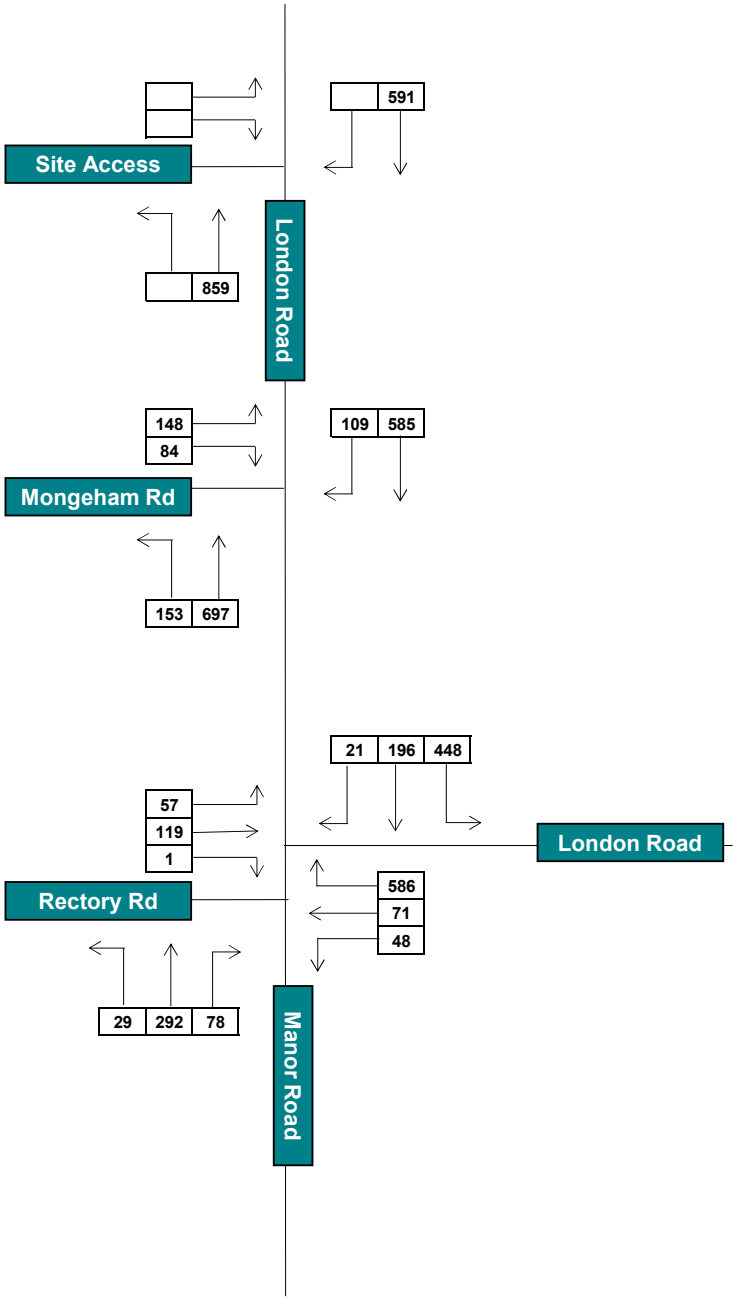
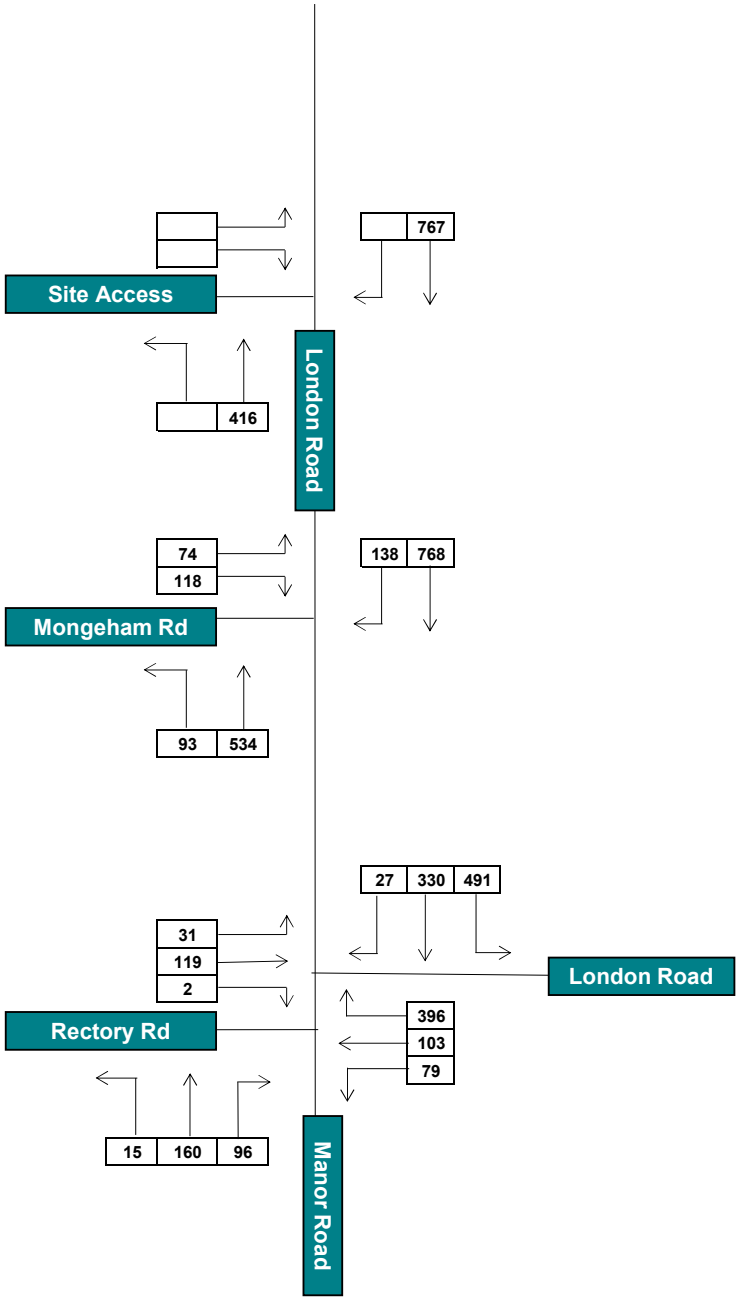
	Figure 6.16 Total Committed Development PM Peak Hour: 17:00 - 18:00



123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.17 2021 Base AM Peak Hour: 08:00 - 09:00



123	PCUs

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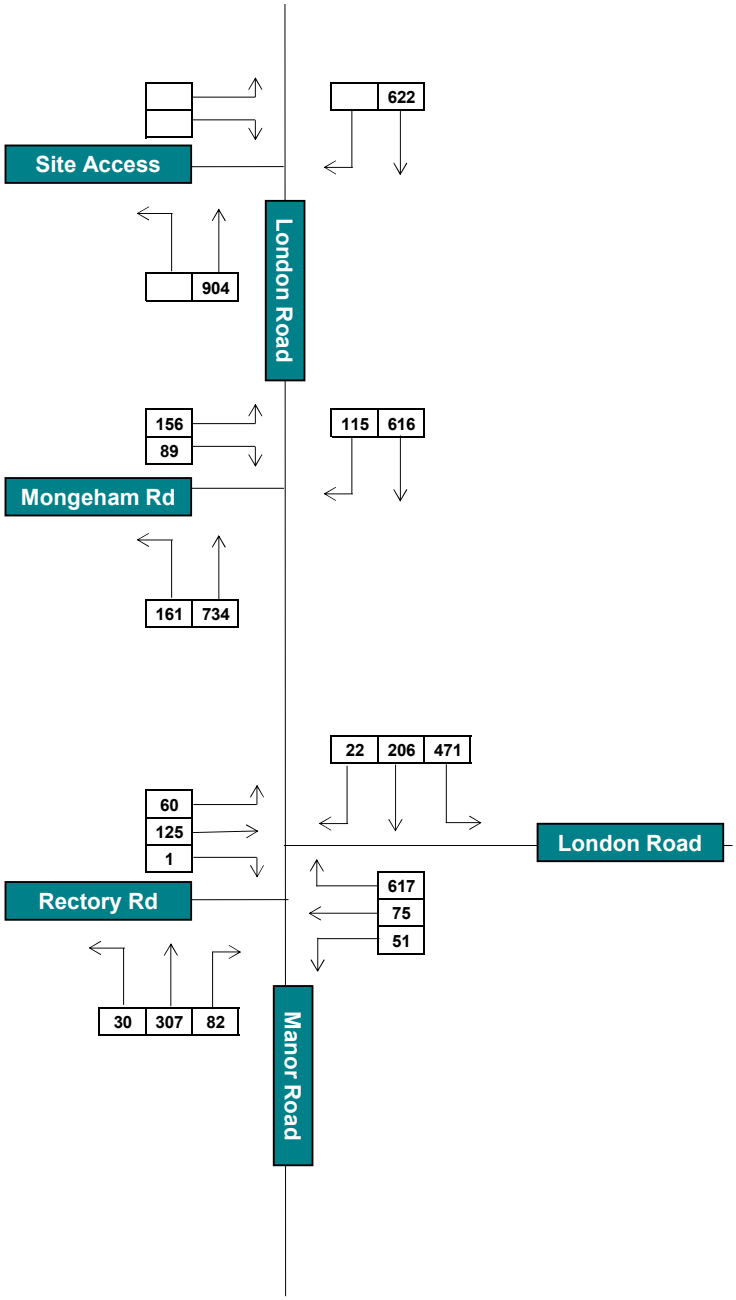
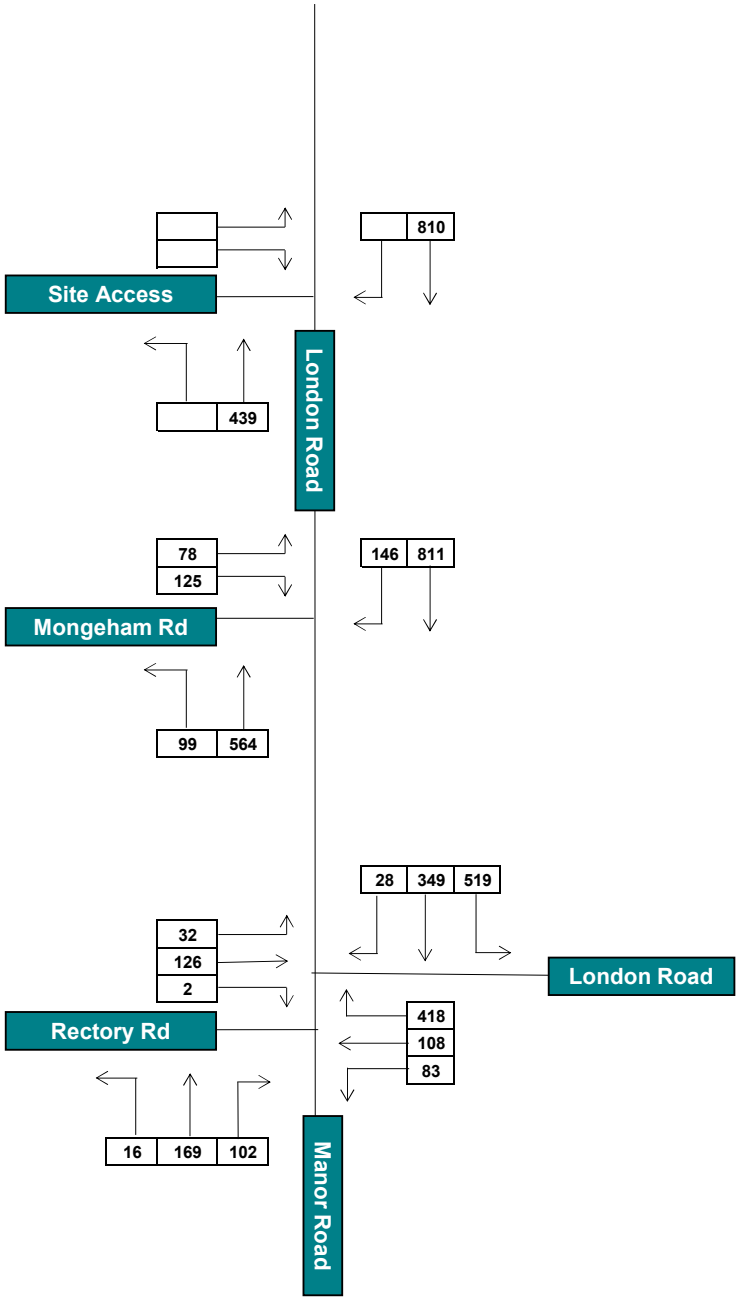


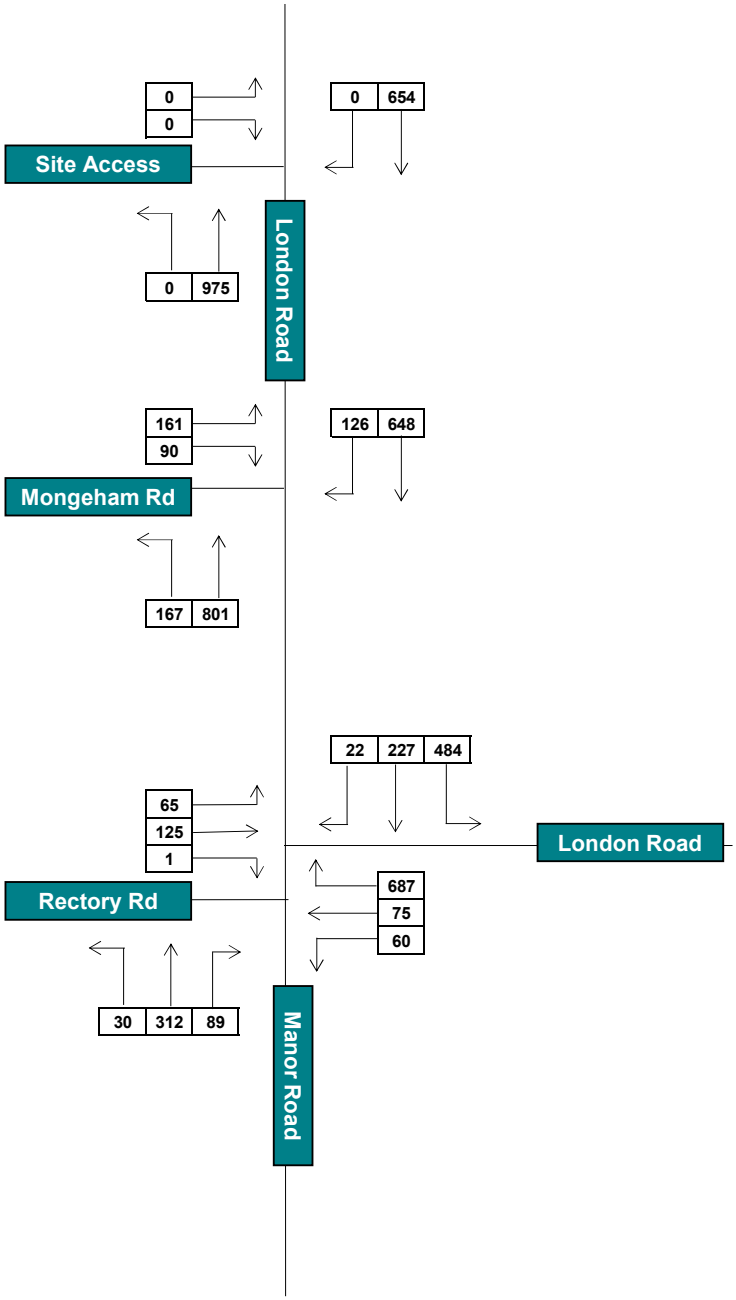
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.19 2025 Base AM Peak Hour: 08:00 - 09:00



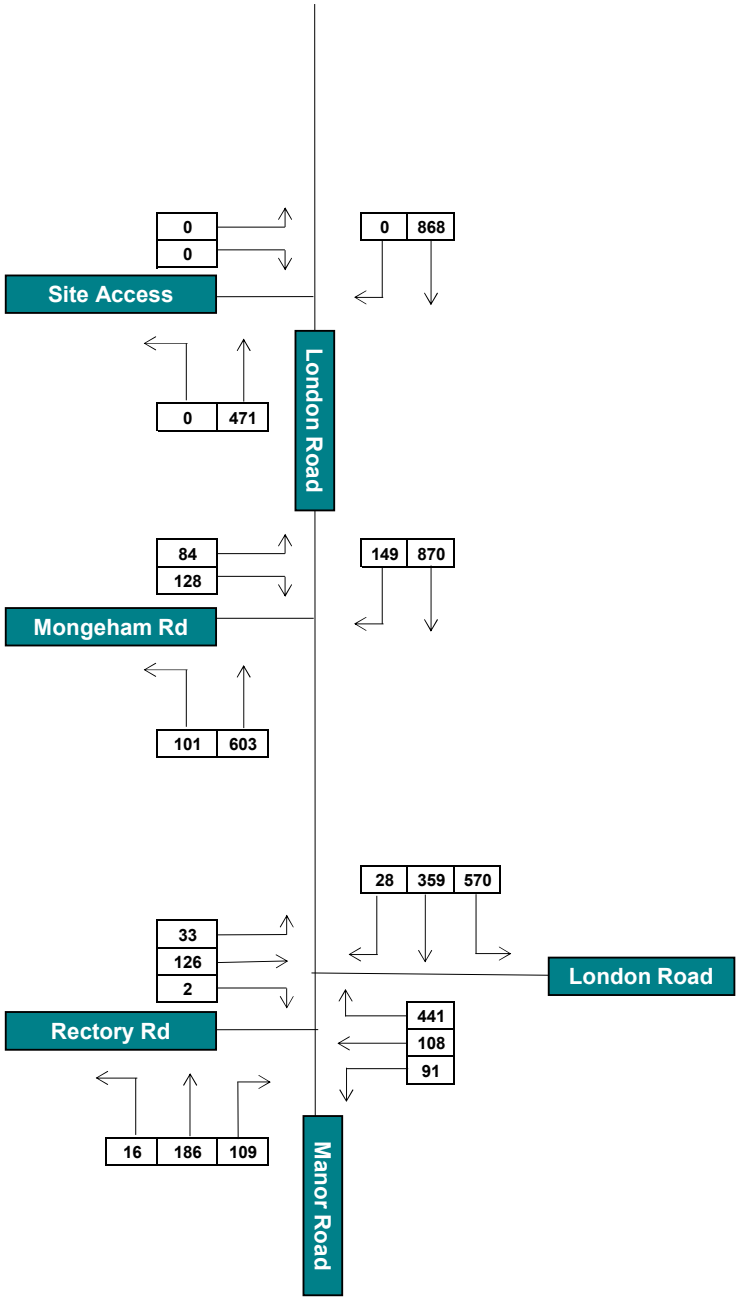
123	PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.20 2025 Base PM Peak Hour: 08:00 - 09:00



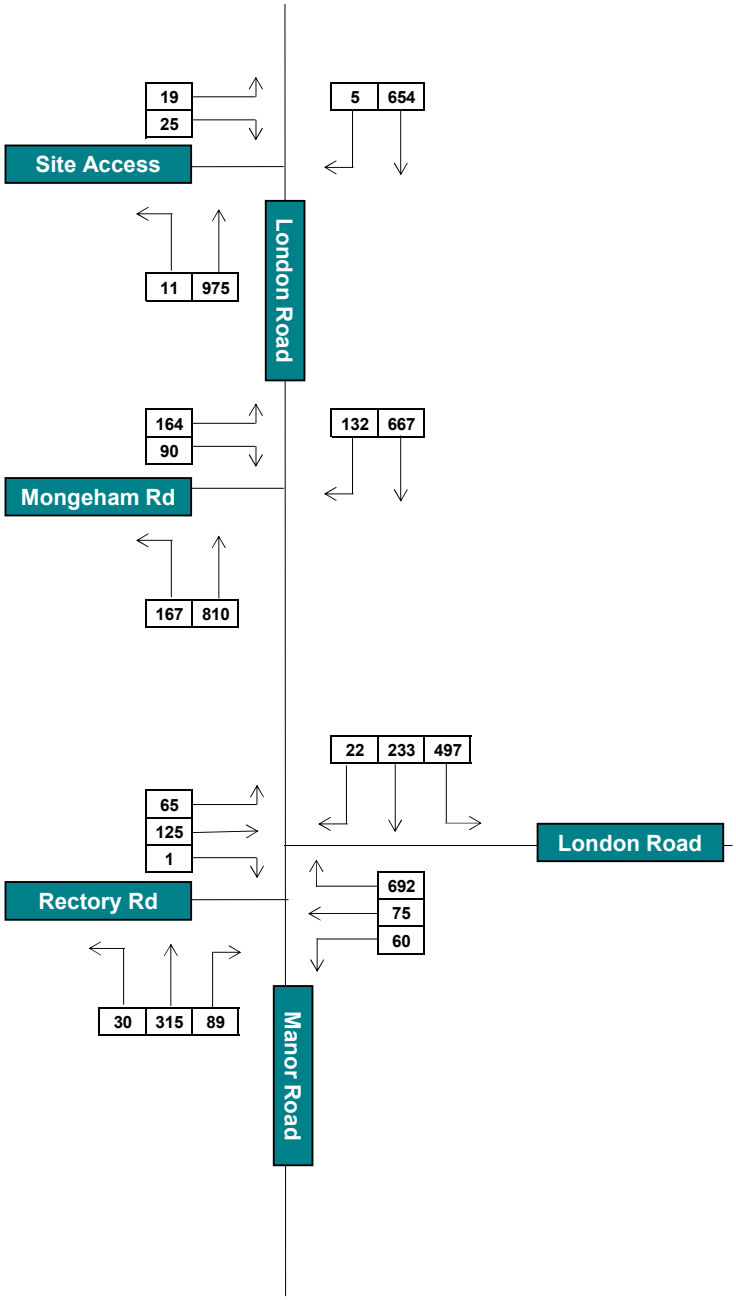
123	Total PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 2.21 2026 Base + Committed AM Peak Hour: 08:00 - 09:00



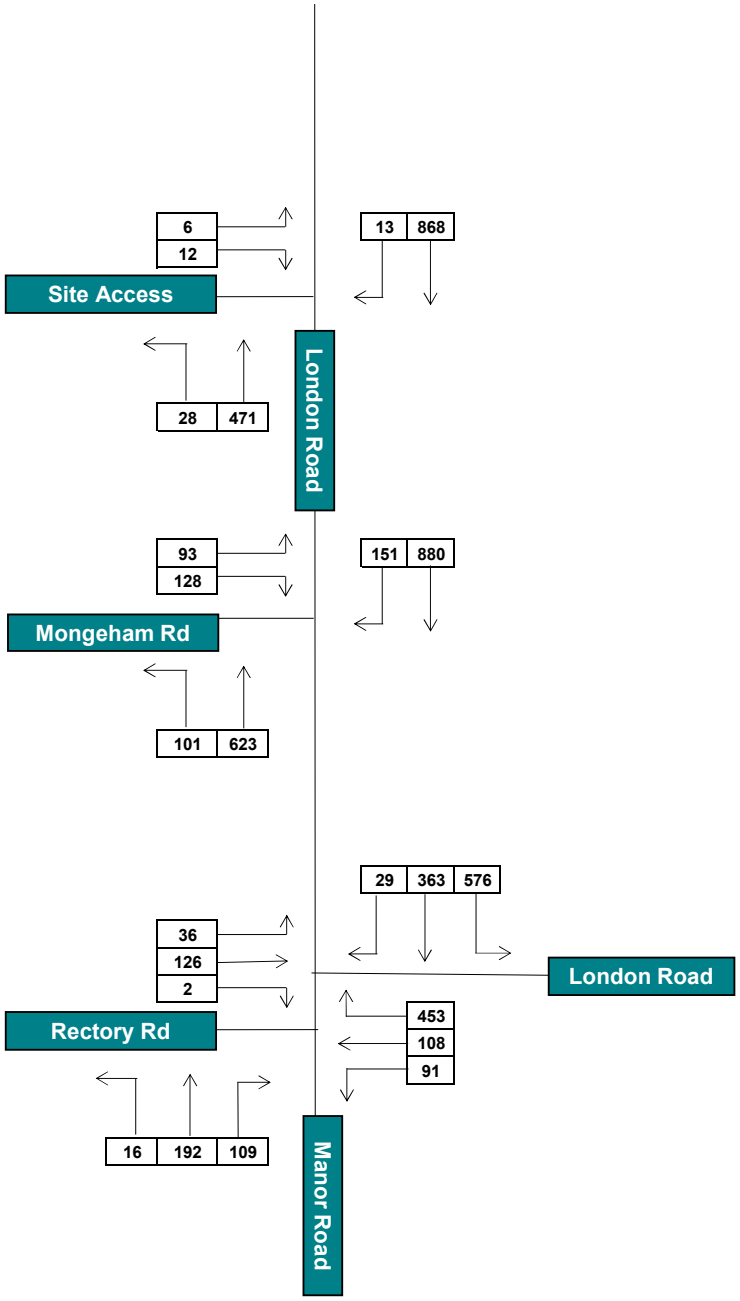
123	Total PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 2.22 2026 Base + Committed PM Peak Hour: 17:00 - 18:00



123	Total PCUs

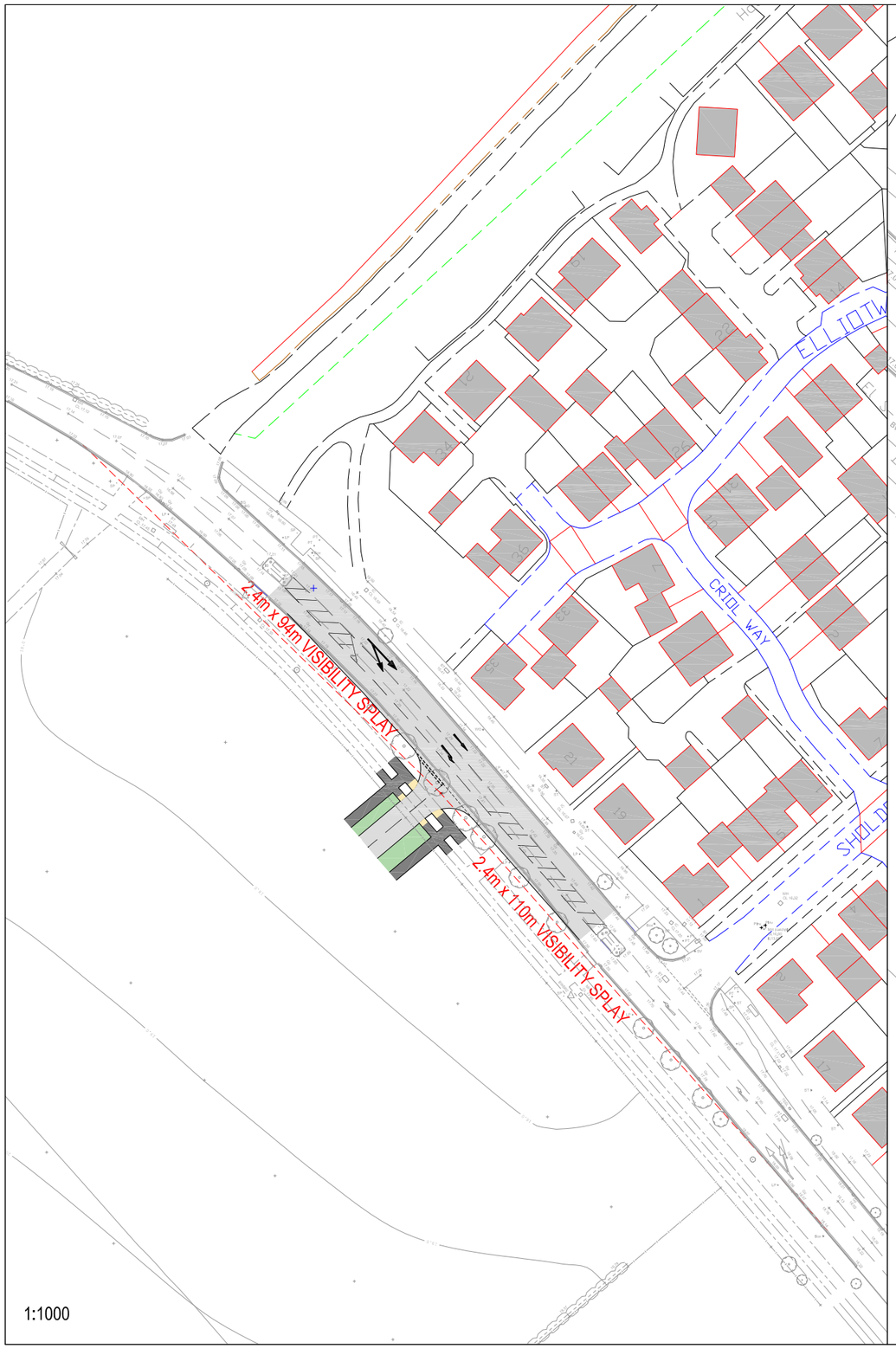
hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent**
	Figure 6.23 2026 Base + Committed + Development AM Peak Hour: 08:00 - 09:00



123	Total PCUs

hub TRANSPORT PLANNING LTD	**T18516** **Sholden, Kent** Figure 6.24 2026 Base + Committed + Development PM Peak Hour: 08:00 - 09:00

Drawings



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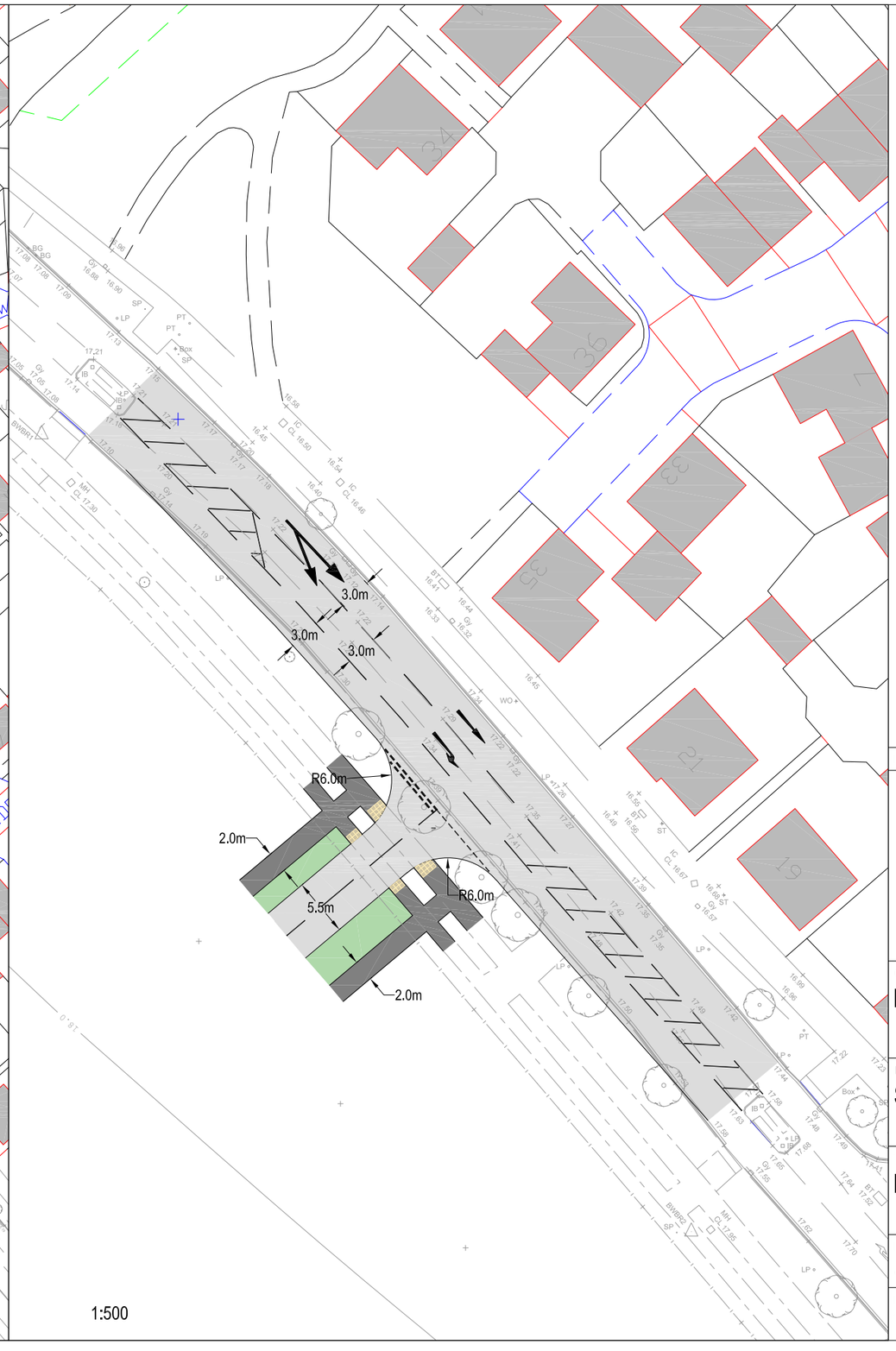


1:500

1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
D	DRAWING UPDATED TO SUIT INTERNAL ROAD LAYOUT	15.02.21	JP	GM
C	DRAWING UPDATED TO PROVIDE RIGHT-TURN LANE INTO SITE (IN ACCORDANCE WITH DMRB CD 123)	11.02.21	JP	GM
B	VISIBILITY SPLAYS UPDATED FOLLOWING SPEED SURVEYS	08.01.20	JC	GM
A	SITE ACCESS LOCATION UPDATED TO SUITE TOPOGRAPHICAL SURVEY	22.08.19	JC	GM

Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands
B16 8PF

T : 0121 454 5530

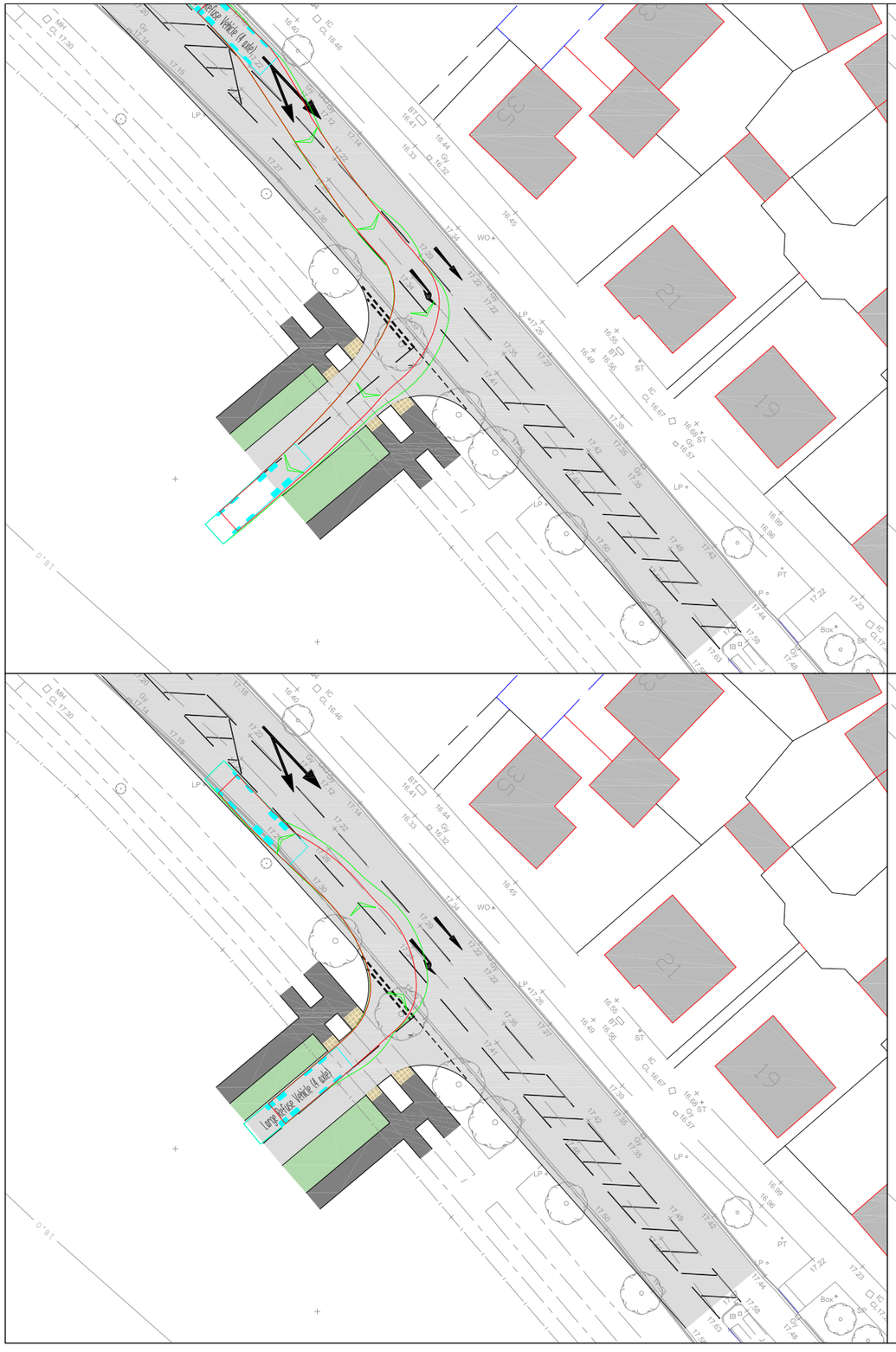
CLIENT
RICHBOROUGH ESTATES LTD

PROJECT
SHOLDEN, KENT

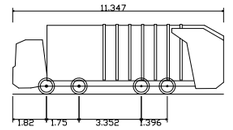
TITLE
INDICATIVE SITE ACCESS LAYOUT

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JC	GM	AS SHOWN	A3	21.02.18

PROJECT NO.	DRAWING NO.	REV
T18516	001	D



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REV	DESCRIPTION	DATE	BY	AUTH

Hub Transport Planning Ltd
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Edgbaston
Birmingham
West Midlands
B16 8PF

T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES LTD

PROJECT
SHOLDEN, KENT

TITLE
SITE ACCESS LAYOUT
SWEPT PATH ANALYSIS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JC	GM	1:500	A3	22.02.21

PROJECT NO.	DRAWING NO.	REV
T18516	013	-

Appendix A

Traffic Count Data

25030		SHOULDEN MARCH 2020								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 25030001	A258 Sandwich Road, Sholden (Cottingham Lakes SP) TR 35433 52656	Channel: Northwestbound	03/03/20	09/03/20	30	47631	7314	6804	41.3	36.3
		Channel: Southeastbound	03/03/20	09/03/20		48045	7355	6864	37.3	31.9

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03 March 2020											
00:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
01:00	**6**	0	0.0	2	33.3	4	66.7	0	0.0	0	0.0
02:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
03:00	**5**	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
04:00	**25**	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
05:00	**89**	2	2.3	81	91.0	6	6.7	0	0.0	0	0.0
06:00	**311**	2	0.6	272	87.5	34	10.9	3	1.0	0	0.0
07:00	**813**	2	0.3	733	90.2	70	8.6	7	0.9	1	0.1
08:00	**801**	3	0.4	741	92.5	40	5.0	16	2.0	1	0.1
09:00	**547**	4	0.7	470	85.9	52	9.5	18	3.3	3	0.6
10:00	**506**	5	1.0	427	84.4	55	10.9	17	3.4	2	0.4
11:00	**501**	3	0.6	418	83.4	64	12.8	14	2.8	2	0.4
12:00	**497**	3	0.6	441	88.7	41	8.3	7	1.4	5	1.0
13:00	**453**	3	0.7	388	85.7	50	11.0	12	2.7	0	0.0
14:00	**448**	1	0.2	393	87.7	43	9.6	8	1.8	3	0.7
15:00	**559**	4	0.7	488	87.3	60	10.7	4	0.7	3	0.5
16:00	**518**	2	0.4	459	88.6	49	9.5	8	1.5	0	0.0
17:00	**431**	4	0.9	394	91.4	31	7.2	2	0.5	0	0.0
18:00	**285**	0	0.0	263	92.3	20	7.0	2	0.7	0	0.0
19:00	**229**	0	0.0	211	92.1	17	7.4	1	0.4	0	0.0
20:00	**146**	1	0.7	134	91.8	8	5.5	3	2.1	0	0.0
21:00	**96**	1	1.0	90	93.8	5	5.2	0	0.0	0	0.0
22:00	**53**	1	1.9	49	92.5	1	1.9	2	3.8	0	0.0
23:00	**41**	0	0.0	35	85.4	6	14.6	0	0.0	0	0.0
12H(7-19)	**6359**	**34**	**0.5**	**5615**	**88.3**	**575**	**9.0**	**115**	**1.8**	**20**	**0.3**
16H(6-22)	**7141**	**38**	**0.5**	**6322**	**88.5**	**639**	**9.0**	**122**	**1.7**	**20**	**0.3**
18H(6-24)	**7235**	**39**	**0.5**	**6406**	**88.5**	**646**	**8.9**	**124**	**1.7**	**20**	**0.3**
24H(0-24)	**7374**	**41**	**0.6**	**6524**	**88.5**	**664**	**9.0**	**125**	**1.7**	**20**	**0.3**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
04 March 2020											
00:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
01:00	**11**	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0
02:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	**22**	0	0.0	18	81.8	3	13.6	1	4.6	0	0.0
05:00	**81**	1	1.2	74	91.4	5	6.2	1	1.2	0	0.0
06:00	**325**	3	0.9	283	87.1	33	10.2	5	1.5	1	0.3
07:00	**781**	6	0.8	680	87.1	79	10.1	13	1.7	3	0.4
08:00	**856**	3	0.4	784	91.6	56	6.5	12	1.4	1	0.1
09:00	**500**	3	0.6	433	86.6	46	9.2	14	2.8	4	0.8
10:00	**494**	7	1.4	417	84.4	61	12.4	9	1.8	0	0.0
11:00	**456**	3	0.7	391	85.8	54	11.8	5	1.1	3	0.7
12:00	**497**	0	0.0	423	85.1	63	12.7	11	2.2	0	0.0
13:00	**490**	1	0.2	424	86.5	49	10.0	10	2.0	6	1.2
14:00	**486**	1	0.2	427	87.9	44	9.1	13	2.7	1	0.2
15:00	**544**	5	0.9	478	87.9	48	8.8	12	2.2	1	0.2
16:00	**505**	2	0.4	441	87.3	54	10.7	8	1.6	0	0.0
17:00	**419**	2	0.5	377	90.0	36	8.6	4	1.0	0	0.0
18:00	**275**	0	0.0	251	91.3	16	5.8	7	2.6	1	0.4
19:00	**187**	0	0.0	162	86.6	9	4.8	16	8.6	0	0.0
20:00	**119**	0	0.0	70	58.8	5	4.2	44	37.0	0	0.0
21:00	**133**	0	0.0	100	75.2	12	9.0	21	15.8	0	0.0
22:00	**60**	0	0.0	49	81.7	5	8.3	5	8.3	1	1.7
23:00	**28**	0	0.0	20	71.4	5	17.9	3	10.7	0	0.0
12H(7-19)	**6303**	**33**	**0.5**	**5526**	**87.7**	**606**	**9.6**	**118**	**1.9**	**20**	**0.3**
16H(6-22)	**7067**	**36**	**0.5**	**6141**	**86.9**	**665**	**9.4**	**204**	**2.9**	**21**	**0.3**
18H(6-24)	**7155**	**36**	**0.5**	**6210**	**86.8**	**675**	**9.4**	**212**	**3.0**	**22**	**0.3**
24H(0-24)	**7293**	**37**	**0.5**	**6331**	**86.8**	**689**	**9.5**	**214**	**2.9**	**22**	**0.3**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05 March 2020											
00:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
01:00	**10**	0	0.0	6	60.0	1	10.0	3	30.0	0	0.0
02:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
03:00	**13**	0	0.0	8	61.5	5	38.5	0	0.0	0	0.0
04:00	**16**	0	0.0	14	87.5	1	6.3	1	6.3	0	0.0
05:00	**81**	1	1.2	74	91.4	6	7.4	0	0.0	0	0.0
06:00	**317**	3	1.0	275	86.8	36	11.4	3	1.0	0	0.0
07:00	**787**	0	0.0	708	90.0	68	8.6	10	1.3	1	0.1
08:00	**827**	3	0.4	748	90.5	60	7.3	16	1.9	0	0.0
09:00	**542**	1	0.2	466	86.0	60	11.1	13	2.4	2	0.4
10:00	**485**	1	0.2	393	81.0	55	11.3	32	6.6	4	0.8
11:00	**452**	0	0.0	351	77.7	69	15.3	26	5.8	6	1.3
12:00	**471**	0	0.0	369	78.3	63	13.4	38	8.1	1	0.2
13:00	**421**	2	0.5	328	77.9	46	10.9	42	10.0	3	0.7
14:00	**422**	1	0.2	351	83.2	38	9.0	28	6.6	4	1.0
15:00	**520**	1	0.2	433	83.3	46	8.9	38	7.3	2	0.4
16:00	**453**	0	0.0	372	82.1	59	13.0	21	4.6	1	0.2
17:00	**403**	2	0.5	345	85.6	40	9.9	15	3.7	1	0.3
18:00	**283**	1	0.4	242	85.5	25	8.8	15	5.3	0	0.0
19:00	**226**	0	0.0	189	83.6	21	9.3	15	6.6	1	0.4
20:00	**121**	0	0.0	87	71.9	9	7.4	25	20.7	0	0.0
21:00	**117**	1	0.9	93	79.5	12	10.3	11	9.4	0	0.0
22:00	**58**	1	1.7	51	87.9	3	5.2	3	5.2	0	0.0
23:00	**30**	0	0.0	25	83.3	4	13.3	1	3.3	0	0.0
12H(7-19)	**6066**	**12**	**0.2**	**5106**	**84.2**	**629**	**10.4**	**294**	**4.9**	**25**	**0.4**
16H(6-22)	**6847**	**16**	**0.2**	**5750**	**84.0**	**707**	**10.3**	**348**	**5.1**	**26**	**0.4**
18H(6-24)	**6935**	**17**	**0.3**	**5826**	**84.0**	**714**	**10.3**	**352**	**5.1**	**26**	**0.4**
24H(0-24)	**7072**	**18**	**0.3**	**5942**	**84.0**	**730**	**10.3**	**356**	**5.0**	**26**	**0.4**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06 March 2020											
00:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
01:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
02:00	**9**	0	0.0	6	66.7	3	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	**27**	0	0.0	22	81.5	5	18.5	0	0.0	0	0.0
05:00	**81**	1	1.2	72	88.9	5	6.2	3	3.7	0	0.0
06:00	**301**	4	1.3	261	86.7	32	10.6	4	1.3	0	0.0
07:00	**742**	2	0.3	660	89.0	64	8.6	12	1.6	4	0.5
08:00	**859**	1	0.1	793	92.3	53	6.2	12	1.4	0	0.0
09:00	**545**	1	0.2	471	86.4	58	10.6	10	1.8	5	0.9
10:00	**487**	2	0.4	434	89.1	42	8.6	9	1.9	0	0.0
11:00	**536**	3	0.6	455	84.9	64	11.9	14	2.6	0	0.0
12:00	**510**	4	0.8	430	84.3	67	13.1	9	1.8	0	0.0
13:00	**529**	5	1.0	463	87.5	54	10.2	7	1.3	0	0.0
14:00	**490**	8	1.6	427	87.1	39	8.0	13	2.7	3	0.6
15:00	**557**	3	0.5	500	89.8	43	7.7	9	1.6	2	0.4
16:00	**500**	1	0.2	435	87.0	55	11.0	9	1.8	0	0.0
17:00	**421**	4	1.0	374	88.8	40	9.5	3	0.7	0	0.0
18:00	**352**	1	0.3	332	94.3	18	5.1	1	0.3	0	0.0
19:00	**235**	0	0.0	225	95.7	9	3.8	1	0.4	0	0.0
20:00	**148**	0	0.0	139	93.9	8	5.4	1	0.7	0	0.0
21:00	**132**	1	0.8	122	92.4	8	6.1	1	0.8	0	0.0
22:00	**118**	0	0.0	105	89.0	10	8.5	2	1.7	1	0.9
23:00	**65**	0	0.0	63	96.9	2	3.1	0	0.0	0	0.0
12H(7-19)	**6528**	**35**	**0.5**	**5774**	**88.5**	**597**	**9.2**	**108**	**1.7**	**14**	**0.2**
16H(6-22)	**7344**	**40**	**0.5**	**6521**	**88.8**	**654**	**8.9**	**115**	**1.6**	**14**	**0.2**
18H(6-24)	**7527**	**40**	**0.5**	**6689**	**88.9**	**666**	**8.9**	**117**	**1.6**	**15**	**0.2**
24H(0-24)	**7673**	**41**	**0.5**	**6815**	**88.8**	**682**	**8.9**	**120**	**1.6**	**15**	**0.2**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
07 March 2020											
00:00	**30**	0	0.0	26	86.7	4	13.3	0	0.0	0	0.0
01:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
02:00	**12**	1	8.3	10	83.3	0	0.0	1	8.3	0	0.0
03:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	**18**	0	0.0	11	61.1	5	27.8	2	11.1	0	0.0
05:00	**39**	3	7.7	34	87.2	2	5.1	0	0.0	0	0.0
06:00	**117**	0	0.0	105	89.7	8	6.8	4	3.4	0	0.0
07:00	**201**	0	0.0	178	88.6	21	10.5	2	1.0	0	0.0
08:00	**354**	3	0.9	314	88.7	30	8.5	7	2.0	0	0.0
09:00	**473**	5	1.1	422	89.2	34	7.2	11	2.3	1	0.2
10:00	**578**	6	1.0	531	91.9	35	6.1	6	1.0	0	0.0
11:00	**560**	6	1.1	520	92.9	29	5.2	5	0.9	0	0.0
12:00	**591**	8	1.4	555	93.9	24	4.1	4	0.7	0	0.0
13:00	**567**	0	0.0	538	94.9	24	4.2	5	0.9	0	0.0
14:00	**524**	5	1.0	481	91.8	28	5.3	10	1.9	0	0.0
15:00	**451**	5	1.1	414	91.8	27	6.0	5	1.1	0	0.0
16:00	**464**	2	0.4	425	91.6	33	7.1	4	0.9	0	0.0
17:00	**323**	2	0.6	301	93.2	17	5.3	3	0.9	0	0.0
18:00	**264**	2	0.8	245	92.8	13	4.9	4	1.5	0	0.0
19:00	**191**	0	0.0	179	93.7	8	4.2	4	2.1	0	0.0
20:00	**125**	0	0.0	114	91.2	8	6.4	2	1.6	1	0.8
21:00	**97**	0	0.0	91	93.8	5	5.2	0	0.0	1	1.0
22:00	**86**	1	1.2	80	93.0	4	4.7	1	1.2	0	0.0
23:00	**72**	0	0.0	67	93.1	5	6.9	0	0.0	0	0.0
12H(7-19)	**5350**	**44**	**0.8**	**4924**	**92.0**	**315**	**5.9**	**66**	**1.2**	**1**	**0.0**
16H(6-22)	**5880**	**44**	**0.8**	**5413**	**92.1**	**344**	**5.9**	**76**	**1.3**	**3**	**0.1**
18H(6-24)	**6038**	**45**	**0.8**	**5560**	**92.1**	**353**	**5.9**	**77**	**1.3**	**3**	**0.1**
24H(0-24)	**6162**	**49**	**0.8**	**5664**	**91.9**	**366**	**5.9**	**80**	**1.3**	**3**	**0.1**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

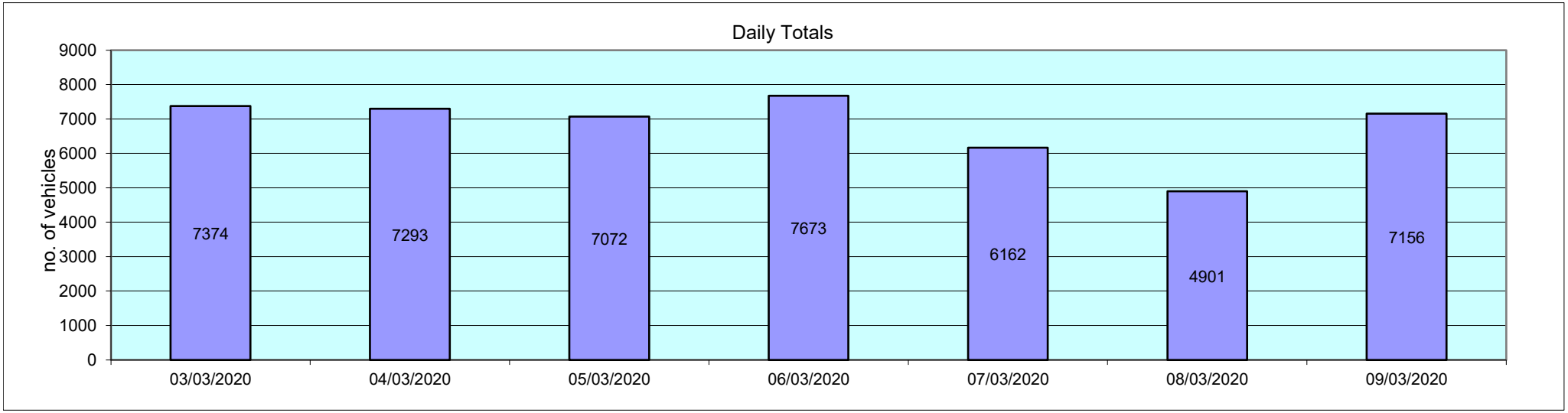
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
08 March 2020											
00:00	**49**	0	0.0	48	98.0	1	2.0	0	0.0	0	0.0
01:00	**27**	0	0.0	24	88.9	2	7.4	0	0.0	1	3.7
02:00	**15**	1	6.7	12	80.0	0	0.0	1	6.7	1	6.7
03:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
04:00	**13**	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
05:00	**27**	2	7.4	20	74.1	3	11.1	2	7.4	0	0.0
06:00	**60**	0	0.0	58	96.7	0	0.0	2	3.3	0	0.0
07:00	**108**	0	0.0	104	96.3	3	2.8	1	0.9	0	0.0
08:00	**178**	1	0.6	167	93.8	7	3.9	2	1.1	1	0.6
09:00	**347**	4	1.2	324	93.4	16	4.6	2	0.6	1	0.3
10:00	**478**	4	0.8	445	93.1	22	4.6	7	1.5	0	0.0
11:00	**466**	8	1.7	423	90.8	32	6.9	3	0.6	0	0.0
12:00	**577**	6	1.0	539	93.4	26	4.5	6	1.0	0	0.0
13:00	**486**	4	0.8	458	94.2	21	4.3	3	0.6	0	0.0
14:00	**436**	3	0.7	410	94.0	18	4.1	5	1.2	0	0.0
15:00	**394**	1	0.3	363	92.1	25	6.4	5	1.3	0	0.0
16:00	**335**	4	1.2	310	92.5	19	5.7	2	0.6	0	0.0
17:00	**260**	2	0.8	245	94.2	10	3.9	3	1.2	0	0.0
18:00	**222**	2	0.9	206	92.8	11	5.0	3	1.4	0	0.0
19:00	**156**	0	0.0	146	93.6	9	5.8	1	0.6	0	0.0
20:00	**102**	0	0.0	95	93.1	6	5.9	1	1.0	0	0.0
21:00	**71**	0	0.0	64	90.1	5	7.0	2	2.8	0	0.0
22:00	**57**	1	1.8	50	87.7	5	8.8	1	1.8	0	0.0
23:00	**24**	0	0.0	21	87.5	1	4.2	1	4.2	1	4.2
12H(7-19)	**4287**	**39**	**0.9**	**3994**	**93.2**	**210**	**4.9**	**42**	**1.0**	**2**	**0.1**
16H(6-22)	**4676**	**39**	**0.8**	**4357**	**93.2**	**230**	**4.9**	**48**	**1.0**	**2**	**0.0**
18H(6-24)	**4757**	**40**	**0.8**	**4428**	**93.1**	**236**	**5.0**	**50**	**1.1**	**3**	**0.1**
24H(0-24)	**4901**	**43**	**0.9**	**4555**	**92.9**	**244**	**5.0**	**54**	**1.1**	**5**	**0.1**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09 March 2020											
00:00	**11**	0	0.0	8	72.7	1	9.1	2	18.2	0	0.0
01:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
02:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
03:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
04:00	**31**	0	0.0	22	71.0	8	25.8	1	3.2	0	0.0
05:00	**95**	4	4.2	83	87.4	8	8.4	0	0.0	0	0.0
06:00	**301**	2	0.7	259	86.1	35	11.6	5	1.7	0	0.0
07:00	**784**	2	0.3	703	89.7	71	9.1	5	0.6	3	0.4
08:00	**877**	2	0.2	800	91.2	59	6.7	14	1.6	2	0.2
09:00	**537**	6	1.1	468	87.2	45	8.4	14	2.6	4	0.7
10:00	**455**	1	0.2	382	84.0	60	13.2	12	2.6	0	0.0
11:00	**442**	4	0.9	382	86.4	45	10.2	11	2.5	0	0.0
12:00	**453**	4	0.9	377	83.2	62	13.7	10	2.2	0	0.0
13:00	**474**	4	0.8	401	84.6	56	11.8	11	2.3	2	0.4
14:00	**482**	4	0.8	413	85.7	48	10.0	15	3.1	2	0.4
15:00	**555**	4	0.7	489	88.1	53	9.6	5	0.9	4	0.7
16:00	**445**	2	0.5	388	87.2	48	10.8	7	1.6	0	0.0
17:00	**377**	4	1.1	349	92.6	21	5.6	3	0.8	0	0.0
18:00	**285**	2	0.7	256	89.8	25	8.8	2	0.7	0	0.0
19:00	**218**	0	0.0	205	94.0	10	4.6	3	1.4	0	0.0
20:00	**123**	0	0.0	112	91.1	9	7.3	2	1.6	0	0.0
21:00	**108**	0	0.0	103	95.4	5	4.6	0	0.0	0	0.0
22:00	**59**	0	0.0	51	86.4	7	11.9	0	0.0	1	1.7
23:00	**23**	0	0.0	19	82.6	3	13.0	1	4.4	0	0.0
12H(7-19)	**6166**	**39**	**0.6**	**5408**	**87.7**	**593**	**9.6**	**109**	**1.8**	**17**	**0.3**
16H(6-22)	**6916**	**41**	**0.6**	**6087**	**88.0**	**652**	**9.4**	**119**	**1.7**	**17**	**0.3**
18H(6-24)	**6998**	**41**	**0.6**	**6157**	**88.0**	**662**	**9.5**	**120**	**1.7**	**18**	**0.3**
24H(0-24)	**7156**	**45**	**0.6**	**6285**	**87.8**	**685**	**9.6**	**123**	**1.7**	**18**	**0.3**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
3/3/20	**7374**	41	0.6	6524	88.5	664	9.0	125	1.7	20	0.3
4/3/20	**7293**	37	0.5	6331	86.8	689	9.5	214	2.9	22	0.3
5/3/20	**7072**	18	0.3	5942	84.0	730	10.3	356	5.0	26	0.4
6/3/20	**7673**	41	0.5	6815	88.8	682	8.9	120	1.6	15	0.2
7/3/20	**6162**	49	0.8	5664	91.9	366	5.9	80	1.3	3	0.1
8/3/20	**4901**	43	0.9	4555	92.9	244	5.0	54	1.1	5	0.1
9/3/20	**7156**	45	0.6	6285	87.8	685	9.6	123	1.7	18	0.3
Total Vehicles											
[--]	**47631**	274	0.6	42116	88.7	4060	8.3	1072	2.2	109	0.2



25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)				
43893 to 43899							Channel: Northwestbound									
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
03 March 2020																
00:00	**8**	0	41	5	0	0	0	0	0	2	1	4	1	0	0	0
01:00	**6**	0	34	3	0	0	0	0	1	3	2	0	0	0	0	0
02:00	**6**	0	47	4	0	0	0	0	0	0	0	3	2	1	0	0
03:00	**5**	0	36	5	0	0	0	0	1	2	1	1	0	0	0	0
04:00	**25**	57	48	8	0	0	0	0	0	2	3	4	6	4	6	0
05:00	**89**	50	41	9	0	0	1	3	9	16	16	17	16	7	3	1
06:00	**311**	44	38	6	0	0	0	6	25	91	115	44	24	6	0	0
07:00	**813**	40	35	5	0	0	0	11	120	327	263	79	13	0	0	0
08:00	**801**	40	36	4	0	0	1	11	61	364	286	72	6	0	0	0
09:00	**547**	40	34	6	6	9	1	15	57	260	163	31	5	0	0	0
10:00	**506**	39	35	4	0	0	0	3	57	268	148	26	2	2	0	0
11:00	**501**	40	35	5	0	0	1	12	87	225	135	31	10	0	0	0
12:00	**497**	40	35	4	0	0	0	5	56	246	156	29	3	2	0	0
13:00	**453**	40	35	4	0	0	0	2	68	224	129	24	5	1	0	0
14:00	**448**	40	35	4	0	0	0	5	68	211	132	30	2	0	0	0
15:00	**559**	40	35	5	0	0	0	8	64	268	167	41	9	2	0	0
16:00	**518**	41	36	5	0	0	0	11	64	192	191	49	6	4	0	1
17:00	**431**	41	36	5	0	0	0	5	53	169	151	46	4	2	1	0
18:00	**285**	41	36	5	0	0	0	2	34	113	100	28	7	1	0	0
19:00	**229**	41	36	5	0	0	0	2	40	84	66	29	7	1	0	0
20:00	**146**	43	37	5	0	0	0	1	12	52	49	26	5	0	1	0
21:00	**96**	44	38	6	0	0	0	0	12	23	33	23	3	1	0	1
22:00	**53**	45	39	6	0	0	0	2	0	15	15	14	5	2	0	0
23:00	**41**	43	38	4	0	0	0	0	1	11	18	9	2	0	0	0
12H(7-19)	**6359**	**40**	**35**	**5**	**6**	**9**	**3**	**90**	**789**	**2867**	**2021**	**486**	**72**	**14**	**1**	**1**
16H(6-22)	**7141**	**40**	**35**	**5**	**6**	**9**	**3**	**99**	**878**	**3117**	**2284**	**608**	**111**	**22**	**2**	**2**
18H(6-24)	**7235**	**40**	**36**	**5**	**6**	**9**	**3**	**101**	**879**	**3143**	**2317**	**631**	**118**	**24**	**2**	**2**
24H(0-24)	**7374**	**40**	**36**	**5**	**6**	**9**	**4**	**104**	**890**	**3168**	**2340**	**660**	**143**	**36**	**11**	**3**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Northwestbound										
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
04 March 2020																	
00:00	**14**	50	42	7	0	0	0	0	0	3	4	3	2	2	0	0
01:00	**11**	45	41	6	0	0	0	0	0	3	2	4	1	1	0	0
02:00	**5**	0	38	3	0	0	0	0	0	1	3	1	0	0	0	0
03:00	**5**	0	44	5	0	0	0	0	0	1	0	2	2	0	0	0
04:00	**22**	59	47	10	0	0	0	0	2	2	1	4	7	1	2	3
05:00	**81**	50	41	8	0	0	0	4	6	10	17	19	15	10	0	0
06:00	**325**	45	39	6	0	0	0	2	23	77	124	63	27	6	1	2
07:00	**781**	41	36	5	0	0	0	8	82	306	275	94	16	0	0	0
08:00	**856**	40	36	4	0	0	0	5	75	404	316	47	3	1	2	3
09:00	**500**	40	35	5	0	0	1	2	83	211	155	40	8	0	0	0
10:00	**494**	40	35	5	0	0	0	5	87	211	136	46	6	2	0	1
11:00	**456**	40	36	5	0	0	1	4	50	163	188	45	5	0	0	0
12:00	**497**	40	35	4	0	0	0	2	49	249	167	25	3	0	0	2
13:00	**490**	41	36	5	0	0	2	4	61	207	154	49	8	5	0	0
14:00	**486**	41	36	5	0	0	0	5	46	210	164	47	12	2	0	0
15:00	**544**	40	36	4	0	0	0	1	59	232	191	53	6	2	0	0
16:00	**505**	40	36	5	0	0	0	2	65	202	180	45	10	1	0	0
17:00	**419**	41	36	5	0	0	0	1	64	156	140	52	4	2	0	0
18:00	**275**	41	36	5	0	0	0	5	25	121	83	28	12	1	0	0
19:00	**187**	42	36	5	0	0	0	0	16	86	50	27	8	0	0	0
20:00	**119**	46	40	6	0	0	0	0	11	20	43	28	13	3	1	0
21:00	**133**	44	38	6	0	0	0	0	14	44	38	30	5	1	1	0
22:00	**60**	45	39	8	0	0	0	0	7	15	18	12	2	3	1	2
23:00	**28**	47	41	6	0	0	0	0	1	4	11	6	5	0	0	1
12H(7-19)	**6303**	**40**	**36**	**5**	**0**	**0**	**4**	**44**	**746**	**2672**	**2149**	**571**	**93**	**16**	**2**	**6**
16H(6-22)	**7067**	**41**	**36**	**5**	**0**	**0**	**4**	**46**	**810**	**2899**	**2404**	**719**	**146**	**26**	**5**	**8**
18H(6-24)	**7155**	**41**	**36**	**5**	**0**	**0**	**4**	**46**	**818**	**2918**	**2433**	**737**	**153**	**29**	**6**	**11**
24H(0-24)	**7293**	**41**	**36**	**5**	**0**	**0**	**4**	**50**	**826**	**2938**	**2460**	**770**	**180**	**43**	**8**	**14**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Northwestbound										
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
05 March 2020																	
00:00	**13**	47	38	8	0	0	0	0	4	1	3	2	2	1	0	0
01:00	**10**	56	45	9	0	0	0	0	0	3	0	2	3	0	1	1
02:00	**4**	0	41	6	0	0	0	0	0	1	1	1	1	0	0	0
03:00	**13**	47	38	8	0	0	0	0	2	5	2	1	2	1	0	0
04:00	**16**	56	46	9	0	0	0	0	1	2	2	2	3	3	3	0
05:00	**81**	51	41	9	0	0	0	3	9	14	18	12	13	8	2	2
06:00	**317**	46	40	6	0	0	0	2	29	55	95	95	32	8	0	1
07:00	**787**	40	35	5	0	0	0	6	129	346	227	74	5	0	0	0
08:00	**827**	39	34	4	0	0	1	12	150	413	217	28	3	3	0	0
09:00	**542**	40	35	5	0	0	2	11	90	230	165	41	2	1	0	0
10:00	**485**	40	36	4	0	0	1	6	34	215	186	36	6	1	0	0
11:00	**452**	40	35	4	0	0	0	0	61	210	139	31	10	1	0	0
12:00	**471**	41	36	4	0	0	0	1	39	208	160	55	7	1	0	0
13:00	**421**	41	36	5	0	0	0	4	38	181	141	47	10	0	0	0
14:00	**422**	40	35	4	0	0	0	8	56	206	123	23	6	0	0	0
15:00	**520**	41	36	5	0	0	1	7	52	216	168	62	12	0	0	2
16:00	**453**	41	36	5	0	0	0	5	41	184	163	49	8	3	0	0
17:00	**403**	42	37	5	0	0	0	2	31	146	146	64	12	1	1	0
18:00	**283**	41	36	5	0	0	0	2	32	113	93	31	10	0	2	0
19:00	**226**	42	37	5	0	0	0	1	16	77	91	32	8	1	0	0
20:00	**121**	45	39	6	0	0	0	0	4	29	48	26	10	3	0	1
21:00	**117**	44	39	6	0	0	0	1	7	30	47	20	8	3	1	0
22:00	**58**	47	40	7	0	0	0	0	3	14	21	9	7	3	1	0
23:00	**30**	47	40	6	0	0	0	0	2	6	9	7	6	0	0	0
12H(7-19)	**6066**	**40**	**36**	**5**	**0**	**0**	**5**	**64**	**753**	**2668**	**1928**	**541**	**91**	**11**	**3**	**2**
16H(6-22)	**6847**	**41**	**36**	**5**	**0**	**0**	**5**	**68**	**809**	**2859**	**2209**	**714**	**149**	**26**	**4**	**4**
18H(6-24)	**6935**	**41**	**36**	**5**	**0**	**0**	**5**	**68**	**814**	**2879**	**2239**	**730**	**162**	**29**	**5**	**4**
24H(0-24)	**7072**	**41**	**36**	**5**	**0**	**0**	**5**	**71**	**830**	**2905**	**2265**	**750**	**186**	**42**	**11**	**7**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Northwestbound										
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
06 March 2020																	
00:00	**13**	44	38	5	0	0	0	0	1	3	4	5	0	0	0	0
01:00	**9**	0	41	6	0	0	0	0	0	3	1	3	2	0	0	0
02:00	**9**	0	44	8	0	0	0	0	0	2	2	1	3	0	1	0
03:00	**7**	0	43	9	0	0	0	1	0	0	1	3	0	2	0	0
04:00	**27**	54	46	8	0	0	0	0	0	3	5	6	6	4	2	1
05:00	**81**	50	42	7	0	0	0	2	3	6	27	22	11	8	2	0
06:00	**301**	45	39	6	0	1	0	2	19	84	99	68	18	8	1	1
07:00	**742**	40	36	4	0	0	0	8	65	358	232	71	7	0	0	1
08:00	**859**	40	36	4	1	0	0	11	101	340	337	67	1	1	0	0
09:00	**545**	40	36	4	0	0	1	4	53	252	178	49	8	0	0	0
10:00	**487**	40	36	4	0	0	0	4	39	229	164	47	3	1	0	0
11:00	**536**	40	35	4	0	0	0	4	74	245	174	34	5	0	0	0
12:00	**510**	41	37	4	0	0	0	1	44	178	224	54	7	2	0	0
13:00	**529**	41	36	4	0	0	0	2	42	203	214	58	8	2	0	0
14:00	**490**	41	36	5	0	0	0	4	64	201	163	50	6	0	1	1
15:00	**557**	41	37	5	0	0	0	2	40	218	210	71	16	0	0	0
16:00	**500**	41	37	5	0	0	0	2	36	175	211	62	10	4	0	0
17:00	**421**	41	36	5	0	0	0	5	54	146	148	54	10	3	1	0
18:00	**352**	42	36	5	0	0	0	5	40	134	114	42	14	2	1	0
19:00	**235**	43	37	6	0	0	0	5	22	65	83	51	7	1	1	0
20:00	**148**	44	38	6	0	0	0	3	11	45	43	37	6	1	2	0
21:00	**132**	45	39	6	0	0	0	0	7	35	52	24	6	5	2	1
22:00	**118**	43	37	6	0	0	1	2	7	43	39	18	6	1	0	1
23:00	**65**	43	36	7	0	0	0	2	14	15	21	8	2	2	1	0
12H(7-19)	**6528**	**41**	**36**	**5**	**1**	**0**	**1**	**52**	**652**	**2679**	**2369**	**659**	**95**	**15**	**3**	**2**
16H(6-22)	**7344**	**41**	**36**	**5**	**1**	**1**	**1**	**62**	**711**	**2908**	**2646**	**839**	**132**	**30**	**9**	**4**
18H(6-24)	**7527**	**41**	**36**	**5**	**1**	**1**	**2**	**66**	**732**	**2966**	**2706**	**865**	**140**	**33**	**10**	**5**
24H(0-24)	**7673**	**41**	**36**	**5**	**1**	**1**	**2**	**69**	**736**	**2983**	**2746**	**905**	**162**	**47**	**15**	**6**

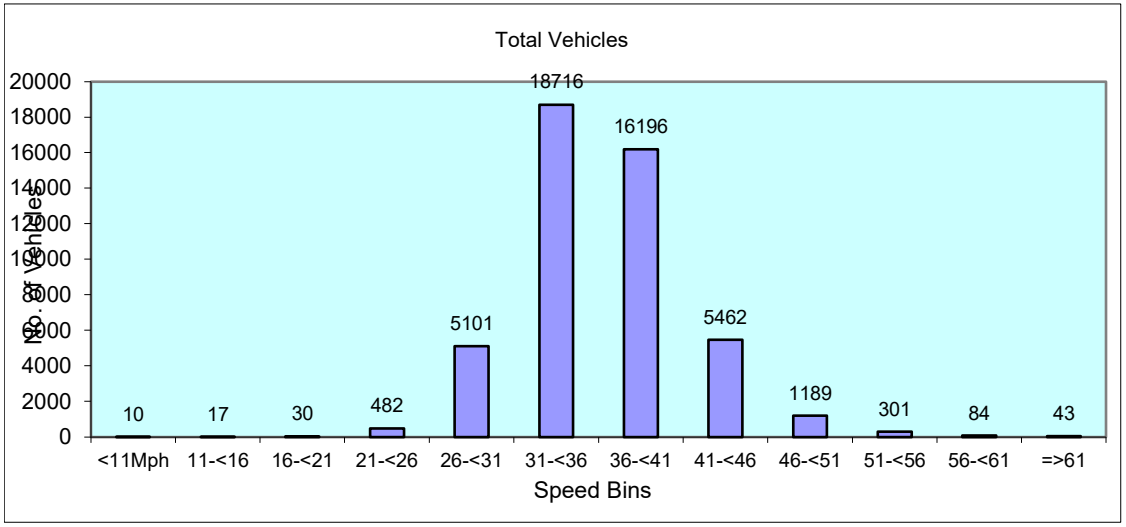
25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
07 March 2020																	
00:00	**30**	45	40	6	0	0	0	0	3	2	12	9	4	0	0	0
01:00	**16**	52	44	10	0	0	0	1	1	1	3	3	4	1	1	1
02:00	**12**	50	42	9	0	0	0	0	1	3	2	2	2	1	0	1
03:00	**9**	0	40	7	0	0	0	0	1	2	1	3	2	0	0	0
04:00	**18**	54	45	9	0	0	0	0	3	0	3	3	4	3	2	0
05:00	**39**	52	42	9	0	0	1	1	0	8	9	6	6	6	1	1
06:00	**117**	48	41	6	0	0	0	1	6	17	33	34	20	5	1	0
07:00	**201**	46	40	6	0	0	0	0	14	33	60	68	17	7	2	0
08:00	**354**	43	38	5	0	0	0	6	22	95	157	62	10	1	1	0
09:00	**473**	42	37	5	0	0	3	7	27	191	160	70	13	2	0	0
10:00	**578**	41	36	5	0	0	0	7	70	221	214	58	7	0	1	0
11:00	**560**	40	35	4	0	0	0	3	80	252	181	37	5	1	1	0
12:00	**591**	40	36	5	0	0	0	11	56	249	224	43	6	0	2	0
13:00	**567**	41	36	4	0	0	0	2	48	248	194	69	6	0	0	0
14:00	**524**	40	36	4	0	0	0	5	58	229	184	44	1	3	0	0
15:00	**451**	41	36	4	0	0	0	4	29	185	178	46	7	2	0	0
16:00	**464**	41	36	5	0	0	1	4	33	215	146	50	14	1	0	0
17:00	**323**	43	37	6	0	0	0	2	39	104	115	43	15	3	1	1
18:00	**264**	43	37	6	0	0	0	3	23	100	83	39	11	4	1	0
19:00	**191**	44	37	6	0	0	0	2	19	62	63	31	12	2	0	0
20:00	**125**	45	39	6	0	0	0	0	11	27	42	33	10	2	0	0
21:00	**97**	43	37	6	0	0	0	0	14	26	32	20	4	0	0	1
22:00	**86**	44	38	6	0	0	0	0	8	32	24	14	6	2	0	0
23:00	**72**	46	39	7	0	0	0	0	7	17	29	8	7	0	3	1
12H(7-19)	**5350**	**41**	**36**	**5**	**0**	**0**	**4**	**54**	**499**	**2122**	**1896**	**629**	**112**	**24**	**9**	**1**
16H(6-22)	**5880**	**41**	**37**	**5**	**0**	**0**	**4**	**57**	**549**	**2254**	**2066**	**747**	**158**	**33**	**10**	**2**
18H(6-24)	**6038**	**42**	**37**	**5**	**0**	**0**	**4**	**57**	**564**	**2303**	**2119**	**769**	**171**	**35**	**13**	**3**
24H(0-24)	**6162**	**42**	**37**	**5**	**0**	**0**	**5**	**59**	**573**	**2319**	**2149**	**795**	**193**	**46**	**17**	**6**

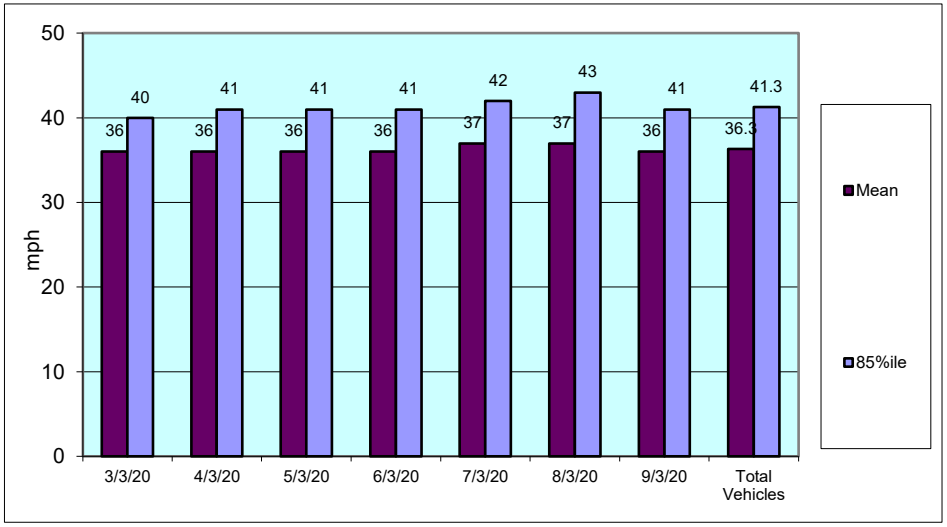
25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Northwestbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
08 March 2020																	
00:00	**49**	46	39	7	0	0	0	0	10	7	13	12	5	2	0	0
01:00	**27**	46	38	8	0	0	0	1	3	9	4	6	2	1	0	1
02:00	**15**	51	42	7	0	0	0	0	1	0	6	5	0	3	0	0
03:00	**13**	49	42	8	0	0	0	0	2	1	3	2	4	1	0	0
04:00	**13**	57	44	10	0	0	0	0	1	2	3	1	3	0	3	0
05:00	**27**	50	41	9	0	0	0	0	4	5	5	7	2	3	0	1
06:00	**60**	46	39	6	0	0	0	2	5	10	17	18	8	0	0	0
07:00	**108**	45	38	7	0	0	0	3	8	29	32	22	12	1	0	1
08:00	**178**	45	38	7	0	0	4	3	12	45	46	49	14	5	0	0
09:00	**347**	43	37	5	0	0	0	5	36	98	135	58	9	5	1	0
10:00	**478**	42	37	5	0	0	0	7	50	165	169	76	8	3	0	0
11:00	**466**	42	37	5	0	0	0	7	35	148	197	62	14	2	1	0
12:00	**577**	41	36	5	0	0	0	8	53	246	194	62	12	2	0	0
13:00	**486**	40	36	5	0	0	0	3	53	203	171	44	9	1	2	0
14:00	**436**	41	36	5	0	0	0	3	48	161	160	54	8	2	0	0
15:00	**394**	41	36	5	0	0	0	1	48	153	138	47	6	1	0	0
16:00	**335**	43	37	6	0	0	1	4	43	109	106	59	11	2	0	0
17:00	**260**	44	38	5	0	0	0	1	28	66	98	51	14	2	0	0
18:00	**222**	42	37	5	0	0	0	4	12	87	80	33	4	2	0	0
19:00	**156**	44	37	6	0	0	0	4	16	55	43	26	9	1	2	0
20:00	**102**	45	38	7	0	0	0	0	11	33	27	17	9	4	1	0
21:00	**71**	45	39	6	0	0	0	0	3	25	21	15	4	3	0	0
22:00	**57**	44	37	7	0	0	0	1	9	17	13	13	2	0	2	0
23:00	**24**	46	39	6	0	0	0	0	2	5	9	4	3	1	0	0
12H(7-19)	**4287**	**42**	**37**	**5**	**0**	**0**	**5**	**49**	**426**	**1510**	**1526**	**617**	**121**	**28**	**4**	**1**
16H(6-22)	**4676**	**42**	**37**	**5**	**0**	**0**	**5**	**55**	**461**	**1633**	**1634**	**693**	**151**	**36**	**7**	**1**
18H(6-24)	**4757**	**42**	**37**	**5**	**0**	**0**	**5**	**56**	**472**	**1655**	**1656**	**710**	**156**	**37**	**9**	**1**
24H(0-24)	**4901**	**43**	**37**	**5**	**0**	**0**	**5**	**57**	**493**	**1679**	**1690**	**743**	**172**	**47**	**12**	**3**

25030			SHOULDEN				Site No: 25030001			Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Northwestbound									
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
09 March 2020																
00:00	**11**	50	43	8	0	0	0	0	0	4	1	1	4	0	1	0
01:00	**6**	0	44	3	0	0	0	0	0	0	1	3	2	0	0	0
02:00	**6**	0	40	9	0	0	0	0	0	3	1	1	0	0	1	0
03:00	**9**	0	38	5	0	0	0	0	0	3	4	1	1	0	0	0
04:00	**31**	56	45	10	0	0	0	0	3	4	6	2	4	7	3	2
05:00	**95**	50	41	8	0	0	1	4	2	12	25	25	16	9	1	0
06:00	**301**	45	38	7	0	0	1	6	30	71	91	72	22	4	4	0
07:00	**784**	42	37	5	0	1	0	11	71	259	312	114	15	1	0	0
08:00	**877**	40	35	4	0	0	0	8	134	369	305	51	9	1	0	0
09:00	**537**	41	36	5	0	0	0	10	44	220	188	66	9	0	0	0
10:00	**455**	40	35	5	0	0	0	1	73	209	132	32	7	1	0	0
11:00	**442**	40	36	5	0	0	0	2	45	185	162	41	5	1	0	1
12:00	**453**	41	36	5	0	0	0	2	35	189	162	56	6	3	0	0
13:00	**474**	40	36	4	0	0	0	1	64	199	168	38	3	1	0	0
14:00	**482**	40	36	4	0	0	0	5	57	202	179	35	3	1	0	0
15:00	**555**	41	36	6	3	6	1	7	59	205	202	64	7	1	0	0
16:00	**445**	42	37	5	0	0	0	4	29	157	179	63	11	2	0	0
17:00	**377**	41	37	5	0	0	0	2	28	150	143	42	9	3	0	0
18:00	**285**	43	37	6	0	0	0	4	32	89	101	46	9	3	0	1
19:00	**218**	42	37	5	0	0	0	1	15	87	77	33	5	0	0	0
20:00	**123**	42	37	5	0	0	0	1	13	42	42	24	1	0	0	0
21:00	**108**	41	36	5	0	0	0	1	12	38	40	16	0	1	0	0
22:00	**59**	42	36	7	0	0	2	2	5	21	18	8	2	1	0	0
23:00	**23**	45	39	6	0	0	0	0	2	6	7	5	3	0	0	0
12H(7-19)	**6166**	**41**	**36**	**5**	**3**	**7**	**1**	**57**	**671**	**2433**	**2233**	**648**	**93**	**18**	**0**	**2**
16H(6-22)	**6916**	**41**	**36**	**5**	**3**	**7**	**2**	**66**	**741**	**2671**	**2483**	**793**	**121**	**23**	**4**	**2**
18H(6-24)	**6998**	**41**	**36**	**5**	**3**	**7**	**4**	**68**	**748**	**2698**	**2508**	**806**	**126**	**24**	**4**	**2**
24H(0-24)	**7156**	**41**	**36**	**5**	**3**	**7**	**5**	**72**	**753**	**2724**	**2546**	**839**	**153**	**40**	**10**	**4**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Northwestbound		

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																
3/3/20	**7374**	40	36	5	6	9	4	104	890	3168	2340	660	143	36	11	3
4/3/20	**7293**	41	36	5	0	0	4	50	826	2938	2460	770	180	43	8	14
5/3/20	**7072**	41	36	5	0	0	5	71	830	2905	2265	750	186	42	11	7
6/3/20	**7673**	41	36	5	1	1	2	69	736	2983	2746	905	162	47	15	6
7/3/20	**6162**	42	37	5	0	0	5	59	573	2319	2149	795	193	46	17	6
8/3/20	**4901**	43	37	5	0	0	5	57	493	1679	1690	743	172	47	12	3
9/3/20	**7156**	41	36	5	3	7	5	72	753	2724	2546	839	153	40	10	4
Total Vehicles																
[--]	**47631**	41.3	36.3	5.0	10	17	30	482	5101	18716	16196	5462	1189	301	84	43

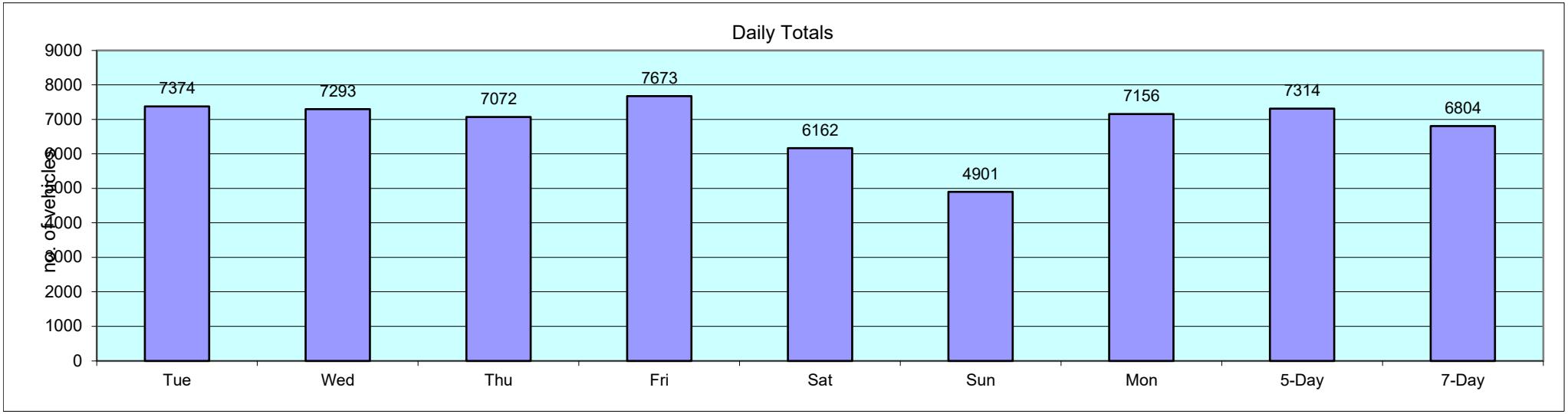




25030		SHOULDEN		Site No: 25030001 Channel: Northwestbound		Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)		
TIME PERIOD	Tue 03/03/20	Wed 04/03/20	Thu 05/03/20	Fri 06/03/20	Sat 07/03/20	Sun 08/03/20	Mon 09/03/20	5-Day Ave.	7-Day Ave.
Week Begin: 03 March 2020									
00:00	**8**	14	13	13	30	49	11	12	20
01:00	**6**	11	10	9	16	27	6	8	12
02:00	**6**	5	4	9	12	15	6	6	8
03:00	**5**	5	13	7	9	13	9	8	9
04:00	**25**	22	16	27	18	13	31	24	22
05:00	**89**	81	81	81	39	27	95	85	70
06:00	**311**	325	317	301	117	60	301	311	247
07:00	**813**	781	787	742	201	108	784	781	602
08:00	**801**	856	827	859	354	178	877	844	679
09:00	**547**	500	542	545	473	347	537	534	499
10:00	**506**	494	485	487	578	478	455	485	498
11:00	**501**	456	452	536	560	466	442	477	488
12:00	**497**	497	471	510	591	577	453	486	514
13:00	**453**	490	421	529	567	486	474	473	489
14:00	**448**	486	422	490	524	436	482	466	470
15:00	**559**	544	520	557	451	394	555	547	511
16:00	**518**	505	453	500	464	335	445	484	460
17:00	**431**	419	403	421	323	260	377	410	376
18:00	**285**	275	283	352	264	222	285	296	281
19:00	**229**	187	226	235	191	156	218	219	206
20:00	**146**	119	121	148	125	102	123	131	126
21:00	**96**	133	117	132	97	71	108	117	108
22:00	**53**	60	58	118	86	57	59	70	70
23:00	**41**	28	30	65	72	24	23	37	40
12H(7-19)	**6359**	**6303**	**6066**	**6528**	**5350**	**4287**	**6166**	**6284**	**5866**
16H(6-22)	**7141**	**7067**	**6847**	**7344**	**5880**	**4676**	**6916**	**7063**	**6553**
18H(6-24)	**7235**	**7155**	**6935**	**7527**	**6038**	**4757**	**6998**	**7170**	**6664**
24H(0-24)	**7374**	**7293**	**7072**	**7673**	**6162**	**4901**	**7156**	**7314**	**6804**
AM	**07:00**	**08:00**	**08:00**	**08:00**	**10:00**	**10:00**	**08:00**	**08:00**	**08:00**
Peak	**813**	**856**	**827**	**859**	**578**	**478**	**877**	**844**	**679**
PM	**15:00**	**15:00**	**15:00**	**15:00**	**12:00**	**12:00**	**15:00**	**15:00**	**12:00**
Peak	**559**	**544**	**520**	**557**	**591**	**577**	**555**	**547**	**514**

25030	SHOULDEN	Site No: 25030001 Channel: Northwestbound	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)

TIME PERIOD	Tue 03/03/20	Wed 04/03/20	Thu 05/03/20	Fri 06/03/20	Sat 07/03/20	Sun 08/03/20	Mon 09/03/20	5-Day Ave.	7-Day Ave.



25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
03 March 2020											
00:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
01:00	**14**	0	0.0	11	78.6	3	21.4	0	0.0	0	0.0
02:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
03:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
05:00	**28**	1	3.6	18	64.3	7	25.0	2	7.1	0	0.0
06:00	**88**	2	2.3	60	68.2	22	25.0	3	3.4	1	1.1
07:00	**302**	1	0.3	244	80.8	41	13.6	15	5.0	1	0.3
08:00	**536**	0	0.0	448	83.6	63	11.8	20	3.7	5	0.9
09:00	**445**	0	0.0	369	82.9	61	13.7	14	3.2	1	0.2
10:00	**452**	4	0.9	376	83.2	55	12.2	14	3.1	3	0.7
11:00	**417**	2	0.5	351	84.2	48	11.5	15	3.6	1	0.2
12:00	**496**	1	0.2	431	86.9	47	9.5	16	3.2	1	0.2
13:00	**529**	5	1.0	464	87.7	49	9.3	11	2.1	0	0.0
14:00	**565**	6	1.1	499	88.3	44	7.8	16	2.8	0	0.0
15:00	**668**	3	0.5	592	88.6	49	7.3	23	3.4	1	0.2
16:00	**737**	2	0.3	657	89.2	64	8.7	11	1.5	3	0.4
17:00	**766**	4	0.5	699	91.3	50	6.5	12	1.6	1	0.1
18:00	**523**	1	0.2	479	91.6	33	6.3	10	1.9	0	0.0
19:00	**346**	2	0.6	318	91.9	22	6.4	4	1.2	0	0.0
20:00	**200**	2	1.0	194	97.0	3	1.5	1	0.5	0	0.0
21:00	**154**	0	0.0	145	94.2	9	5.8	0	0.0	0	0.0
22:00	**114**	0	0.0	106	93.0	8	7.0	0	0.0	0	0.0
23:00	**32**	0	0.0	27	84.4	4	12.5	1	3.1	0	0.0
12H(7-19)	**6436**	**29**	**0.5**	**5609**	**87.2**	**604**	**9.4**	**177**	**2.8**	**17**	**0.3**
16H(6-22)	**7224**	**35**	**0.5**	**6326**	**87.6**	**660**	**9.1**	**185**	**2.6**	**18**	**0.3**
18H(6-24)	**7370**	**35**	**0.5**	**6459**	**87.6**	**672**	**9.1**	**186**	**2.5**	**18**	**0.2**
24H(0-24)	**7445**	**37**	**0.5**	**6514**	**87.5**	**687**	**9.2**	**189**	**2.5**	**18**	**0.2**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
04 March 2020											
00:00	**34**	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
01:00	**12**	0	0.0	10	83.3	1	8.3	1	8.3	0	0.0
02:00	**3**	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
03:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**22**	2	9.1	17	77.3	2	9.1	1	4.6	0	0.0
06:00	**96**	1	1.0	74	77.1	18	18.8	3	3.1	0	0.0
07:00	**329**	2	0.6	266	80.9	55	16.7	6	1.8	0	0.0
08:00	**584**	0	0.0	511	87.5	56	9.6	14	2.4	3	0.5
09:00	**413**	0	0.0	340	82.3	60	14.5	12	2.9	1	0.2
10:00	**399**	5	1.3	324	81.2	55	13.8	14	3.5	1	0.3
11:00	**463**	4	0.9	377	81.4	71	15.3	11	2.4	0	0.0
12:00	**462**	2	0.4	403	87.2	48	10.4	8	1.7	1	0.2
13:00	**566**	2	0.4	479	84.6	60	10.6	24	4.2	1	0.2
14:00	**550**	5	0.9	474	86.2	59	10.7	10	1.8	2	0.4
15:00	**634**	2	0.3	562	88.6	52	8.2	17	2.7	1	0.2
16:00	**714**	3	0.4	631	88.4	57	8.0	21	2.9	2	0.3
17:00	**778**	7	0.9	707	90.9	53	6.8	11	1.4	0	0.0
18:00	**530**	3	0.6	497	93.8	23	4.3	7	1.3	0	0.0
19:00	**300**	5	1.7	276	92.0	15	5.0	4	1.3	0	0.0
20:00	**207**	1	0.5	186	89.9	18	8.7	2	1.0	0	0.0
21:00	**144**	2	1.4	134	93.1	8	5.6	0	0.0	0	0.0
22:00	**122**	0	0.0	116	95.1	5	4.1	1	0.8	0	0.0
23:00	**46**	0	0.0	40	87.0	5	10.9	1	2.2	0	0.0
12H(7-19)	**6422**	**35**	**0.6**	**5571**	**86.8**	**649**	**10.1**	**155**	**2.4**	**12**	**0.2**
16H(6-22)	**7169**	**44**	**0.6**	**6241**	**87.1**	**708**	**9.9**	**164**	**2.3**	**12**	**0.2**
18H(6-24)	**7337**	**44**	**0.6**	**6397**	**87.2**	**718**	**9.8**	**166**	**2.3**	**12**	**0.2**
24H(0-24)	**7416**	**46**	**0.6**	**6465**	**87.2**	**724**	**9.8**	**169**	**2.3**	**12**	**0.2**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
05 March 2020											
00:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
01:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
02:00	**8**	0	0.0	1	12.5	6	75.0	1	12.5	0	0.0
03:00	**7**	0	0.0	6	85.7	1	14.3	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	**25**	0	0.0	19	76.0	5	20.0	1	4.0	0	0.0
06:00	**84**	3	3.6	59	70.2	20	23.8	1	1.2	1	1.2
07:00	**301**	0	0.0	253	84.1	38	12.6	10	3.3	0	0.0
08:00	**535**	1	0.2	461	86.2	57	10.7	14	2.6	2	0.4
09:00	**412**	1	0.2	337	81.8	63	15.3	7	1.7	4	1.0
10:00	**385**	0	0.0	308	80.0	67	17.4	8	2.1	2	0.5
11:00	**458**	0	0.0	379	82.8	72	15.7	6	1.3	1	0.2
12:00	**440**	1	0.2	370	84.1	61	13.9	8	1.8	0	0.0
13:00	**454**	0	0.0	390	85.9	52	11.5	10	2.2	2	0.4
14:00	**493**	3	0.6	433	87.8	48	9.7	9	1.8	0	0.0
15:00	**600**	1	0.2	526	87.7	62	10.3	9	1.5	2	0.3
16:00	**728**	1	0.1	636	87.4	78	10.7	10	1.4	3	0.4
17:00	**727**	3	0.4	654	90.0	60	8.3	10	1.4	0	0.0
18:00	**473**	1	0.2	436	92.2	26	5.5	10	2.1	0	0.0
19:00	**270**	2	0.7	246	91.1	20	7.4	2	0.7	0	0.0
20:00	**190**	2	1.1	174	91.6	12	6.3	2	1.1	0	0.0
21:00	**180**	0	0.0	173	96.1	7	3.9	0	0.0	0	0.0
22:00	**133**	0	0.0	125	94.0	8	6.0	0	0.0	0	0.0
23:00	**42**	0	0.0	36	85.7	5	11.9	1	2.4	0	0.0
12H(7-19)	**6006**	**12**	**0.2**	**5183**	**86.3**	**684**	**11.4**	**111**	**1.9**	**16**	**0.3**
16H(6-22)	**6730**	**19**	**0.3**	**5835**	**86.7**	**743**	**11.0**	**116**	**1.7**	**17**	**0.3**
18H(6-24)	**6905**	**19**	**0.3**	**5996**	**86.8**	**756**	**11.0**	**117**	**1.7**	**17**	**0.3**
24H(0-24)	**6984**	**19**	**0.3**	**6057**	**86.7**	**772**	**11.1**	**119**	**1.7**	**17**	**0.2**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
06 March 2020											
00:00	**24**	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
01:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
02:00	**8**	0	0.0	6	75.0	2	25.0	0	0.0	0	0.0
03:00	**5**	1	20.0	2	40.0	1	20.0	1	20.0	0	0.0
04:00	**10**	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
05:00	**22**	0	0.0	16	72.7	4	18.2	2	9.1	0	0.0
06:00	**91**	1	1.1	70	76.9	19	20.9	1	1.1	0	0.0
07:00	**339**	4	1.2	278	82.0	50	14.8	7	2.1	0	0.0
08:00	**637**	1	0.2	560	87.9	57	9.0	17	2.7	2	0.3
09:00	**476**	3	0.6	395	83.0	62	13.0	16	3.4	0	0.0
10:00	**437**	3	0.7	376	86.0	46	10.5	12	2.8	0	0.0
11:00	**479**	3	0.6	403	84.1	59	12.3	13	2.7	1	0.2
12:00	**510**	4	0.8	443	86.9	45	8.8	15	2.9	3	0.6
13:00	**574**	3	0.5	501	87.3	60	10.5	9	1.6	1	0.2
14:00	**618**	5	0.8	554	89.6	47	7.6	11	1.8	1	0.2
15:00	**714**	2	0.3	646	90.5	43	6.0	23	3.2	0	0.0
16:00	**826**	6	0.7	743	90.0	59	7.1	16	1.9	2	0.2
17:00	**731**	4	0.6	662	90.6	52	7.1	13	1.8	0	0.0
18:00	**489**	2	0.4	454	92.8	26	5.3	6	1.2	1	0.2
19:00	**280**	3	1.1	255	91.1	19	6.8	3	1.1	0	0.0
20:00	**209**	2	1.0	200	95.7	7	3.4	0	0.0	0	0.0
21:00	**137**	0	0.0	134	97.8	2	1.5	1	0.7	0	0.0
22:00	**157**	1	0.6	152	96.8	3	1.9	1	0.6	0	0.0
23:00	**92**	0	0.0	86	93.5	4	4.4	2	2.2	0	0.0
12H(7-19)	**6830**	**40**	**0.6**	**6015**	**88.1**	**606**	**8.9**	**158**	**2.3**	**11**	**0.2**
16H(6-22)	**7547**	**46**	**0.6**	**6674**	**88.4**	**653**	**8.7**	**163**	**2.2**	**11**	**0.2**
18H(6-24)	**7796**	**47**	**0.6**	**6912**	**88.7**	**660**	**8.5**	**166**	**2.1**	**11**	**0.1**
24H(0-24)	**7884**	**48**	**0.6**	**6984**	**88.6**	**671**	**8.5**	**170**	**2.2**	**11**	**0.1**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
07 March 2020											
00:00	**62**	0	0.0	58	93.6	4	6.5	0	0.0	0	0.0
01:00	**21**	0	0.0	19	90.5	2	9.5	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	**9**	0	0.0	5	55.6	4	44.4	0	0.0	0	0.0
04:00	**8**	0	0.0	6	75.0	1	12.5	1	12.5	0	0.0
05:00	**19**	0	0.0	13	68.4	5	26.3	1	5.3	0	0.0
06:00	**53**	0	0.0	49	92.5	4	7.6	0	0.0	0	0.0
07:00	**168**	1	0.6	141	83.9	23	13.7	3	1.8	0	0.0
08:00	**321**	2	0.6	274	85.4	37	11.5	8	2.5	0	0.0
09:00	**377**	5	1.3	344	91.3	24	6.4	4	1.1	0	0.0
10:00	**486**	6	1.2	437	89.9	37	7.6	6	1.2	0	0.0
11:00	**589**	6	1.0	535	90.8	37	6.3	11	1.9	0	0.0
12:00	**533**	7	1.3	490	91.9	28	5.3	8	1.5	0	0.0
13:00	**630**	6	1.0	576	91.4	35	5.6	13	2.1	0	0.0
14:00	**559**	3	0.5	518	92.7	26	4.7	12	2.2	0	0.0
15:00	**514**	8	1.6	481	93.6	19	3.7	5	1.0	1	0.2
16:00	**480**	5	1.0	450	93.8	19	4.0	6	1.3	0	0.0
17:00	**412**	0	0.0	389	94.4	14	3.4	9	2.2	0	0.0
18:00	**328**	3	0.9	309	94.2	13	4.0	2	0.6	1	0.3
19:00	**241**	2	0.8	220	91.3	14	5.8	5	2.1	0	0.0
20:00	**180**	3	1.7	168	93.3	6	3.3	3	1.7	0	0.0
21:00	**149**	0	0.0	144	96.6	4	2.7	1	0.7	0	0.0
22:00	**135**	1	0.7	128	94.8	5	3.7	1	0.7	0	0.0
23:00	**79**	0	0.0	72	91.1	5	6.3	2	2.5	0	0.0
12H(7-19)	**5397**	**52**	**1.0**	**4944**	**91.6**	**312**	**5.8**	**87**	**1.6**	**2**	**0.0**
16H(6-22)	**6020**	**57**	**1.0**	**5525**	**91.8**	**340**	**5.7**	**96**	**1.6**	**2**	**0.0**
18H(6-24)	**6234**	**58**	**0.9**	**5725**	**91.8**	**350**	**5.6**	**99**	**1.6**	**2**	**0.0**
24H(0-24)	**6361**	**58**	**0.9**	**5834**	**91.7**	**366**	**5.8**	**101**	**1.6**	**2**	**0.0**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

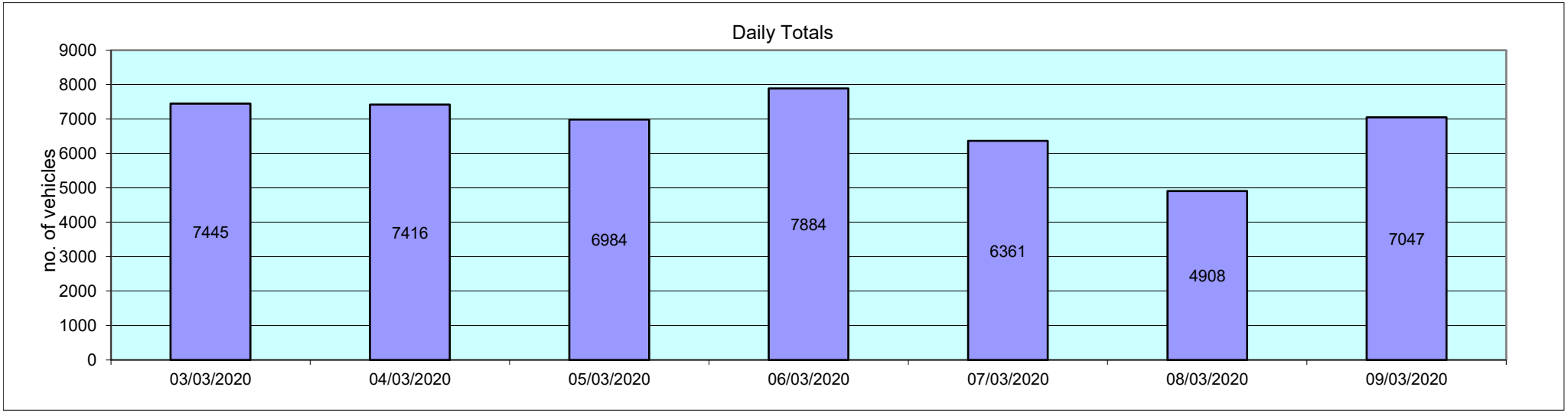
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
08 March 2020											
00:00	**53**	0	0.0	49	92.5	4	7.6	0	0.0	0	0.0
01:00	**25**	0	0.0	25	100.0	0	0.0	0	0.0	0	0.0
02:00	**19**	0	0.0	15	79.0	1	5.3	3	15.8	0	0.0
03:00	**16**	0	0.0	15	93.8	0	0.0	0	0.0	1	6.3
04:00	**12**	0	0.0	12	100.0	0	0.0	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	**29**	0	0.0	29	100.0	0	0.0	0	0.0	0	0.0
07:00	**86**	1	1.2	79	91.9	4	4.7	1	1.2	1	1.2
08:00	**124**	1	0.8	114	91.9	7	5.7	2	1.6	0	0.0
09:00	**250**	3	1.2	220	88.0	20	8.0	6	2.4	1	0.4
10:00	**367**	2	0.5	334	91.0	23	6.3	8	2.2	0	0.0
11:00	**434**	4	0.9	402	92.6	22	5.1	6	1.4	0	0.0
12:00	**448**	3	0.7	419	93.5	21	4.7	5	1.1	0	0.0
13:00	**540**	5	0.9	505	93.5	20	3.7	10	1.9	0	0.0
14:00	**499**	1	0.2	467	93.6	22	4.4	9	1.8	0	0.0
15:00	**432**	2	0.5	408	94.4	15	3.5	7	1.6	0	0.0
16:00	**498**	2	0.4	470	94.4	22	4.4	4	0.8	0	0.0
17:00	**314**	2	0.6	289	92.0	19	6.1	4	1.3	0	0.0
18:00	**243**	1	0.4	223	91.8	16	6.6	3	1.2	0	0.0
19:00	**167**	2	1.2	155	92.8	9	5.4	1	0.6	0	0.0
20:00	**117**	0	0.0	110	94.0	5	4.3	2	1.7	0	0.0
21:00	**80**	0	0.0	73	91.3	6	7.5	1	1.3	0	0.0
22:00	**84**	0	0.0	80	95.2	3	3.6	1	1.2	0	0.0
23:00	**55**	0	0.0	52	94.6	2	3.6	1	1.8	0	0.0
12H(7-19)	**4235**	**27**	**0.6**	**3930**	**92.8**	**211**	**5.0**	**65**	**1.5**	**2**	**0.1**
16H(6-22)	**4628**	**29**	**0.6**	**4297**	**92.9**	**231**	**5.0**	**69**	**1.5**	**2**	**0.0**
18H(6-24)	**4767**	**29**	**0.6**	**4429**	**92.9**	**236**	**5.0**	**71**	**1.5**	**2**	**0.0**
24H(0-24)	**4908**	**29**	**0.6**	**4557**	**92.9**	**244**	**5.0**	**75**	**1.5**	**3**	**0.1**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
09 March 2020											
00:00	**12**	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
01:00	**13**	0	0.0	10	76.9	3	23.1	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	**8**	0	0.0	4	50.0	4	50.0	0	0.0	0	0.0
04:00	**3**	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
05:00	**28**	0	0.0	21	75.0	5	17.9	2	7.1	0	0.0
06:00	**80**	2	2.5	61	76.3	12	15.0	5	6.3	0	0.0
07:00	**292**	0	0.0	242	82.9	38	13.0	11	3.8	1	0.3
08:00	**575**	4	0.7	498	86.6	62	10.8	8	1.4	3	0.5
09:00	**448**	0	0.0	374	83.5	61	13.6	12	2.7	1	0.2
10:00	**386**	2	0.5	335	86.8	42	10.9	6	1.6	1	0.3
11:00	**449**	3	0.7	377	84.0	54	12.0	15	3.3	0	0.0
12:00	**462**	3	0.7	391	84.6	51	11.0	16	3.5	1	0.2
13:00	**467**	2	0.4	408	87.4	46	9.9	10	2.1	1	0.2
14:00	**523**	3	0.6	465	88.9	41	7.8	14	2.7	0	0.0
15:00	**621**	4	0.6	540	87.0	65	10.5	12	1.9	0	0.0
16:00	**725**	2	0.3	659	90.9	48	6.6	14	1.9	2	0.3
17:00	**767**	5	0.7	691	90.1	53	6.9	18	2.4	0	0.0
18:00	**446**	3	0.7	407	91.3	26	5.8	10	2.2	0	0.0
19:00	**268**	4	1.5	248	92.5	12	4.5	4	1.5	0	0.0
20:00	**183**	1	0.6	174	95.1	7	3.8	1	0.6	0	0.0
21:00	**157**	1	0.6	143	91.1	13	8.3	0	0.0	0	0.0
22:00	**94**	2	2.1	89	94.7	3	3.2	0	0.0	0	0.0
23:00	**39**	1	2.6	35	89.7	2	5.1	1	2.6	0	0.0
12H(7-19)	**6161**	**31**	**0.5**	**5387**	**87.4**	**587**	**9.5**	**146**	**2.4**	**10**	**0.2**
16H(6-22)	**6849**	**39**	**0.6**	**6013**	**87.8**	**631**	**9.2**	**156**	**2.3**	**10**	**0.2**
18H(6-24)	**6982**	**42**	**0.6**	**6137**	**87.9**	**636**	**9.1**	**157**	**2.3**	**10**	**0.1**
24H(0-24)	**7047**	**43**	**0.6**	**6184**	**87.8**	**650**	**9.2**	**160**	**2.3**	**10**	**0.1**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
3/3/20	**7445**	37	0.5	6514	87.5	687	9.2	189	2.5	18	0.2
4/3/20	**7416**	46	0.6	6465	87.2	724	9.8	169	2.3	12	0.2
5/3/20	**6984**	19	0.3	6057	86.7	772	11.1	119	1.7	17	0.2
6/3/20	**7884**	48	0.6	6984	88.6	671	8.5	170	2.2	11	0.1
7/3/20	**6361**	58	0.9	5834	91.7	366	5.8	101	1.6	2	0.0
8/3/20	**4908**	29	0.6	4557	92.9	244	5.0	75	1.5	3	0.1
9/3/20	**7047**	43	0.6	6184	87.8	650	9.2	160	2.3	10	0.1
Total Vehicles											
[--]	**48045**	280	0.6	42595	88.9	4114	8.4	983	2.0	73	0.1



25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Southeastbound										
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
03 March 2020																	
00:00	**13**	47	37	7	0	0	0	0	3	3	4	0	3	0	0	0
01:00	**14**	49	40	10	0	0	1	0	1	3	2	2	4	0	1	0
02:00	**10**	48	42	7	0	0	0	0	1	1	3	2	2	1	0	0
03:00	**4**	0	31	6	0	0	0	1	1	1	1	0	0	0	0	0
04:00	**6**	0	38	6	0	0	0	0	0	3	1	1	1	0	0	0
05:00	**28**	45	38	7	0	0	0	0	5	8	6	6	2	1	0	0
06:00	**88**	42	37	6	0	0	0	3	8	34	28	8	5	1	1	0
07:00	**302**	39	34	5	0	2	3	4	80	123	68	22	0	0	0	0
08:00	**536**	38	33	4	0	0	1	24	173	227	98	12	1	0	0	0
09:00	**445**	37	32	5	0	0	4	41	158	166	68	7	1	0	0	0
10:00	**452**	36	32	5	0	0	2	19	180	182	48	16	5	0	0	0
11:00	**417**	37	33	4	0	0	0	16	143	175	69	13	1	0	0	0
12:00	**496**	36	31	4	0	0	4	36	212	176	63	5	0	0	0	0
13:00	**529**	36	32	4	0	0	0	21	198	233	64	11	1	1	0	0
14:00	**565**	36	32	4	0	0	6	12	217	260	55	13	2	0	0	0
15:00	**668**	36	30	6	3	15	24	71	218	243	89	5	0	0	0	0
16:00	**737**	36	31	5	0	14	27	54	253	274	106	9	0	0	0	0
17:00	**766**	35	30	5	0	4	33	67	332	267	56	7	0	0	0	0
18:00	**523**	34	29	6	9	12	13	65	250	136	31	4	3	0	0	0
19:00	**346**	36	31	5	0	0	11	33	132	120	42	7	1	0	0	0
20:00	**200**	39	33	5	0	0	0	9	57	78	45	7	3	1	0	0
21:00	**154**	40	34	6	0	0	0	9	49	50	30	10	4	2	0	0
22:00	**114**	40	34	6	0	0	0	6	31	39	23	10	3	2	0	0
23:00	**32**	42	35	7	0	0	0	2	5	13	6	4	1	1	0	0
12H(7-19)	**6436**	**36**	**31**	**5**	**12**	**47**	**117**	**430**	**2414**	**2462**	**815**	**124**	**14**	**1**	**0**	**0**
16H(6-22)	**7224**	**36**	**32**	**5**	**12**	**47**	**128**	**484**	**2660**	**2744**	**960**	**156**	**27**	**5**	**1**	**0**
18H(6-24)	**7370**	**36**	**32**	**5**	**12**	**47**	**128**	**492**	**2696**	**2796**	**989**	**170**	**31**	**8**	**1**	**0**
24H(0-24)	**7445**	**37**	**32**	**5**	**12**	**47**	**129**	**493**	**2707**	**2815**	**1006**	**181**	**43**	**10**	**2**	**0**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Southeastbound										
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
04 March 2020																	
00:00	**34**	43	39	6	0	0	0	0	2	8	16	5	2	0	1	0
01:00	**12**	47	40	6	0	0	0	0	1	2	4	2	3	0	0	0
02:00	**3**	0	34	0	0	0	0	0	0	3	0	0	0	0	0	0
03:00	**2**	0	44	5	0	0	0	0	0	0	1	0	1	0	0	0
04:00	**6**	0	38	6	0	0	0	0	1	1	3	0	1	0	0	0
05:00	**22**	40	35	7	0	0	0	2	3	9	6	1	0	0	1	0
06:00	**96**	44	37	6	0	0	0	1	11	31	27	21	5	0	0	0
07:00	**329**	40	34	5	0	0	0	4	83	129	87	20	6	0	0	0
08:00	**584**	38	32	5	1	4	12	26	164	242	124	8	1	2	0	0
09:00	**413**	37	32	4	0	0	1	15	149	176	59	13	0	0	0	0
10:00	**399**	37	32	5	0	1	1	20	145	166	55	9	2	0	0	0
11:00	**463**	38	33	4	0	0	0	14	143	202	89	13	2	0	0	0
12:00	**462**	36	31	4	0	0	0	31	198	180	43	9	1	0	0	0
13:00	**566**	36	31	5	3	6	6	35	225	205	77	8	1	0	0	0
14:00	**550**	36	31	4	0	0	2	39	216	220	67	6	0	0	0	0
15:00	**634**	36	31	5	0	9	19	47	245	231	79	3	0	0	1	0
16:00	**714**	34	28	7	18	50	62	60	280	201	39	3	1	0	0	0
17:00	**778**	34	28	7	10	46	72	101	266	239	41	2	1	0	0	0
18:00	**530**	35	30	5	1	9	17	78	208	173	38	5	1	0	0	0
19:00	**300**	35	31	4	0	0	1	23	112	134	24	6	0	0	0	0
20:00	**207**	39	34	5	0	0	1	3	45	95	50	12	1	0	0	0
21:00	**144**	39	34	6	0	0	2	8	32	59	32	9	1	1	0	0
22:00	**122**	39	33	5	0	0	0	5	44	38	29	5	0	1	0	0
23:00	**46**	42	37	6	0	0	0	2	4	15	17	4	3	1	0	0
12H(7-19)	**6422**	**36**	**31**	**6**	**33**	**125**	**192**	**470**	**2322**	**2364**	**798**	**99**	**16**	**2**	**1**	**0**
16H(6-22)	**7169**	**36**	**31**	**6**	**33**	**125**	**196**	**505**	**2522**	**2683**	**931**	**147**	**23**	**3**	**1**	**0**
18H(6-24)	**7337**	**36**	**31**	**6**	**33**	**125**	**196**	**512**	**2570**	**2736**	**977**	**156**	**26**	**5**	**1**	**0**
24H(0-24)	**7416**	**36**	**31**	**6**	**33**	**125**	**196**	**514**	**2577**	**2759**	**1007**	**164**	**33**	**5**	**3**	**0**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Southeastbound										
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
05 March 2020																	
00:00	**23**	44	36	7	0	0	0	0	7	5	6	2	3	0	0	0
01:00	**14**	48	42	6	0	0	0	0	1	1	5	2	5	0	0	0
02:00	**8**	0	37	7	0	0	0	0	1	5	0	0	2	0	0	0
03:00	**7**	0	43	5	0	0	0	0	0	1	1	3	2	0	0	0
04:00	**2**	0	34	5	0	0	0	0	1	0	1	0	0	0	0	0
05:00	**25**	43	37	5	0	0	0	0	3	7	8	7	0	0	0	0
06:00	**84**	42	36	6	0	0	0	3	12	36	18	11	3	1	0	0
07:00	**301**	38	32	6	0	0	3	37	85	102	58	14	2	0	0	0
08:00	**535**	36	31	6	1	1	31	54	193	172	67	15	0	1	0	0
09:00	**412**	37	32	4	0	1	2	8	141	189	62	8	1	0	0	0
10:00	**385**	36	32	5	0	1	5	10	143	163	51	12	0	0	0	0
11:00	**458**	36	32	5	0	1	4	24	161	193	62	11	2	0	0	0
12:00	**440**	38	33	4	1	0	0	17	134	186	90	12	0	0	0	0
13:00	**454**	36	31	5	0	0	17	42	151	179	55	8	0	2	0	0
14:00	**493**	35	31	5	0	0	16	33	175	220	43	6	0	0	0	0
15:00	**600**	35	30	5	1	18	11	45	242	233	45	5	0	0	0	0
16:00	**728**	35	30	6	9	29	22	60	266	283	57	2	0	0	0	0
17:00	**727**	34	29	5	1	13	36	109	304	225	35	4	0	0	0	0
18:00	**473**	34	28	5	2	2	35	89	211	106	26	2	0	0	0	0
19:00	**270**	37	32	4	0	0	1	17	76	128	45	3	0	0	0	0
20:00	**190**	39	34	5	0	0	0	5	50	83	33	17	2	0	0	0
21:00	**180**	39	34	5	0	0	1	9	48	67	41	11	3	0	0	0
22:00	**133**	40	34	5	0	0	0	5	30	60	24	12	0	2	0	0
23:00	**42**	42	35	6	0	0	0	1	12	10	10	8	1	0	0	0
12H(7-19)	**6006**	**36**	**31**	**5**	**15**	**66**	**182**	**528**	**2206**	**2251**	**651**	**99**	**5**	**3**	**0**	**0**
16H(6-22)	**6730**	**36**	**31**	**5**	**15**	**66**	**184**	**562**	**2392**	**2565**	**788**	**141**	**13**	**4**	**0**	**0**
18H(6-24)	**6905**	**36**	**31**	**5**	**15**	**66**	**184**	**568**	**2434**	**2635**	**822**	**161**	**14**	**6**	**0**	**0**
24H(0-24)	**6984**	**36**	**31**	**5**	**15**	**66**	**184**	**568**	**2447**	**2654**	**843**	**175**	**26**	**6**	**0**	**0**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Southeastbound										
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
06 March 2020																	
00:00	**24**	48	42	8	0	0	0	0	1	5	6	7	2	1	2	0
01:00	**19**	47	40	6	0	0	0	0	1	4	7	3	4	0	0	0
02:00	**8**	0	39	8	0	0	0	0	2	1	1	2	2	0	0	0
03:00	**5**	0	38	10	0	0	0	1	1	0	1	0	2	0	0	0
04:00	**10**	48	41	7	0	0	0	0	0	4	1	2	2	1	0	0
05:00	**22**	47	38	8	0	0	0	2	4	4	2	5	5	0	0	0
06:00	**91**	43	37	6	0	0	0	2	9	38	22	14	4	1	1	0
07:00	**339**	40	34	5	0	0	0	11	82	126	96	21	2	1	0	0
08:00	**637**	36	28	8	43	47	31	60	161	191	95	7	2	0	0	0
09:00	**476**	38	32	5	0	0	0	39	160	165	96	15	1	0	0	0
10:00	**437**	37	33	5	0	0	5	15	133	205	58	20	1	0	0	0
11:00	**479**	38	32	5	0	0	5	28	168	177	85	16	0	0	0	0
12:00	**510**	38	34	4	0	0	0	15	120	245	112	15	3	0	0	0
13:00	**574**	38	33	5	0	1	10	17	158	255	112	19	1	1	0	0
14:00	**618**	37	31	6	8	10	30	39	151	274	94	11	1	0	0	0
15:00	**714**	36	31	7	10	38	23	35	188	307	94	14	5	0	0	0
16:00	**826**	36	32	5	0	0	14	76	264	340	115	15	2	0	0	0
17:00	**731**	36	30	6	3	21	40	74	260	243	75	12	1	2	0	0
18:00	**489**	36	29	6	2	12	39	90	123	165	49	9	0	0	0	0
19:00	**280**	37	32	5	0	0	3	30	100	100	37	8	1	0	1	0
20:00	**209**	40	34	5	0	0	0	4	61	80	45	12	7	0	0	0
21:00	**137**	40	34	6	0	0	0	4	33	52	37	7	2	1	1	0
22:00	**157**	39	34	5	0	0	1	7	36	63	38	8	3	1	0	0
23:00	**92**	41	34	6	0	0	0	8	26	19	26	10	3	0	0	0
12H(7-19)	**6830**	**37**	**31**	**6**	**66**	**129**	**197**	**499**	**1968**	**2693**	**1081**	**174**	**19**	**4**	**0**	**0**
16H(6-22)	**7547**	**37**	**32**	**6**	**66**	**129**	**200**	**539**	**2171**	**2963**	**1222**	**215**	**33**	**6**	**3**	**0**
18H(6-24)	**7796**	**38**	**32**	**6**	**66**	**129**	**201**	**554**	**2233**	**3045**	**1286**	**233**	**39**	**7**	**3**	**0**
24H(0-24)	**7884**	**38**	**32**	**6**	**66**	**129**	**201**	**557**	**2242**	**3063**	**1304**	**252**	**56**	**9**	**5**	**0**

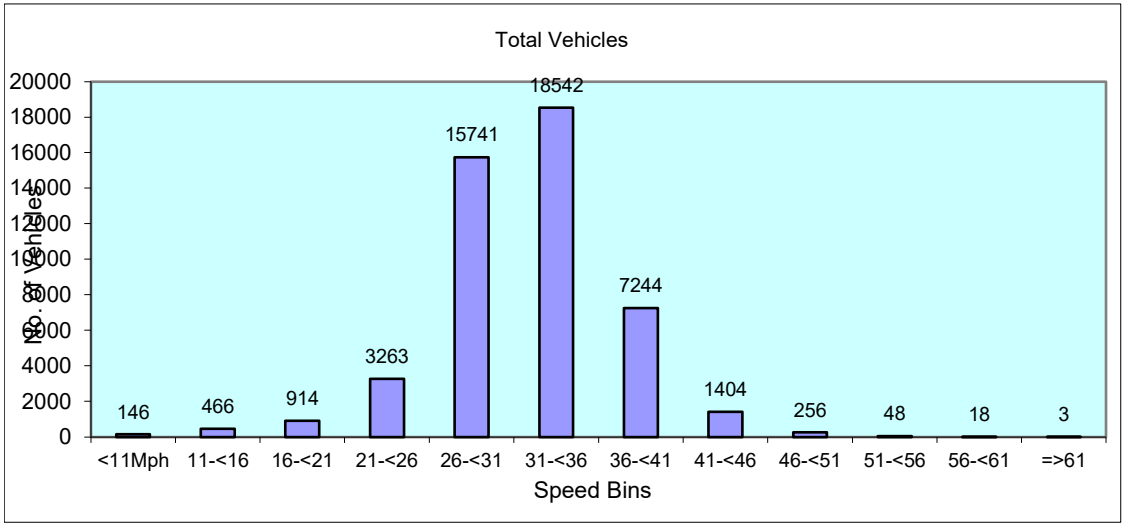
25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
07 March 2020																	
00:00	**62**	41	35	6	0	0	0	0	16	23	14	4	3	2	0	0
01:00	**21**	48	39	8	0	0	0	0	2	8	3	3	3	2	0	0
02:00	**8**	0	42	6	0	0	0	0	0	2	1	4	0	1	0	0
03:00	**9**	0	41	5	0	0	0	0	0	1	5	1	2	0	0	0
04:00	**8**	0	40	7	0	0	0	0	1	1	3	1	1	1	0	0
05:00	**19**	40	35	5	0	0	0	1	2	7	7	2	0	0	0	0
06:00	**53**	44	37	7	0	0	3	1	6	11	16	12	4	0	0	0
07:00	**168**	42	37	5	0	0	0	1	24	51	63	23	4	2	0	0
08:00	**321**	40	35	5	0	0	0	4	63	133	89	31	0	1	0	0
09:00	**377**	38	33	5	0	0	1	13	103	180	62	14	4	0	0	0
10:00	**486**	37	32	6	4	12	7	29	133	218	72	10	1	0	0	0
11:00	**589**	35	31	5	0	0	11	46	212	259	53	5	2	1	0	0
12:00	**533**	36	31	5	0	6	19	39	180	208	74	6	1	0	0	0
13:00	**630**	36	32	4	0	0	3	50	229	253	85	8	2	0	0	0
14:00	**559**	35	31	5	0	6	9	41	221	232	48	2	0	0	0	0
15:00	**514**	37	32	5	0	0	4	32	145	228	93	11	1	0	0	0
16:00	**480**	37	32	5	1	1	6	28	175	171	93	5	0	0	0	0
17:00	**412**	36	31	5	0	0	5	29	161	161	46	9	1	0	0	0
18:00	**328**	36	32	5	1	0	1	32	118	127	40	8	0	1	0	0
19:00	**241**	38	33	5	0	0	0	17	78	87	48	9	1	1	0	0
20:00	**180**	40	34	5	0	0	1	5	46	75	36	15	2	0	0	0
21:00	**149**	39	33	6	0	0	0	12	58	40	27	8	2	2	0	0
22:00	**135**	39	33	6	0	0	2	12	43	41	29	6	1	1	0	0
23:00	**79**	40	35	5	0	0	0	0	15	32	22	9	0	0	0	1
12H(7-19)	**5397**	**37**	**32**	**5**	**6**	**25**	**66**	**344**	**1764**	**2221**	**818**	**132**	**16**	**5**	**0**	**0**
16H(6-22)	**6020**	**37**	**32**	**5**	**6**	**25**	**70**	**379**	**1952**	**2434**	**945**	**176**	**25**	**8**	**0**	**0**
18H(6-24)	**6234**	**37**	**32**	**5**	**6**	**25**	**72**	**391**	**2010**	**2507**	**996**	**191**	**26**	**9**	**0**	**1**
24H(0-24)	**6361**	**38**	**32**	**5**	**6**	**25**	**72**	**392**	**2031**	**2549**	**1029**	**206**	**35**	**15**	**0**	**1**

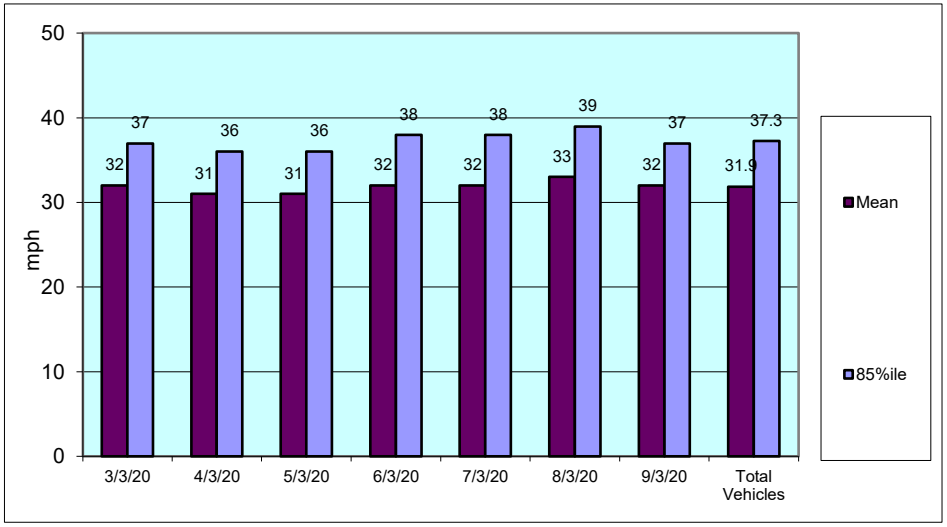
25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)					
43893 to 43899							Channel: Southeastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
08 March 2020																	
00:00	**53**	40	35	7	0	0	2	2	11	20	10	3	4	0	1	0
01:00	**25**	44	36	6	0	0	0	1	4	8	5	5	2	0	0	0
02:00	**19**	39	34	6	0	0	0	1	5	5	7	0	1	0	0	0
03:00	**16**	44	38	6	0	0	0	0	3	5	1	6	1	0	0	0
04:00	**12**	44	38	6	0	0	0	0	2	3	1	6	0	0	0	0
05:00	**16**	43	38	5	0	0	0	0	0	8	4	3	1	0	0	0
06:00	**29**	42	38	5	0	0	0	0	3	6	14	4	2	0	0	0
07:00	**86**	42	36	6	0	0	0	2	19	25	23	16	1	0	0	0
08:00	**124**	42	36	6	0	0	0	2	28	32	39	19	3	1	0	0
09:00	**250**	39	34	5	0	0	1	7	69	100	57	12	3	0	1	0
10:00	**367**	37	32	5	0	0	3	22	128	152	53	9	0	0	0	0
11:00	**434**	37	33	4	0	0	2	10	142	201	69	7	2	0	1	0
12:00	**448**	38	33	5	0	0	5	29	117	190	86	20	1	0	0	0
13:00	**540**	38	32	5	0	2	10	28	184	199	107	10	0	0	0	0
14:00	**499**	38	33	4	0	0	1	11	158	205	106	17	1	0	0	0
15:00	**432**	39	33	5	0	3	7	21	111	176	96	17	1	0	0	0
16:00	**498**	38	32	6	0	16	16	29	125	196	100	15	1	0	0	0
17:00	**314**	38	33	5	0	0	3	5	100	137	56	12	0	0	1	0
18:00	**243**	38	33	5	0	0	0	11	72	101	48	8	3	0	0	0
19:00	**167**	39	33	5	0	0	1	1	61	60	29	13	1	1	0	0
20:00	**117**	40	34	5	0	0	0	3	34	42	27	8	3	0	0	0
21:00	**80**	43	35	6	0	0	0	4	20	27	12	12	5	0	0	0
22:00	**84**	41	35	6	0	0	0	2	23	24	24	9	1	0	1	0
23:00	**55**	40	35	7	0	0	0	2	14	18	14	4	1	0	0	2
12H(7-19)	**4235**	**38**	**33**	**5**	**0**	**21**	**48**	**177**	**1253**	**1714**	**840**	**162**	**16**	**1**	**3**	**0**
16H(6-22)	**4628**	**38**	**33**	**5**	**0**	**21**	**49**	**185**	**1371**	**1849**	**922**	**199**	**27**	**2**	**3**	**0**
18H(6-24)	**4767**	**39**	**33**	**5**	**0**	**21**	**49**	**189**	**1408**	**1891**	**960**	**212**	**29**	**2**	**4**	**2**
24H(0-24)	**4908**	**39**	**33**	**5**	**0**	**21**	**51**	**193**	**1433**	**1940**	**988**	**235**	**38**	**2**	**5**	**2**

25030			SHOULDEN				Site No: 25030001				Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)				
43893 to 43899							Channel: Southeastbound									
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
09 March 2020																
00:00	**12**	44	38	6	0	0	0	0	2	3	3	3	1	0	0	0
01:00	**13**	45	40	5	0	0	0	0	1	1	7	2	2	0	0	0
02:00	**1**	0	28	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	**8**	0	38	4	0	0	0	0	0	3	2	3	0	0	0	0
04:00	**3**	0	38	11	0	0	0	0	1	1	0	0	0	1	0	0
05:00	**28**	45	39	7	0	0	0	0	2	9	6	8	2	0	1	0
06:00	**80**	43	37	5	0	0	0	0	6	32	22	18	1	0	1	0
07:00	**292**	39	33	5	0	0	0	17	79	108	69	17	2	0	0	0
08:00	**575**	39	33	5	0	2	4	28	160	231	123	21	6	0	0	0
09:00	**448**	37	33	4	0	0	0	22	135	204	74	13	0	0	0	0
10:00	**386**	38	32	5	0	0	11	17	106	169	73	9	1	0	0	0
11:00	**449**	36	32	4	0	0	0	32	158	196	59	4	0	0	0	0
12:00	**462**	37	32	5	0	3	4	18	148	202	73	13	1	0	0	0
13:00	**467**	38	33	5	0	0	0	44	128	183	98	11	3	0	0	0
14:00	**523**	37	32	5	0	1	1	22	179	215	92	10	2	0	1	0
15:00	**621**	36	31	6	5	21	9	45	227	231	70	11	2	0	0	0
16:00	**725**	35	31	5	4	3	17	68	267	294	68	4	0	0	0	0
17:00	**767**	35	30	5	3	5	16	122	298	252	62	9	0	0	0	0
18:00	**446**	35	30	6	1	18	15	60	162	143	41	6	0	0	0	0
19:00	**268**	37	32	5	0	0	0	25	97	98	39	8	1	0	0	0
20:00	**183**	38	33	5	0	0	0	10	51	80	34	7	1	0	0	0
21:00	**157**	37	32	5	0	0	3	14	51	60	22	7	0	0	0	0
22:00	**94**	39	33	6	1	0	1	2	34	32	17	7	0	0	0	0
23:00	**39**	39	34	4	0	0	0	0	11	15	13	0	0	0	0	0
12H(7-19)	**6161**	**37**	**32**	**5**	**13**	**53**	**77**	**495**	**2047**	**2428**	**902**	**128**	**17**	**0**	**1**	**0**
16H(6-22)	**6849**	**37**	**32**	**5**	**13**	**53**	**80**	**544**	**2252**	**2698**	**1019**	**168**	**20**	**0**	**2**	**0**
18H(6-24)	**6982**	**37**	**32**	**5**	**14**	**53**	**81**	**546**	**2297**	**2745**	**1049**	**175**	**20**	**0**	**2**	**0**
24H(0-24)	**7047**	**37**	**32**	**5**	**14**	**53**	**81**	**546**	**2304**	**2762**	**1067**	**191**	**25**	**1**	**3**	**0**

25030	SHOULDEN	Site No: 25030001	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)
43893 to 43899		Channel: Southeastbound		

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																
3/3/20	**7445**	37	32	5	12	47	129	493	2707	2815	1006	181	43	10	2	0
4/3/20	**7416**	36	31	6	33	125	196	514	2577	2759	1007	164	33	5	3	0
5/3/20	**6984**	36	31	5	15	66	184	568	2447	2654	843	175	26	6	0	0
6/3/20	**7884**	38	32	6	66	129	201	557	2242	3063	1304	252	56	9	5	0
7/3/20	**6361**	38	32	5	6	25	72	392	2031	2549	1029	206	35	15	0	1
8/3/20	**4908**	39	33	5	0	21	51	193	1433	1940	988	235	38	2	5	2
9/3/20	**7047**	37	32	5	14	53	81	546	2304	2762	1067	191	25	1	3	0
Total Vehicles																
[--]	**48045**	37.3	31.9	5.3	146	466	914	3263	15741	18542	7244	1404	256	48	18	3

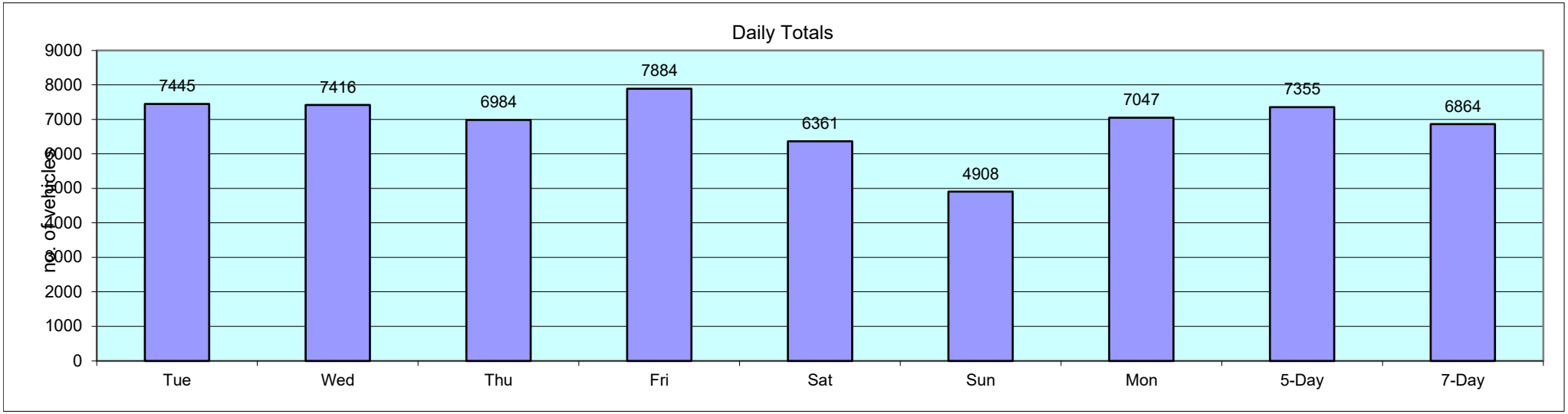




25030		SHOULDEN		Site No: 25030001 Channel: Southeastbound		Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)		
TIME PERIOD	Tue 03/03/20	Wed 04/03/20	Thu 05/03/20	Fri 06/03/20	Sat 07/03/20	Sun 08/03/20	Mon 09/03/20	5-Day Ave.	7-Day Ave.
Week Begin: 03 March 2020									
00:00	**13**	34	23	24	62	53	12	21	32
01:00	**14**	12	14	19	21	25	13	14	17
02:00	**10**	3	8	8	8	19	1	6	8
03:00	**4**	2	7	5	9	16	8	5	7
04:00	**6**	6	2	10	8	12	3	5	7
05:00	**28**	22	25	22	19	16	28	25	23
06:00	**88**	96	84	91	53	29	80	88	74
07:00	**302**	329	301	339	168	86	292	313	260
08:00	**536**	584	535	637	321	124	575	573	473
09:00	**445**	413	412	476	377	250	448	439	403
10:00	**452**	399	385	437	486	367	386	412	416
11:00	**417**	463	458	479	589	434	449	453	470
12:00	**496**	462	440	510	533	448	462	474	479
13:00	**529**	566	454	574	630	540	467	518	537
14:00	**565**	550	493	618	559	499	523	550	544
15:00	**668**	634	600	714	514	432	621	647	598
16:00	**737**	714	728	826	480	498	725	746	673
17:00	**766**	778	727	731	412	314	767	754	642
18:00	**523**	530	473	489	328	243	446	492	433
19:00	**346**	300	270	280	241	167	268	293	267
20:00	**200**	207	190	209	180	117	183	198	184
21:00	**154**	144	180	137	149	80	157	154	143
22:00	**114**	122	133	157	135	84	94	124	120
23:00	**32**	46	42	92	79	55	39	50	55
12H(7-19)	**6436**	**6422**	**6006**	**6830**	**5397**	**4235**	**6161**	**6371**	**5927**
16H(6-22)	**7224**	**7169**	**6730**	**7547**	**6020**	**4628**	**6849**	**7104**	**6595**
18H(6-24)	**7370**	**7337**	**6905**	**7796**	**6234**	**4767**	**6982**	**7278**	**6770**
24H(0-24)	**7445**	**7416**	**6984**	**7884**	**6361**	**4908**	**7047**	**7355**	**6864**
AM	**08:00**	**08:00**	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**
Peak	**536**	**584**	**535**	**637**	**589**	**434**	**575**	**573**	**473**
PM	**17:00**	**17:00**	**16:00**	**16:00**	**13:00**	**13:00**	**17:00**	**17:00**	**16:00**
Peak	**766**	**778**	**728**	**826**	**630**	**540**	**767**	**754**	**673**

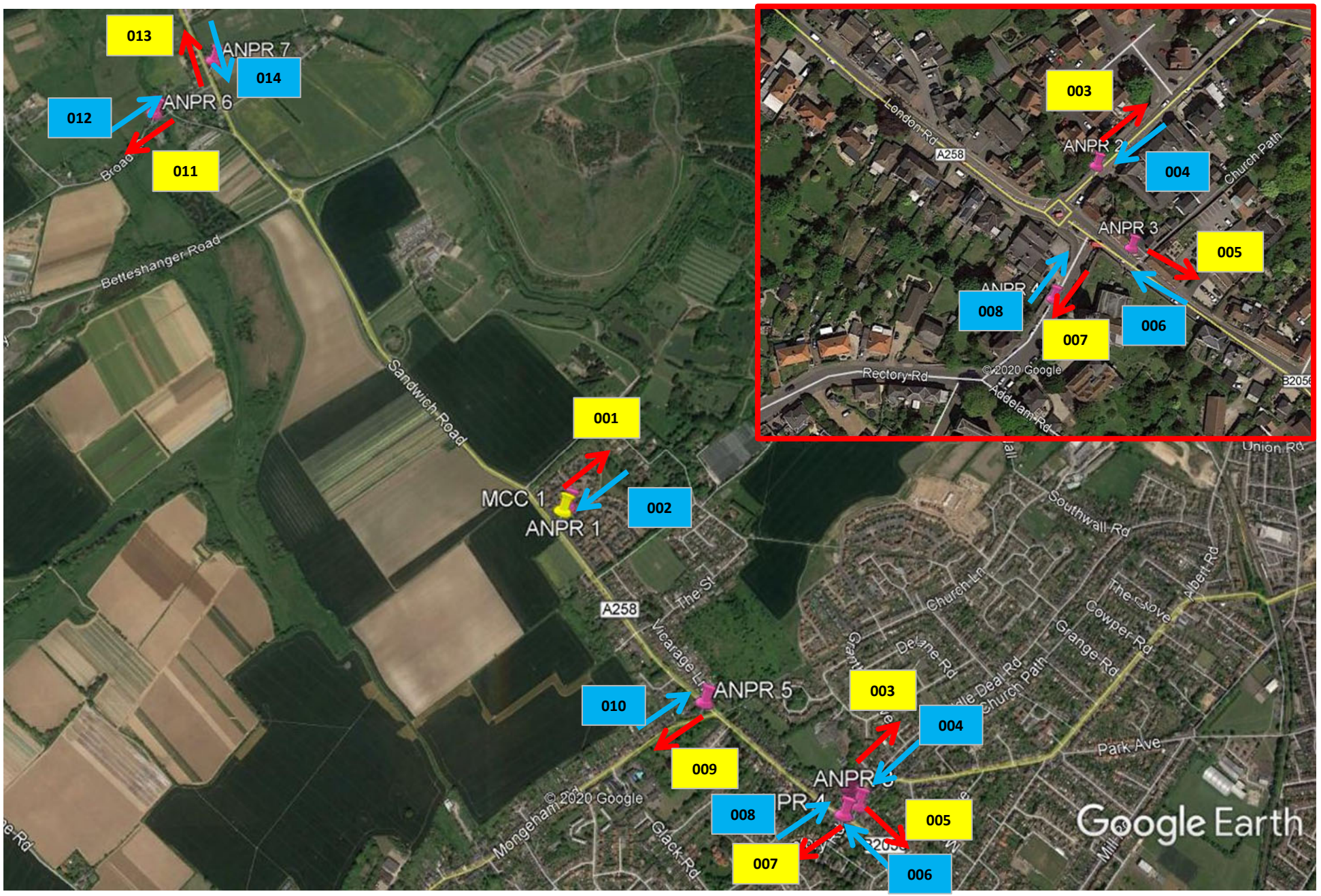
25030	SHOULDEN	Site No: 25030001 Channel: Southeastbound	Location	A258 Sandwich Road, Sholden (Cottingham Lakes SP)

TIME PERIOD	Tue 03/03/20	Wed 04/03/20	Thu 05/03/20	Fri 06/03/20	Sat 07/03/20	Sun 08/03/20	Mon 09/03/20	5-Day Ave.	7-Day Ave.



LOCATION PLANS

AXIOM Traffic Limited



ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES

DATE: 03/03/2020

NO MAXIMUM TIME SET

DAY: TUESDAY

LOCATION	DIRECTION	RECS	MATCH	UNMATCHED	%	SAMPLE ACHIEVED
1	O -1	80	75	5	93.75%	98.77%
2	I -2	198	179	19	90.40%	99.00%
3	O -3	1434	1308	126	91.21%	97.62%
4	I -4	1569	1396	173	88.97%	99.43%
5	O -5	483	406	77	84.06%	88.95%
6	I -6	940	856	84	91.06%	97.81%
7	O -7	202	187	15	92.57%	94.84%
8	I -8	372	350	22	94.09%	97.38%
9	O -9	545	496	49	91.01%	99.27%
10	I -10	549	491	58	89.44%	99.10%
11	O -11	207	184	23	88.89%	98.57%
12	I -12	162	150	12	92.59%	99.39%
13	O -13	1949	1832	117	94.00%	94.89%
14	I -14	1219	1066	153	87.45%	96.44%

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3	2		1	1	4	11
4			5	7	12		61	85
6		5				2	40	47
8		9				1	11	21
10	1	8				1	16	26
12			1				7	8
14		21	12		3	3	1	40
TOTAL	1	46	20	7	16	8	140	238

TIME: 07:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		6			3		4	13
4			7	5	10	5	88	115
6	1	11		1	5	1	63	82
8		13					3	16
10		6				1	22	29
12	1	1					6	8
14	2	41	14	1	8	7		73
TOTAL	4	78	21	7	26	14	186	336

TIME: 07:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	3		2	3	6	16
4	1	1	7	7	33	5	74	128
6	1	11		6	4	3	56	81
8		12					17	29
10	2	6	1				30	39
12		4	3				13	20
14	1	40	25	2	13	6	1	88
TOTAL	5	76	39	15	52	17	197	401

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	1	4		3	1	7	17
4	2		10	11	28	6	83	140
6		16		3	6	4	47	76
8		18					8	26
10	1	8			1		46	56
12		3	1		1		4	9
14	3	44	23	1	5	6		82
TOTAL	7	90	38	15	44	17	195	406

TIME: 08:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	4	1	3	4	13	29
4	2		6	8	31	15	96	158
6	1	8		1	3	1	51	65
8		14				1	8	23
10	1	12	2		1	1	43	60
12		2			1		18	21
14		52	24		14	3		93
TOTAL	4	92	36	10	53	25	229	449

TIME: 08:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		8	2		3	2	7	22
4	3	2	3	13	36	12	77	146
6	1	14		6	6	3	63	93
8		27		1	1	1	7	37
10	2	13					29	44
12	1	2			1		16	20
14	2	57	6		20	7	1	93
TOTAL	9	123	11	20	67	25	200	455

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 08:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		9	1		5	2	2	19
4	1			20	27	11	54	113
6	2	29		9	7	2	38	87
8	1	22	1			1	10	35
10	1	12	1			3	18	35
12		5					10	15
14	3	58	17	2	22	13		115
TOTAL	8	135	20	31	61	32	132	419

TIME: 08:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3	3		1		5	12
4	3	1	13	15	19	3	41	95
6	2	26		4	8	3	31	74
8		34	3				11	48
10	1	18	5		3		24	51
12	1	4	2				4	11
14	2	60	24	3	8	3		100
TOTAL	9	146	50	22	39	9	116	391

TIME: 09:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2		1		2	6
4	2	2	21	14	25	6	56	126
6		21		2	3	1	34	61
8		32	2			1	7	42
10	1	24	2				19	46
12		8	1		1		7	17
14	3	64	22		9	5		103
TOTAL	6	152	50	16	39	13	125	401

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 09:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	2		2		2	8
4	4	1	11	8	22		43	89
6	3	20		3	3	1	34	64
8		13					8	21
10	1	14	1				15	31
12		2	2				4	8
14		53	20		7	3	3	86
TOTAL	8	105	36	11	34	4	109	307

TIME: 09:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	4		3		3	14
4	2	3	8	12	14	4	54	97
6	1	22		3	5	2	35	68
8		21					5	26
10	1	15	2			1	10	29
12		4	1				1	6
14	2	55	21	1	8	4		91
TOTAL	6	124	36	16	30	11	108	331

TIME: 09:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	2				3	7
4	1		12	14	13	1	35	76
6	1	16		2		1	18	38
8		25						25
10		16	1				9	26
12					1		4	5
14	1	48	16	1	9	2		77
TOTAL	3	107	31	17	23	4	69	254

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: TOTAL AM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	45	29	1	27	13	58	174
4	21	10	103	134	270	68	762	1368
6	13	199	0	40	50	24	510	836
8	1	240	6	1	1	5	95	349
10	12	152	15	0	5	7	281	472
12	3	35	11	0	5	0	94	148
14	19	593	224	11	126	62	6	1041
TOTAL	70	1274	388	187	484	179	1806	4388

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3	2		1	1	4	11
4			5	6	12		61	84
6		5				2	40	47
8		9				1	11	21
10	1	8				1	16	26
12			1				7	8
14		16	11		3	2	1	33
TOTAL	1	41	19	6	16	7	140	230

TIME: 07:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		6			3		4	13
4			6	5	10	5	84	110
6	1	10		1	5	1	63	81
8		13					3	16
10		6				1	22	29
12							6	6
14	2	39	14	1	8	7		71
TOTAL	3	74	20	7	26	14	182	326

TIME: 07:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	3		2	3	6	16
4	1	1	5	6	33	5	69	120
6	1	11		6	4	3	55	80
8		12					17	29
10	2	6	1				30	39
12		4	3				13	20
14		38	25	2	13	3	1	82
TOTAL	4	74	37	14	52	14	191	386

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	1	3		3	1	7	16
4	2		10	11	28	6	82	139
6		15		3	6	4	47	75
8		18					8	26
10	1	8			1		46	56
12		2	1		1		3	7
14	3	41	23	1	4	6		78
TOTAL	7	85	37	15	43	17	193	397

TIME: 08:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	4	1	3	4	13	29
4	2		6	7	31	14	93	153
6	1	7		1	3	1	51	64
8		14				1	8	23
10	1	12	2		1	1	42	59
12		1			1		17	19
14		49	24		14	3		90
TOTAL	4	87	36	9	53	24	224	437

TIME: 08:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		8	2		3	2	7	22
4	2	2	3	13	36	12	77	145
6	1	13		6	5	3	61	89
8		27		1	1	1	7	37
10	1	13					29	43
12	1	2			1		15	19
14	2	54	6		20	7	1	90
TOTAL	7	119	11	20	66	25	197	445

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 08:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		9	1		5	2	2	19
4	1			19	27	11	51	109
6	2	29		9	7	2	38	87
8	1	22	1			1	10	35
10	1	11	1			3	18	34
12		5					10	15
14	3	53	17	2	22	13		110
TOTAL	8	129	20	30	61	32	129	409

TIME: 08:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	3		1		4	10
4	3	1	12	15	19	3	39	92
6	2	24		4	8	3	30	71
8		34	3				11	48
10	1	18	5		3		24	51
12	1	4	2				4	11
14	2	55	23	3	8	3		94
TOTAL	9	138	48	22	39	9	112	377

TIME: 09:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2		1		2	6
4	2	2	20	13	25	5	52	119
6		20		2	3	1	33	59
8		31	2			1	7	41
10	1	23	2				19	45
12		7	1		1		7	16
14	3	62	20		9	5		99
TOTAL	6	146	47	15	39	12	120	385

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 09:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	2		2		2	8
4	4		11	8	22		37	82
6	3	19		3	3	1	34	63
8		13					8	21
10	1	13	1				15	30
12		2	2				4	8
14		48	19		7	3	3	80
TOTAL	8	97	35	11	34	4	103	292

TIME: 09:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	4		3		3	14
4	2	3	8	11	14	4	50	92
6	1	22		3	5	2	35	68
8		19					5	24
10	1	15	2			1	9	28
12		4	1				1	6
14	2	51	21	1	8	4		87
TOTAL	6	118	36	15	30	11	103	319

TIME: 09:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	2				3	7
4	1		12	14	13	1	33	74
6	1	15		2		1	17	36
8		24						24
10		15	1				8	24
12					1		4	5
14	1	46	15	1	9	2		74
TOTAL	3	102	30	17	23	4	65	244

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: TOTAL AM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	44	28	1	27	13	57	171
4	20	9	98	128	270	66	728	1319
6	13	190	0	40	49	24	504	820
8	1	236	6	1	1	5	95	345
10	11	148	15	0	5	7	278	464
12	2	31	11	0	5	0	91	140
14	18	552	218	11	125	58	6	988
TOTAL	66	1210	376	181	482	173	1759	4247

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								
10								
12								
14		4	1					5
TOTAL		4	1					5

TIME: 07:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4			1				3	4
6								
8								
10								
12	1							1
14		1						1
TOTAL	1	1	1				3	6

TIME: 07:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							2	2
6								
8								
10								
12								
14						3		3
TOTAL						3	2	5

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								
10								
12		1					1	2
14		2			1			3
TOTAL		3			1		1	5

TIME: 08:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							3	3
6		1						1
8								
10								
12							1	1
14		3						3
TOTAL		4					4	8

TIME: 08:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4	1							1
6					1		2	3
8								
10	1							1
12							1	1
14		2						2
TOTAL	2	2			1		3	8

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 08:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							2	2
6								
8								
10		1						1
12								
14		2						2
TOTAL		3					2	5

TIME: 08:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1					1	2
4			1				2	3
6		1						1
8								
10								
12								
14		3	1					4
TOTAL		5	2				3	10

TIME: 09:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4			1				3	4
6		1						1
8		1						1
10		1						1
12								
14		2	2					4
TOTAL		5	3				3	11

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 09:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							6	6
6								
8								
10		1						1
12								
14		4						4
TOTAL		5					6	11

TIME: 09:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							3	3
6								
8		1						1
10							1	1
12								
14		3						3
TOTAL		4					4	8

TIME: 09:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							2	2
6							1	1
8		1						1
10		1					1	2
12								
14		2						2
TOTAL		4					4	8

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: TOTAL AM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	0	1	0	0	0	0	1	2
4	1	0	3	0	0	0	26	30
6	0	3	0	0	1	0	3	7
8	0	3	0	0	0	0	0	3
10	1	4	0	0	0	0	2	7
12	1	1	0	0	0	0	3	5
14	0	28	4	0	1	3	0	36
TOTAL	3	40	7	0	2	3	35	90

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1				1
6								
8								
10								
12								
14		1				1		2
TOTAL		1		1		1		3

TIME: 07:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							1	1
6		1						1
8								
10								
12		1						1
14		1						1
TOTAL		3					1	4

TIME: 07:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4			2	1			3	6
6							1	1
8								
10								
12								
14	1	2						3
TOTAL	1	2	2	1			4	10

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 07:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2			1					1
4							1	1
6		1						1
8								
10								
12								
14		1						1
TOTAL		2	1				1	4

TIME: 08:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1		1		2
6								
8								
10							1	1
12		1						1
14								
TOTAL		1		1		1	1	4

TIME: 08:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6		1						1
8								
10								
12								
14		1						1
TOTAL		2						2

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 08:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1			1	2
6								
8								
10								
12								
14		3						3
TOTAL		3		1			1	5

TIME: 08:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6		1					1	2
8								
10								
12								
14		2						2
TOTAL		3					1	4

TIME: 09:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1		1	1	3
6							1	1
8								
10								
12		1						1
14								
TOTAL		1		1		1	2	5

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 09:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4		1						1
6		1						1
8								
10								
12								
14		1	1					2
TOTAL		3	1					4

TIME: 09:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1			1	2
6								
8		1						1
10								
12								
14		1						1
TOTAL		2		1			1	4

TIME: 09:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6		1						1
8								
10								
12								
14			1					1
TOTAL		1	1					2

ANPR

JOB REF: 25057

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: TOTAL AM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	0	0	1	0	0	0	0	1
4	0	1	2	6	0	2	8	19
6	0	6	0	0	0	0	3	9
8	0	1	0	0	0	0	0	1
10	0	0	0	0	0	0	1	1
12	0	3	0	0	0	0	0	3
14	1	13	2	0	0	1	0	17
TOTAL	1	24	5	6	0	3	12	51

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

NO MAXIMUM TIME SET **DAY:** TUESDAY

LOCATION	DIRECTION	RECS	MATCH	UNMATCHED	%	SAMPLE ACHIEVED
1	O -1	259	243	16	93.82%	99.62%
2	I -2	166	157	9	94.58%	98.81%
3	O -3	2492	2293	199	92.01%	98.77%
4	I -4	1987	1854	133	93.31%	98.42%
5	O -5	1140	1037	103	90.96%	98.36%
6	I -6	1038	972	66	93.64%	95.67%
7	O -7	545	516	29	94.68%	96.98%
8	I -8	450	426	24	94.67%	95.74%
9	O -9	711	653	58	91.84%	98.61%
10	I -10	673	636	37	94.50%	98.54%
11	O -11	269	238	31	88.48%	93.73%
12	I -12	230	207	23	90.00%	98.29%
13	O -13	1854	1706	148	92.02%	98.25%
14	I -14	2580	2434	146	94.34%	96.81%

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 14:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2	1	2	1	4	11
4	3		15	19	16	4	56	113
6	4	16		5	5	2	32	64
8		20					2	22
10	3	17	1		1		10	32
12		2	1				3	6
14	4	55	36	2	14	6	1	118
TOTAL	14	111	55	27	38	13	108	366

TIME: 14:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		5	3	2	6		3	19
4	2	1	16	25	17	8	60	129
6	2	18		10	5	3	16	54
8		20	1			1		22
10		20	3				12	35
12		4	1				2	7
14	4	60	43	6	14	7	1	135
TOTAL	8	128	67	43	42	19	94	401

TIME: 15:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3			1		5	9
4	3		7	24	15	3	80	132
6	1	21		6	2		44	74
8		21	2			1	2	26
10	6	14	3				14	37
12		7	1				5	13
14	3	64	30	3	20	7		127
TOTAL	13	130	43	33	38	11	150	418

TIME: 15:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2			2				3	5
4	8	1	11	24	13	7	47	111
6	6	15	1	2	4	2	34	64
8	1	27	1			1	3	33
10	3	15			1		15	34
12		7			2		15	24
14	9	59	28	3	13	4		116

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TOTAL	27	124	43	29	33	14	117	387

TIME: 15:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	5	3	2		2	7	20
4	6	1	14	20	12	4	62	119
6	2	26		10	3	1	37	79
8		29	1				2	32
10		22	3	1		2	20	48
12		3	1		1		8	13
14	7	89	42	6	25	13	1	183
TOTAL	16	175	64	39	41	22	137	494

TIME: 15:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2		1		2	6
4	1		12	17	15	2	47	94
6	3	14		4	3	1	23	48
8		20					4	24
10	4	20	4				15	43
12		4	2				6	12
14	4	78	43	9	18	6	1	159
TOTAL	12	137	63	30	37	9	98	386

TIME: 16:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3	1	2	3		4	13
4	1		10	28	14	4	61	118
6	2	32		1	6		27	68
8	1	17	1				3	22
10		14	2				14	30
12		4	3				4	11
14	4	74	32	9	19	8		146
TOTAL	8	144	49	40	42	12	113	408

TIME: 16:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		5	2			1	2	10
4	3	4	17	13	15	2	65	119
6	2	22	1	2	5	3	34	69
8	1	23					5	29
10	7	13	4	2		1	16	43
12		4	5				3	12

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

14	9	93	43	3	17	11		176
TOTAL	22	164	72	20	37	18	125	458

TIME: 16:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2			1		2		2	5
4	2		12	25	15	4	53	111
6	2	15		4	1		23	45
8		19				1	2	22
10	1	19	1		1		13	35
12	1	5	5	1			8	20
14	7	73	53	6	25	9		173
TOTAL	13	131	72	36	44	14	101	411

TIME: 16:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	1	1		2	3	11
4	4	2	9	24	19	6	58	122
6	1	21		4	4		22	52
8		23	1				4	28
10		15	3				13	31
12	1	4					5	10
14	5	82	33	4	13	4		141
TOTAL	11	151	47	33	36	12	105	395

TIME: 17:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	1				3	6
4	6	3	10	23	29	5	57	133
6	5	25		5	6	3	33	77
8	1	20					5	26
10	1	19	1		1		10	32
12	1	6	2				6	15
14	4	80	56	3	14	10		167
TOTAL	18	155	70	31	50	18	114	456

TIME: 17:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	2		1	1	1	9
4	7	1	12	21	13	7	49	110
6	1	24	1	4	3	2	17	52
8	2	29	1				3	35
10	5	21	7			1	19	53

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

12	2	3	1				5	11
14	4	85	62	11	23	12		197
TOTAL	21	167	86	36	40	23	94	467

TIME: 17:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	4	2		2	2	4	15
4	2		15	18	20	7	44	106
6	2	18		5	3		22	50
8		31	1				3	35
10	3	25	1			1	9	39
12	1	5					5	11
14	5	76	58	6	18	6		169
TOTAL	14	159	77	29	43	16	87	425

TIME: 17:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	3	1	1		2	9
4	4		15	22	16	3	45	105
6	1	16		3	3		21	44
8	1	21	1				4	27
10	4	23	3			1	14	45
12		5	2			1	2	10
14	4	60	56	7	20	3		150
TOTAL	14	127	80	33	40	8	88	390

TIME: 18:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2		2			5
4	5		15	18	15	5	45	103
6	5	13		5	1	1	20	45
8	1	17						18
10	1	21	4				8	34
12		2	1				7	10
14	3	59	30	5	26	6	2	131
TOTAL	15	113	52	28	44	12	82	346

TIME: 18:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2					1		1	2
4	2	3	11	14	6	3	22	61
6	2	22		7	1	1	10	43
8		9	1				1	11

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: ALL VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

10	1	21	2				11	35
12	1	1	2	1	1		6	12
14	3	40	29	1	10	6		89
TOTAL	9	96	45	23	19	10	51	253

TIME: TOTAL PM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	2	40	27	9	22	9	46	155
4	59	16	201	335	250	74	851	1786
6	41	318	3	77	55	19	415	928
8	8	346	11	0	0	4	43	412
10	39	299	42	3	4	6	213	606
12	7	66	27	2	4	1	90	197
14	79	1127	674	84	289	118	6	2377
TOTAL	235	2212	985	510	624	231	1664	6461

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 14:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2	1	2	1	4	11
4	3		13	18	16	4	55	109
6	4	16		5	5	2	32	64
8		20					2	22
10	3	17	1		1		10	32
12		2	1				3	6
14	4	53	36	2	14	6	1	116
TOTAL	14	109	53	26	38	13	107	360

TIME: 14:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		5	3	2	6		3	19
4	2	1	16	24	17	8	58	126
6	2	17		10	5	3	16	53
8		20	1			1		22
10		20	3				12	35
12		4	1				2	7
14	4	59	43	6	14	7	1	134
TOTAL	8	126	67	42	42	19	92	396

TIME: 15:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3			1		5	9
4	3		7	23	15	2	73	123
6	1	21		6	2		43	73
8		21	2			1	2	26
10	6	14	3				14	37
12		7	1				5	13
14	3	61	28	3	20	6		121
TOTAL	13	127	41	32	38	9	142	402

TIME: 15:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2			2				3	5
4	8	1	10	24	13	7	47	110
6	6	14	1	2	4	2	34	63
8	1	27	1			1	3	33
10	3	15			1		15	34
12		6			2		15	23
14	9	59	27	3	12	4		114

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TOTAL	27	122	41	29	32	14	117	382

TIME: 15:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	5	3	2		2	7	20
4	6	1	14	19	12	4	61	117
6	2	26		10	3	1	35	77
8		29	1				2	32
10		22	3	1		2	20	48
12		3	1		1		8	13
14	7	84	42	6	25	12	1	177
TOTAL	16	170	64	38	41	21	134	484

TIME: 15:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2		1		2	6
4	1		11	17	15	2	45	91
6	3	13		4	3	1	23	47
8		20					4	24
10	4	20	4				14	42
12		4	2				6	12
14	4	77	41	9	18	6		155
TOTAL	12	135	60	30	37	9	94	377

TIME: 16:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		3	1	2	3		4	13
4	1		10	27	14	3	58	113
6	2	30		1	6		26	65
8	1	17	1				3	22
10		14	2				14	30
12		3	3				4	10
14	4	73	32	9	19	8		145
TOTAL	8	140	49	39	42	11	109	398

TIME: 16:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		5	2			1	2	10
4	3	3	17	13	15	2	63	116
6	2	18	1	2	5	3	33	64
8	1	23					5	29
10	7	13	4	2		1	15	42
12		4	5				3	12

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

14	9	91	43	3	17	11		174
TOTAL	22	157	72	20	37	18	121	447

TIME: 16:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2			1		2		2	5
4	2		12	24	15	4	52	109
6	2	15		4	1		23	45
8		19				1	2	22
10	1	19	1		1		13	35
12	1	5	5	1			8	20
14	7	71	53	6	25	9		171
TOTAL	13	129	72	35	44	14	100	407

TIME: 16:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	1	1		2	3	11
4	4	2	9	24	19	6	57	121
6	1	20		4	4		22	51
8		23	1				4	28
10		15	3				13	31
12	1	4					5	10
14	5	80	33	4	13	4		139
TOTAL	11	148	47	33	36	12	104	391

TIME: 17:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	1				3	6
4	6	3	10	21	29	4	55	128
6	5	25		5	6	3	32	76
8	1	20					5	26
10	1	19	1		1		10	32
12	1	6	2				6	15
14	4	80	56	3	14	10		167
TOTAL	18	155	70	29	50	17	111	450

TIME: 17:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		4	2		1	1	1	9
4	7		12	21	13	7	49	109
6	1	23	1	4	3	2	17	51
8	2	29	1				3	35
10	5	21	7			1	19	53

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

12	2	2	1				5	10
14	4	84	62	11	23	12		196
TOTAL	21	163	86	36	40	23	94	463

TIME: 17:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	1	4	2		2	2	4	15
4	2		15	17	20	7	44	105
6	2	18		5	3		22	50
8		31	1				3	35
10	3	25	1			1	9	39
12	1	5					5	11
14	5	74	58	6	18	6		167
TOTAL	14	157	77	28	43	16	87	422

TIME: 17:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		2	3	1	1		2	9
4	4		15	21	15	3	44	102
6	1	15		3	3		21	43
8	1	21	1				4	27
10	4	23	3			1	13	44
12		5	2			1	2	10
14	4	60	56	7	20	3		150
TOTAL	14	126	80	32	39	8	86	385

TIME: 18:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2		1	2		2			5
4	5		15	17	15	4	45	101
6	5	13		5	1	1	20	45
8	1	17						18
10	1	20	4				8	33
12		2	1				7	10
14	3	59	30	5	26	6	2	131
TOTAL	15	112	52	27	44	11	82	343

TIME: 18:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2					1		1	2
4	2	1	11	14	6	3	21	58
6	2	21		7	1	1	10	42
8		9	1				1	11

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: LIGHT VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

10	1	21	2				11	35
12	1	1	2	1	1		6	12
14	3	40	28	1	10	6		88
TOTAL	9	93	44	23	19	10	50	248

TIME: TOTAL PM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	2	40	27	9	22	9	46	155
4	59	12	197	324	249	70	827	1738
6	41	305	3	77	55	19	409	909
8	8	346	11	0	0	4	43	412
10	39	298	42	3	4	6	210	602
12	7	63	27	2	4	1	90	194
14	79	1105	668	84	288	116	5	2345
TOTAL	235	2169	975	499	622	225	1630	6355

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 14:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4			2				1	3
6								
8								
10								
12								
14		1						1
TOTAL		1	2				1	4

TIME: 14:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1				1
6								
8								
10								
12								
14		1						1
TOTAL		1		1				2

TIME: 15:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							4	4
6							1	1
8								
10								
12								
14		3	2			1		6
TOTAL		3	2			1	5	11

TIME: 15:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4			1					1
6								
8								
10								
12								
14			1		1			2

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TOTAL			2		1			3

TIME: 15:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							1	1
6							1	1
8								
10								
12								
14		3				1		4
TOTAL		3				1	2	6

TIME: 15:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							2	2
6								
8								
10							1	1
12								
14		1	1				1	3
TOTAL		1	1				4	6

TIME: 16:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							2	2
6		2					1	3
8								
10								
12								
14								
TOTAL		2					3	5

TIME: 16:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							1	1
6							1	1
8								
10								
12								

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

14								
TOTAL							2	2

TIME: 16:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								
10								
12								
14								
TOTAL								

TIME: 16:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							1	1
6								
8								
10								
12								
14		2						2
TOTAL		2					1	3

TIME: 17:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1			2	3
6								
8								
10								
12								
14								
TOTAL				1			2	3

TIME: 17:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								
10								

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

12								
14		1						1
TOTAL		1						1

TIME: 17:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								
10								
12								
14								
TOTAL								

TIME: 17:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1	1			2
6								
8								
10							1	1
12								
14								
TOTAL				1	1		1	3

TIME: 18:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								
10								
12								
14								
TOTAL								

TIME: 18:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6								
8								

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: HEAVY VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

10								
12								
14			1					1
TOTAL			1					1

TIME: TOTAL PM PERIOD

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	0	0	0	0	0	0	0	0
4	0	0	3	3	1	0	14	21
6	0	2	0	0	0	0	4	6
8	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	2	2
12	0	0	0	0	0	0	0	0
14	0	12	5	0	1	2	1	21
TOTAL	0	14	8	3	2	2	21	50

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TIME: 14:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1				1
6								
8								
10								
12								
14		1						1
TOTAL		1		1				2

TIME: 14:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							2	2
6		1						1
8								
10								
12								
14								
TOTAL		1					2	3

TIME: 15:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1		1	3	5
6								
8								
10								
12								
14								
TOTAL				1		1	3	5

TIME: 15:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6		1						1
8								
10								
12		1						1
14								

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

TOTAL		2						2

TIME: 15:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1				1
6							1	1
8								
10								
12								
14		2						2
TOTAL		2		1			1	4

TIME: 15:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4			1					1
6		1						1
8								
10								
12								
14			1					1
TOTAL		1	2					3

TIME: 16:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1		1	1	3
6								
8								
10								
12		1						1
14		1						1
TOTAL		2		1		1	1	5

TIME: 16:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4		1					1	2
6		4						4
8								
10							1	1
12								

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

14		2						2
TOTAL		7					2	9

TIME: 16:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1			1	2
6								
8								
10								
12								
14		2						2
TOTAL		2		1			1	4

TIME: 16:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4								
6		1						1
8								
10								
12								
14								
TOTAL		1						1

TIME: 17:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1		1		2
6							1	1
8								
10								
12								
14								
TOTAL				1		1	1	3

TIME: 17:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4		1						1
6		1						1
8								
10								

ANPR

JOB REF: 25030

JOB NAME: SHOLDEN

CLASS: PUBLIC SERVICE VEHICLES **DATE:** 03/03/2020

MAXIMUM TRIP DURATION 10 MINS **DAY:** TUESDAY

12		1						1
14								
TOTAL		3						3

TIME: 17:30

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1				1
6								
8								
10								
12								
14		2						2
TOTAL		2		1				3

TIME: 17:45

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4							1	1
6		1						1
8								
10								
12								
14								
TOTAL		1					1	2

TIME: 18:00

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4				1		1		2
6								
8								
10		1						1
12								
14								
TOTAL		1		1		1		3

TIME: 18:15

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2								
4		2					1	3
6		1						1
8								

ANPR

JOB REF: **25030**

JOB NAME: **SHOLDEN**

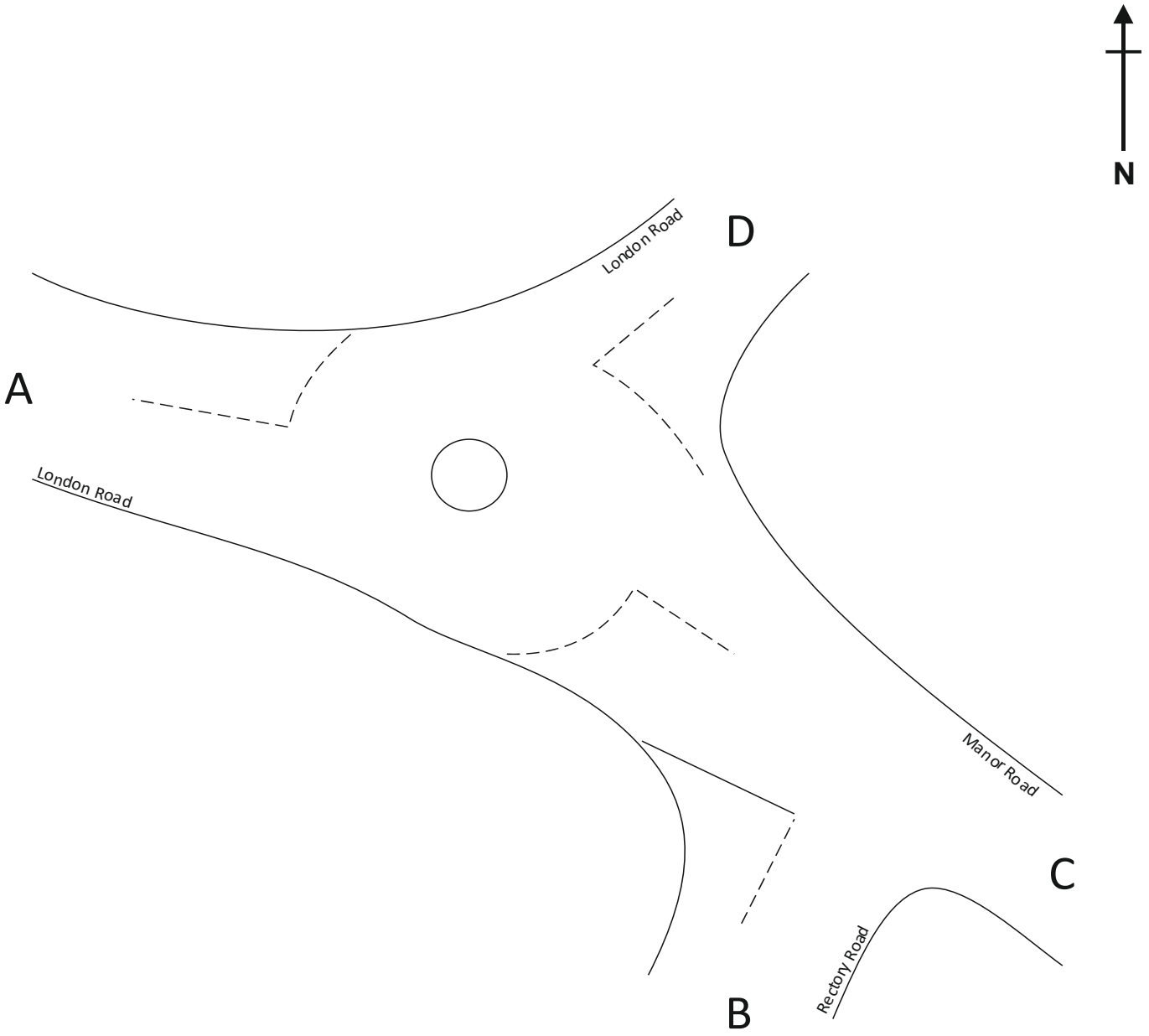
CLASS: **PUBLIC SERVICE VEHICLES** **DATE:** **03/03/2020**

MAXIMUM TRIP DURATION 10 MINS **DAY:** **TUESDAY**

10								
12								
14								
TOTAL		3					1	4

TIME: **TOTAL PM PERIOD**

INBOUND SITES	DESTINATION SITES							TOTAL
	1	3	5	7	9	11	13	
2	0	0	0	0	0	0	0	0
4	0	4	1	8	0	4	10	27
6	0	11	0	0	0	0	2	13
8	0	0	0	0	0	0	0	0
10	0	1	0	0	0	0	1	2
12	0	3	0	0	0	0	0	3
14	0	10	1	0	0	0	0	11
TOTAL	0	29	2	8	0	4	13	56



AXIOM Traffic Limited

For and on behalf of:

hub TRANSPORT PLANNING LTD

DEAL

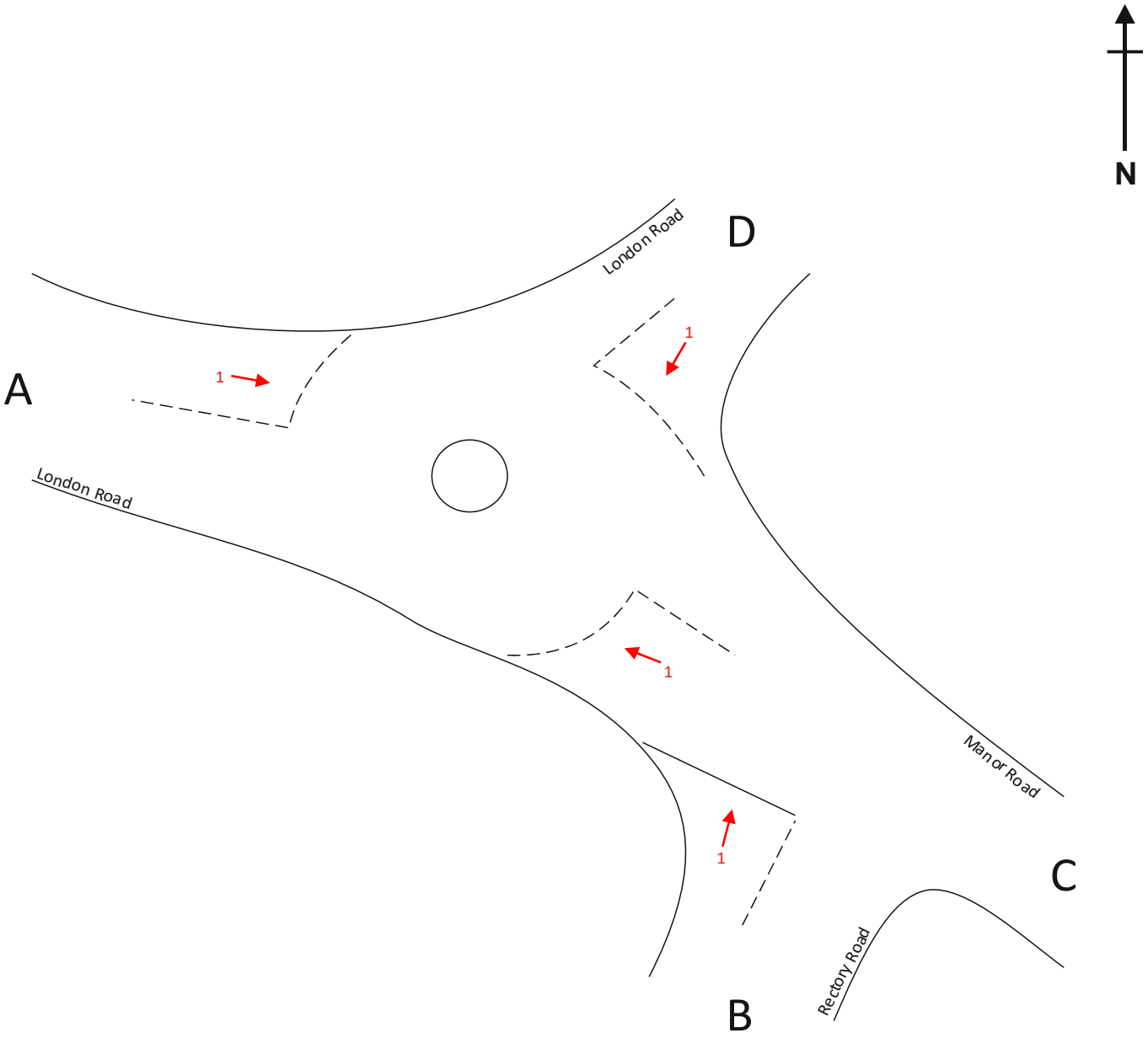
Thursday 09 May 2019

0700-1000
1400-1900

Drawing N°: **24180 - 01**

Site: **1**

Location: **London Road / Rectory Road / Manor Road**



AXIOM Traffic Limited

For and on behalf of:

hub TRANSPORT PLANNING LTD

DEAL

Thursday 09 May 2019

0700-1000
1400-1900

Drawing N°: **24180 - 01**

Site: **1 - QUEUE LENGTHS**

Location: **London Road / Rectory Road / Manor Road**

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	A - D FROM LONDON ROAD (NW) TO LONDON ROAD (NE)								A - C FROM LONDON ROAD (NW) TO MANOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	8	2	0	0	0	0	32	9	4	0	0	0	0	0	13
07:15	44	13	2	0	1	0	0	60	19	5	1	0	0	0	0	25
07:30	50	13	4	0	2	1	0	70	32	6	2	1	1	2	0	44
07:45	72	15	5	3	0	0	0	95	36	10	1	0	0	1	0	48
H/TOT	188	49	13	3	3	1	0	257	96	25	4	1	1	3	0	130
08:00	52	16	3	0	1	1	0	73	29	13	3	0	0	0	0	45
08:15	81	17	3	0	2	1	1	105	41	10	3	0	0	0	1	55
08:30	80	22	1	1	3	0	0	107	33	6	0	0	0	0	0	39
08:45	101	18	7	1	1	0	0	128	38	6	1	0	0	0	0	45
H/TOT	314	73	14	2	7	2	1	413	141	35	7	0	0	0	1	184
09:00	93	14	3	0	0	0	1	111	34	8	3	0	0	0	0	45
09:15	65	13	6	0	2	0	0	86	25	9	0	0	0	0	0	34
09:30	66	17	6	1	1	2	0	93	27	7	2	0	0	0	0	36
09:45	66	10	5	0	2	0	0	83	29	3	3	0	0	0	0	35
H/TOT	290	54	20	1	5	2	1	373	115	27	8	0	0	0	0	150
P/TOT	792	176	47	6	15	5	2	1043	352	87	19	1	1	3	1	464

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	A - D FROM LONDON ROAD (NW) TO LONDON ROAD (NE)								A - C FROM LONDON ROAD (NW) TO MANOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	76	14	4	2	0	0	1	97	49	12	2	2	0	0	0	65
14:15	63	17	0	0	2	1	0	83	49	8	1	0	0	1	0	59
14:30	87	13	0	0	1	1	0	102	40	10	1	0	0	0	0	51
14:45	59	15	1	1	0	1	1	78	44	9	2	0	0	0	0	55
H/TOT	285	59	5	3	3	3	2	360	182	39	6	2	0	1	0	230
15:00	71	7	2	0	0	1	0	81	34	5	1	1	0	2	0	43
15:15	82	20	3	0	1	0	0	106	51	6	2	1	0	0	0	60
15:30	100	20	3	0	2	1	0	126	66	10	1	0	0	0	0	77
15:45	88	16	3	1	0	1	0	109	49	12	1	0	1	0	0	63
H/TOT	341	63	11	1	3	3	0	422	200	33	5	2	1	2	0	243
16:00	90	7	2	2	2	1	0	104	60	7	2	0	0	0	0	69
16:15	113	13	4	0	1	0	0	131	82	14	2	0	0	0	0	98
16:30	103	22	2	1	4	0	0	132	52	8	0	0	0	0	0	60
16:45	106	15	2	0	0	0	0	123	68	7	1	0	0	0	0	76
H/TOT	412	57	10	3	7	1	0	490	262	36	5	0	0	0	0	303
17:00	94	19	1	0	0	1	0	115	55	7	0	0	0	0	0	62
17:15	102	11	1	0	2	0	0	116	84	16	2	0	0	0	0	102
17:30	110	11	1	0	1	0	0	123	69	6	0	0	0	1	0	76
17:45	111	8	0	0	0	0	0	119	73	6	0	0	0	0	1	80
H/TOT	417	49	3	0	3	1	0	473	281	35	2	0	0	1	1	320
18:00	86	13	1	0	1	2	0	103	51	3	1	0	0	0	0	55
18:15	84	6	0	0	2	1	0	93	56	3	1	0	0	0	0	60
18:30	75	7	0	0	1	0	0	83	32	2	3	0	0	0	0	37
18:45	54	1	0	0	0	0	0	55	46	7	0	0	0	0	0	53
H/TOT	299	27	1	0	4	3	0	334	185	15	5	0	0	0	0	205
P/TOT	1754	255	30	7	20	11	2	2079	1110	158	23	4	1	4	1	1301

07:00-08:00 **1331**

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	A - B FROM LONDON ROAD (NW) TO RECTORY ROAD								A - A FROM LONDON ROAD (NW) TO LONDON ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	2	0	0	0	0	0	3	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2
08:00	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0
08:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
08:30	1	2	1	0	0	0	0	4	1	0	0	0	0	0	0	1
08:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	12	4	2	0	0	0	0	18	1	0	0	0	0	0	0	1
09:00	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0
09:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	16	1	1	0	0	0	0	18	0	0	0	0	0	0	0	0
P/TOT	31	7	3	0	0	0	0	41	3	0	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	A - B FROM LONDON ROAD (NW) TO RECTORY ROAD								A - A FROM LONDON ROAD (NW) TO LONDON ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:15	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	14	5	0	0	0	0	0	19	0	1	0	0	0	0	0	1
15:00	5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0
15:15	5	2	0	0	0	0	0	7	1	0	0	0	0	0	0	1
15:30	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0
15:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	16	3	0	0	0	1	1	21	2	0	0	0	0	0	0	2
16:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0
17:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
17:30	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
17:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	24	0	1	0	0	0	0	25	0	0	0	0	0	0	0	0
18:00	3	0	1	0	0	0	0	4	1	0	0	0	0	0	0	1
18:15	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	14	2	1	0	0	0	0	17	2	0	0	0	0	0	0	2
P/TOT	84	12	2	0	0	1	1	100	4	1	0	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	B - A FROM RECTORY ROAD TO LONDON ROAD (NW)								B - D FROM RECTORY ROAD TO LONDON ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	9	3	0	0	0	1	0	13
07:15	7	1	1	0	0	0	0	9	9	3	0	0	0	0	0	12
07:30	15	4	0	0	0	1	0	20	11	3	1	0	0	0	0	15
07:45	10	1	0	0	0	0	0	11	10	6	0	0	0	0	1	17
H/TOT	38	7	1	0	0	1	0	47	39	15	1	0	0	1	1	57
08:00	17	3	0	0	0	0	0	20	9	4	0	0	0	0	0	13
08:15	6	1	0	0	0	0	0	7	17	2	0	0	0	1	0	20
08:30	7	1	0	0	0	0	0	8	37	2	1	0	0	0	0	40
08:45	16	3	1	0	0	0	0	20	39	3	0	0	0	0	0	42
H/TOT	46	8	1	0	0	0	0	55	102	11	1	0	0	1	0	115
09:00	6	0	0	0	0	0	0	6	26	1	0	0	0	0	1	28
09:15	5	1	1	0	0	0	0	7	15	3	0	0	0	0	1	19
09:30	3	0	0	0	0	0	0	3	12	3	1	0	0	0	0	16
09:45	10	1	0	0	0	0	0	11	19	3	2	0	0	0	0	24
H/TOT	24	2	1	0	0	0	0	27	72	10	3	0	0	0	2	87
P/TOT	108	17	3	0	0	1	0	129	213	36	5	0	0	2	3	259

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	B - A FROM RECTORY ROAD TO LONDON ROAD (NW)								B - D FROM RECTORY ROAD TO LONDON ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	8	1	1	0	0	0	0	10	17	3	0	1	0	0	0	21
14:15	7	1	1	0	0	0	0	9	20	1	0	0	0	0	1	22
14:30	4	1	0	0	0	0	0	5	14	1	1	0	0	0	0	16
14:45	5	0	0	0	0	0	0	5	16	1	0	0	0	0	0	17
H/TOT	24	3	2	0	0	0	0	29	67	6	1	1	0	0	1	76
15:00	9	1	0	0	0	0	0	10	26	3	0	0	0	0	0	29
15:15	12	6	0	0	0	0	0	18	25	4	0	0	0	0	0	29
15:30	3	1	0	0	0	0	0	4	25	4	0	0	0	0	1	30
15:45	4	2	0	0	0	0	0	6	21	4	0	0	0	0	0	25
H/TOT	28	10	0	0	0	0	0	38	97	15	0	0	0	0	1	113
16:00	5	0	1	0	0	0	0	6	14	2	0	0	0	0	0	16
16:15	9	0	0	0	0	0	0	9	20	2	2	0	0	0	0	24
16:30	6	0	0	0	0	0	0	6	9	4	0	0	0	0	0	13
16:45	4	0	0	0	0	0	0	4	17	3	0	0	0	0	0	20
H/TOT	24	0	1	0	0	0	0	25	60	11	2	0	0	0	0	73
17:00	7	1	0	0	0	1	0	9	24	6	0	0	0	0	1	31
17:15	3	1	0	0	0	0	0	4	30	1	0	0	0	0	0	31
17:30	7	1	1	0	0	0	0	9	25	1	1	0	0	0	0	27
17:45	6	1	0	0	0	0	0	7	23	1	1	0	0	0	0	25
H/TOT	23	4	1	0	0	1	0	29	102	9	2	0	0	0	1	114
18:00	4	0	0	0	0	0	0	4	20	2	0	0	0	0	0	22
18:15	3	1	1	0	0	1	0	6	20	3	0	0	0	1	0	24
18:30	4	0	0	0	0	0	0	4	15	0	1	0	0	0	0	16
18:45	0	1	0	0	0	0	0	1	14	0	0	0	0	0	0	14
H/TOT	11	2	1	0	0	1	0	15	69	5	1	0	0	1	0	76
P/TOT	110	19	5	0	0	2	0	136	395	46	6	1	0	1	3	452

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	B - C FROM RECTORY ROAD TO MANOR ROAD								B - B FROM RECTORY ROAD TO RECTORY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
P/TOT	4	0	0	0	0	1	1	6	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	B - C FROM RECTORY ROAD TO MANOR ROAD								B - B FROM RECTORY ROAD TO RECTORY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	4	5	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
P/TOT	16	7	1	0	0	0	0	24	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	C - B FROM MANOR ROAD TO RECTORY ROAD								C - A FROM MANOR ROAD TO LONDON ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	44	11	0	0	0	0	0	55
07:15	2	0	0	0	0	0	0	2	49	9	0	0	0	1	1	60
07:30	2	2	0	0	0	0	0	4	61	8	1	0	0	0	0	70
07:45	1	1	0	0	0	0	1	3	61	6	2	0	0	0	1	70
H/TOT	5	4	0	0	0	0	1	10	215	34	3	0	0	1	2	255
08:00	3	1	0	0	0	0	0	4	73	6	1	0	1	0	0	81
08:15	8	0	1	0	0	0	0	9	76	4	2	0	0	1	0	83
08:30	8	0	0	0	0	0	0	8	56	3	2	0	0	0	0	61
08:45	5	1	0	0	0	0	0	6	45	5	1	0	0	1	0	52
H/TOT	24	2	1	0	0	0	0	27	250	18	6	0	1	2	0	277
09:00	3	0	0	0	0	0	0	3	53	4	1	0	0	0	0	58
09:15	2	2	0	0	0	0	0	4	32	6	1	0	0	0	1	40
09:30	5	0	0	0	0	0	0	5	40	2	1	0	0	0	0	43
09:45	3	1	0	0	0	0	0	4	37	1	0	0	0	0	0	38
H/TOT	13	3	0	0	0	0	0	16	162	13	3	0	0	0	1	179
P/TOT	42	9	1	0	0	0	1	53	627	65	12	0	1	3	3	711

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	C - B FROM MANOR ROAD TO RECTORY ROAD								C - A FROM MANOR ROAD TO LONDON ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	6	0	0	0	0	0	0	6	39	6	1	0	0	0	1	47
14:15	3	2	0	0	0	0	0	5	31	8	1	1	0	0	1	42
14:30	3	1	0	0	0	0	0	4	30	6	0	0	0	1	1	38
14:45	6	0	0	0	0	0	0	6	48	7	2	0	0	0	0	57
H/TOT	18	3	0	0	0	0	0	21	148	27	4	1	0	1	3	184
15:00	2	0	0	0	0	0	0	2	46	3	2	0	0	1	2	54
15:15	7	1	0	0	0	0	0	8	45	8	0	0	0	0	0	53
15:30	12	1	0	0	0	0	0	13	51	6	1	0	0	0	0	58
15:45	9	1	0	0	0	0	0	10	31	14	0	0	0	0	0	45
H/TOT	30	3	0	0	0	0	0	33	173	31	3	0	0	1	2	210
16:00	1	1	0	0	0	0	1	3	40	4	0	1	0	0	1	46
16:15	13	0	0	0	0	0	0	13	28	7	0	0	0	0	0	35
16:30	4	0	0	0	0	0	0	4	29	7	1	0	0	0	0	37
16:45	1	0	0	0	0	0	0	1	39	5	0	0	0	0	0	44
H/TOT	19	1	0	0	0	0	1	21	136	23	1	1	0	0	1	162
17:00	5	0	0	0	0	0	0	5	45	6	0	0	0	0	0	51
17:15	4	0	0	0	0	0	0	4	27	5	0	0	0	0	0	32
17:30	4	0	0	0	0	0	0	4	26	2	2	0	0	0	1	31
17:45	1	0	0	0	0	0	1	2	36	4	0	0	0	0	0	40
H/TOT	14	0	0	0	0	0	1	15	134	17	2	0	0	0	1	154
18:00	7	0	0	0	0	0	0	7	33	6	0	0	0	0	0	39
18:15	7	1	1	0	0	0	0	9	26	8	2	0	0	0	0	36
18:30	9	2	0	0	0	0	0	11	45	3	1	0	0	0	0	49
18:45	6	0	0	0	0	0	0	6	30	4	0	0	0	0	0	34
H/TOT	29	3	1	0	0	0	0	33	134	21	3	0	0	0	0	158
P/TOT	110	10	1	0	0	0	2	123	725	119	13	2	0	2	7	868

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	C - D FROM MANOR ROAD TO LONDON ROAD (NE)								C - C FROM MANOR ROAD TO MANOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	3	0	0	1	0	0	10	0	0	0	0	0	0	0	0
07:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:30	12	0	1	0	1	0	0	14	0	0	0	0	0	0	0	0
07:45	13	5	0	0	1	0	0	19	0	0	0	0	0	0	0	0
H/TOT	42	9	1	0	3	0	0	55	0	0	0	0	0	0	0	0
08:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:15	11	7	1	0	1	0	0	20	0	0	0	0	0	0	0	0
08:30	21	5	0	0	0	0	0	26	0	0	0	0	0	0	0	0
08:45	17	1	0	0	1	0	0	19	0	0	0	0	0	0	0	0
H/TOT	57	13	1	0	2	0	0	73	0	0	0	0	0	0	0	0
09:00	19	2	1	0	0	0	0	22	0	0	0	0	0	0	0	0
09:15	11	3	0	0	1	0	0	15	0	0	0	0	0	0	0	0
09:30	20	2	0	0	1	0	0	23	0	0	0	0	0	0	0	0
09:45	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	69	8	1	0	2	0	0	80	0	0	0	0	0	0	0	0
P/TOT	168	30	3	0	7	0	0	208	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	C - D FROM MANOR ROAD TO LONDON ROAD (NE)								C - C FROM MANOR ROAD TO MANOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
14:15	10	4	0	0	1	0	0	15	0	0	0	0	0	0	0	0
14:30	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
14:45	26	3	0	0	1	0	0	30	0	0	0	0	0	0	0	0
H/TOT	69	13	0	0	2	0	0	84	0	0	0	0	0	0	0	0
15:00	22	4	1	0	0	0	0	27	0	0	0	0	0	0	0	0
15:15	17	2	1	0	1	1	0	22	0	0	0	0	0	0	0	0
15:30	19	2	0	0	1	0	0	22	0	0	0	0	0	0	0	0
15:45	27	7	0	0	0	0	0	34	0	0	0	0	0	0	0	0
H/TOT	85	15	2	0	2	1	0	105	0	0	0	0	0	0	0	0
16:00	23	6	0	0	0	0	0	29	0	0	0	0	0	0	0	0
16:15	18	2	0	0	4	0	0	24	0	0	0	0	0	0	0	0
16:30	24	3	0	0	1	0	0	28	0	0	0	0	0	0	0	0
16:45	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	78	15	0	0	5	0	0	98	0	0	0	0	0	0	0	0
17:00	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
17:15	18	4	0	0	1	0	0	23	0	0	0	0	0	0	0	0
17:30	27	2	0	0	0	0	1	30	0	0	0	0	0	0	0	0
17:45	16	1	1	0	1	0	0	19	0	0	0	0	0	0	0	0
H/TOT	79	8	1	0	2	0	1	91	0	0	0	0	0	0	0	0
18:00	18	2	0	0	1	0	0	21	0	0	0	0	0	0	0	0
18:15	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:30	23	1	0	0	1	0	0	25	0	0	0	0	0	0	0	0
18:45	24	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	81	6	0	0	2	0	0	89	0	0	0	0	0	0	0	0
P/TOT	392	57	3	0	13	1	1	467	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	D - C FROM LONDON ROAD (NE) TO MANOR ROAD								D - B FROM LONDON ROAD (NE) TO RECTORY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	0	0	0	0	0	10	5	0	0	1	0	0	0	6
07:15	1	2	0	0	0	0	0	3	6	1	0	0	1	0	0	8
07:30	3	2	0	0	2	0	1	8	7	1	0	0	0	0	0	8
07:45	5	2	1	0	0	0	0	8	11	2	1	0	0	0	0	14
H/TOT	17	8	1	0	2	0	1	29	29	4	1	1	1	0	0	36
08:00	7	1	0	0	0	0	0	8	8	4	0	0	2	0	0	14
08:15	6	2	0	0	0	0	0	8	10	1	0	0	0	0	0	11
08:30	9	1	2	0	0	0	0	12	20	2	0	0	1	0	0	23
08:45	15	2	0	0	0	0	0	17	17	1	0	0	0	0	0	18
H/TOT	37	6	2	0	0	0	0	45	55	8	0	0	3	0	0	66
09:00	16	0	0	0	0	0	0	16	11	2	0	0	1	0	0	14
09:15	9	5	0	0	0	0	0	14	18	2	0	0	0	0	0	20
09:30	12	2	0	0	0	0	0	14	12	2	0	0	1	0	0	15
09:45	8	2	0	1	0	0	0	11	15	1	0	0	0	0	1	17
H/TOT	45	9	0	1	0	0	0	55	56	7	0	0	2	0	1	66
P/TOT	99	23	3	1	2	0	1	129	140	19	1	1	6	0	1	168

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	D - C FROM LONDON ROAD (NE) TO MANOR ROAD								D - B FROM LONDON ROAD (NE) TO RECTORY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	16	2	1	0	0	0	0	19	9	2	0	0	1	0	0	12
14:15	7	2	1	0	0	0	0	10	16	2	1	0	0	0	0	19
14:30	6	2	0	1	0	0	1	10	11	1	1	1	1	0	0	15
14:45	11	0	0	0	0	0	0	11	23	1	0	0	0	0	0	24
H/TOT	40	6	2	1	0	0	1	50	59	6	2	1	2	0	0	70
15:00	9	2	0	0	0	0	0	11	26	4	0	0	1	0	0	31
15:15	14	1	0	0	0	0	0	15	15	1	0	0	0	0	0	16
15:30	14	2	1	0	0	0	0	17	14	2	1	0	1	0	0	18
15:45	9	1	0	0	0	0	0	10	15	2	0	0	0	0	1	18
H/TOT	46	6	1	0	0	0	0	53	70	9	1	0	2	0	1	83
16:00	13	0	0	0	0	0	0	13	25	6	2	0	1	0	0	34
16:15	11	0	1	0	0	0	0	12	15	2	0	0	0	0	0	17
16:30	15	3	1	0	0	0	0	19	20	3	0	0	1	0	0	24
16:45	13	4	0	0	0	0	0	17	11	1	0	0	0	0	0	12
H/TOT	52	7	2	0	0	0	0	61	71	12	2	0	2	0	0	87
17:00	14	4	0	0	0	0	0	18	18	1	0	0	1	0	0	20
17:15	13	4	0	0	0	0	0	17	21	4	0	0	0	0	0	25
17:30	16	3	0	0	0	0	1	20	17	5	1	0	1	0	0	24
17:45	19	3	0	0	0	0	0	22	25	1	1	0	0	0	0	27
H/TOT	62	14	0	0	0	0	1	77	81	11	2	0	2	0	0	96
18:00	11	2	0	0	0	0	0	13	17	1	0	0	1	0	1	20
18:15	10	0	0	0	0	0	0	10	12	2	0	0	0	1	0	15
18:30	18	1	0	0	0	0	0	19	26	2	0	0	1	1	0	30
18:45	17	0	0	0	0	0	0	17	15	2	0	0	0	0	0	17
H/TOT	56	3	0	0	0	0	0	59	70	7	0	0	2	2	1	82
P/TOT	256	36	5	1	0	0	2	300	351	45	7	1	10	2	2	418

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	D - A FROM LONDON ROAD (NE) TO LONDON ROAD (NW)								D - D FROM LONDON ROAD (NE) TO LONDON ROAD (NE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	76	16	0	1	0	0	0	93	0	0	0	0	0	0	0	0	241
07:15	92	10	4	0	0	0	0	106	0	0	0	0	0	0	0	0	301
07:30	92	20	5	0	4	1	0	122	0	0	0	0	0	0	0	0	375
07:45	102	17	2	0	2	2	0	125	0	0	0	0	0	0	0	0	414
H/TOT	362	63	11	1	6	3	0	446	0	0	0	0	0	0	0	0	1331
08:00	147	24	2	0	0	2	0	175	0	0	0	0	0	0	0	0	447
08:15	127	12	4	0	0	1	0	144	0	0	0	0	0	0	0	0	466
08:30	90	9	4	2	1	1	0	107	0	0	0	0	0	0	0	0	437
08:45	106	15	5	0	0	1	0	127	0	0	0	0	0	0	0	0	478
H/TOT	470	60	15	2	1	5	0	553	0	0	0	0	0	0	0	0	1828
09:00	81	5	1	2	1	1	0	91	0	0	0	0	0	0	0	0	401
09:15	75	18	7	2	1	0	0	103	0	0	0	0	0	0	0	0	346
09:30	58	14	4	0	1	0	0	77	0	0	0	0	0	0	0	0	327
09:45	72	12	3	0	1	0	1	89	0	0	0	0	0	0	0	0	340
H/TOT	286	49	15	4	4	1	1	360	0	0	0	0	0	0	0	0	1414
P/TOT	1118	172	41	7	11	9	1	1359	0	0	0	0	0	0	0	0	4573

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	D - A FROM LONDON ROAD (NE) TO LONDON ROAD (NW)								D - D FROM LONDON ROAD (NE) TO LONDON ROAD (NE)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
14:00	65	10	1	0	1	1	0	78	0	0	0	0	0	0	0	0	380
14:15	71	10	6	2	1	0	0	90	0	0	0	0	0	0	0	0	361
14:30	69	17	4	0	1	0	0	91	0	0	0	0	0	0	0	0	357
14:45	84	22	4	0	3	0	0	113	0	0	0	0	0	0	0	0	403
H/TOT	289	59	15	2	6	1	0	372	0	0	0	0	0	0	0	0	1501
15:00	94	17	4	2	3	1	0	121	0	0	0	0	0	0	0	0	416
15:15	60	11	0	1	1	0	0	73	0	0	0	0	0	0	0	0	410
15:30	87	16	3	0	0	0	0	106	0	0	0	0	0	0	0	0	477
15:45	71	20	4	0	1	0	0	96	0	0	0	0	0	0	0	0	420
H/TOT	312	64	11	3	5	1	0	396	0	0	0	0	0	0	0	0	1723
16:00	102	19	1	0	2	0	1	125	0	0	0	0	0	0	0	0	450
16:15	80	13	4	1	0	1	2	101	0	0	0	0	0	0	0	0	467
16:30	88	15	4	0	2	1	0	110	0	0	0	0	0	0	0	0	445
16:45	75	16	1	1	0	0	0	93	0	0	0	0	0	0	0	0	414
H/TOT	345	63	10	2	4	2	3	429	0	0	0	0	0	0	0	0	1776
17:00	81	15	3	0	2	1	0	102	0	0	0	0	0	0	0	0	436
17:15	82	6	2	0	1	0	0	91	0	0	0	0	0	0	0	0	451
17:30	87	7	0	0	1	0	0	95	0	0	0	0	0	0	0	0	448
17:45	71	13	2	0	0	1	0	87	0	0	0	0	0	0	0	0	436
H/TOT	321	41	7	0	4	2	0	375	0	0	0	0	0	0	0	0	1771
18:00	68	10	0	0	1	0	0	79	0	0	0	0	0	0	0	0	369
18:15	54	7	0	0	1	0	0	62	0	0	0	0	0	0	0	0	344
18:30	66	4	0	0	1	0	0	71	0	0	0	0	0	0	0	0	347
18:45	51	4	0	0	0	0	0	55	0	0	0	0	0	0	0	0	283
H/TOT	239	25	0	0	3	0	0	267	0	0	0	0	0	0	0	0	1343
P/TOT	1506	252	43	7	22	6	3	1839	0	0	0	0	0	0	0	0	8114

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM A LONDON ROAD (NW)								FROM ARM A LONDON ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	126	28	0	1	0	0	0	155	31	12	2	0	0	0	0	45
07:15	149	20	5	0	0	1	1	176	65	20	3	0	1	0	0	89
07:30	168	32	6	0	4	2	0	212	82	19	6	1	3	3	0	114
07:45	174	24	4	0	2	2	1	207	111	25	6	3	0	1	0	146
H/TOT	617	104	15	1	6	5	2	750	289	76	17	4	4	4	0	394
08:00	237	33	3	0	1	2	0	276	85	30	7	0	1	1	0	124
08:15	209	17	6	0	0	2	0	234	125	28	6	0	2	1	2	164
08:30	154	13	6	2	1	1	0	177	115	30	2	1	3	0	0	151
08:45	167	23	7	0	0	2	0	199	143	24	8	1	1	0	0	177
H/TOT	767	86	22	2	2	7	0	886	468	112	23	2	7	2	2	616
09:00	140	9	2	2	1	1	0	155	131	23	7	0	0	0	1	162
09:15	112	25	9	2	1	0	1	150	94	22	6	0	2	0	0	124
09:30	101	16	5	0	1	0	0	123	94	24	8	1	1	2	0	130
09:45	119	14	3	0	1	0	1	138	102	13	8	0	2	0	0	125
H/TOT	472	64	19	4	4	1	2	566	421	82	29	1	5	2	1	541
P/TOT	1856	254	56	7	12	13	4	2202	1178	270	69	7	16	8	3	1551

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM A LONDON ROAD (NW)								FROM ARM A LONDON ROAD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	112	17	3	0	1	1	1	135	127	29	6	4	0	0	1	167
14:15	109	20	8	3	1	0	1	142	116	27	1	0	2	2	0	148
14:30	103	24	4	0	1	1	1	134	129	23	1	0	1	1	0	155
14:45	137	29	6	0	3	0	0	175	109	25	3	1	0	1	1	140
H/TOT	461	90	21	3	6	2	3	586	481	104	11	5	3	4	2	610
15:00	149	21	6	2	3	2	2	185	110	12	3	1	0	4	0	130
15:15	118	25	0	1	1	0	0	145	139	28	5	1	1	0	0	174
15:30	141	23	4	0	0	0	0	168	171	30	4	0	2	1	1	209
15:45	107	36	4	0	1	0	0	148	139	29	4	1	1	1	0	175
H/TOT	515	105	14	3	5	2	2	646	559	99	16	3	4	6	1	688
16:00	147	23	2	1	2	0	2	177	151	15	4	2	2	1	0	175
16:15	117	20	4	1	0	1	2	145	197	27	6	0	1	0	0	231
16:30	123	22	5	0	2	1	0	153	163	31	2	1	4	0	0	201
16:45	118	21	1	1	0	0	0	141	179	22	3	0	0	0	0	204
H/TOT	505	86	12	3	4	2	4	616	690	95	15	3	7	1	0	811
17:00	133	22	3	0	2	2	0	162	153	26	1	0	0	1	0	181
17:15	112	12	2	0	1	0	0	127	191	27	3	0	2	0	0	223
17:30	120	10	3	0	1	0	1	135	186	17	2	0	1	1	0	207
17:45	113	18	2	0	0	1	0	134	192	14	0	0	0	0	1	207
H/TOT	478	62	10	0	4	3	1	558	722	84	6	0	3	2	1	818
18:00	106	16	0	0	1	0	0	123	141	16	3	0	1	2	0	163
18:15	84	16	3	0	1	1	0	105	147	10	1	0	2	1	0	161
18:30	115	7	1	0	1	0	0	124	108	9	3	0	1	0	0	121
18:45	81	9	0	0	0	0	0	90	104	9	0	0	0	0	0	113
H/TOT	386	48	4	0	3	1	0	442	500	44	7	0	4	3	0	558
P/TOT	2345	391	61	9	22	10	10	2848	2952	426	55	11	21	16	4	3485

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM B RECTORY ROAD								FROM ARM B RECTORY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	1	0	0	0	7	15	4	0	0	0	1	1	21
07:15	9	3	0	0	1	0	0	13	16	4	1	0	0	0	0	21
07:30	9	3	0	0	0	0	0	12	26	7	1	0	0	1	0	35
07:45	14	3	1	0	0	0	1	19	21	7	0	0	0	0	1	29
H/TOT	37	10	1	1	1	0	1	51	78	22	2	0	0	2	2	106
08:00	15	6	1	0	2	0	0	24	26	7	0	0	0	0	0	33
08:15	21	2	1	0	0	0	0	24	23	3	0	0	0	1	0	27
08:30	29	4	1	0	1	0	0	35	45	3	1	0	0	0	0	49
08:45	26	2	0	0	0	0	0	28	55	6	1	0	0	0	0	62
H/TOT	91	14	3	0	3	0	0	111	149	19	2	0	0	1	0	171
09:00	18	3	1	0	1	0	0	23	33	1	0	0	0	0	1	35
09:15	24	4	0	0	0	0	0	28	20	4	1	0	0	0	1	26
09:30	18	2	0	0	1	0	0	21	16	3	1	0	0	0	0	20
09:45	25	2	0	0	0	0	1	28	29	4	2	0	0	1	0	36
H/TOT	85	11	1	0	2	0	1	100	98	12	4	0	0	1	2	117
P/TOT	213	35	5	1	6	0	2	262	325	53	8	0	0	4	4	394

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM B RECTORY ROAD								FROM ARM B RECTORY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	17	5	0	0	1	0	0	23	27	4	1	1	0	0	0	33
14:15	23	5	1	0	0	0	0	29	28	2	1	0	0	0	1	32
14:30	16	2	1	1	1	0	0	21	18	3	2	0	0	0	0	23
14:45	35	2	0	0	0	0	0	37	21	1	0	0	0	0	0	22
H/TOT	91	14	2	1	2	0	0	110	94	10	4	1	0	0	1	110
15:00	33	4	0	0	1	1	0	39	36	4	0	0	0	0	0	40
15:15	27	4	0	0	0	0	0	31	39	10	0	0	0	0	0	49
15:30	31	3	1	0	1	0	1	37	28	5	0	0	0	0	1	34
15:45	25	4	0	0	0	0	1	30	25	7	0	0	0	0	0	32
H/TOT	116	15	1	0	2	1	2	137	128	26	0	0	0	0	1	155
16:00	27	8	2	0	1	0	1	39	21	3	1	0	0	0	0	25
16:15	30	2	0	0	0	0	0	32	29	3	2	0	0	0	0	34
16:30	32	4	0	0	1	0	0	37	15	7	0	0	0	0	0	22
16:45	17	1	0	0	0	0	0	18	23	3	0	0	0	0	0	26
H/TOT	106	15	2	0	2	0	1	126	88	16	3	0	0	0	0	107
17:00	27	1	0	0	1	0	0	29	31	7	0	0	0	1	1	40
17:15	30	4	0	0	0	0	0	34	34	2	0	0	0	0	0	36
17:30	28	5	2	0	1	0	0	36	33	2	2	0	0	0	0	37
17:45	34	1	1	0	0	0	1	37	29	2	1	0	0	0	0	32
H/TOT	119	11	3	0	2	0	1	136	127	13	3	0	0	1	1	145
18:00	27	1	1	0	1	0	1	31	25	2	0	0	0	0	0	27
18:15	26	4	1	0	0	1	0	32	25	4	1	0	0	2	0	32
18:30	36	4	0	0	1	1	0	42	20	0	1	0	0	0	0	21
18:45	26	3	0	0	0	0	0	29	16	1	0	0	0	0	0	17
H/TOT	115	12	2	0	2	2	1	134	86	7	2	0	0	2	0	97
P/TOT	547	67	10	1	10	3	5	643	523	72	12	1	0	3	3	614

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM C MANOR ROAD								FROM ARM C MANOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	6	0	0	0	0	1	24	50	15	0	0	1	0	0	66
07:15	20	7	1	0	0	0	0	28	62	10	0	0	0	1	1	74
07:30	35	8	2	1	3	2	1	52	75	10	2	0	1	0	0	88
07:45	42	12	2	0	0	1	0	57	75	12	2	0	1	0	2	92
H/TOT	114	33	5	1	3	3	2	161	262	47	4	0	3	1	3	320
08:00	36	14	3	0	0	0	0	53	84	7	1	0	1	0	0	93
08:15	47	12	3	0	0	0	1	63	95	11	4	0	1	1	0	112
08:30	43	7	2	0	0	0	0	52	85	8	2	0	0	0	0	95
08:45	53	8	1	0	0	0	0	62	67	7	1	0	1	1	0	77
H/TOT	179	41	9	0	0	0	1	230	331	33	8	0	3	2	0	377
09:00	51	8	3	0	0	0	0	62	75	6	2	0	0	0	0	83
09:15	34	14	0	0	0	0	0	48	45	11	1	0	1	0	1	59
09:30	40	9	2	0	0	0	0	51	65	4	1	0	1	0	0	71
09:45	37	5	3	1	0	1	0	47	59	3	0	0	0	0	0	62
H/TOT	162	36	8	1	0	1	0	208	244	24	4	0	2	0	1	275
P/TOT	455	110	22	2	3	4	3	599	837	104	16	0	8	3	4	972

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM C MANOR ROAD								FROM ARM C MANOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	67	14	3	2	0	0	0	86	60	9	1	0	0	0	1	71
14:15	57	10	2	0	0	1	0	70	44	14	1	1	1	0	1	62
14:30	46	13	2	1	0	0	1	63	51	10	0	0	0	1	1	63
14:45	55	9	2	0	0	0	0	66	80	10	2	0	1	0	0	93
H/TOT	225	46	9	3	0	1	1	285	235	43	4	1	2	1	3	289
15:00	44	7	1	1	0	2	0	55	70	7	3	0	0	1	2	83
15:15	67	7	2	1	0	0	0	77	69	11	1	0	1	1	0	83
15:30	80	12	2	0	0	0	0	94	82	9	1	0	1	0	0	93
15:45	58	14	1	0	1	0	0	74	67	22	0	0	0	0	0	89
H/TOT	249	40	6	2	1	2	0	300	288	49	5	0	2	2	2	348
16:00	75	8	2	0	0	0	0	85	64	11	0	1	0	0	2	78
16:15	93	15	3	0	0	0	0	111	59	9	0	0	4	0	0	72
16:30	67	14	1	0	0	0	0	82	57	10	1	0	1	0	0	69
16:45	83	11	1	0	0	0	0	95	53	9	0	0	0	0	0	62
H/TOT	318	48	7	0	0	0	0	373	233	39	1	1	5	0	2	281
17:00	69	11	0	0	0	0	0	80	68	7	0	0	0	0	0	75
17:15	98	20	2	0	0	0	0	120	49	9	0	0	1	0	0	59
17:30	86	9	0	0	0	1	1	97	57	4	2	0	0	0	2	65
17:45	92	9	0	0	0	0	1	102	53	5	1	0	1	0	1	61
H/TOT	345	49	2	0	0	1	2	399	227	25	3	0	2	0	3	260
18:00	63	5	1	0	0	0	0	69	58	8	0	0	1	0	0	67
18:15	67	3	1	0	0	0	0	71	49	12	3	0	0	0	0	64
18:30	51	3	3	0	0	0	0	57	77	6	1	0	1	0	0	85
18:45	64	7	0	0	0	0	0	71	60	4	0	0	0	0	0	64
H/TOT	245	18	5	0	0	0	0	268	244	30	4	0	2	0	0	280
P/TOT	1382	201	29	5	1	4	3	1625	1227	186	17	2	13	3	10	1458

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM D LONDON ROAD (NE)								FROM ARM D LONDON ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	14	2	0	1	1	0	55	89	18	0	2	0	0	0	109
07:15	64	17	2	0	1	0	0	84	99	13	4	0	1	0	0	117
07:30	73	16	6	0	3	1	0	99	102	23	5	0	6	1	1	138
07:45	95	26	5	3	1	0	1	131	118	21	4	0	2	2	0	147
H/TOT	269	73	15	3	6	2	1	369	408	75	13	2	9	3	1	511
08:00	69	20	3	0	1	1	0	94	162	29	2	0	2	2	0	197
08:15	109	26	4	0	3	2	1	145	143	15	4	0	0	1	0	163
08:30	138	29	2	1	3	0	0	173	119	12	6	2	2	1	0	142
08:45	157	22	7	1	2	0	0	189	138	18	5	0	0	1	0	162
H/TOT	473	97	16	2	9	3	1	601	562	74	17	2	4	5	0	664
09:00	138	17	4	0	0	0	2	161	108	7	1	2	2	1	0	121
09:15	91	19	6	0	3	0	1	120	102	25	7	2	1	0	0	137
09:30	98	22	7	1	2	2	0	132	82	18	4	0	2	0	0	106
09:45	104	14	7	0	2	0	0	127	95	15	3	1	1	0	2	117
H/TOT	431	72	24	1	7	2	3	540	387	65	15	5	6	1	2	481
P/TOT	1173	242	55	6	22	7	5	1510	1357	214	45	9	19	9	3	1656

MANUAL CLASSIFIED COUNTS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

TIME	TO ARM D LONDON ROAD (NE)								FROM ARM D LONDON ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	108	20	4	3	0	0	1	136	90	14	2	0	2	1	0	109
14:15	93	22	0	0	3	1	1	120	94	14	8	2	1	0	0	119
14:30	119	17	1	0	1	1	0	139	86	20	5	2	2	0	1	116
14:45	101	19	1	1	1	1	1	125	118	23	4	0	3	0	0	148
H/TOT	421	78	6	4	5	3	3	520	388	71	19	4	8	1	1	492
15:00	119	14	3	0	0	1	0	137	129	23	4	2	4	1	0	163
15:15	124	26	4	0	2	1	0	157	89	13	0	1	1	0	0	104
15:30	144	26	3	0	3	1	1	178	115	20	5	0	1	0	0	141
15:45	136	27	3	1	0	1	0	168	95	23	4	0	1	0	1	124
H/TOT	523	93	13	1	5	4	1	640	428	79	13	3	7	1	1	532
16:00	127	15	2	2	2	1	0	149	140	25	3	0	3	0	1	172
16:15	151	17	6	0	5	0	0	179	106	15	5	1	0	1	2	130
16:30	136	29	2	1	5	0	0	173	123	21	5	0	3	1	0	153
16:45	136	22	2	0	0	0	0	160	99	21	1	1	0	0	0	122
H/TOT	550	83	12	3	12	1	0	661	468	82	14	2	6	2	3	577
17:00	136	26	1	0	0	1	1	165	113	20	3	0	3	1	0	140
17:15	150	16	1	0	3	0	0	170	116	14	2	0	1	0	0	133
17:30	162	14	2	0	1	0	1	180	120	15	1	0	2	0	1	139
17:45	150	10	2	0	1	0	0	163	115	17	3	0	0	1	0	136
H/TOT	598	66	6	0	5	1	2	678	464	66	9	0	6	2	1	548
18:00	124	17	1	0	2	2	0	146	96	13	0	0	2	0	1	112
18:15	120	12	0	0	2	2	0	136	76	9	0	0	1	1	0	87
18:30	113	8	1	0	2	0	0	124	110	7	0	0	2	1	0	120
18:45	92	1	0	0	0	0	0	93	83	6	0	0	0	0	0	89
H/TOT	449	38	2	0	6	4	0	499	365	35	0	0	5	2	1	408
P/TOT	2541	358	39	8	33	13	6	2998	2113	333	55	9	32	8	7	2557

QUEUE LENGTHS

JOB REF: 24180

JOB NAME: DEAL

SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the largest number of vehicles queuing in each 5-minute interval, by lane

TIME	ARM A LONDON RD (NW)	ARM B RECTORY RD	ARM C MANO RD	ARM D LONDON RD (NE)
	LANE 1	LANE 1	LANE 1	LANE 1
07:00	0	2	2	4
07:05	1	1	5	3
07:10	1	1	5	5
07:15	0	1	2	8
07:20	0	1	1	5
07:25	4	1	2	2
07:30	4	3	6	4
07:35	10	2	2	3
07:40	1	2	8	6
07:45	3	2	7	11
07:50	11	1	4	4
07:55	5	2	3	3
08:00	5	3	6	9
08:05	4	4	7	4
08:10	4	2	5	8
08:15	10	5	9	4
08:20	7	4	7	11
08:25	5	2	5	4
08:30	4	2	7	13
08:35	10	4	7	12
08:40	11	2	6	4
08:45	10	4	6	10
08:50	9	6	8	13
08:55	9	4	8	14
09:00	5	2	4	6
09:05	3	2	2	4
09:10	4	6	5	5
09:15	6	2	2	8
09:20	7	3	4	5
09:25	3	2	3	6
09:30	8	1	5	3
09:35	2	3	3	4
09:40	1	1	2	2
09:45	0	3	4	2
09:50	3	4	2	4
09:55	3	1	1	3

TIME	ARM A LONDON RD (NW)	ARM B RECTORY RD	ARM C MANO RD	ARM D LONDON RD (NE)
	LANE 1	LANE 1	LANE 1	LANE 1
14:00	4	1	3	8
14:05	5	2	4	6
14:10	6	1	1	4
14:15	5	4	2	3
14:20	2	3	1	6
14:25	5	1	2	6
14:30	4	2	3	4
14:35	2	0	1	4
14:40	4	1	2	4
14:45	3	2	3	5
14:50	3	2	5	8
14:55	3	0	2	7
15:00	2	2	3	6
15:05	5	2	5	6
15:10	4	2	3	8
15:15	4	4	7	5
15:20	6	2	4	3
15:25	6	3	4	7
15:30	5	2	2	4
15:35	9	3	5	7
15:40	6	4	2	7
15:45	9	2	3	4
15:50	7	3	4	4
15:55	5	2	3	7
16:00	5	2	5	5
16:05	3	3	4	8
16:10	4	3	4	6
16:15	6	2	5	9
16:20	4	4	4	7
16:25	5	1	3	6
16:30	7	1	3	10
16:35	4	2	3	3
16:40	5	2	6	5
16:45	4	2	6	4
16:50	5	2	3	4
16:55	3	2	3	4

QUEUE LENGTHS

JOB REF: 24180

JOB NAME: DEAL

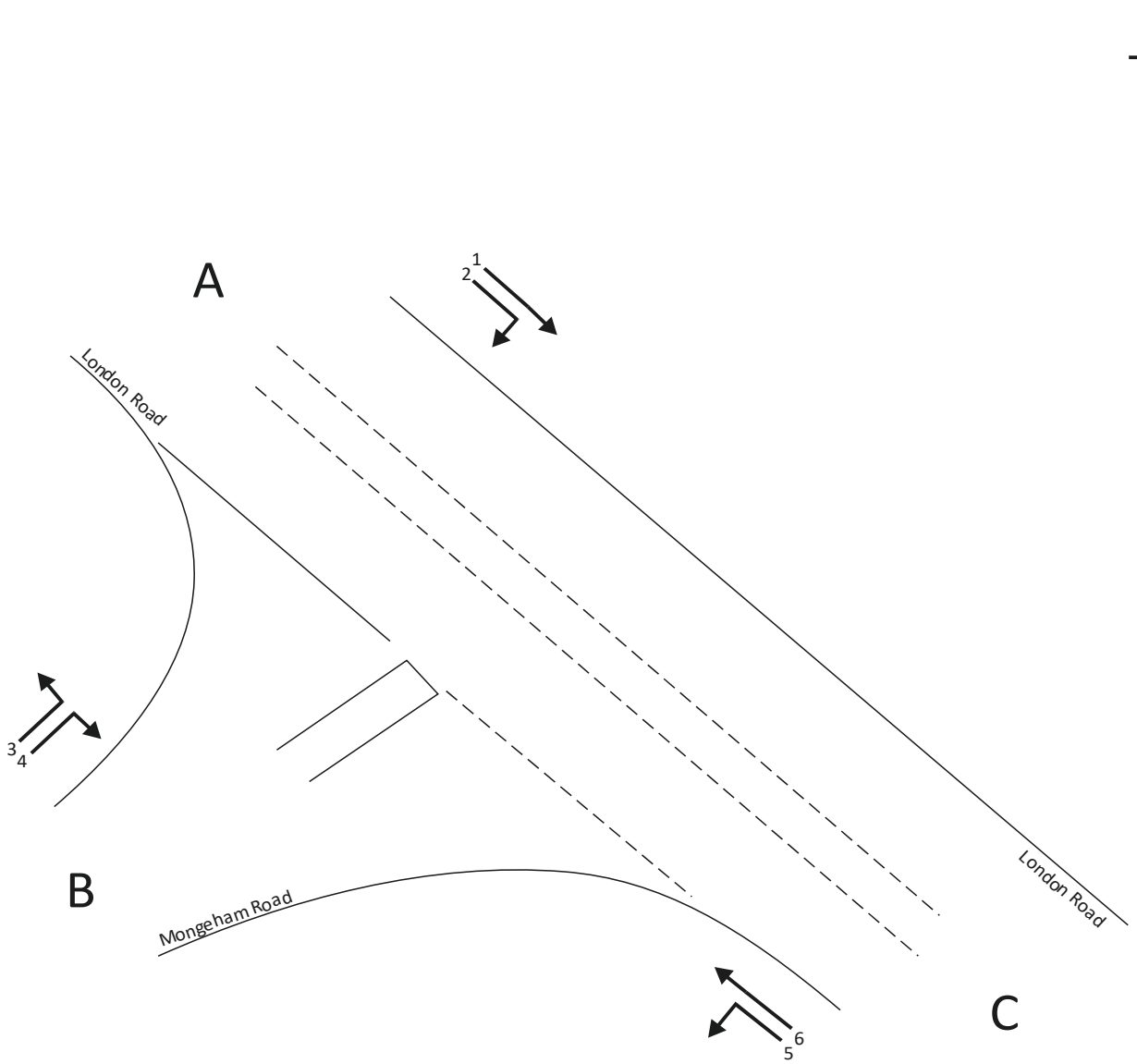
SITE: 1 **DATE:** 09/05/2019

LOCATION: LONDON ROAD / RECTORY ROAD / MANOR ROAD **DAY:** THURSDAY

NOTE: Queue Lengths recorded by the largest number of vehicles queuing in each 5-minute interval, by lane

TIME	ARM A LONDON RD (NW)	ARM B RECTORY RD	ARM C MANO RD	ARM D LONDON RD (NE)
	LANE 1	LANE 1	LANE 1	LANE 1
	7	4	7	9

TIME	ARM A LONDON RD (NW)	ARM B RECTORY RD	ARM C MANO RD	ARM D LONDON RD (NE)
	LANE 1	LANE 1	LANE 1	LANE 1
17:00	3	4	4	5
17:05	6	2	3	3
17:10	5	3	4	4
17:15	6	3	3	3
17:20	4	2	2	5
17:25	5	3	2	5
17:30	6	3	4	7
17:35	5	2	2	6
17:40	3	4	3	8
17:45	4	2	6	5
17:50	3	3	4	6
17:55	4	2	3	7
18:00	3	2	4	5
18:05	2	2	3	4
18:10	3	1	3	6
18:15	5	1	2	6
18:20	2	1	2	4
18:25	4	2	3	3
18:30	4	2	1	3
18:35	4	3	3	6
18:40	2	2	3	6
18:45	4	2	2	3
18:50	4	2	2	2
18:55	3	2	3	3



AXIOM Traffic Limited

For and on behalf of:

hub TRANSPORT PLANNING LTD

SHOLDEN

Thursday 27 June 2019

0700-1000
1400-1900

Drawing N°: **24374 - 01**

Site: **1**

Location: **London Road / Mongeham Road**

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	MOVEMENT 1 FROM LONDON ROAD (N) TO LONDON ROAD (S)								MOVEMENT 2 FROM LONDON ROAD (N) TO MONGEHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	5	4	0	0	0	0	35	3	1	1	0	0	0	0	5
07:15	61	17	5	1	0	0	1	85	15	3	0	1	0	0	0	19
07:30	63	11	3	1	3	1	0	82	10	3	0	0	0	0	1	14
07:45	92	32	4	0	0	1	0	129	17	3	0	0	0	0	0	20
H/TOT	242	65	16	2	3	2	1	331	45	10	1	1	0	0	1	58
08:00	83	22	3	0	1	1	0	110	19	1	0	0	0	0	1	21
08:15	109	20	5	1	2	0	0	137	29	1	0	0	0	0	0	30
08:30	108	20	8	0	3	1	0	140	22	2	1	1	0	0	0	26
08:45	130	16	5	1	1	0	0	153	20	2	0	2	0	0	1	25
H/TOT	430	78	21	2	7	2	0	540	90	6	1	3	0	0	2	102
09:00	98	15	5	1	1	1	0	121	16	5	2	1	0	0	0	24
09:15	90	22	3	0	2	0	0	117	6	2	0	0	0	0	0	8
09:30	92	13	3	1	2	0	0	111	7	3	3	0	0	0	0	13
09:45	81	14	6	0	0	0	0	101	11	2	0	0	0	0	0	13
H/TOT	361	64	17	2	5	1	0	450	40	12	5	1	0	0	0	58
P/TOT	1033	207	54	6	15	5	1	1321	175	28	7	5	0	0	3	218

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	MOVEMENT 1 FROM LONDON ROAD (N) TO LONDON ROAD (S)								MOVEMENT 2 FROM LONDON ROAD (N) TO MONGEHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	104	16	4	0	1	3	0	128	18	1	1	0	0	0	0	20
14:15	112	11	2	1	1	3	0	130	9	3	0	0	0	0	0	12
14:30	124	9	3	0	2	0	2	140	18	4	0	0	0	0	0	22
14:45	124	14	4	0	0	2	0	144	24	6	0	0	0	0	0	30
H/TOT	464	50	13	1	4	8	2	542	69	14	1	0	0	0	0	84
15:00	124	24	4	1	1	1	0	155	20	2	0	0	0	0	1	23
15:15	122	19	2	1	0	1	0	145	22	0	1	0	0	0	0	23
15:30	128	17	2	2	2	3	0	154	20	1	0	0	0	2	0	23
15:45	145	23	2	0	1	0	0	171	33	5	0	0	1	0	0	39
H/TOT	519	83	10	4	4	5	0	625	95	8	1	0	1	2	1	108
16:00	149	10	3	1	2	1	0	166	21	2	0	0	0	1	0	24
16:15	150	14	4	0	1	4	0	173	25	7	0	0	0	0	0	32
16:30	126	24	0	0	4	0	0	154	20	5	0	0	0	0	0	25
16:45	177	15	4	0	0	1	0	197	29	7	1	0	0	0	0	37
H/TOT	602	63	11	1	7	6	0	690	95	21	1	0	0	1	0	118
17:00	140	25	1	0	0	0	0	166	24	3	0	0	0	1	0	28
17:15	169	21	0	1	2	0	0	193	39	4	0	0	0	1	0	44
17:30	170	14	1	0	1	1	0	187	28	2	0	0	0	0	4	34
17:45	171	16	2	1	0	4	0	194	27	1	0	0	0	1	0	29
H/TOT	650	76	4	2	3	5	0	740	118	10	0	0	0	3	4	135
18:00	126	7	0	0	0	1	0	134	18	2	0	0	0	1	0	21
18:15	132	12	1	0	2	2	0	149	17	0	0	0	0	0	0	17
18:30	98	9	3	0	1	1	0	112	11	0	0	0	0	0	1	12
18:45	81	5	0	0	0	0	2	88	13	0	0	0	0	0	0	13
H/TOT	437	33	4	0	3	4	2	483	59	2	0	0	0	1	1	63
P/TOT	2672	305	42	8	21	28	4	3080	436	55	3	0	1	7	6	508

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	MOVEMENT 3 FROM MONGEHAM ROAD TO LONDON ROAD (N)								MOVEMENT 4 FROM MONGEHAM ROAD TO LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	2	2	0	0	0	0	29	5	0	0	0	0	1	0	6
07:15	25	5	0	0	0	0	0	30	5	2	0	0	0	0	0	7
07:30	21	3	0	0	0	0	0	24	5	1	0	0	0	0	0	6
07:45	35	3	0	1	0	0	0	39	8	0	0	1	0	0	0	9
H/TOT	106	13	2	1	0	0	0	122	23	3	0	1	0	1	0	28
08:00	33	2	0	0	1	0	0	36	6	2	0	0	0	0	0	8
08:15	36	0	1	0	0	0	0	37	15	3	2	0	0	0	0	20
08:30	33	2	0	1	0	0	0	36	9	3	2	0	0	0	0	14
08:45	28	2	1	0	0	0	0	31	29	5	1	0	0	0	0	35
H/TOT	130	6	2	1	1	0	0	140	59	13	5	0	0	0	0	77
09:00	22	4	1	0	0	1	0	28	22	3	2	0	0	0	0	27
09:15	16	1	1	0	0	0	0	18	14	3	1	0	0	0	1	19
09:30	24	1	1	1	0	0	0	27	17	4	1	0	0	0	0	22
09:45	17	4	1	0	0	0	0	22	20	2	0	0	0	0	0	22
H/TOT	79	10	4	1	0	1	0	95	73	12	4	0	0	0	1	90
P/TOT	315	29	8	3	1	1	0	357	155	28	9	1	0	1	1	195

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	MOVEMENT 3 FROM MONGEHAM ROAD TO LONDON ROAD (N)								MOVEMENT 4 FROM MONGEHAM ROAD TO LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	11	0	2	0	0	0	0	13	17	4	0	0	0	0	0	21
14:15	14	1	0	0	0	0	0	15	19	2	1	1	0	0	0	23
14:30	12	3	1	0	0	0	0	16	18	3	0	0	0	1	1	23
14:45	15	2	0	0	0	0	0	17	21	1	1	0	0	0	0	23
H/TOT	52	6	3	0	0	0	0	61	75	10	2	1	0	1	1	90
15:00	19	0	1	1	0	0	0	21	24	1	0	0	0	0	0	25
15:15	29	4	0	0	0	0	0	33	23	2	1	0	0	1	0	27
15:30	22	1	1	0	0	0	0	24	21	7	0	0	0	1	0	29
15:45	15	4	0	0	0	0	0	19	24	1	0	0	0	0	0	25
H/TOT	85	9	2	1	0	0	0	97	92	11	1	0	0	2	0	106
16:00	20	5	0	0	0	0	2	27	12	1	0	0	0	2	0	15
16:15	17	1	0	0	0	0	0	18	21	3	0	0	0	0	0	24
16:30	18	1	1	0	0	0	0	20	16	2	1	0	0	0	0	19
16:45	18	5	0	0	0	0	0	23	22	4	0	0	0	0	0	26
H/TOT	73	12	1	0	0	0	2	88	71	10	1	0	0	2	0	84
17:00	14	0	1	0	0	0	0	15	17	2	0	0	0	0	0	19
17:15	25	4	0	0	0	1	1	31	27	3	0	0	0	0	0	30
17:30	4	0	0	0	0	0	0	4	26	3	1	0	0	0	1	31
17:45	19	0	0	0	0	0	2	21	26	6	0	0	0	2	0	34
H/TOT	62	4	1	0	0	1	3	71	96	14	1	0	0	2	1	114
18:00	18	4	0	0	0	0	0	22	21	0	0	0	0	0	0	21
18:15	15	0	0	0	0	0	0	15	24	2	0	0	0	0	0	26
18:30	12	1	0	0	0	0	2	15	15	3	0	0	0	0	0	18
18:45	15	0	0	0	0	0	0	15	20	3	1	0	0	0	0	24
H/TOT	60	5	0	0	0	0	2	67	80	8	1	0	0	0	0	89
P/TOT	332	36	7	1	0	1	7	384	414	53	6	1	0	7	2	483

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	MOVEMENT 5 FROM LONDON ROAD (S) TO MONGEHAM ROAD								MOVEMENT 6 FROM LONDON ROAD (S) TO LONDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	5	0	0	0	0	0	18	102	21	0	0	0	0	0	123
07:15	18	3	1	0	0	2	0	24	134	18	3	1	0	1	0	157
07:30	44	8	0	0	0	0	0	52	143	14	2	2	3	2	0	166
07:45	42	5	0	0	0	0	0	47	157	22	2	0	2	1	0	184
H/TOT	117	21	1	0	0	2	0	141	536	75	7	3	5	4	0	630
08:00	34	2	0	0	0	0	0	36	180	17	2	0	2	2	0	203
08:15	32	2	2	1	0	0	0	37	136	21	2	3	0	0	1	163
08:30	32	9	0	0	0	0	0	41	141	7	2	2	1	1	0	154
08:45	26	2	2	0	0	0	0	30	127	11	2	0	1	1	0	142
H/TOT	124	15	4	1	0	0	0	144	584	56	8	5	4	4	1	662
09:00	24	3	0	0	0	0	0	27	111	20	4	1	1	0	0	137
09:15	18	3	1	0	0	0	0	22	100	13	3	2	2	0	0	120
09:30	18	4	1	0	0	0	0	23	91	14	4	0	1	0	0	110
09:45	14	3	0	0	0	0	0	17	97	15	3	1	0	0	0	116
H/TOT	74	13	2	0	0	0	0	89	399	62	14	4	4	0	0	483
P/TOT	315	49	7	1	0	2	0	374	1519	193	29	12	13	8	1	1775

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	MOVEMENT 5 FROM LONDON ROAD (S) TO MONGEHAM ROAD								MOVEMENT 6 FROM LONDON ROAD (S) TO LONDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	28	3	1	0	0	0	0	32	120	10	2	2	1	0	0	135
14:15	19	6	0	0	0	1	0	26	92	14	4	1	1	5	0	117
14:30	14	1	0	0	0	0	0	15	86	8	5	0	2	0	0	101
14:45	35	2	1	0	0	1	1	40	104	15	5	3	2	0	0	129
H/TOT	96	12	2	0	0	2	1	113	402	47	16	6	6	5	0	482
15:00	21	1	0	0	0	0	0	22	126	19	2	0	3	0	0	150
15:15	13	5	1	1	0	1	0	21	107	15	2	1	1	1	0	127
15:30	17	5	0	0	0	0	0	22	117	16	5	0	0	1	1	140
15:45	28	4	0	0	0	0	1	33	89	15	4	2	1	0	0	111
H/TOT	79	15	1	1	0	1	1	98	439	65	13	3	5	2	1	528
16:00	21	2	0	0	0	0	2	25	126	24	0	0	1	2	1	154
16:15	24	4	1	0	0	0	0	29	109	14	3	0	2	0	0	128
16:30	15	4	1	0	0	1	0	21	100	16	3	0	1	1	0	121
16:45	15	1	0	0	0	0	1	17	107	10	4	0	0	1	0	122
H/TOT	75	11	2	0	0	1	3	92	442	64	10	0	4	4	1	525
17:00	30	1	2	0	0	0	0	33	123	15	0	0	1	0	2	141
17:15	19	2	0	0	0	0	0	21	113	18	2	2	1	0	2	138
17:30	19	0	0	0	0	0	0	19	127	11	1	0	0	0	0	139
17:45	15	1	0	0	0	0	0	16	82	7	2	0	1	1	0	93
H/TOT	83	4	2	0	0	0	0	89	445	51	5	2	3	1	4	511
18:00	18	2	1	0	0	0	1	22	96	9	0	0	1	5	1	112
18:15	7	0	0	0	0	1	1	9	78	8	1	0	1	0	0	88
18:30	27	0	0	0	0	0	0	27	72	3	1	0	1	1	0	78
18:45	17	1	0	0	0	0	0	18	85	2	1	1	0	7	0	96
H/TOT	69	3	1	0	0	1	2	76	331	22	3	1	3	13	1	374
P/TOT	402	45	8	1	0	5	7	468	2059	249	47	12	21	25	7	2420

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	TO ARM A LONDON ROAD (N)								FROM ARM A LONDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	127	23	2	0	0	0	0	152	29	6	5	0	0	0	0	40
07:15	159	23	3	1	0	1	0	187	76	20	5	2	0	0	1	104
07:30	164	17	2	2	3	2	0	190	73	14	3	1	3	1	1	96
07:45	192	25	2	1	2	1	0	223	109	35	4	0	0	1	0	149
H/TOT	642	88	9	4	5	4	0	752	287	75	17	3	3	2	2	389
08:00	213	19	2	0	3	2	0	239	102	23	3	0	1	1	1	131
08:15	172	21	3	3	0	0	1	200	138	21	5	1	2	0	0	167
08:30	174	9	2	3	1	1	0	190	130	22	9	1	3	1	0	166
08:45	155	13	3	0	1	1	0	173	150	18	5	3	1	0	1	178
H/TOT	714	62	10	6	5	4	1	802	520	84	22	5	7	2	2	642
09:00	133	24	5	1	1	1	0	165	114	20	7	2	1	1	0	145
09:15	116	14	4	2	2	0	0	138	96	24	3	0	2	0	0	125
09:30	115	15	5	1	1	0	0	137	99	16	6	1	2	0	0	124
09:45	114	19	4	1	0	0	0	138	92	16	6	0	0	0	0	114
H/TOT	478	72	18	5	4	1	0	578	401	76	22	3	5	1	0	508
P/TOT	1834	222	37	15	14	9	1	2132	1208	235	61	11	15	5	4	1539

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	TO ARM A LONDON ROAD (N)								FROM ARM A LONDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	131	10	4	2	1	0	0	148	122	17	5	0	1	3	0	148
14:15	106	15	4	1	1	5	0	132	121	14	2	1	1	3	0	142
14:30	98	11	6	0	2	0	0	117	142	13	3	0	2	0	2	162
14:45	119	17	5	3	2	0	0	146	148	20	4	0	0	2	0	174
H/TOT	454	53	19	6	6	5	0	543	533	64	14	1	4	8	2	626
15:00	145	19	3	1	3	0	0	171	144	26	4	1	1	1	1	178
15:15	136	19	2	1	1	1	0	160	144	19	3	1	0	1	0	168
15:30	139	17	6	0	0	1	1	164	148	18	2	2	2	5	0	177
15:45	104	19	4	2	1	0	0	130	178	28	2	0	2	0	0	210
H/TOT	524	74	15	4	5	2	1	625	614	91	11	4	5	7	1	733
16:00	146	29	0	0	1	2	3	181	170	12	3	1	2	2	0	190
16:15	126	15	3	0	2	0	0	146	175	21	4	0	1	4	0	205
16:30	118	17	4	0	1	1	0	141	146	29	0	0	4	0	0	179
16:45	125	15	4	0	0	1	0	145	206	22	5	0	0	1	0	234
H/TOT	515	76	11	0	4	4	3	613	697	84	12	1	7	7	0	808
17:00	137	15	1	0	1	0	2	156	164	28	1	0	0	1	0	194
17:15	138	22	2	2	1	1	3	169	208	25	0	1	2	1	0	237
17:30	131	11	1	0	0	0	0	143	198	16	1	0	1	1	4	221
17:45	101	7	2	0	1	1	2	114	198	17	2	1	0	5	0	223
H/TOT	507	55	6	2	3	2	7	582	768	86	4	2	3	8	4	875
18:00	114	13	0	0	1	5	1	134	144	9	0	0	0	2	0	155
18:15	93	8	1	0	1	0	0	103	149	12	1	0	2	2	0	166
18:30	84	4	1	0	1	1	2	93	109	9	3	0	1	1	1	124
18:45	100	2	1	1	0	7	0	111	94	5	0	0	0	0	2	101
H/TOT	391	27	3	1	3	13	3	441	496	35	4	0	3	5	3	546
P/TOT	2391	285	54	13	21	26	14	2804	3108	360	45	8	22	35	10	3588

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	TO ARM B MONGEHAM ROAD								FROM ARM B MONGEHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	6	1	0	0	0	0	23	30	2	2	0	0	1	0	35
07:15	33	6	1	1	0	2	0	43	30	7	0	0	0	0	0	37
07:30	54	11	0	0	0	0	1	66	26	4	0	0	0	0	0	30
07:45	59	8	0	0	0	0	0	67	43	3	0	2	0	0	0	48
H/TOT	162	31	2	1	0	2	1	199	129	16	2	2	0	1	0	150
08:00	53	3	0	0	0	0	1	57	39	4	0	0	1	0	0	44
08:15	61	3	2	1	0	0	0	67	51	3	3	0	0	0	0	57
08:30	54	11	1	1	0	0	0	67	42	5	2	1	0	0	0	50
08:45	46	4	2	2	0	0	1	55	57	7	2	0	0	0	0	66
H/TOT	214	21	5	4	0	0	2	246	189	19	7	1	1	0	0	217
09:00	40	8	2	1	0	0	0	51	44	7	3	0	0	1	0	55
09:15	24	5	1	0	0	0	0	30	30	4	2	0	0	0	1	37
09:30	25	7	4	0	0	0	0	36	41	5	2	1	0	0	0	49
09:45	25	5	0	0	0	0	0	30	37	6	1	0	0	0	0	44
H/TOT	114	25	7	1	0	0	0	147	152	22	8	1	0	1	1	185
P/TOT	490	77	14	6	0	2	3	592	470	57	17	4	1	2	1	552

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	TO ARM B MONGEHAM ROAD								FROM ARM B MONGEHAM ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	46	4	2	0	0	0	0	52	28	4	2	0	0	0	0	34
14:15	28	9	0	0	0	1	0	38	33	3	1	1	0	0	0	38
14:30	32	5	0	0	0	0	0	37	30	6	1	0	0	1	1	39
14:45	59	8	1	0	0	1	1	70	36	3	1	0	0	0	0	40
H/TOT	165	26	3	0	0	2	1	197	127	16	5	1	0	1	1	151
15:00	41	3	0	0	0	0	1	45	43	1	1	1	0	0	0	46
15:15	35	5	2	1	0	1	0	44	52	6	1	0	0	1	0	60
15:30	37	6	0	0	0	2	0	45	43	8	1	0	0	1	0	53
15:45	61	9	0	0	1	0	1	72	39	5	0	0	0	0	0	44
H/TOT	174	23	2	1	1	3	2	206	177	20	3	1	0	2	0	203
16:00	42	4	0	0	0	1	2	49	32	6	0	0	0	2	2	42
16:15	49	11	1	0	0	0	0	61	38	4	0	0	0	0	0	42
16:30	35	9	1	0	0	1	0	46	34	3	2	0	0	0	0	39
16:45	44	8	1	0	0	0	1	54	40	9	0	0	0	0	0	49
H/TOT	170	32	3	0	0	2	3	210	144	22	2	0	0	2	2	172
17:00	54	4	2	0	0	1	0	61	31	2	1	0	0	0	0	34
17:15	58	6	0	0	0	1	0	65	52	7	0	0	0	1	1	61
17:30	47	2	0	0	0	0	4	53	30	3	1	0	0	0	1	35
17:45	42	2	0	0	0	1	0	45	45	6	0	0	0	2	2	55
H/TOT	201	14	2	0	0	3	4	224	158	18	2	0	0	3	4	185
18:00	36	4	1	0	0	1	1	43	39	4	0	0	0	0	0	43
18:15	24	0	0	0	0	1	1	26	39	2	0	0	0	0	0	41
18:30	38	0	0	0	0	0	1	39	27	4	0	0	0	0	2	33
18:45	30	1	0	0	0	0	0	31	35	3	1	0	0	0	0	39
H/TOT	128	5	1	0	0	2	3	139	140	13	1	0	0	0	2	156
P/TOT	838	100	11	1	1	12	13	976	746	89	13	2	0	8	9	867

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	TO ARM C LONDON ROAD (S)								FROM ARM C LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	31	5	4	0	0	1	0	41	115	26	0	0	0	0	0	141
07:15	66	19	5	1	0	0	1	92	152	21	4	1	0	3	0	181
07:30	68	12	3	1	3	1	0	88	187	22	2	2	3	2	0	218
07:45	100	32	4	1	0	1	0	138	199	27	2	0	2	1	0	231
H/TOT	265	68	16	3	3	3	1	359	653	96	8	3	5	6	0	771
08:00	89	24	3	0	1	1	0	118	214	19	2	0	2	2	0	239
08:15	124	23	7	1	2	0	0	157	168	23	4	4	0	0	1	200
08:30	117	23	10	0	3	1	0	154	173	16	2	2	1	1	0	195
08:45	159	21	6	1	1	0	0	188	153	13	4	0	1	1	0	172
H/TOT	489	91	26	2	7	2	0	617	708	71	12	6	4	4	1	806
09:00	120	18	7	1	1	1	0	148	135	23	4	1	1	0	0	164
09:15	104	25	4	0	2	0	1	136	118	16	4	2	2	0	0	142
09:30	109	17	4	1	2	0	0	133	109	18	5	0	1	0	0	133
09:45	101	16	6	0	0	0	0	123	111	18	3	1	0	0	0	133
H/TOT	434	76	21	2	5	1	1	540	473	75	16	4	4	0	0	572
P/TOT	1188	235	63	7	15	6	2	1516	1834	242	36	13	13	10	1	2149

MANUAL CLASSIFIED COUNTS

JOB REF: 24374

JOB NAME: SHOLDEN

SITE: 1 **DATE:** 27/06/2019

LOCATION: LONDON ROAD / MONGEHAM ROAD **DAY:** THURSDAY

TIME	TO ARM C LONDON ROAD (S)								FROM ARM C LONDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14:00	121	20	4	0	1	3	0	149	148	13	3	2	1	0	0	167
14:15	131	13	3	2	1	3	0	153	111	20	4	1	1	6	0	143
14:30	142	12	3	0	2	1	3	163	100	9	5	0	2	0	0	116
14:45	145	15	5	0	0	2	0	167	139	17	6	3	2	1	1	169
H/TOT	539	60	15	2	4	9	3	632	498	59	18	6	6	7	1	595
15:00	148	25	4	1	1	1	0	180	147	20	2	0	3	0	0	172
15:15	145	21	3	1	0	2	0	172	120	20	3	2	1	2	0	148
15:30	149	24	2	2	2	4	0	183	134	21	5	0	0	1	1	162
15:45	169	24	2	0	1	0	0	196	117	19	4	2	1	0	1	144
H/TOT	611	94	11	4	4	7	0	731	518	80	14	4	5	3	2	626
16:00	161	11	3	1	2	3	0	181	147	26	0	0	1	2	3	179
16:15	171	17	4	0	1	4	0	197	133	18	4	0	2	0	0	157
16:30	142	26	1	0	4	0	0	173	115	20	4	0	1	2	0	142
16:45	199	19	4	0	0	1	0	223	122	11	4	0	0	1	1	139
H/TOT	673	73	12	1	7	8	0	774	517	75	12	0	4	5	4	617
17:00	157	27	1	0	0	0	0	185	153	16	2	0	1	0	2	174
17:15	196	24	0	1	2	0	0	223	132	20	2	2	1	0	2	159
17:30	196	17	2	0	1	1	1	218	146	11	1	0	0	0	0	158
17:45	197	22	2	1	0	6	0	228	97	8	2	0	1	1	0	109
H/TOT	746	90	5	2	3	7	1	854	528	55	7	2	3	1	4	600
18:00	147	7	0	0	0	1	0	155	114	11	1	0	1	5	2	134
18:15	156	14	1	0	2	2	0	175	85	8	1	0	1	1	1	97
18:30	113	12	3	0	1	1	0	130	99	3	1	0	1	1	0	105
18:45	101	8	1	0	0	0	2	112	102	3	1	1	0	7	0	114
H/TOT	517	41	5	0	3	4	2	572	400	25	4	1	3	14	3	450
P/TOT	3086	358	48	9	21	35	6	3563	2461	294	55	13	21	30	14	2888

TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

Appendix B

Dover & Deal Reference Case Traffic Model Outputs

Richborough Estates

SHOLDEN PROPOSED RESIDENTIAL DEVELOPMENT

Impact Assessment

70077606
OCTOBER 2020

CONFIDENTIAL

Richborough Estates

SHOLDEN PROPOSED RESIDENTIAL DEVELOPMENT

Impact Assessment

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. 70077606

OUR REF. NO. 70077606

DATE: OCTOBER 2020

Richborough Estates

SHOLDEN PROPOSED RESIDENTIAL DEVELOPMENT

Impact Assessment

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for comment			
Date	16th October 2020			
Prepared by	Jess Denny			
Signature				
Checked by	Charlotte Herridge			
Signature				
Authorised by	Christine Elphicke			
Signature				
Project number	70077606			
Report number	1			
File reference				

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JUNCTION TURNING COUNTS

1 INTRODUCTION

1.1 INTRODUCTION

1.1.1. WSP have been commissioned by Richborough Estates to assess the impact of a proposed residential development in Sholden, Deal. The Site identified for assessment is bordered by Sandwich Road to the east and Mongeham Road to the south. The current indicative masterplan indicates a single access from Sandwich Road in the form of a priority junction.

1.1.2. This report has been compiled to detail the development scenarios assessed within a 2040 forecast model to determine the impacts of a proposed residential development in Sholden on the local highway network and to consider possible mitigation required. The 2040 Do Minimum Dover and Deal Transport Model (DDTM) developed by WSP on behalf of Dover District Council (DDC) was used as the future baseline scenario to develop upon and assess the Sholden scenarios.

1.1.3. WSP have been asked to develop and assess the following Sholden development scenarios:

- **Scenario 1**: 2040 Do Minimum
- **Scenario 2**: 2040 Do Minimum + 100 dwellings at proposed Sholden Development
- **Scenario 3**: 2040 Do Minimum + 250 dwellings at proposed Sholden Development
- **Scenario 4**: 2040 Do Minimum + 250 dwellings at proposed Sholden Development with mitigation at London Road/ Manor Road roundabout.

1.2 BACKGROUND INFORMATION

1.2.1. The DDTM was developed using PTV VISUM software and is based on the 2015 Dover and Deal Transport Model (DDTM), both of which have been agreed by Highways England (HE) and Kent County Council (KCC) as being 'fit for purpose' for use in developing forecast scenarios and undertaking developer tests. The DDTM covers the area of Deal in detail and observed data collected in Deal has been compared against the DDTM traffic flows and journey times to ensure it represents observed conditions.

1.2.2. During the summer of 2020 WSP were commissioned by DDC to undertaken model analysis, during the AM and PM peak hours, of the transportation impacts of delivering housing proposals within Dover District that currently have extant planning permission and are forecast to be completed prior to the forecast year 2040. This model is described hereafter as the 2040 Do Minimum scenario. The 2040 Do Minimum model represents the AM peak hour, 8:00-9:00 and PM peak hour, 17:00-18:00.

1.3 METHODOLOGY

1.3.1. For the purpose of this analysis a single assessment year of 2040 has been developed to assess the impact of the Sholden Proposed residential development.

1.3.2. WSP have been requested to assess four scenarios, in both the AM and PM peak, to understand the impact of the development at various stages of build-out and with/without possible mitigation. The trip generation associated with the proposed development has been assigned to a unique zone that has been incorporated into Scenarios 2-4. The trip distribution for the new zone mirrored that of zones nearby possessing similar residential land use characteristics.

1.3.3. The model networks were developed to include the proposed access arrangement and trips were assigned using VISUM 15; the same VISUM version which was used to develop and validate the 2015 DDTM base model and prepare the DDTM 2040 Do Minimum model.

1.3.4. Impacts of the development, in each of the four scenarios, have been assessed by:

- Summarising the turning flow movements, by user class, at 12 key identified junctions within the vicinity of the development, and likely to be impacted by the implementation of Sholden residential site;
- Assessing the Volume over Capacity (V/C) along links and at nodes, analysing and comparing any changes in V/C between scenarios and time periods;
- Assessing time taken to travel along an identified Journey Time route along London Road; and
- Discussing the flow differences as a result of mitigation at London Road / Manor Road roundabout and looking at the impacts these increases/decreases in flow have on the V/C or journey times.

1.3.5. Network outputs including junction turning counts, journey times and V/C assessments on nodes and links were obtained to assess the impact of the development, these are discussed greater detail and results presented in **Chapter 3**.

1.4 TECHNICAL NOTE STRUCTURE

1.4.1. This note outlines the methodology used in developing the Do Something forecast matrices and networks, it also describes in detail the impact the residential development in Sholden, Deal will have on the local highway network.

1.4.2. The purpose of this report is to summarise the impact the Sholden Development will have on the local highway network and assess the impact of the mitigation strategy at the London Road/ Manor Road roundabout. This note is structured as follows:

- **Chapter 2**: Forecasting Scenario Development;
- **Chapter 3**: Forecast Assessment; and
- **Chapter 4**: Summary and Conclusions.

2 FORECAST SCENARIO DEVELOPMENT

2.1 INTRODUCTION

2.1.1. This chapter outlines the highway network changes that were incorporated into the DDTM forecast networks to assess the proposed Sholden residential development and the development of matrices to represent the inclusion of varying quantum of development.

2.1.2. As outlined earlier in 1.1.1, WSP have been commissioned to assess the impacts of the proposed residential development at Sholden in the following scenarios:

- **Scenario 1**: 2040 Do Minimum;
- **Scenario 2**: 2040 Do Minimum + 100 dwellings at proposed Sholden Development;
- **Scenario 3**: 2040 Do Minimum + 250 dwellings at proposed Sholden Development; and
- **Scenario 4**: 2040 Do Minimum + 250 dwellings at proposed Sholden Development and mitigation at London Road/ Manor Road roundabout.

2.1.3. The development of these scenarios through the creation of new forecast networks and matrices will be discussed and presented within this Chapter.

2.2 FORECAST SCENARIOS

2.2.1. The 2040 Do Minimum scenario was developed by WSP for Dover District Council (DDC) as a basis for their future highway network impact assessment. The 2040 Do Minimum model includes only development and infrastructures schemes in Dover district that are considered to be “near certain” and thus have planning permission; the areas within the DDTM that sit outside the Dover district boundary, have had the National Trip End Model (NTEM) version 7.2 growth applied to them to growth the demand to 2040.

2.2.2. This scenario will not be changed for the assessment of the proposed residential development at Sholden and as such outputs will be produced to demonstrate the future baseline highway network operation, before the incorporation of the Sholden site.

2.2.3. Using the 2040 Do Minimum as a basis, three additional scenarios have been developed to assess varying levels of development at the proposed Sholden Site and the assessment of possible mitigation to limit the possible impacts on the local highway network. A detailed breakdown of the scenarios, with the network and matrix changes required, is shown in **Table 2-1.**

Table 2-1: Forecast Model Scenarios

<table>
<tr><th>Scenario</th><th>Description</th><th>Network Changes</th><th>Matrix Changes</th></tr>
<tr><td>1</td><td>2040 Do Minimum</td><td>No changes</td><td>No changes</td></tr>
<tr><td>2</td><td>2040 Do Minimum + 100 dwellings</td><td rowspan="2">Priority controlled access junction between Sandwich Road and the proposed development.</td><td>100 dwellings at Sholden</td></tr>
<tr><td>3</td><td>2040 Do Minimum + 250 dwellings</td><td rowspan="2">250 dwellings at Sholden</td></tr>
<tr><td>4</td><td>2040 Do Minimum + 250 dwellings + Mitigation</td><td>Access junction as above and mitigation at London Rd / Manor Rd roundabout</td></tr>
</table>

2.3 NETWORKS

2.3.1. WSP have been provided within a proposed illustrative masterplan, shown in **Figure 2-1**, which provides the indicative location of the development and likely access arrangements. A simple priority-controlled access junction has been coded into Scenario 2, 3 and 4 to represent the development access onto A258 Sandwich Road, opposite Sholden Drive – shown in the masterplan at location 1.

Figure 2-1: Sholden Proposed Illustrative Masterplan

2.3.2. Scenario 4 has the additional access junction for the proposed development modelled in addition to mitigation at the London Road / Manor Road roundabout. In order to limit any potential impacts of the proposed residential Site, Richborough Estates have commissioned WSP to assess the impacts of preventing any vehicles accessing or egressing the London Road roundabout at Manor Road; traffic from Rectory Road can still turn right onto Manor Road (southbound) but are unable to turn left towards London Road.

2.4 MATRICES

Trip Generation

2.4.1. To assess the impacts of the proposed residential development, WSP developed matrices to represent the AM and PM trip generation for the Site with 100 dwellings, and 250 dwellings. Trip rates were provided by Hub Transport Planning, on behalf of Richborough Estates, and these were applied to the development quantum being assessed in both Scenario 2 and Scenario 3. The vehicular trip rates for the development are detailed in **Table 2-2**.

Table 2-2: Residential Trip Rates

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Origin	Destination	Two-Way	Origin	Destination	Two-Way
Residential	0.376	0.136	0.512	0.162	0.357	0.519

2.4.2. Scenario 2 and 3 will be developed to assess different number of dwellings at the proposed dwellings, therefore the network will remain the same between the two scenarios, whilst the matrices will reflect different demand at the Sholden Site.

2.4.3. The resulting number of trips that the proposed development is forecast to generate, in Scenario 2 with 100 dwellings and Scenario 3 with 250 dwellings, is shown in **Table 2-3**.

Table 2-3: Residential Trip Generation, Scenario 2 and Scenario 3

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Origin	Destination	Two-Way	Origin	Destination	Two-Way
Scenario 1 – 100 dwellings	38	14	52	16	36	52
Scenario 2 – 250 dwellings	94	34	128	41	89	130

Trip Distribution

2.4.4. Sholden development trips have been distributed onto the VISUM highway network using an average of nearby similar land use zone trip distributions. WSP chose to mirror the distribution of the polygon zone that the proposed development is forecast to be located within as well as a neighbouring residential area; the zones identified, and their respective distribution is shown in **Figure 2-2** and **Figure 2-3** for the AM and PM peaks respectively.

Figure 2-2: Zones used for Trip Distribution, AM Peak

2.4.5. **Figure 2-2** demonstrates that in the AM peak, the proposed trip distribution is forecast to split origin trips (those starting their trip at the proposed development) along the A258 Sandwich Road northbound, Mongeham Road and south via residential road to A258 Dover Road – these are forecast to travel towards Dover. There are also local trips within Deal. Similar patterns are presented in **Figure 2-3** for the PM peak, with the tidal nature of commuting trips influencing similar volumes of trips in the reverse direction shown in the AM peak.

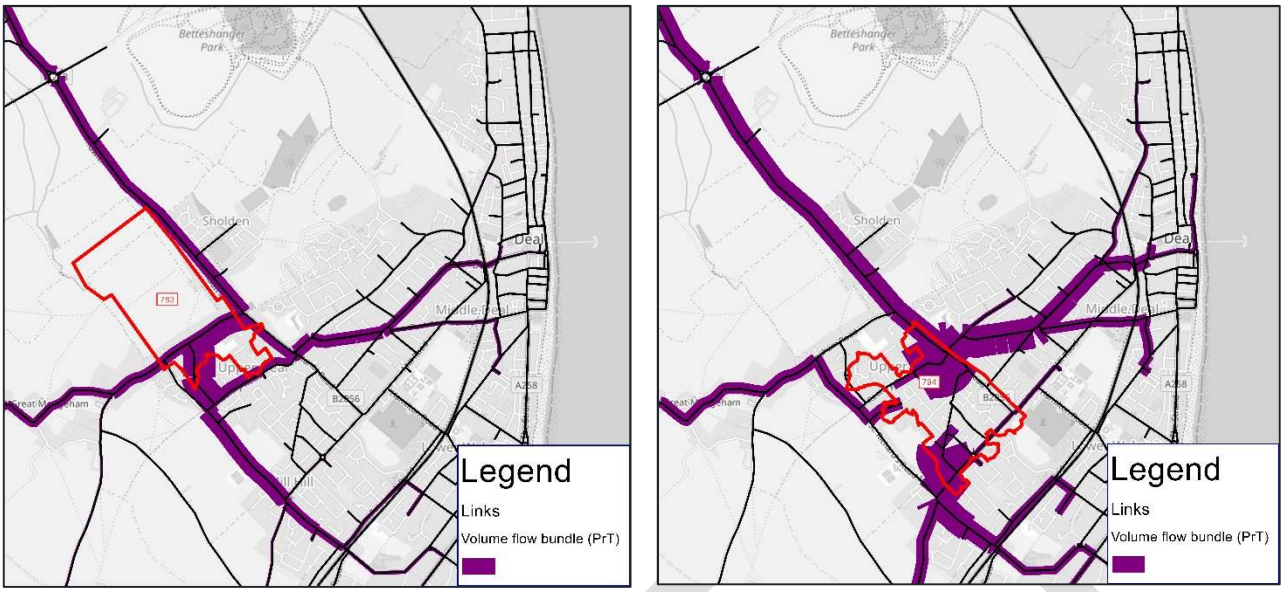

Figure 2-3: Zones used for Trip Distribution, PM Peak

2.4.6. The trip distribution for the proposed development will take an average of the two zones identified and demonstrated, to determine the likely distribution for 100 and 250 proposed dwellings respectively.

2.5 ASSIGNMENT

2.5.1. The 2040 Do Minimum forecast scenario has been developed in VISUM 15, which was used to develop and validate the 2015 DDTM base model. Scenario 2, 3 and 4 have also been built and developed using VISUM 15.

2.5.2. Once the additional development trips were assigned to the network the distribution of the flows was reviewed to ensure that the trips largely followed the same patterns as that of the existing zones. **Figure 2-4** presents the origin and destinations of the new zone representing the Sholden development during the AM Peak; this presents that most trips are travelling northbound on the A258 (20) or southbound towards Deal centre (70). This trend is similar of those evident in **Figure 2-2**.

2.5.3. It is noted that the flow bundles have been undertaken to demonstrate the likely trip distribution and have been therefore been done in Scenario 3 with 250 dwellings only; the trip distribution and patterns will be the same in Scenario 2 with smaller volumes.

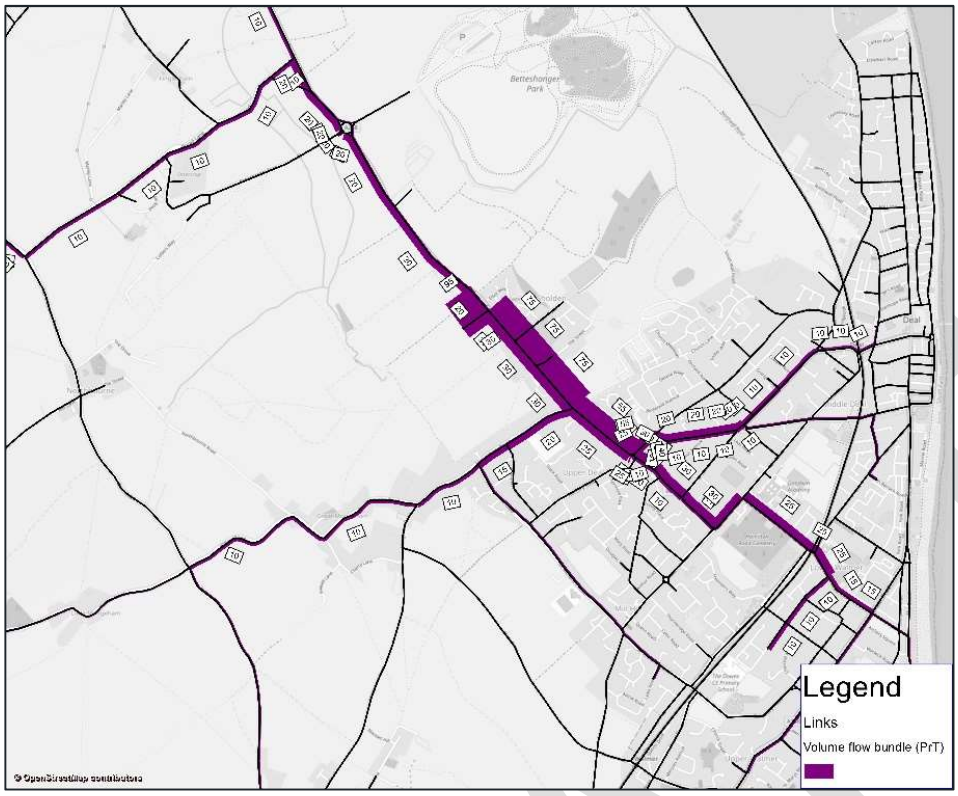

Figure 2-4: Distribution of trips from the new development zone, AM Peak

2.5.4. The distribution for the PM Peak is presented in **Figure 2-5**, a large proportion of destinations originate from the Walmer (20 trips) and Deal (30 trips) area, as suspected due to the employment zones in this area. This follows similar patterns to those presented in **Figure 2-3.**

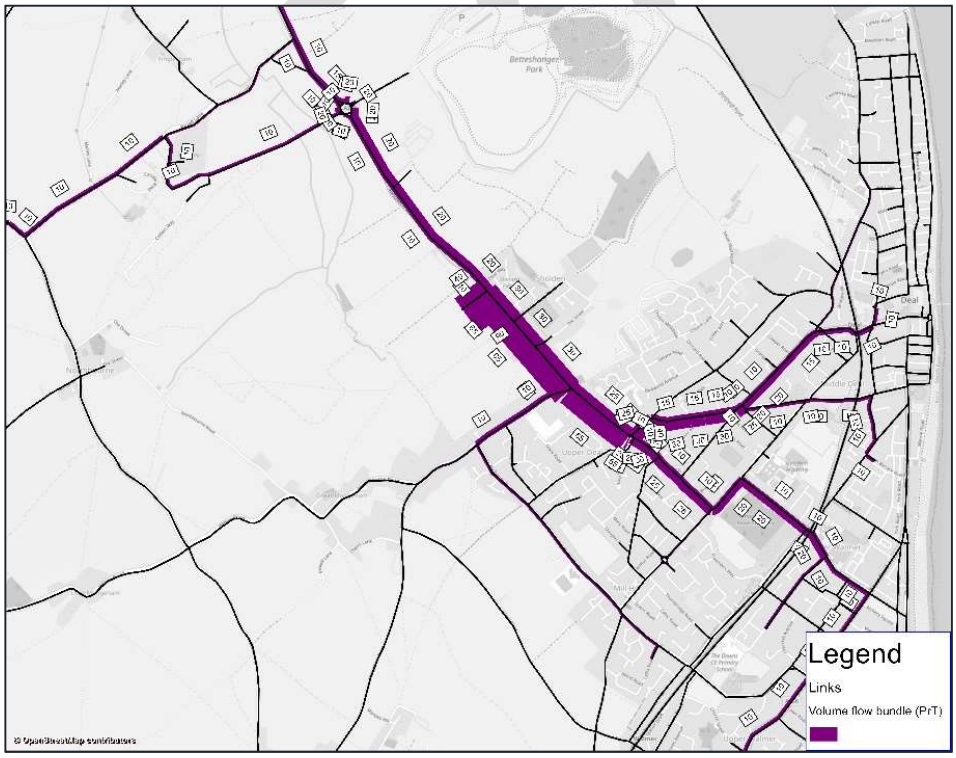

Figure 2-5: Distribution of trips from the new development zone, PM Peak

3 FORECAST ASSESSMENT

3.1 INTRODUCTION

3.1.1. This chapter presents the results of the forecast 2040 assignments providing junction turning counts, V/C along links and at junction, and journey time analysis on the local highway network within the vicinity of the proposed residential development at Sholden, Deal.

3.2 FLOW DIFFERENCES, SCENARIO 4 VS SCENARIO 3

3.2.1. WSP have produced some additional figures to present the redistribution in the assignment as a result of the mitigation methods in Scenario 4, if required WSP can provide flow differences for the other scenarios. **Figure 3-1** presents the increase and decreases of flows surrounding the London Road/ Manor Road roundabout during the AM peak.

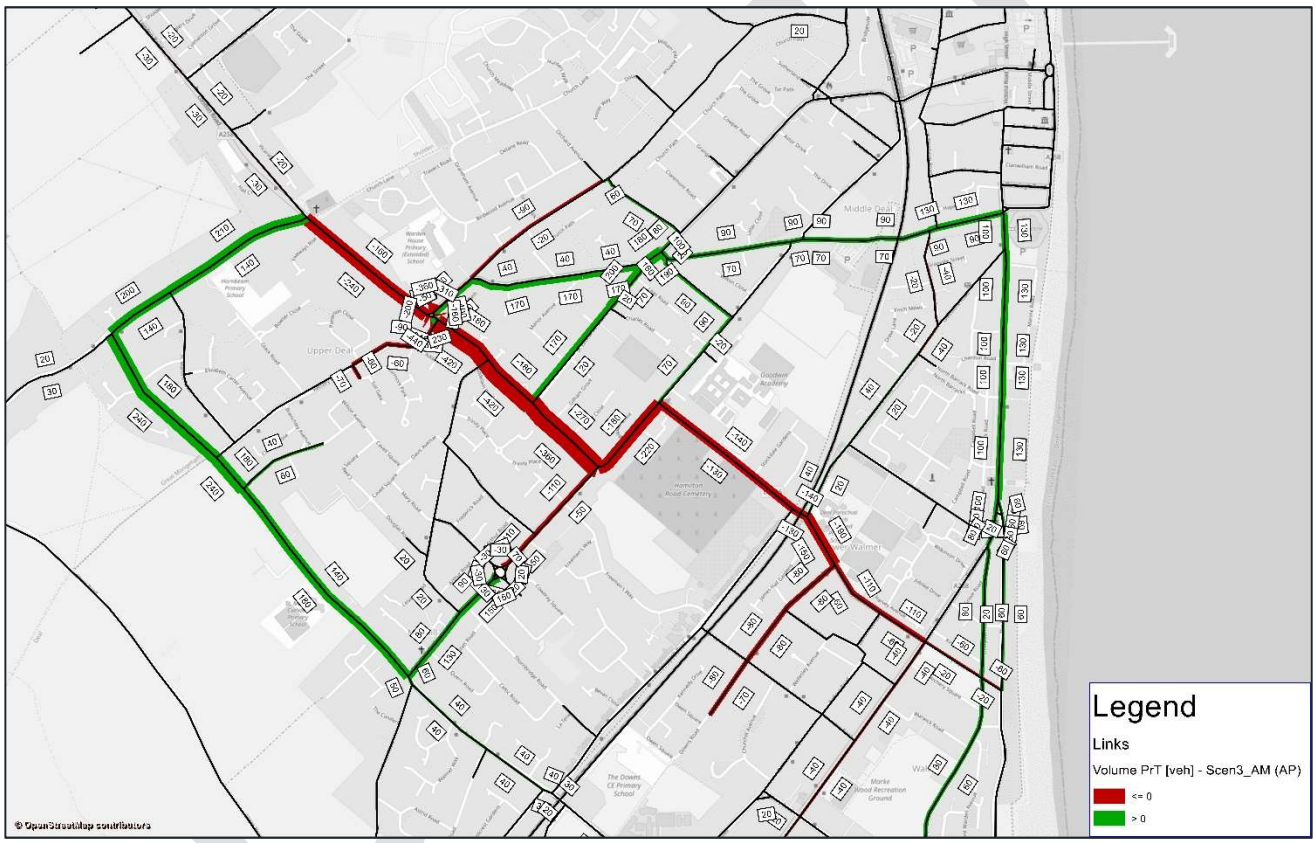

Figure 3-1: Flow Difference Scenario 4 vs Scenario 3, AM Peak

3.2.2. During the AM peak there is a reduction of 400 two-way flows from the London Road approach to the London Road/ Manor Road junction; these flows are rerouting using the Mongeham Road/ St Richard's Road where there are an additional 350 two-way flows.

3.2.3. There are an additional 170 flows using St Leonard's Road northbound and London Road southbound towards the London Road/ Manor Road roundabout; this is likely as a result of the closure at the Manor Road access to the London Road roundabout resulting in trips wishing to travel northbound on London Road to go via St Leonard's Road.

3.2.4. **Figure 3-2** illustrates the actual flow difference between Scenario 4 and Scenario 3 in the PM peak; overall the trends follow that present in the AM peak. There are large reductions in two-way flows using the London Road between Mongeham Road and Dover Road.

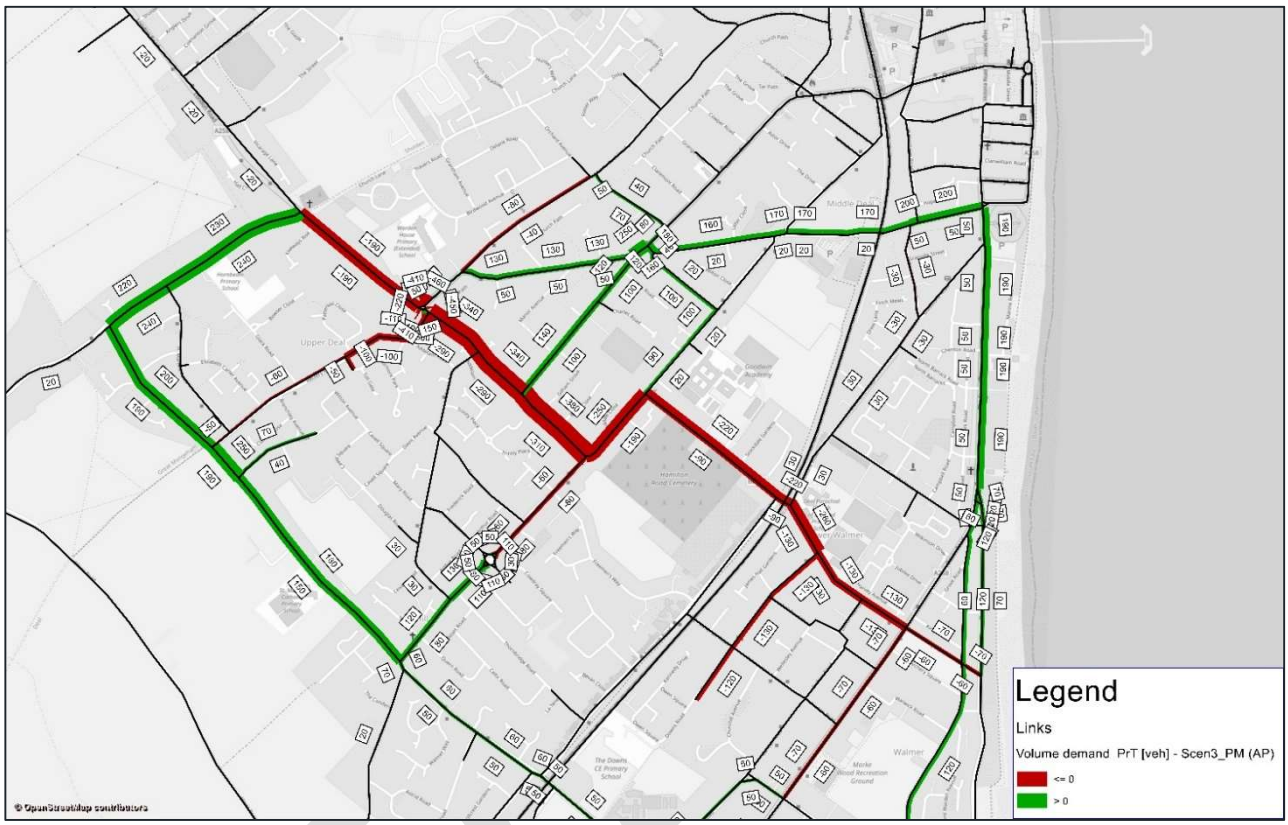

Figure 3-2: Flow Difference Scenario 4 vs Scenario 3, PM Peak

3.2.5. **Figure 3-2** presents a reduction of flows using London Road between Mongeham Road and Dover Road in both peak periods as a result of the mitigation at the London Road/ Manor Road junction. Rerouting of trips is concentrated on a local area and the mitigation has limited impact on the flows outside the core area. There are negligible differences in flows present on London Road approach to Mongeham road.

3.3 JUNCTION TURNING COUNTS

3.3.1. To determine the impacts of a proposed residential development at Sholden, WSP have been requested to access the turning flow volumes, by user class, for a number of identified junctions with Deal. The location of each of these junctions is shown in **Figure 3-3** and a description is listed below:

1. Sandwich Road/Betteshanger Road roundabout
2. Site access/Sandwich Road
3. London Road/ Mongeham Road
4. London Road/ Manor Road Roundabout
5. Manor Road/ Rectory Road
6. Manor Road/ Mill Road/ Mill Hill
7. Park Avenue/ Mill Road
8. St Leonards Road/ London Road
9. London Road/ Park Avenue
10. Mongeham Road/ St Richard's Road
11. Cornwall Road/ Dover Road/ Archery Square
12. Dover Road/ Salisbury Road/ Granville Road

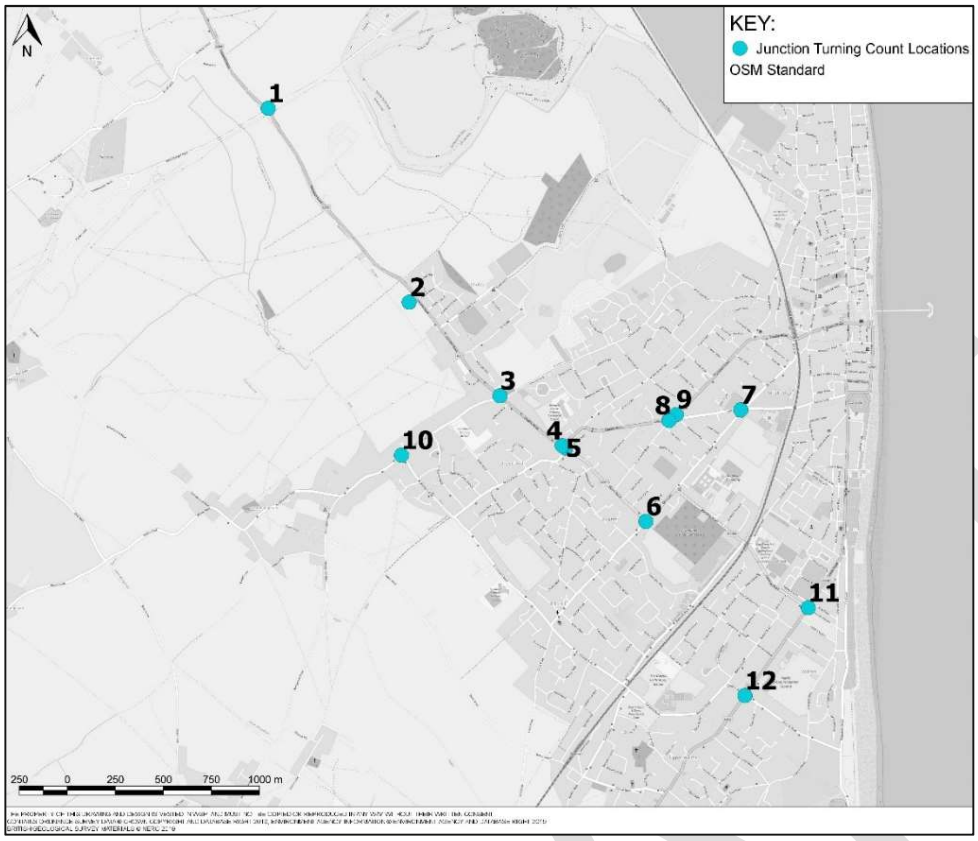

Figure 3-3: Junction Turning Count Locations

3.3.2. Turning counts at the 12 identified junctions were assessed for all four scenarios to see the increase in traffic flows as a result of the proposed development, these were able to detail the main movement of traffic at key junctions and display those junctions that were impacted greatly as a result of the residential development site. As the development has not been included in Scenario 1, junction 2 turning flow movements have not been included in the analysis.

3.3.3. The impacts at these junctions for all scenarios is summarised in **Table 3-1**; a red, amber, green (RAG) status has been applied to the Scenario 4 vs Scenario 3 comparison to demonstrate clearly which junctions see the most significant increases and decreases in total PCU volumes respectively. A full visual breakdown of turning flow movements at each identified junction, is included in **Appendix A**.

Table 3-1: Junction Turning Counts, AM Peak, Total PCUs

Ref	AM Peak (08:00 – 09:00)						
	Sc1	Sc2	Sc2 vs Sc1	Sc3	Sc3 vs Sc1	Sc4	Sc4 vs Sc3
1	2119	2129	10 (0.46%)	2145	26 (1.23%)	2089	-56 (-2.3%)
2	-	2016	2016 (100%)	2092	2016 (100%)	2035	-57 (-2.72%)
3	2570	2607	37 (1.44%)	2669	99 (3.85%)	2610	-59 (-2.21%)
4	2585	2613	28 (1.08%)	2660	75 (2.90%)	1953	-707 (-26.58%)
5	1063	1082	19 (1.79%)	1115	52 (4.89%)	174	-941 (-84.39%)
6	1185	1199	14 (1.18%)	1219	34 (2.87%)	599	-620 (-50.86%)
7	830	833	3 (0.36%)	839	9 (1.08%)	1012	**173 (20.62%)**
8	1689	1696	7 (0.41%)	1707	18 (1.07%)	2146	**439 (25.72%)**
9	1851	1860	9 (0.49%)	1878	27 (1.46%)	2266	**388 (20.66%)**
10	960	961	1 (0.10%)	970	10 (1.04%)	1383	**413 (42.58%)**
11	1518	1527	9 (0.59%)	1534	16 (1.05%)	1355	-179 (11.67%)
12	2148	2164	16 (0.75%)	2162	14 (0.65%)	2107	-55 (-2.54%)

3.3.4. The turning flows for the junctions within the vicinity of the development detailed in **Table 3-1** illustrate the junctions which are forecast to experience the greatest increase in total PCUs travelling through as a result of the implementation of 100 or 250 dwellings at Sholden respectively; the table also demonstrates which junctions could see a reduction in PCU volumes with mitigation at London Road / Manor Road roundabout.

3.3.5. When comparing Scenario 2 (with 100 dwellings at Sholden) against Scenario 1 (no additional dwellings), the increase in flows is negligible – with the exclusion of the new junction, a maximum increase of 37 PCUs (1.44%) is forecast at London Road / Mongeham Road.

3.3.6. The addition of 250 dwellings at the Sholden site in Scenario 3 highlight an increase of flows at all junctions; the largest increase of flows can be seen at junctions joining the London Road between the London Road/ Mongeham Road junction (junction 3) to the Manor Road/ Mill Road/ Mill Hill junction (junction 6) with increases between 34 and 99 PCUs.

3.3.7. As a result of the proposed mitigation in the AM Peak, the Manor Road / Rectory Road priority-controlled junction sees the greatest reduction in PCUs with a reduction of 941, or 85%; this is because the mitigation strategy at London Road / Manor Road prevent vehicles from accessing this roundabout at the Manor Road arm. Whilst vehicles on Manor Road can still turn into Rectory Road, and vice versa, the volume of vehicles making this turn is very low.

3.3.8. The mitigation at London Road / Manor Road, and subsequent re-assignment of vehicles, leads to an overall reduction of 707 PCUs using the junction – instead choosing to re-route via Mongeham Road and St Richard's Road, as shown in **Figure 3-1**. This directly corresponds to junction 10, Mongeham Road / St Richard's Road, seeing one of the largest increases in PCU volumes.

Table 3-2: Junction Turning Counts, PM Peak, Total PCUs

Ref	PM Peak (17:00 – 18:00)						
	Sc1	Sc2	Sc2 vs Sc1	Sc3	Sc3 vs Sc1	Sc4	Sc4 vs Sc3
1	2088	2100	12 (0.57%)	2115	27 (1.29%)	2088	-27 (-1.28%)
2	-	1964	1964 (100%)	2038	1964 (100%)	2011	-27 (-1.32%)
3	2340	2366	26 (1.11%)	2409	69 (2.95%)	2436	27 (1.12%)
4	2359	2391	32 (1.36%)	2432	73 (3.09%)	1691	-741 (-30.47%)
5	1109	1136	27 (2.43%)	1161	52 (4.69%)	160	-1001 (-86.22%)
6	1189	1202	13 (1.09%)	1221	32 (2.69%)	585	-636 (-52.09%)
7	737	744	7 (0.95%)	749	12 (1.63%)	937	188 (25.10%)
8	1512	1527	15 (0.99%)	1544	32 (2.12%)	1955	411 (26.62%)
9	1643	1656	13 (0.79%)	1671	28 (1.70%)	2082	411 (24.60%)
10	813	824	11 (1.35%_	825	12 (1.48%)	1260	435 (52.73%)
11	1539	1546	7 (0.45%)	1561	22 (1.43%)	1303	-258 (-16.53%)
12	2127	2125	-2 (-0.09%)	2146	19 (0.89%)	2121	-25 (-1.16%)

3.3.9. The turning flows for the junctions shown in **Table 3-2** demonstrate the junctions which are forecast to experience the greatest increase in total PCUs in the PM peak travelling through as a result of the implementation of 100 or 250 dwellings at Sholden respectively; the table also demonstrates which junctions could see a reduction in vehicle volumes with mitigation at London Road / Manor Road roundabout.

3.3.10. When comparing Scenario 2 against Scenario 1 (2040 Do Minimum) the increase in flows is negligible and reflect the patterns shown in the AM Peak. The most significant increase is 32 PCUs (1.36%) and that is at the London Road / Mongeham Road junction.

3.3.11. In Scenario 3 a further increase is presented at all junctions with the largest increase seen at junction 4 – London Road / Manor Road – and junction 3 – London Road / Mongeham Road.

3.3.12. In the PM Peak, the proposed mitigation is forecast to re-distribute vehicles in broadly the same patterns shown in the AM peak; it is noted that the most affected arm is likely to be different, reflecting the tidal nature of commuter trips. Specific turning movements for each scenario, at each of the identified junctions, can be seen in **Appendix A**. The largest reductions in PCUs are shown along the Manor Road corridor, whilst increases are presented along St Richard's Road and Park Avenue, reflecting the flow differences in **Figure 3-2**.

3.4 VOLUME OVER CAPACITY

3.4.1. A volume over capacity assessment has been undertaken to determine, and classify, the impacts on links and nodes within each of the 2040 forecast scenarios which include varying levels of development and mitigation at the proposed Sholden Residential Site. The assessment will help to identify possible roads and junctions which are likely to experience capacity issues, or be approaching capacity constraints, and determine at which point in the build out of the proposed 250-dwellings that this could occur.

3.4.2. The description of the thresholds used to undertake the analysis are presented in **Table 3-3**; it is noted that links have been considered separately by direction and nodes have been classified according to the worst performing turn at each junction respectively.

Table 3-3: Volume over Capacity Assessment Classification Criteria

Network Object	Volume over Capacity Thresholds	Impact Assessment
Links	V/C < 75	Operating well within capacity
Worst Turn at Node	75 <= V/C < 85	Operating within capacity but approaching 85%
	85 <= V/C < 100	Operating close to capacity
	V/C >= 100	Over capacity

Scenario 1

3.4.3. Scenario 1 assesses the Deal area in the 2040 Do Minimum model – without the Sholden development, **Figure 3-4** presents the V/C assessments on links and nodes within the vicinity of the scheme during the AM Peak. It is evident that the A258 London Road Northbound between the London Road/ Manor Road roundabout to north of the Sholden New Road is operating close to capacity in the future baseline. The A258 Sandwich Road northbound approach to the Betteshanger Roundabout is also demonstrating a worst turn V/C exceeding 85% in the AM Peak.

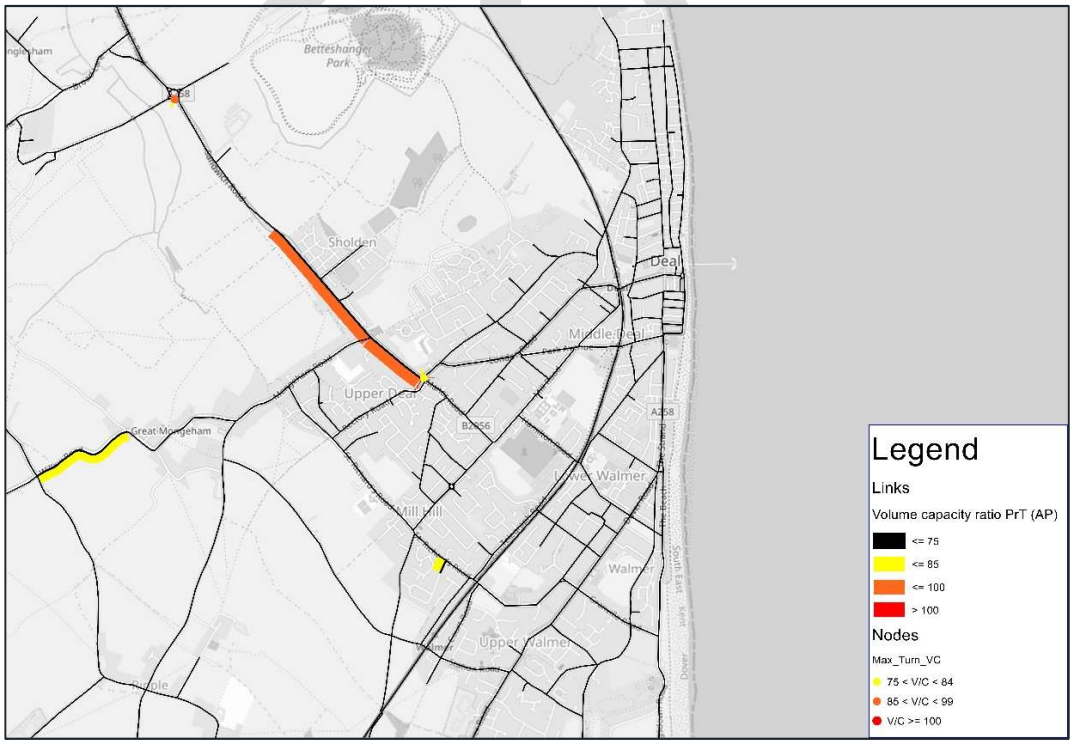

Figure 3-4: Scenario 1, V/C Assessment, AM Peak

3.4.4. Illustated in **Figure 3-5** all links during the PM peak period operate within capacity; Dover Road northbound, on the approach to Granville Road, is presenting as operating between 75 and 85% V/C. The London Road southbound approach to the London Road / Manor Road roundabout is shown to be approaching capacity with a V/C between 85 and 100% in the future baseline PM peak.

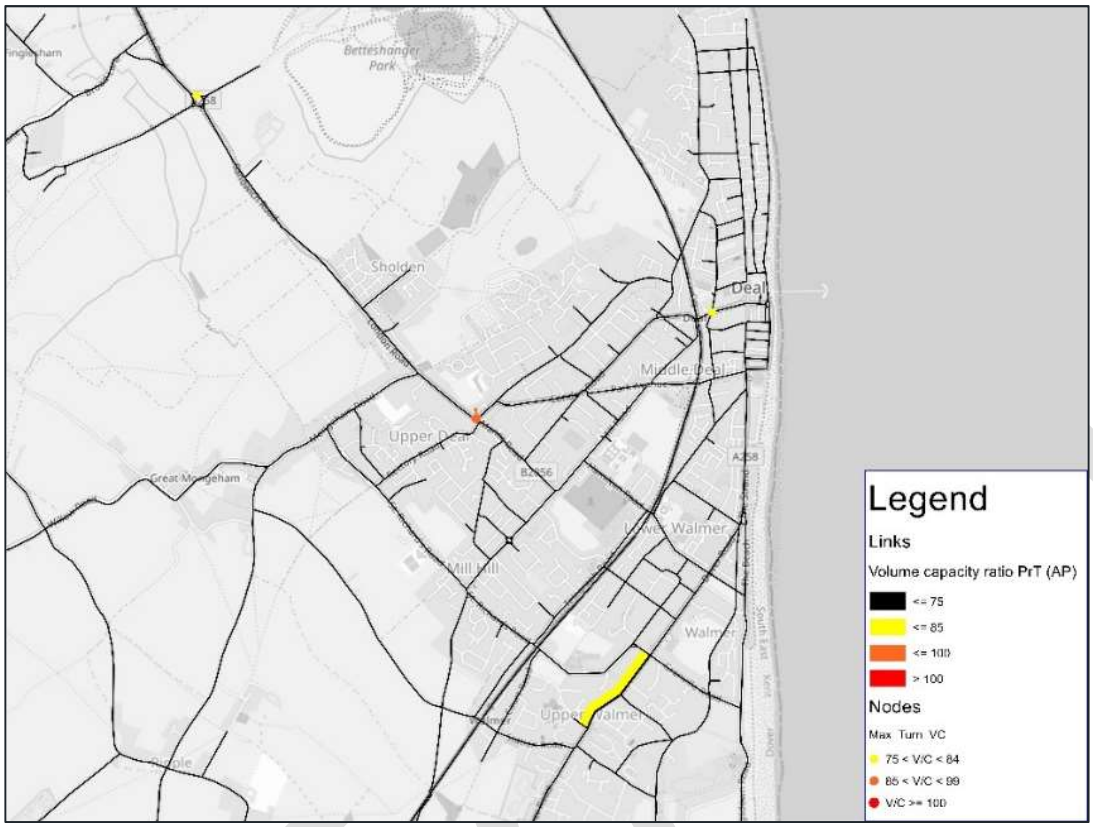

Figure 3-5: Scenario 1, V/C Assessment, PM Peak

Scenario 2

3.4.5. Scenario 2 assesses the impact on the local roads as a result of incorporating 100 dwellings at the proposed Sholden residential development. **Figure 3-6** presents a broadly similar picture to that shown in Scenario 1 and highlights the A258 London Road Northbound between the London Road/ Manor Road roundabout to north of the Sholden New Road is operating close to capacity. The exact V/C at this location is compared in all scenarios in

3.4.6. **Table** 3-4. Overall, the inclusion of 100 dwellings does not have a significant impact on the V/C along links or worst turns within Deal, in the AM peak.

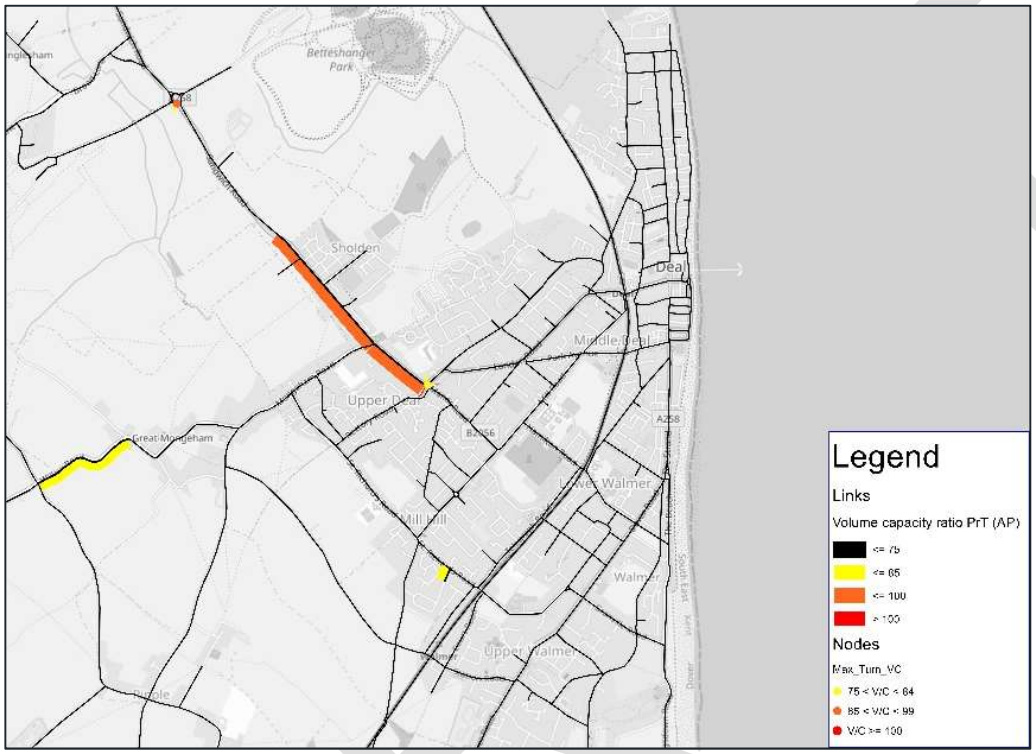

Figure 3-6: Scenario 2, V/C Assessment, AM Peak

3.4.7. Similar to the AM Peak, **Figure 3-7** illustrates little change to the network and junction V/C in the PM peak with the inclusion of 100 dwellings at Sholden. Junction approaches at Betteshanger roundabout and London Road / West Street have been flagged as performing between 75 and 85% V/C however this has not altered from Scenario 1.

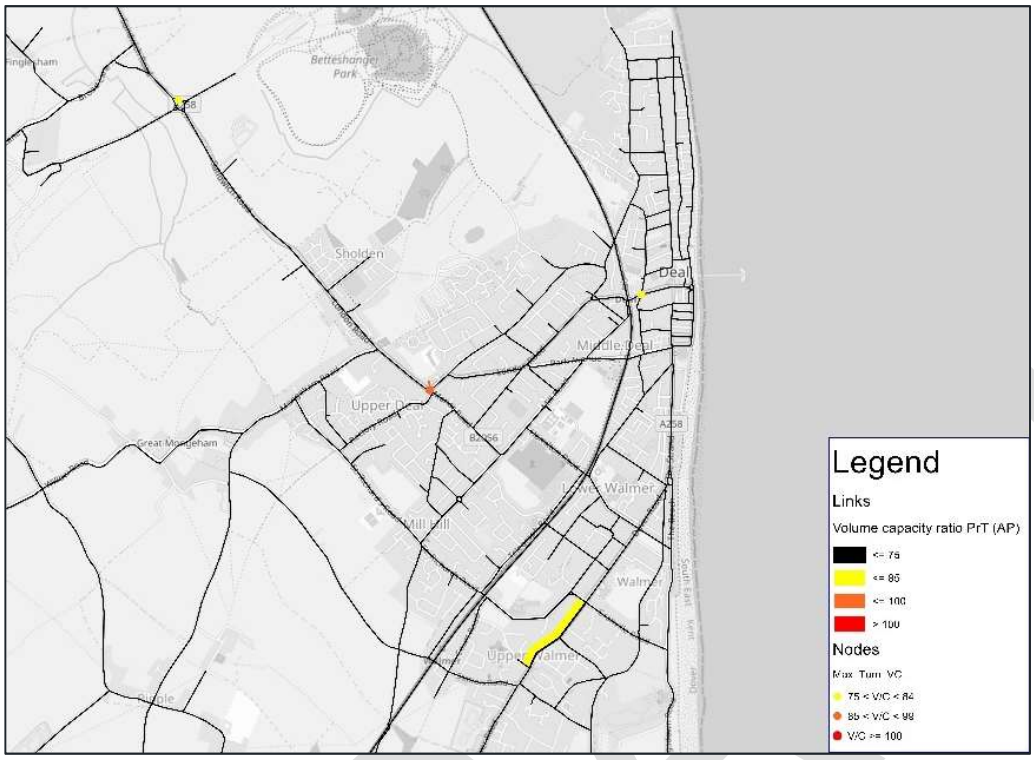

Figure 3-7: Scenario 2, V/C Assessment, PM Peak

Scenario 3

3.4.8. Scenario 3 assesses the impact of the local area with the additional 250 dwellings at the development site and **Figure 3-8** highlights that the additional dwellings will increase demand on the network between London Road/ Manor Road roundabout and the Sandwich Road/ Betteshanger Road roundabout. The A258 London Road, between Manor Road and Mongeham Road, is shown have a link V/C exceeding 100% in the northbound direction, which reduces slightly to being between 85-100% north of Mongeham Road. This deteriorating on the network is as a direct impact of the 250 dwellings at Sholden. Exact V/C values are illustrated in Table 3-4.

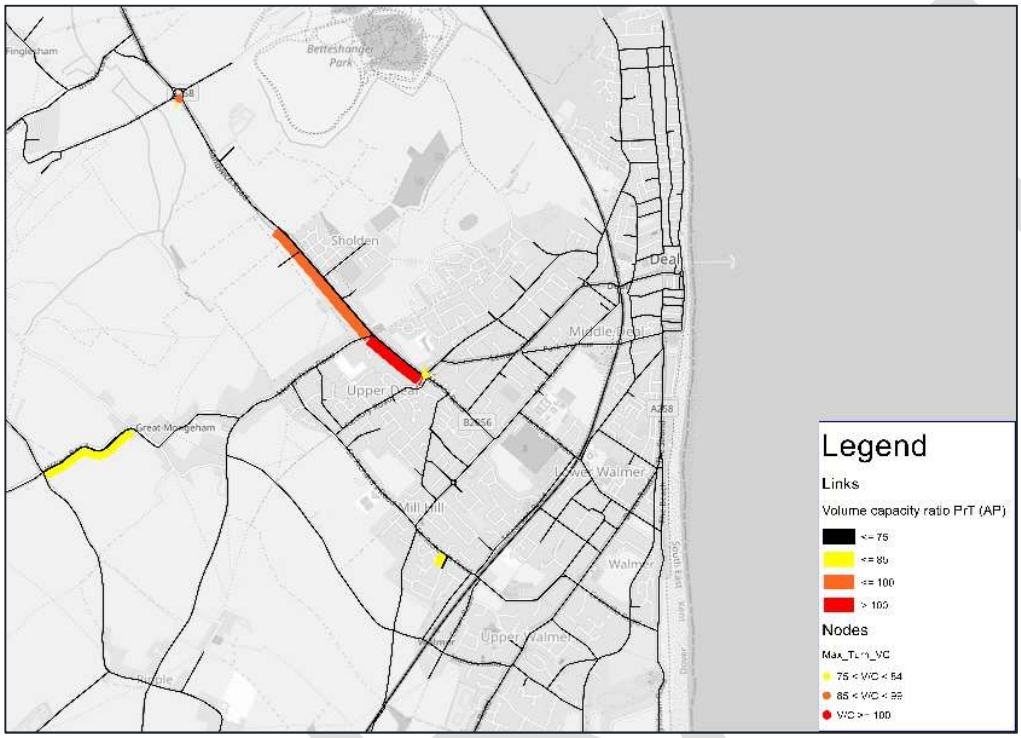

Figure 3-8: Scenario 3, V/C Assessment, AM Peak

3.4.9. **Figure 3-9** presents the V/C on links and nodes during the PM peak; the London Road southbound between Sholden New Road and the London Road/ Manor Road roundabout is operating between 75 and 85% V/C which is an increase when compared to Scenario 2 (**Figure 3-7**). The exact V/C at this location is compared in all scenarios in

3.4.10. **Table** 3-4.

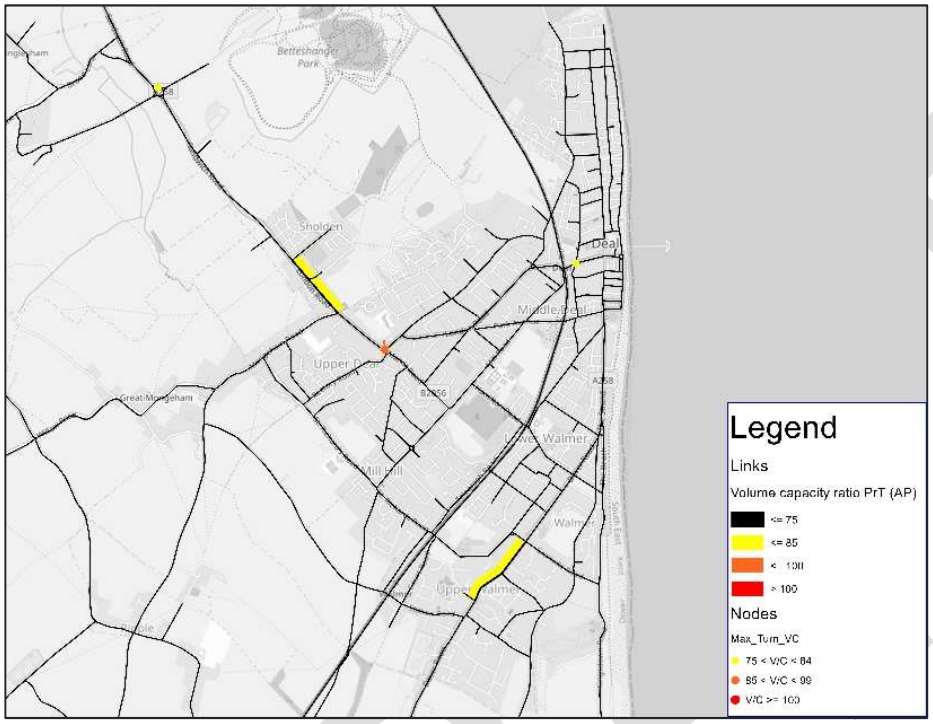

Figure 3-9: **Scenario 3, V/C Assessment, PM Peak**

Scenario 4

3.4.11. **Figure 3-10** presents the V/C assessment on links and nodes in the AM peak for Scenario 4; with 250 dwellings at Sholden development site and the implementation of possible mitigation at the London Road/ Manor Road roundabout.

3.4.1. London Road, between the Manor Road and Mongeham Road, is shown to have a reduction in V/C as a direct result of the proposed mitigation and subsequent re-routing of vehicles away from this link. The road is now considered to operate well within its theoretical capacity however north of Mongeham Road, A258 London Road continues to have a V/C of between 85 and 100%. This is primarily because the mitigation detracts vehicles away from the London Road / Manor Road roundabout, instead encouraging them to use Mongeham Road and St Richard's Road.

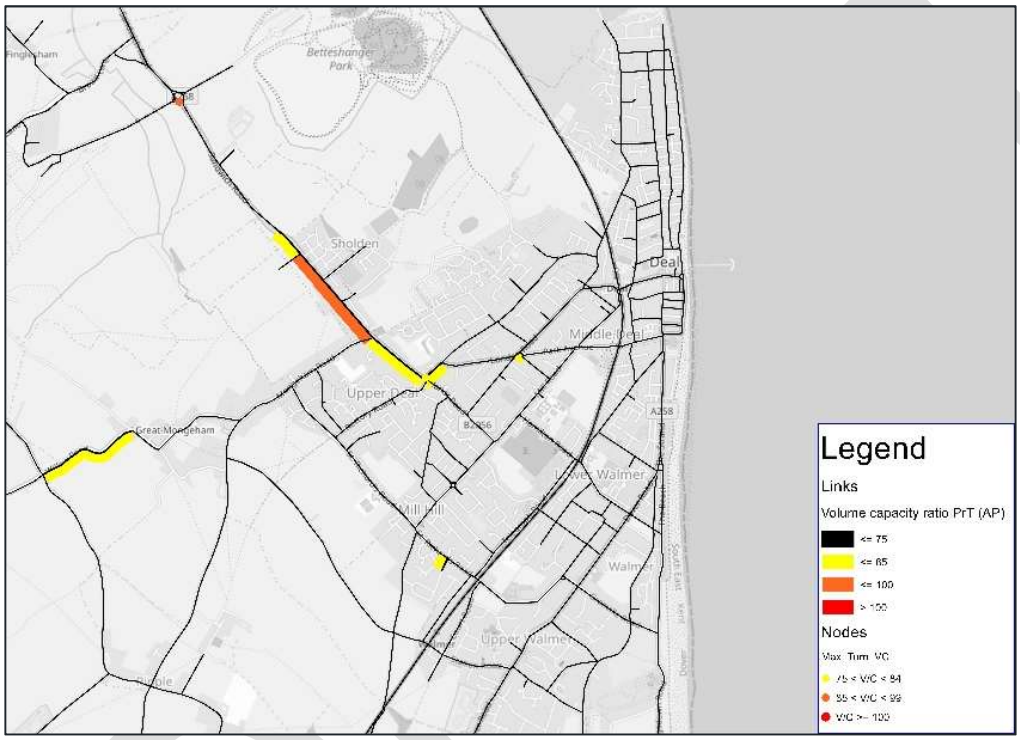

Figure 3-10: Scenario 4, V/C Assessment, AM Peak

3.4.2. **Figure 3-11** illustrates an improvement on the V/C assessment for the PM Peak at the London Road/ Manor Road roundabout, particularly on the London Road sourhbound approach to the roundabout which previously operated at between 85-100% V/C and now is shown to be less than 85%.

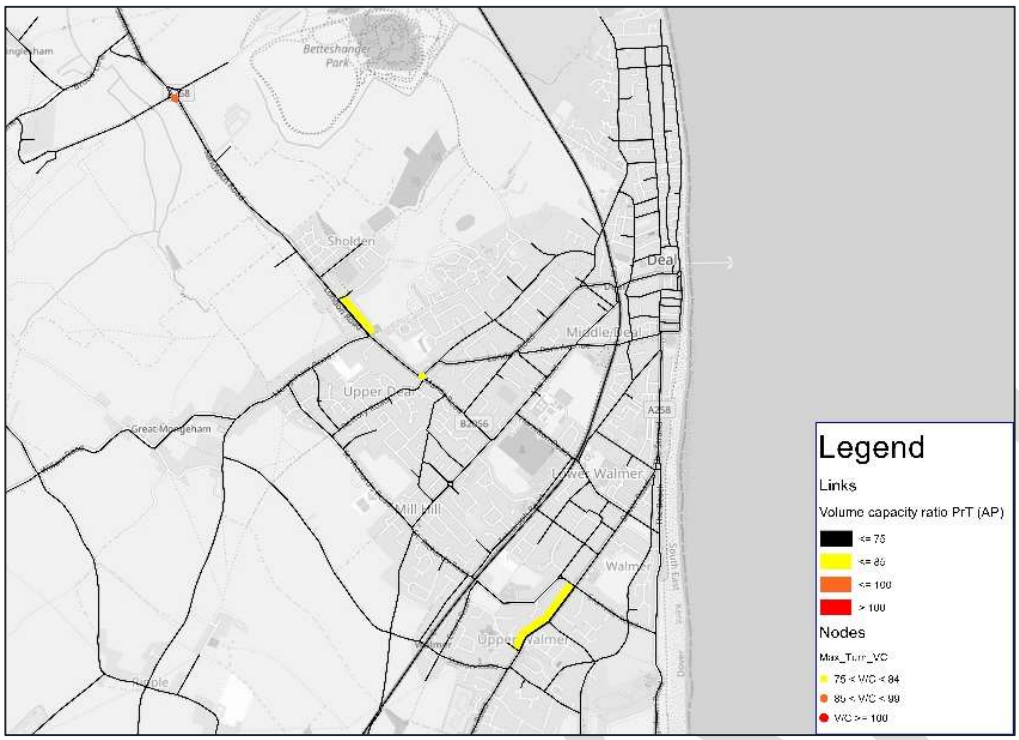

Figure 3-11: Scenario 4, V/C Assessment, PM Peak

Summary

3.4.3. The V/C assessment on links and nodes (worst turn at each node) demonstrate the impacts the development, in various scenarios, will have on the future baseline operation of the highway network. Scenario 2, with 100 dwellings at Sholden, was shown to have a negligible impact on the current future baseline (Scenario 1) operation with little to no changes in link or node V/C.

3.4.4. When 250 dwellings are modelled at Sholden, Scenario 3, the A258 London Road is forecast to operate over capacity in the AM peak, in the northbound direction, due to the increased pressure that the additional demand puts on the highway network at this location. It is clear that the impacts are move severe in the AM Peak as the PM is only presented V/Cs of between 75-85%.

3.4.5. Scenario 4, when possible mitigation has been coded in at London Road/Manor Road, presents an alleviation of capacity constraint along the A258 London Road, primarily in the AM Peak where vehicles routing away from the roundabout reduce the V/C to below 100%.

3.4.6.

3.4.7. **Table** 3-4 details the actual V/C% of those links and nodes that exceeded capacity in at least one peak period and at least one scenario. During the AM peak period there are large increases in capacity on the circulatory arms on the London Road/ Manor Road junctions between 11-29%, this is likely due to the reduced demand at the junction as a result of closing the Rectory Road entry arm. The section of the London Road between Rectory Road and Mongeham Road northbound also show large improvements of capacity with an increase of 16% where this link now operates below 85% capacity

3.4.8. The PM peak shows similar trends are present to those in the AM peak, with a capacity difference on links of between -2% - 63% in scenario 4 compared against Scenarios 1-3.

Table 3-4: Links and/or Worst Turn exceeding 85% V/C (in at least one scenario or time period)

	Network Location within DDTM Study Area	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Link	Sandwich Road northbound of Site Access Road	86	55	87	55	88	55	85	54
Link	London Road between Site Access Road and Sholden New Road	86	55	87	56	88	59	85	58
Link	London Rd The Street to Sholden New Rd	92	60	93	61	94	64	91	63
Link	London Rd Mongeham Rd to The Street	94	61	95	62	96	65	93	64
Link	London Rd Rectory Road to Mongeham Rd	99	59	99	60	100	62	83	49
Link	London Rd Manor Road Roundabout*	112	72	113	74	114	77	83	49
Node	London Rd Manor Road Roundabout	67	88	69	88	71	89	54	69
Node	Sandwich Rd - Betteshanger Rd turn	87	55	88	55	89	56	87	54

*This junction is made from a series of smaller links within the model, thus less clear within the figure

3.5 JOURNEY TIME ANALYSIS

3.5.1. To assess the impacts that the development has on journey times along Sandwich Road and London Road at different phases of the development WSP have done a journey time analysis assessment to assess additional delays at junctions on the network.

3.5.2. The journey time route assessed was between A258 Betteshanger Roundabout and London Road/ Park Avenue junction both in the northbound and southbound direction, this is illustrated in **Figure 3-12**.

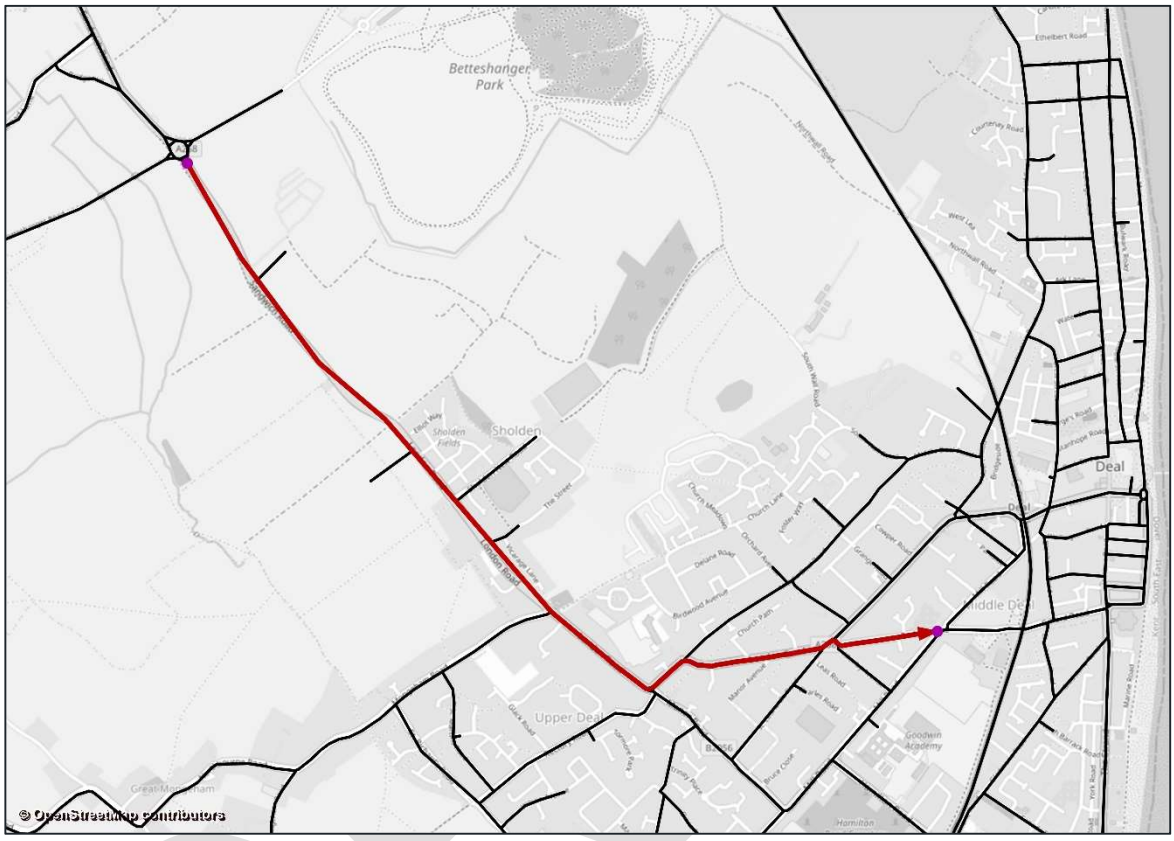

Figure 3-12: Route used for Journey Time Analysis

3.5.3. Overall the journey time changes are minimal in all scenarios for both peak periods, the journey time results are presented in greater detail in **Table 3-5** for all scenarios in both directions. However it is important to note that VISUM is a strategic transport model and the queueing approaching the London Road/ Manor Road roundabout will not be as accurately reflected in the strategic model compared to the more detailed representation within the VISSIM model developed for the Dover and Deal Study in 2017.

Table 3-5: Journey Time Results (mm:ss)

Scenario	Direction	AM	PM
Scenario 1	NB	04:28	04:16
	SB	04:19	04:24
Scenario 2	NB	04:28	04:16
	SB	04:20	04:24
Scenario 3	NB	04:29	04:16
	SB	04:20	04:24
Scenario 4	NB	04:28	04:15
	SB	04:17	04:18

3.5.4. During the AM peak, all Northbound traffic will take approximately 04:28 minutes in all scenarios, with similar trends present in the southbound traffic taking approximately 04:19 minutes; Scenario 4 can see a decrease in journey time of approximately 3 seconds; this is accredited to the reductions in vehicle volumes as a result of the mitigation and therefore less queueing.

3.5.5. During the PM peak all Northbound traffic takes a similar amount of time, with this route taking 04:16 minutes; for all scenarios. For the southbound travelling traffic Scenario 4 presents a reduction in journey time of approximately 6 seconds compared against the other scenarios.

3.5.6. **Table 3-5** demonstrates negligible increases in journey time along A258 Sandwich Road and London Road in Scenario 2 and 3 as a result of including residential development at Sholden. Increases in vehicle volumes don't overwhelm the local highway network and are responsible for any significant increases in queueing or delays, therefore not changing the overall journey time. Scenario 4 deters traffic away from A258 London Road between Mongeham Road and Manor Road; as vehicles can no longer access Manor Road to travel south towards Deal Road, a proportion of the demand is instead re-routed along St Richard's Road. As the overall flow is reduced along this section of London Road, small decreases in journey time are seen between scenarios 3 and 4.

4 SUMMARY AND CONCLUSIONS

4.1 INTRODUCTION

4.1.1. WSP were commissioned by Richborough Estates to assess the impact of a proposed residential development in Sholden, Deal. The Site identified for assessment is bordered by Sandwich Road to the east and Mongeham Road to the south. This used the 2040 Do Minimum Dover and Deal Transport Model (DDTM) developed by WSP on behalf of Dover District Council (DDC) was used as the future baseline for which to develop and assess the additional scenarios.

4.2 FORECAST SCENARIO DEVELOPMENT

4.2.1. WSP were provided within a proposed illustrative masterplan which provided the indicative location of the development and likely access arrangements. A simple priority-controlled access junction has been coded into Scenario 2, 3 and 4 to represent the development access onto A258 Sandwich Road, opposite Sholden Drive.

4.2.2. To assess the impacts of the proposed residential development, WSP developed matrices to represent the AM and PM trip generation for the Site with 100 dwellings, and 250 dwellings. Trip rates were provided by Hub Transport Planning, on behalf of Richborough Estates, and these were applied to the development quantum being assessed in both Scenario 2 and Scenario 3.

4.2.3. VISUM version 15 was used in assigning the 2040 Scenario 1-4 matrices and is consistent with the version used in the building of the DDTM Base Model.

4.3 FORECAST ASSESSMENT

4.3.1. As requested by Richborough estates forecast assessments and outputs were obtained using the 2040 model to display; junction turning counts, V/C at links, delays and journey time analysis.

4.3.2. Turning flow volumes, by user class, for a number of identified junctions within Deal were obtained, these included junctions such as:

- Sandwich Road/Betteshanger Road roundabout
- Site access/Sandwich Road
- London Road/ Mongeham Road
- London Road/ Manor Road Roundabout
- Manor Road/ Rectory Road
- Manor Road/ Mill Road/ Mill Hill
- Park Avenue/ Mill Road
- St Leonards Road/ London Road
- London Road/ Park Avenue
- Mongeham Road/ St Richard's Road
- Cornwall Road/ Dover Road/ Archery Square
- Dover Road/ Salisbury Road/ Granville Road

4.3.3. V/C at nodes and links were obtained for links within the close proximity to the Sholden proposed development site categorising links as;

- Operating well within capacity (75-85%);
- Operating within capacity but approaching 85%;
- Operating close to capacity (85-100%); and
- Over capacity (100%+).

4.3.4. Journey time analysis was conducted for the route from the north of the development access on Sandwich road, along London road to Middle Deal road.

4.4 CONCLUSIONS

4.4.1. This note has set out the approach taken to assess the impact the proposed Sholden development site would have on the surrounding Deal area and the assess the different scenarios proposed by the developer. When assessing the combination of the junction turning flows, V/C at junctions and links and the journey time analysis that overall Scenario 2 or Scenario 4 would have the least impact on the surrounding network.

Flow Differences Scenario 4 vs Scenario 3

4.4.2. As a result of the mitigation at the London Road/ Manor Road junction, Scenario 4 presents a reduction of flows using London Road between Mongeham Road and Dover Road in both peak periods, and flows using parallel routes such as St Richard's Road and Park Avenue – this is reflecting in the increases and decreases shown throughout the Scenario 4 junction turning count information.

Junction Turning Counts

4.4.3. Junction turning counts demonstrated an increase in flows at the 12 identified junctions in Scenario 2 and 3, with a maximum increase of:

- 37 PCUs at the London Road / Mongeham Road junction in the AM Peak Scenario 2;
- 32 PCUs at the London Road / Manor Road junction in the PM Peak Scenario 2;
- 99 PCUs at the London Road / Mongeham Road junction in the AM Peak Scenario 3; and
- 73 PCUs at the London Road / Manor Road junction in the PM Peak Scenario 3.

4.4.4. The proposed mitigation at London Road / Manor Road roundabout causes significant re-routing in the AM and PM Scenario 4 models. The most significant increases and decreases are noted below, for the AM and PM peaks respectively:

- Increase of 439 PCUs at the St Leonard's Road / London Road junction in the AM Peak and 411 PCUs in the PM peak;
- Increase of 413 PCUs at the Mongeham Road / St Richard's Road junction in the AM Peak and 435 PCUs in the PM peak;
- Decrease of 941 PCUs at the Manor Road / Rectory Road junction in the AM Peak and 1001 PCUs in the PM peak; and
- Decrease of 707 PCUs at the London Road / Manor Road junction in the AM Peak and 741 PCUs in the PM peak.

V/C on Links and Nodes

4.4.5. The V/C assessment on links and nodes highlighted that the implementation of 100 dwellings at Sholden has a negligible impact on capacity within the vicinity of the development however 250 dwellings causes the V/C along London Road northbound to exceed 100% in the AM Peak.

4.4.6. Proposed mitigation at London Road / Manor Road, reduces the V/C along London Road in the AM Peak so that it is between 85-100% and not exceeding 100% as in scenario 3. The mitigation also reduces circulatory and worst turn V/Cs at the London Road / Manor Road roundabout so that they operate well within their theoretical capacity (less than 85%) in both the AM and PM Peaks.

Journey Time Analysis

4.4.7. It was found that journey times in all scenarios remained fairly consistent with minimal increases in both time periods as a result of the proposed Sholden development. The re-routing as a result of the mitigation proposed in Scenario 4 reduces journey times marginally so that they are broadly in line with overall journey times initially presented in the 2040 future baseline (Scenario 1) without the development.

Appendix A

JUNCTION TURNING COUNTS

SCENARIO 1: 2040 DO MINIMUM

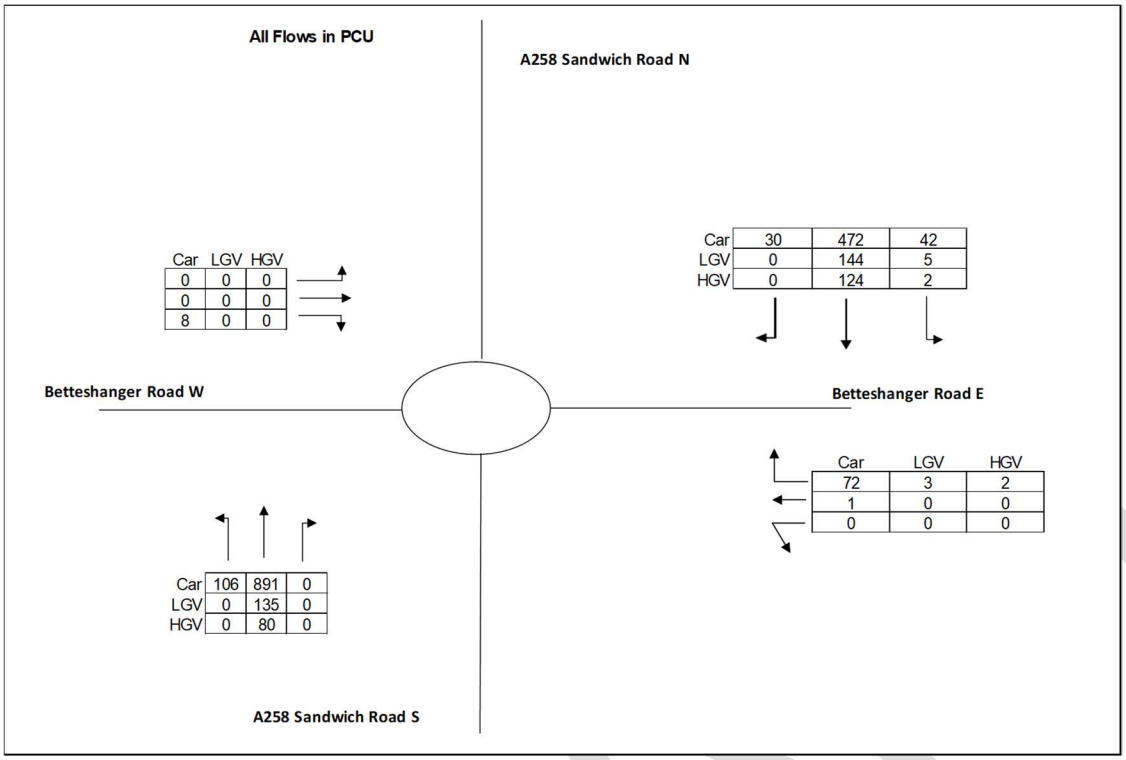

Figure A-1: Sandwich Road / Betteshanger Road, AM Peak

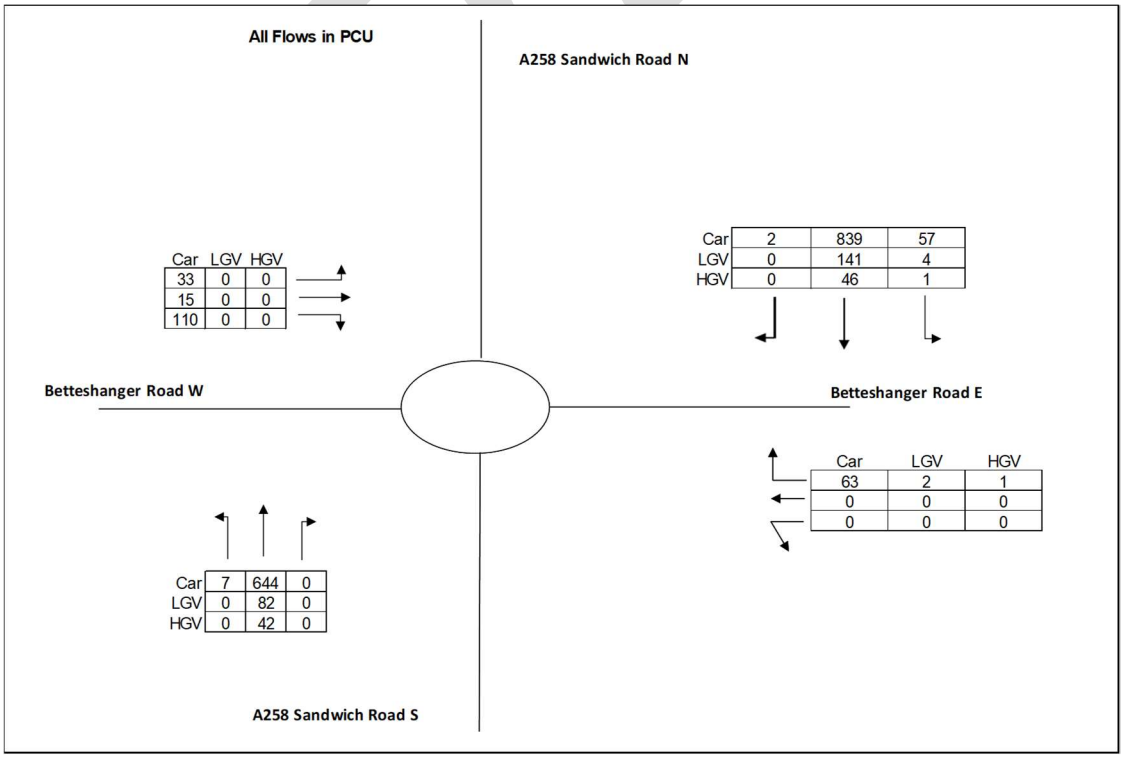

Figure A-2: Sandwich Road/ Betteshanger Road, PM Peak

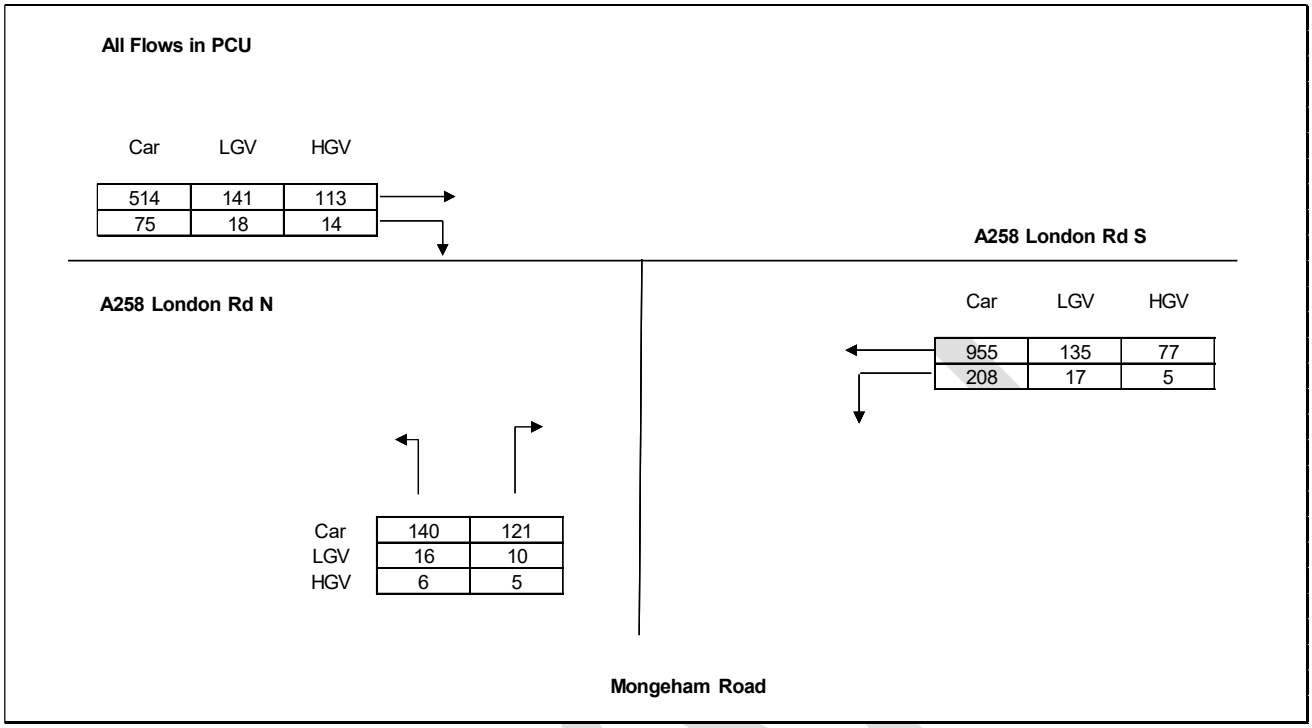

Figure A-3: London Road/ Mongeham Road, AM Peak

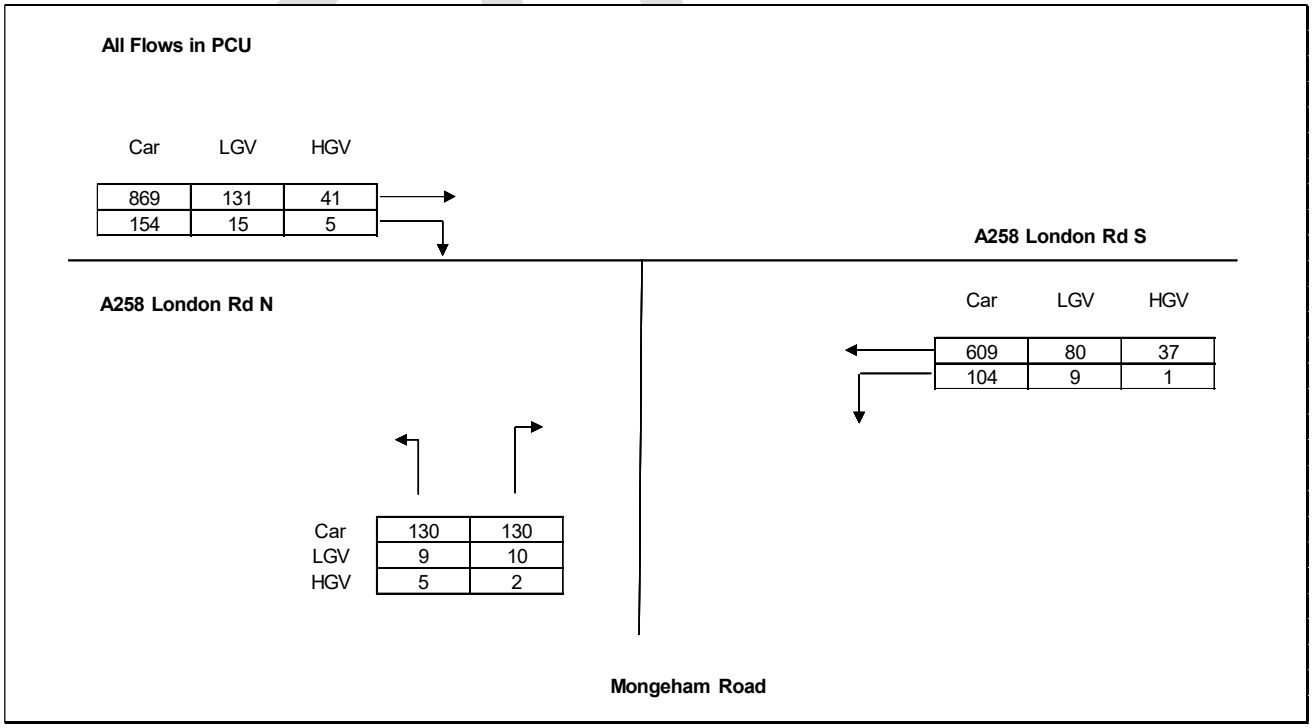

Figure A-4: London Road/ Mongeham Road, PM Peak

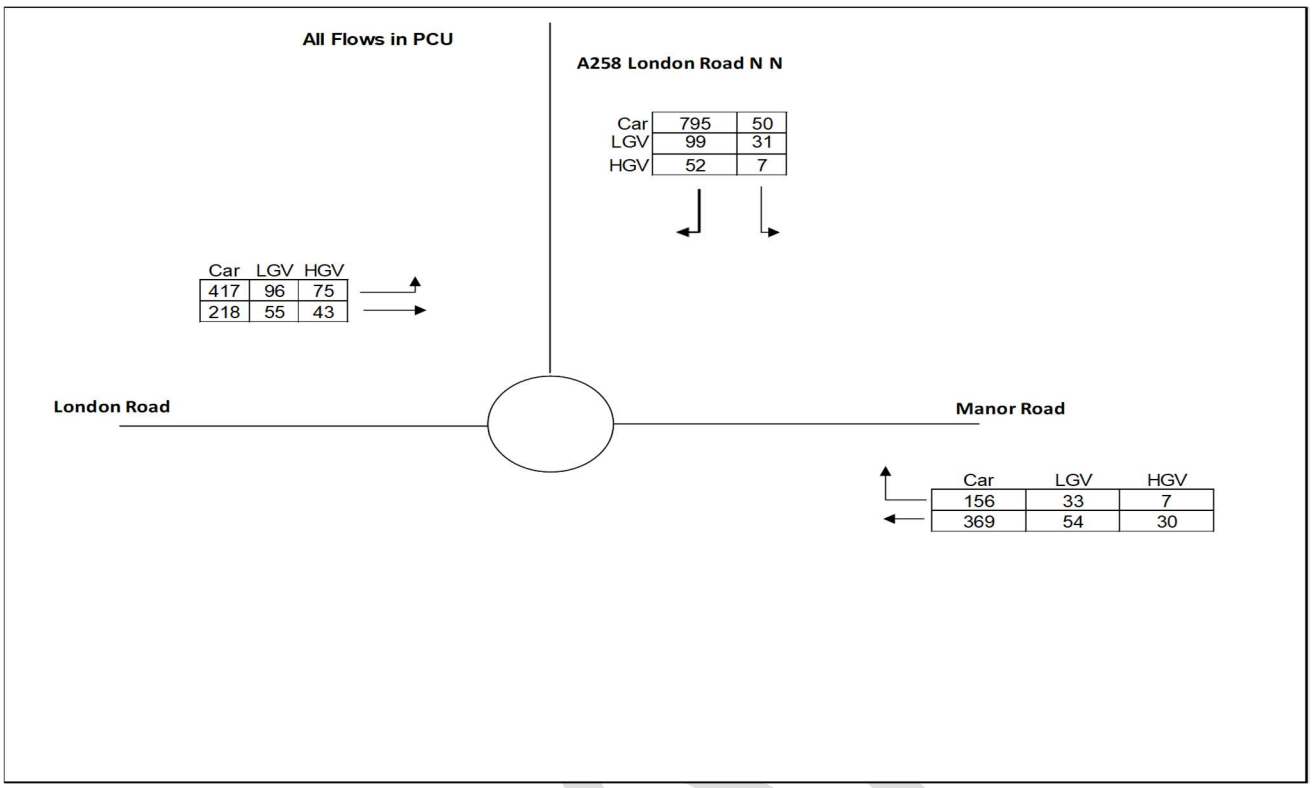

Figure A-5: London Road/ Manor Road Roundabout, AM Peak

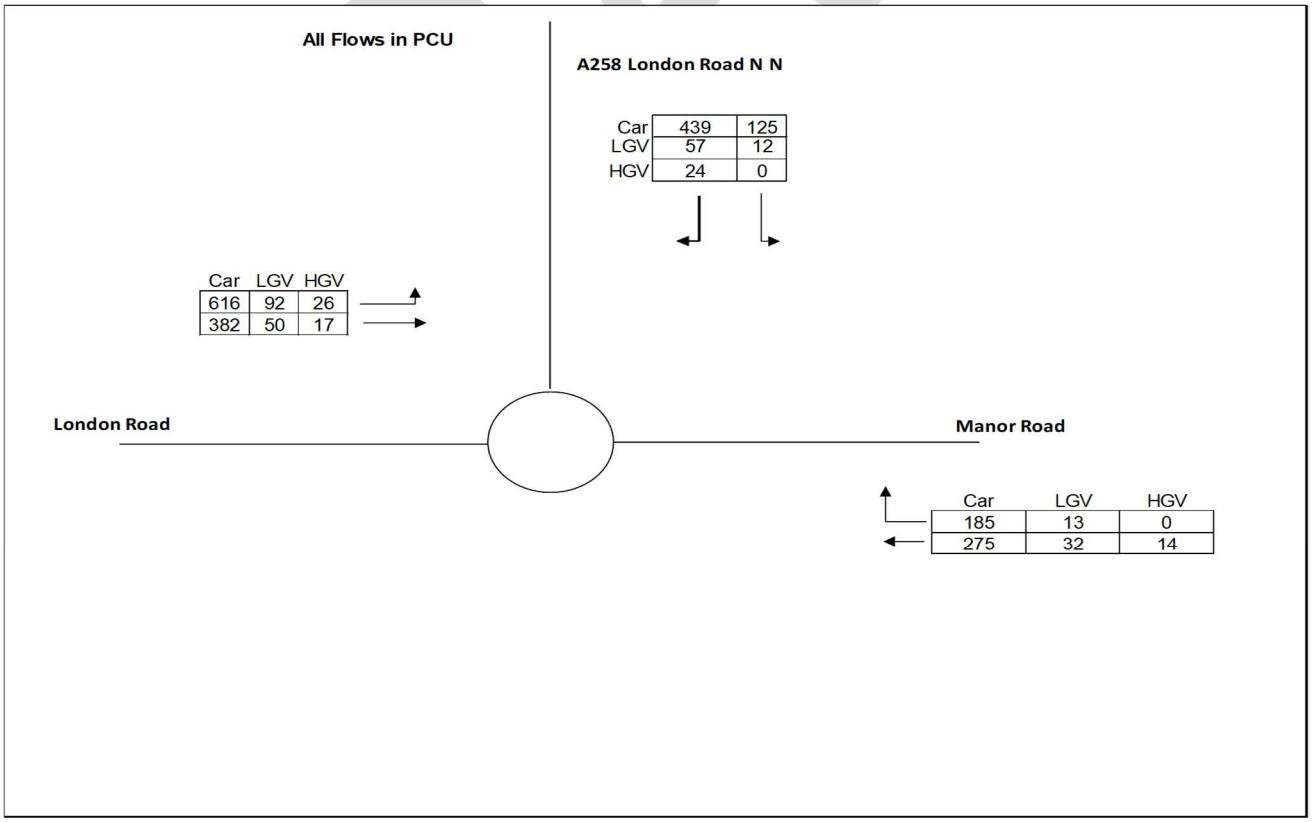

Figure A-6: London Road/ Manor Road Roundabout, PM Peak

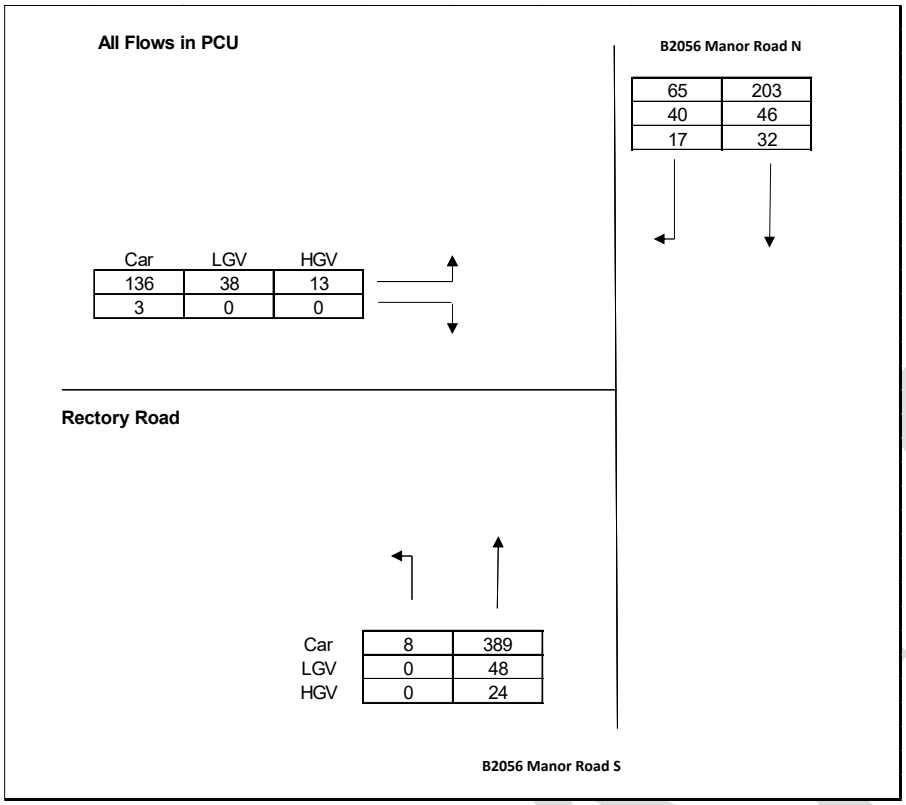

Figure A-7: Manor Road/ Rectory Road, AM Peak

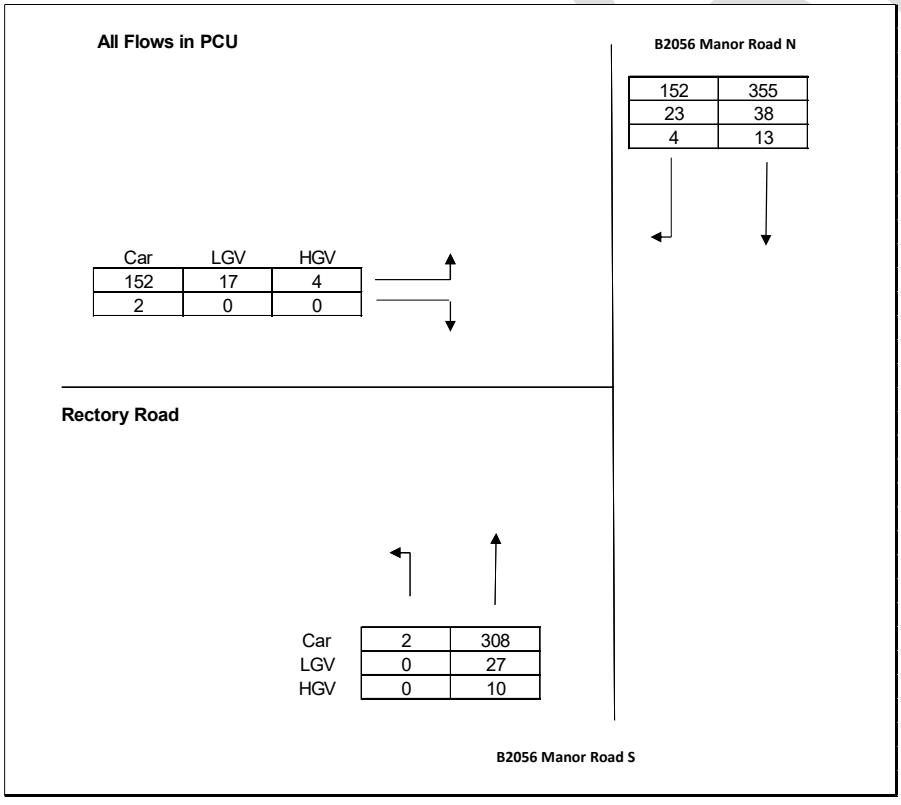

Figure A-8: Manor Road/ Rectory Road, PM Peak

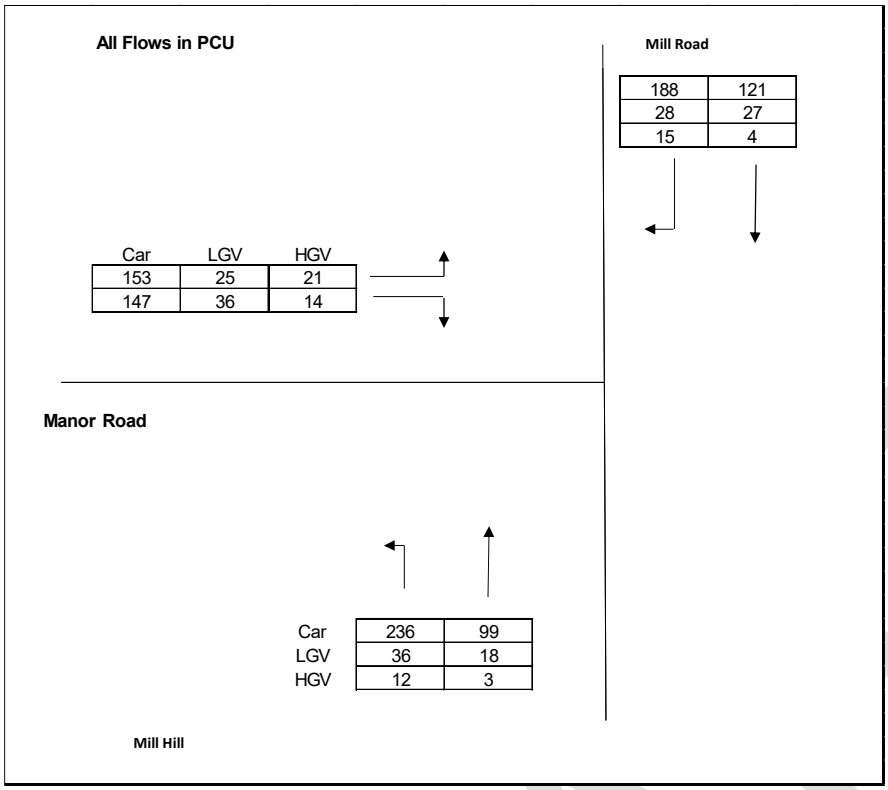

Figure A-9: Manor Road/ Mill Road/ Mill Hill, AM Peak

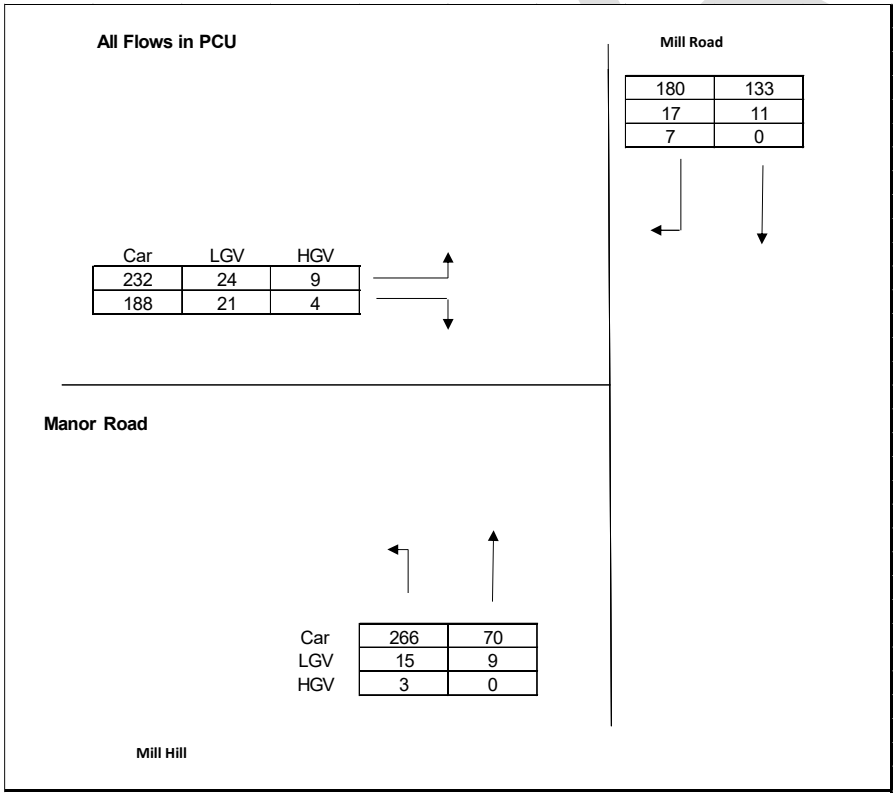

Figure A-10: Manor Road/ Mill Road/ Mill Hill, PM Peak