K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

18 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-				
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-				
0500	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	34.9	-				
0600	12	7	0	2	0	0	0	0	0	0	0	0	0	0	3	27.3	36.3				
0700	40	37	0	2	0	0	0	0	0	0	0	0	0	0	1	32	38.2				
0800	56	52	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	37.1		58		
0900	52	42	0	5	0	1	1	0	0	0	0	0	0	0	3	31	36.3				
1000	26	23	0	2	0	0	0	0	0	0	0	0	0	0	1	33.5	40.3				
1100	47	38	0	7	0	0	0	0	0	0	0	0	0	0	2	31.1	35.2				
1200	24	23	0	0	0	0	0	0	0	0	0	0	0	1	0	33.3	37.6				
1300	26	20	0	5	0	0	0	0	0	0	0	0	0	0	1	32.1	38.1				
1400	36	33	0	2	1	0	0	0	0	0	0	0	0	0	0	31.1	35.3				
1500	37	35	0	1	0	0	0	0	0	0	0	0	0	0	1	32.5	36.4				
1600	73	62	0	8	0	0	0	0	0	0	0	0	0	1	2	32.4	37.2				
1700	123	110	0	6	0	0	0	0	0	0	0	0	0	1	6	32.2	37.3		123		
1800	61	55	1	4	0	0	0	0	0	0	0	0	0	0	1	32.6	37.5				
1900	27	18	0	0	0	1	0	0	0	0	0	0	0	2	6	28.8	35.9				
2000	9	7	0	0	0	0	0	0	0	0	0	0	0	0	2	28.6	-				
2100	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	40.8				
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-				
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-				
07-19	**601**	**530**	**1**	**45**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19**	**32.2**	**36.9**				
06-22	**662**	**573**	**1**	**49**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**31.9**	**36.8**				
06-00	**670**	**581**	**1**	**49**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**32**	**36.8**				
00-00	**683**	**592**	**1**	**50**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**30**	**32**	**36.8**				

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

19 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85				
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-				
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-				
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-				
0500	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	32	-				
0600	8	5	0	2	0	0	0	0	0	0	0	0	0	0	1	32.4	-				
0700	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	32	35.5				
0800	45	41	0	3	0	0	0	0	0	0	0	0	0	1	0	32.8	36.8		48		
0900	35	32	1	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.6				
1000	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	31.9	34.8				
1100	20	12	0	5	0	0	0	0	0	0	0	0	0	1	2	29	35.2				
1200	27	26	0	0	0	0	0	0	0	0	0	0	0	0	1	31.7	38.9				
1300	23	18	0	4	0	0	0	0	0	0	0	0	0	1	0	31.5	37.2				
1400	35	28	0	7	0	0	0	0	0	0	0	0	0	0	0	32	36.3				
1500	36	28	0	7	0	0	0	0	0	0	0	0	0	0	1	32.3	36.5				
1600	79	65	1	11	0	0	0	0	0	0	0	0	0	1	1	32.8	37.8				
1700	110	102	0	3	0	0	0	0	0	0	0	0	0	2	3	31	35.8		110		
1800	58	54	0	1	0	0	1	0	0	1	0	0	0	0	1	32.2	36.7				
1900	25	21	0	1	0	0	0	0	0	0	0	0	0	0	3	30.3	38.3				
2000	18	15	0	1	0	0	0	0	0	0	0	0	0	1	1	31.7	36.7				
2100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-				
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-				
2300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	30.7	-				
07-19	**522**	**453**	**2**	**50**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**9**	**31.8**	**36.6**				
06-22	**581**	**502**	**2**	**54**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**14**	**31.8**	**36.5**				
06-00	**588**	**507**	**2**	**56**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**14**	**31.8**	**36.5**				
00-00	**599**	**515**	**2**	**59**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**7**	**14**	**31.7**	**36.5**				

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

20 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85				
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-				
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	29.7	-				
0600	14	10	0	3	0	0	0	0	0	0	0	0	0	0	1	32	38.3				
0700	26	23	0	2	0	0	0	0	0	0	0	0	0	1	0	33.3	37.8				
0800	37	34	1	1	0	0	0	0	0	0	0	0	0	0	1	32.9	36.2		37		
0900	33	29	0	3	0	0	0	0	0	0	0	0	0	1	0	30.9	35.8				
1000	25	22	0	2	0	0	0	0	0	0	0	0	0	0	1	30.2	35.8				
1100	30	24	0	5	0	1	0	0	0	0	0	0	0	0	0	30.9	35.6				
1200	42	35	1	2	0	1	0	0	0	0	0	0	0	0	3	30.3	36				
1300	28	25	0	0	0	1	0	0	0	0	0	0	0	0	2	31.4	36.6				
1400	62	52	0	7	0	0	1	0	0	0	0	0	0	0	2	30.8	34.7				
1500	63	53	0	9	0	0	0	0	0	0	0	0	0	0	1	31.7	36.5				
1600	121	101	1	13	1	0	0	0	0	0	0	0	0	3	2	31.1	35.5				
1700	168	154	0	10	0	0	0	0	0	0	0	0	0	3	1	30.5	33.9		177		
1800	180	167	0	11	1	0	0	0	0	0	0	0	0	1	0	30.6	34.5				
1900	86	83	0	3	0	0	0	0	0	0	0	0	0	0	0	30.1	34.7				
2000	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	31.9	37.9				
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-				
2200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-				
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-				
07-19	**815**	**719**	**3**	**65**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**13**	**30.9**	**35.3**				
06-22	**933**	**828**	**3**	**73**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**14**	**30.9**	**35.3**				
06-00	**947**	**840**	**3**	**75**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**14**	**30.9**	**35.3**				
00-00	**956**	**847**	**3**	**76**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**15**	**30.9**	**35.5**				

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

21 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-				
0500	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	-				
0600	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	27.2	-				
0700	7	5	0	0	0	0	1	0	0	0	0	0	0	0	1	30.7	-				
0800	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	36.6				
0900	24	19	0	1	0	0	0	0	0	0	0	0	0	0	4	29.3	35.3				
1000	26	21	0	1	0	1	0	0	0	0	0	0	0	0	3	31.3	38.7				
1100	44	38	0	4	0	0	0	0	0	0	0	0	0	0	2	30.8	35				
1200	33	30	0	2	0	0	0	0	0	0	0	0	0	0	1	30.6	34.5				
1300	27	24	0	2	0	0	0	0	0	0	0	0	0	0	1	31.5	36				
1400	29	26	0	2	0	0	0	0	0	0	0	0	0	0	1	30.6	34.2				
1500	29	27	0	1	0	0	0	0	0	0	0	0	0	0	1	31.4	37.2				
1600	31	24	0	5	0	0	0	0	0	0	0	0	0	0	2	31.4	36.7				
1700	35	29	0	4	0	0	0	0	0	0	0	0	0	0	2	30.5	34.4				
1800	25	24	0	0	0	0	0	0	0	0	0	0	0	0	1	30.1	35				
1900	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	37.1				
2000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	37.1				
2100	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	36.3				
2200	25	24	0	0	0	0	0	0	0	0	0	0	0	0	1	29.1	33.2				
2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-				
07-19	**334**	**291**	**0**	**22**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**30.9**	**35.3**				
06-22	**395**	**349**	**0**	**24**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**31.1**	**35.5**				
06-00	**428**	**380**	**0**	**25**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**30.9**	**35.3**				
00-00	**434**	**382**	**0**	**29**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**30.9**	**35.3**				

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

22 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85				
0000	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	33.7				
0100	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	29.5	-				
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-				
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-				
0700	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	29.6	-				
0800	16	11	0	0	0	1	0	0	0	0	0	0	0	0	4	29.2	35.4				
0900	21	15	0	1	0	2	0	0	0	0	0	0	0	0	3	28.6	35.3				
1000	35	28	0	1	0	1	0	0	0	0	0	0	0	0	5	29.5	35.5				
1100	40	34	0	0	0	1	0	0	0	0	0	0	0	0	5	29.9	35.5				
1200	32	29	1	1	0	0	0	0	0	0	0	0	0	0	1	30.4	36.5				
1300	27	21	0	3	0	0	0	0	0	0	0	0	0	0	3	29.5	34.4				
1400	29	23	1	1	0	0	0	0	0	0	0	0	0	0	4	27.2	33.2				
1500	28	24	0	3	0	0	0	0	0	0	0	0	0	0	1	31.4	36.3				
1600	20	17	0	0	0	0	0	0	0	0	0	0	0	0	3	27.7	33.4				
1700	16	9	0	3	0	0	0	0	0	0	0	0	0	0	4	28.7	35.9				
1800	17	13	0	1	0	0	0	0	0	0	0	0	0	2	1	31.6	35.5				
1900	15	12	0	1	0	0	0	0	0	0	0	0	0	0	2	32.6	37.7				
2000	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	36.1				
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-				
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-				
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-				
07-19	**287**	**229**	**2**	**14**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35**	**29.5**	**34.8**				
06-22	**322**	**260**	**2**	**16**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**37**	**29.8**	**35.1**				
06-00	**332**	**270**	**2**	**16**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**37**	**29.8**	**35.1**				
00-00	**353**	**288**	**2**	**19**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**37**	**29.8**	**34.9**				

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

23 July 2018

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85				
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-				
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-				
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-				
0500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	-				
0600	11	8	0	1	0	0	0	0	0	0	0	0	0	1	1	32.3	38.7				
0700	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35.9				AV
0800	35	31	0	3	0	0	0	0	0	0	0	0	0	0	1	33.1	36.5		37		45
0900	25	20	0	4	0	0	0	0	0	0	0	0	0	0	1	30.6	33.9				
1000	21	18	0	1	0	0	0	0	0	0	0	0	0	1	1	32.2	39				
1100	26	22	0	3	0	0	0	0	0	0	0	0	0	0	1	31.2	34.2				
1200	38	33	0	2	0	0	0	0	0	0	0	0	0	1	2	30.5	34.4				
1300	28	24	0	3	0	0	0	0	0	0	0	0	0	1	0	31.4	35.2				
1400	42	33	0	6	1	0	0	0	0	0	0	0	0	0	2	29.4	35.2				
1500	50	41	0	7	0	0	0	0	0	0	0	0	0	0	2	31.4	35.2				
1600	75	64	0	8	0	0	0	0	0	0	0	0	0	1	2	32	36				
1700	124	112	0	7	0	0	0	0	0	0	0	0	0	1	4	32.5	36.9		127		146.6
1800	66	59	0	2	0	0	0	0	0	0	0	0	0	0	5	30.4	37.2				
1900	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	36.8				
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	39.4				
2100	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	30.4	-				
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
07-19	**558**	**482**	**0**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**21**	**31.5**	**36**				
06-22	**613**	**532**	**0**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**22**	**31.6**	**36.1**				
06-00	**618**	**537**	**0**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**22**	**31.6**	**36.1**				
00-00	**628**	**544**	**0**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**22**	**31.6**	**36.1**				

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : SOUTHBOUND SPEED LIMIT : 30mph

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Vbin 93 99	Mean	Vpp 85
--	638.86	554.71	1.5714	50.857	0.8571	2	0.5714	0	0.1429	0.1429	0	0	0	5.4286	22.571	0	32.1	37

Light	561.71
Heavy	0.8571

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

17 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37	-
0500	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	32.2	-
0600	11	0	1	1	1	6	2	0	0	0	0	0	0	0	0	0	31.4	37.7
0700	29	0	0	2	8	17	2	0	0	0	0	0	0	0	0	0	32.6	36.7
0800	41	0	0	4	11	22	3	1	0	0	0	0	0	0	0	0	31.8	36.4
0900	34	0	0	1	16	17	0	0	0	0	0	0	0	0	0	0	31	34.4
1000	36	0	0	1	13	20	2	0	0	0	0	0	0	0	0	0	32.1	36.6
1100	19	0	1	2	9	5	2	0	0	0	0	0	0	0	0	0	30	35.3
1200	31	0	1	2	13	15	0	0	0	0	0	0	0	0	0	0	30.6	35.1
1300	33	0	1	3	10	16	2	1	0	0	0	0	0	0	0	0	31.1	36
1400	43	0	0	5	17	19	2	0	0	0	0	0	0	0	0	0	30.7	35.2
1500	87	0	2	1	30	48	4	2	0	0	0	0	0	0	0	0	32.4	36.4
1600	125	0	0	9	47	59	10	0	0	0	0	0	0	0	0	0	31.3	35.3
1700	184	1	0	6	50	101	24	2	0	0	0	0	0	0	0	0	32.6	37.1
1800	75	1	0	5	22	36	11	0	0	0	0	0	0	0	0	0	31.9	37.2
1900	26	0	2	2	12	7	3	0	0	0	0	0	0	0	0	0	30.1	36.6
2000	19	0	1	2	9	7	0	0	0	0	0	0	0	0	0	0	29.5	34.4
2100	8	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	31.4	-
2200	7	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	31.9	-
2300	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	29.5	-
07-19	**737**	**2**	**5**	**41**	**246**	**375**	**62**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**36.1**
06-22	**801**	**2**	**9**	**47**	**271**	**399**	**67**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.1**
06-00	**812**	**2**	**9**	**48**	**277**	**402**	**68**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.1**
00-00	**819**	**2**	**9**	**48**	**278**	**408**	**68**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.2**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

18 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	26.4	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.1	-
0500	7	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	34.9	-
0600	12	0	2	3	4	3	0	0	0	0	0	0	0	0	0	0	27.3	36.3
0700	40	0	0	5	12	17	5	1	0	0	0	0	0	0	0	0	32	38.2
0800	56	0	0	1	14	33	7	1	0	0	0	0	0	0	0	0	33.3	37.1
0900	52	0	2	4	19	23	4	0	0	0	0	0	0	0	0	0	31	36.3
1000	26	0	0	1	7	12	6	0	0	0	0	0	0	0	0	0	33.5	40.3
1100	47	0	2	1	21	21	2	0	0	0	0	0	0	0	0	0	31.1	35.2
1200	24	0	0	0	7	14	3	0	0	0	0	0	0	0	0	0	33.3	37.6
1300	26	0	1	1	8	11	4	1	0	0	0	0	0	0	0	0	32.1	38.1
1400	36	0	0	1	17	15	3	0	0	0	0	0	0	0	0	0	31.1	35.3
1500	37	0	0	2	11	20	3	1	0	0	0	0	0	0	0	0	32.5	36.4
1600	73	0	0	4	24	35	7	1	1	1	0	0	0	0	0	0	32.4	37.2
1700	123	0	2	8	37	58	17	1	0	0	0	0	0	0	0	0	32.2	37.3
1800	61	0	0	5	15	30	10	1	0	0	0	0	0	0	0	0	32.6	37.5
1900	27	0	1	8	8	8	2	0	0	0	0	0	0	0	0	0	28.8	35.9
2000	9	0	2	1	1	5	0	0	0	0	0	0	0	0	0	0	28.6	-
2100	13	0	0	1	3	7	1	1	0	0	0	0	0	0	0	0	32.6	40.8
2200	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	32.7	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
07-19	**601**	**0**	**7**	**33**	**192**	**289**	**71**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32.2**	**36.9**
06-22	**662**	**0**	**12**	**46**	**208**	**312**	**74**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**36.8**
06-00	**670**	**0**	**12**	**46**	**210**	**318**	**74**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**36.8**
00-00	**683**	**0**	**13**	**46**	**215**	**322**	**76**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**36.8**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

19 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.9	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0500	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	32	-
0600	8	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	32.4	-
0700	27	0	0	3	7	15	2	0	0	0	0	0	0	0	0	0	32	35.5
0800	45	0	0	0	13	28	4	0	0	0	0	0	0	0	0	0	32.8	36.8
0900	35	0	0	0	18	14	3	0	0	0	0	0	0	0	0	0	31.6	35.6
1000	27	0	0	1	10	14	2	0	0	0	0	0	0	0	0	0	31.9	34.8
1100	20	0	1	3	9	6	1	0	0	0	0	0	0	0	0	0	29	35.2
1200	27	0	1	1	11	9	5	0	0	0	0	0	0	0	0	0	31.7	38.9
1300	23	0	1	0	11	8	3	0	0	0	0	0	0	0	0	0	31.5	37.2
1400	35	0	0	2	14	16	3	0	0	0	0	0	0	0	0	0	32	36.3
1500	36	0	1	1	13	17	3	1	0	0	0	0	0	0	0	0	32.3	36.5
1600	79	0	1	4	24	37	11	2	0	0	0	0	0	0	0	0	32.8	37.8
1700	110	0	0	10	45	44	11	0	0	0	0	0	0	0	0	0	31	35.8
1800	58	0	4	2	13	31	7	1	0	0	0	0	0	0	0	0	32.2	36.7
1900	25	0	2	3	8	7	5	0	0	0	0	0	0	0	0	0	30.3	38.3
2000	18	0	0	2	5	9	2	0	0	0	0	0	0	0	0	0	31.7	36.7
2100	8	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	32.3	-
2200	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	29.1	-
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.7	-
07-19	**522**	**0**	**9**	**27**	**188**	**239**	**55**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**36.6**
06-22	**581**	**0**	**11**	**33**	**206**	**265**	**62**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**36.5**
06-00	**588**	**0**	**11**	**34**	**209**	**268**	**62**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**36.5**
00-00	**599**	**0**	**12**	**34**	**213**	**273**	**63**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.5**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

20 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.1	-
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	34.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	29.7	-
0600	14	0	1	1	2	7	3	0	0	0	0	0	0	0	0	0	32	38.3
0700	26	0	0	1	9	12	4	0	0	0	0	0	0	0	0	0	33.3	37.8
0800	37	0	0	1	10	22	4	0	0	0	0	0	0	0	0	0	32.9	36.2
0900	33	0	0	2	13	16	2	0	0	0	0	0	0	0	0	0	30.9	35.8
1000	25	0	1	4	7	11	2	0	0	0	0	0	0	0	0	0	30.2	35.8
1100	30	0	0	0	15	11	4	0	0	0	0	0	0	0	0	0	30.9	35.6
1200	42	0	1	5	17	15	4	0	0	0	0	0	0	0	0	0	30.3	36
1300	28	0	0	3	11	11	3	0	0	0	0	0	0	0	0	0	31.4	36.6
1400	62	0	2	1	25	31	3	0	0	0	0	0	0	0	0	0	30.8	34.7
1500	63	0	1	2	27	26	6	1	0	0	0	0	0	0	0	0	31.7	36.5
1600	121	0	3	5	56	47	10	0	0	0	0	0	0	0	0	0	31.1	35.5
1700	168	0	1	6	88	61	12	0	0	0	0	0	0	0	0	0	30.5	33.9
1800	180	0	0	13	85	77	5	0	0	0	0	0	0	0	0	0	30.6	34.5
1900	86	0	0	11	35	36	4	0	0	0	0	0	0	0	0	0	30.1	34.7
2000	14	0	0	1	5	5	3	0	0	0	0	0	0	0	0	0	31.9	37.9
2100	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	28.7	-
2200	10	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0	31.5	-
2300	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	32.4	-
07-19	**815**	**0**	**9**	**43**	**363**	**340**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.3**
06-22	**933**	**0**	**10**	**58**	**405**	**390**	**69**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.3**
06-00	**947**	**0**	**10**	**59**	**411**	**395**	**71**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.3**
00-00	**956**	**0**	**11**	**59**	**414**	**398**	**73**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.5**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

21 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.9	-
0500	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	32.4	-
0600	3	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	27.2	-
0700	7	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	30.7	-
0800	24	0	0	1	7	14	2	0	0	0	0	0	0	0	0	0	32.6	36.6
0900	24	0	3	2	9	9	1	0	0	0	0	0	0	0	0	0	29.3	35.3
1000	26	0	1	4	7	10	4	0	0	0	0	0	0	0	0	0	31.3	38.7
1100	44	0	2	0	18	23	1	0	0	0	0	0	0	0	0	0	30.8	35
1200	33	0	1	0	16	15	0	1	0	0	0	0	0	0	0	0	30.6	34.5
1300	27	0	0	2	7	16	2	0	0	0	0	0	0	0	0	0	31.5	36
1400	29	0	1	1	13	13	1	0	0	0	0	0	0	0	0	0	30.6	34.2
1500	29	0	1	1	9	16	2	0	0	0	0	0	0	0	0	0	31.4	37.2
1600	31	0	0	2	13	12	4	0	0	0	0	0	0	0	0	0	31.4	36.7
1700	35	0	1	3	12	19	0	0	0	0	0	0	0	0	0	0	30.5	34.4
1800	25	0	0	2	14	7	2	0	0	0	0	0	0	0	0	0	30.1	35
1900	22	0	0	2	6	12	1	1	0	0	0	0	0	0	0	0	32.7	37.1
2000	15	0	0	2	4	7	2	0	0	0	0	0	0	0	0	0	32.2	37.1
2100	21	0	0	1	10	8	0	2	0	0	0	0	0	0	0	0	31.8	36.3
2200	25	0	1	3	11	9	1	0	0	0	0	0	0	0	0	0	29.1	33.2
2300	8	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	29.2	-
07-19	**334**	**0**	**11**	**18**	**127**	**157**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.3**
06-22	**395**	**0**	**12**	**23**	**147**	**186**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.1**	**35.5**
06-00	**428**	**0**	**13**	**28**	**161**	**198**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.3**
00-00	**434**	**0**	**13**	**28**	**164**	**200**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.9**	**35.3**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

22 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	15	0	0	2	9	4	0	0	0	0	0	0	0	0	0	0	29.4	33.7
0100	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0600	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.8	-
0700	6	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	29.6	-
0800	16	0	1	3	4	7	1	0	0	0	0	0	0	0	0	0	29.2	35.4
0900	21	0	2	5	6	8	0	0	0	0	0	0	0	0	0	0	28.6	35.3
1000	35	0	1	6	12	14	1	1	0	0	0	0	0	0	0	0	29.5	35.5
1100	40	0	0	9	12	17	2	0	0	0	0	0	0	0	0	0	29.9	35.5
1200	32	0	1	6	10	11	4	0	0	0	0	0	0	0	0	0	30.4	36.5
1300	27	0	1	4	12	8	2	0	0	0	0	0	0	0	0	0	29.5	34.4
1400	29	0	4	4	12	9	0	0	0	0	0	0	0	0	0	0	27.2	33.2
1500	28	0	1	1	10	13	3	0	0	0	0	0	0	0	0	0	31.4	36.3
1600	20	1	2	1	9	7	0	0	0	0	0	0	0	0	0	0	27.7	33.4
1700	16	0	2	3	4	7	0	0	0	0	0	0	0	0	0	0	28.7	35.9
1800	17	0	1	0	6	9	1	0	0	0	0	0	0	0	0	0	31.6	35.5
1900	15	0	1	1	2	9	2	0	0	0	0	0	0	0	0	0	32.6	37.7
2000	13	0	0	0	2	11	0	0	0	0	0	0	0	0	0	0	32.6	36.1
2100	6	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	31	-
2200	9	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	31.1	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-
07-19	**287**	**1**	**17**	**42**	**100**	**111**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**34.8**
06-22	**322**	**1**	**18**	**43**	**107**	**135**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.1**
06-00	**332**	**1**	**18**	**43**	**113**	**139**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.1**
00-00	**353**	**1**	**18**	**45**	**128**	**143**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**34.9**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

23 July 2018

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.2	-
0400	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	33.9	-
0500	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	32.2	-
0600	11	0	1	1	1	6	1	1	0	0	0	0	0	0	0	0	32.3	38.7
0700	28	0	0	4	11	10	2	1	0	0	0	0	0	0	0	0	31.6	35.9
0800	35	0	0	2	5	26	1	1	0	0	0	0	0	0	0	0	33.1	36.5
0900	25	0	1	2	5	17	0	0	0	0	0	0	0	0	0	0	30.6	33.9
1000	21	0	0	3	5	9	4	0	0	0	0	0	0	0	0	0	32.2	39
1100	26	0	0	1	13	10	2	0	0	0	0	0	0	0	0	0	31.2	34.2
1200	38	0	0	3	18	14	3	0	0	0	0	0	0	0	0	0	30.5	34.4
1300	28	0	0	2	11	13	2	0	0	0	0	0	0	0	0	0	31.4	35.2
1400	42	0	1	5	20	15	1	0	0	0	0	0	0	0	0	0	29.4	35.2
1500	50	0	1	3	19	23	2	2	0	0	0	0	0	0	0	0	31.4	35.2
1600	75	0	3	7	15	41	8	1	0	0	0	0	0	0	0	0	32	36
1700	124	0	0	8	36	65	13	2	0	0	0	0	0	0	0	0	32.5	36.9
1800	66	0	5	9	15	28	9	0	0	0	0	0	0	0	0	0	30.4	37.2
1900	22	0	0	0	3	17	2	0	0	0	0	0	0	0	0	0	33.6	36.8
2000	14	0	0	0	5	6	3	0	0	0	0	0	0	0	0	0	32.9	39.4
2100	8	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	30.4	-
2200	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	31.1	-
07-19	**558**	**0**	**11**	**49**	**173**	**271**	**47**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.5**	**36**
06-22	**613**	**0**	**12**	**51**	**185**	**303**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.1**
06-00	**618**	**0**	**12**	**51**	**187**	**306**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.1**
00-00	**628**	**0**	**12**	**51**	**190**	**313**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.1**

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	4472	3	88	311	1602	2057	376	33	1	1	0	0	0	0	0	0	31.3	36

K&MTRAFFIC SURVEYS

SITE : KILN BARN RD LOCATION : Next to Nat speed/30mph speed limit sign, 20 mts south of ragstone court

GRID REFERENCE : 51.292314, 0.454985 DIRECTION : NORTHBOUND SPEED LIMIT : 30mph

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	1	0	1	1	0	15	1	0.8	2.7
0100-0200	0	2	0	0	0	4	1	0.6	1
0200-0300	1	2	1	1	0	1	0	1	0.9
0300-0400	0	0	2	2	0	0	1	1	0.7
0400-0500	1	2	2	0	2	0	3	1.6	1.4
0500-0600	4	7	5	5	4	1	4	5	4.3
0600-0700	11	12	8	14	3	1	11	11.2	8.6
0700-0800	29	40	27	26	7	6	28	30	23.3
0800-0900	41	56	45	37	24	16	35	42.8	36.3
0900-1000	34	52	35	33	24	21	25	35.8	32
1000-1100	36	26	27	25	26	35	21	27	28
1100-1200	19	47	20	30	44	40	26	28.4	32.3
1200-1300	31	24	27	42	33	32	38	32.4	32.4
1300-1400	33	26	23	28	27	27	28	27.6	27.4
1400-1500	43	36	35	62	29	29	42	43.6	39.4
1500-1600	87	37	36	63	29	28	50	54.6	47.1
1600-1700	125	73	79	121	31	20	75	94.6	74.9
1700-1800	184	123	110	168	35	16	124	141.8	108.6
1800-1900	75	61	58	180	25	17	66	88	68.9
1900-2000	26	27	25	86	22	15	22	37.2	31.9
2000-2100	19	9	18	14	15	13	14	14.8	14.6
2100-2200	8	13	8	4	21	6	8	8.2	9.7
2200-2300	7	7	5	10	25	9	5	6.8	9.7
2300-2400	4	1	2	4	8	1	0	2.2	2.9
Totals									
0700-1900	737	601	522	815	334	287	558	646.6	550.6
0600-2200	801	662	581	933	395	322	613	718	615.3
0600-0000	812	670	588	947	428	332	618	727	627.9
0000-0000	819	683	599	956	434	353	628	737	638.9
AM Peak	800	800	800	800	1100	1100	800		
	41	56	45	37	44	40	35		
PM Peak	1700	1700	1700	1800	1700	1200	1700		
	184	123	110	180	35	32	124		

Manual Classified Turning Counts, Ditton

DATE: TUESDAY 13th NOVEMBER 2018

LOCATION: KILN BARN ROAD / ST PETERS ROAD / NEW ROAD

ARM: KILN BARN ROAD

TIME / CLASS	LEFT TO ST PETERS ROAD								STRAIGHT TO NEW ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	14	0	0	0	0	14	0	0	21	2	1	0	0	24	38
7:45 - 8:00	0	0	19	1	0	0	0	20	1	1	18	1	0	0	0	21	41
8:00 - 8:15	0	0	14	0	1	0	0	15	0	0	18	2	0	0	0	20	35
8:15 - 8:30	0	0	15	1	0	0	0	16	0	0	17	1	0	0	0	18	34
HOURLY TOTAL	0	0	62	2	1	0	0	65	1	1	74	6	1	0	0	83	148
8:30 - 8:45	0	0	17	0	0	0	0	17	0	0	20	2	1	0	0	23	40
8:45 - 9:00	0	0	7	1	0	0	0	8	0	0	23	2	0	0	0	25	33
9:00 - 9:15	0	0	8	0	1	0	0	9	0	0	22	2	0	0	0	24	33
9:15 - 9:30	0	0	5	0	0	0	0	5	0	0	15	1	3	0	0	19	24
HOURLY TOTAL	0	0	37	1	1	0	0	39	0	0	80	7	4	0	0	91	130
PERIOD TOTAL	0	0	99	3	2	0	0	104	1	1	154	13	5	0	0	174	278
16:30 - 16:45	1	0	6	0	0	0	0	7	0	1	30	2	0	0	0	33	40
16:45 - 17:00	0	0	6	1	0	0	0	7	3	0	31	2	0	0	0	36	43
17:00 - 17:15	1	0	9	2	0	0	0	12	0	0	40	1	0	0	0	41	53
17:15 - 17:30	0	0	11	0	0	0	0	11	0	0	42	2	0	0	0	44	55
HOURLY TOTAL	2	0	32	3	0	0	0	37	3	1	143	7	0	0	0	154	191
17:30 - 17:45	0	0	15	2	0	0	0	17	1	0	55	1	0	0	1	58	75
17:45 - 18:00	0	1	9	1	0	0	0	11	3	0	40	4	0	0	0	47	58
18:00 - 18:15	0	0	6	0	0	0	0	6	0	0	37	2	0	0	0	39	45
18:15 - 18:30	0	0	6	1	0	0	0	7	1	0	30	3	0	0	0	34	41
HOURLY TOTAL	0	1	36	4	0	0	0	41	5	0	162	10	0	0	1	178	219
PERIOD TOTAL	2	1	68	7	0	0	0	78	8	1	305	17	0	0	1	332	410

Manual Classified Turning Counts, Ditton

DATE: TUESDAY 13th NOVEMBER 2018

LOCATION: KILN BARN ROAD / ST PETERS ROAD / NEW ROAD

ARM: ST PETERS ROAD

TIME / CLASS	LEFT TO NEW ROAD								RIGHT TO KILN BARN ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	12	0	0	0	0	12	0	0	4	0	1	0	0	5	17
7:45 - 8:00	0	0	13	2	0	0	0	15	0	0	5	0	0	0	0	5	20
8:00 - 8:15	0	0	26	3	0	0	0	29	0	0	8	1	0	0	0	9	38
8:15 - 8:30	0	0	26	2	0	0	0	28	0	0	4	0	0	0	0	4	32
HOURLY TOTAL	0	0	77	7	0	0	0	84	0	0	21	1	1	0	0	23	107
8:30 - 8:45	0	0	40	5	1	0	0	46	0	0	5	1	0	0	0	6	52
8:45 - 9:00	0	0	20	2	0	0	0	22	0	0	9	1	1	0	0	11	33
9:00 - 9:15	0	0	11	2	0	0	0	13	0	0	8	1	0	0	0	9	22
9:15 - 9:30	0	0	10	1	0	0	0	11	0	0	4	0	0	0	0	4	15
HOURLY TOTAL	0	0	81	10	1	0	0	92	0	0	26	3	1	0	0	30	122
PERIOD TOTAL	0	0	158	17	1	0	0	176	0	0	47	4	2	0	0	53	229
16:30 - 16:45	0	0	12	2	1	0	0	15	1	0	12	1	0	0	0	14	29
16:45 - 17:00	0	1	20	4	0	0	0	25	0	0	11	1	0	0	0	12	37
17:00 - 17:15	0	0	33	3	1	0	0	37	0	0	14	1	0	0	0	15	52
17:15 - 17:30	0	0	30	3	0	0	0	33	0	0	9	0	0	0	0	9	42
HOURLY TOTAL	0	1	95	12	2	0	0	110	1	0	46	3	0	0	0	50	160
17:30 - 17:45	0	0	30	2	0	0	0	32	0	0	10	0	0	0	0	10	42
17:45 - 18:00	0	0	27	3	0	0	0	30	0	0	9	1	0	0	0	10	40
18:00 - 18:15	0	1	35	1	0	0	0	37	0	1	8	0	0	0	0	9	46
18:15 - 18:30	0	0	21	0	0	0	0	21	0	0	12	1	0	0	0	13	34
HOURLY TOTAL	0	1	113	6	0	0	0	120	0	1	39	2	0	0	0	42	162
PERIOD TOTAL	0	2	208	18	2	0	0	230	1	1	85	5	0	0	0	92	322

Manual Classified Turning Counts, Ditton

DATE: TUESDAY 13th NOVEMBER 2018

LOCATION: KILN BARN ROAD / ST PETERS ROAD / NEW ROAD

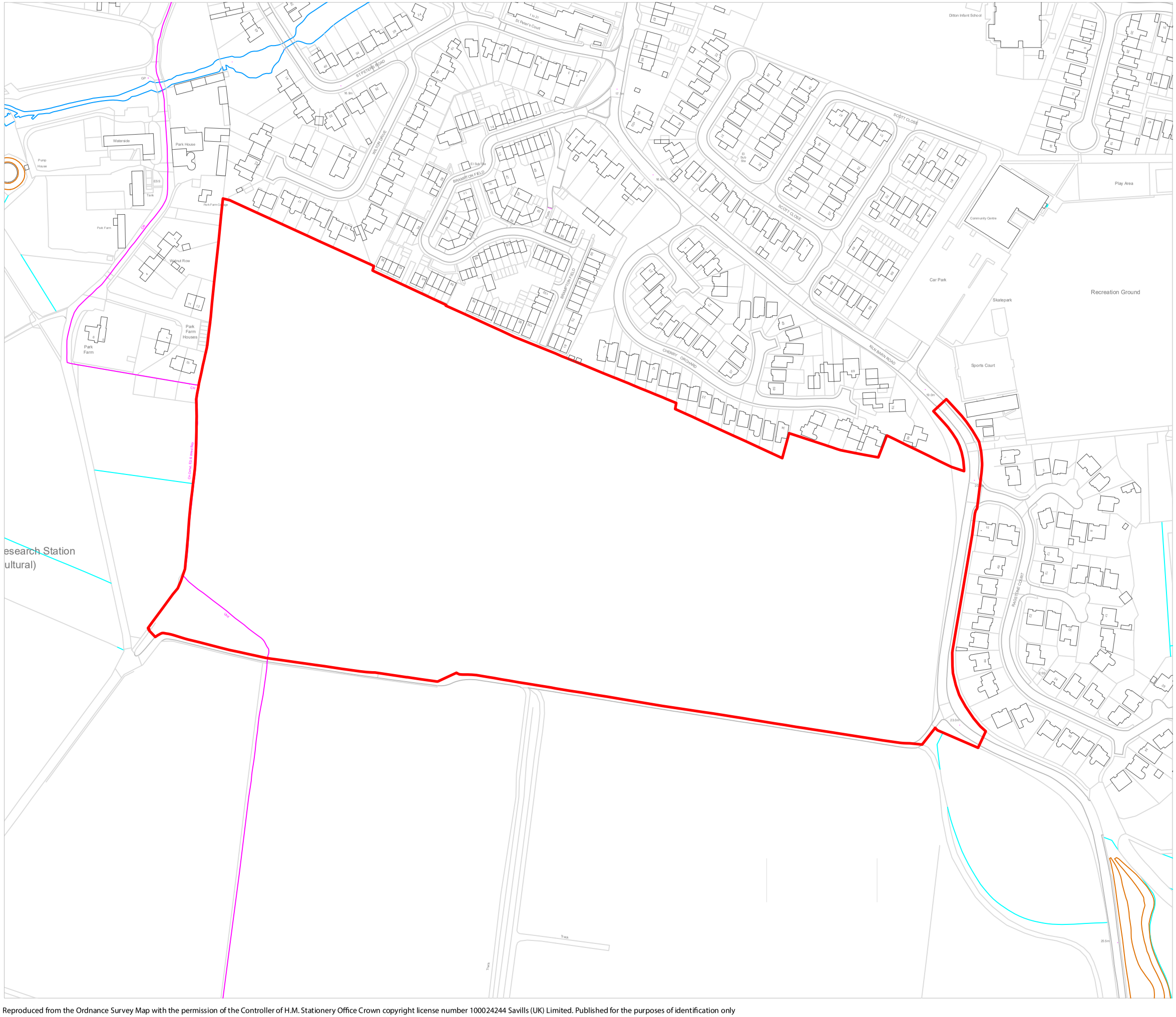
ARM: NEW ROAD

TIME / CLASS	STRAIGHT TO KILN BARN ROAD								RIGHT TO ST PETERS ROAD								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	14	2	0	0	0	16	0	0	35	2	0	0	1	38	54
7:45 - 8:00	0	0	29	3	0	0	0	32	0	0	32	2	0	0	0	34	66
8:00 - 8:15	0	0	21	2	0	0	0	23	1	0	25	1	0	0	0	27	50
8:15 - 8:30	0	0	20	1	0	0	0	21	1	0	35	2	0	0	0	38	59
HOURLY TOTAL	0	0	84	8	0	0	0	92	2	0	127	7	0	0	1	137	229
8:30 - 8:45	0	0	25	2	1	0	0	28	0	0	30	2	0	0	0	32	60
8:45 - 9:00	0	0	23	1	1	0	0	25	0	0	35	2	0	0	0	37	62
9:00 - 9:15	1	1	30	3	2	0	0	37	0	0	18	2	0	0	0	20	57
9:15 - 9:30	0	0	18	1	0	0	0	19	0	0	11	1	0	0	0	12	31
HOURLY TOTAL	1	1	96	7	4	0	0	109	0	0	94	7	0	0	0	101	210
PERIOD TOTAL	1	1	180	15	4	0	0	201	2	0	221	14	0	0	1	238	439
16:30 - 16:45	0	1	22	2	1	0	1	27	0	0	10	2	0	0	0	12	39
16:45 - 17:00	0	0	19	1	0	0	0	20	0	0	13	1	0	0	0	14	34
17:00 - 17:15	0	0	20	1	0	0	0	21	0	0	15	0	0	0	0	15	36
17:15 - 17:30	0	0	34	2	0	0	0	36	0	0	10	1	0	0	0	11	47
HOURLY TOTAL	0	1	95	6	1	0	1	104	0	0	48	4	0	0	0	52	156
17:30 - 17:45	0	0	27	2	0	0	1	30	1	1	9	0	0	0	0	11	41
17:45 - 18:00	0	0	22	2	0	0	0	24	0	0	7	1	0	0	0	8	32
18:00 - 18:15	0	0	31	1	1	0	0	33	0	0	14	2	0	0	0	16	49
18:15 - 18:30	0	0	26	1	1	0	0	28	1	1	10	1	0	0	0	13	41
HOURLY TOTAL	0	0	106	6	2	0	1	115	2	2	40	4	0	0	0	48	163
PERIOD TOTAL	0	1	201	12	3	0	2	219	2	2	88	8	0	0	0	100	319

Appendix F

Latest Layout

REV	DATE	INITIAL



Site B Red Line Boundary
(11.58 Ha)

N

0 50m 100m SCALE 1:2500

Project Name
East Malling Trust

Drawing Title
Site B: Red Line Boundary
(Illustrative Masterplan)

Job no. MSBL377057 | Dwg no. EMT - B - 01 | Rev. A
Drawn by. M.L.
Date. 05.12.2018 | Scale. 1:2,500 @A3 | Checked by. A.D.

URBAN DESIGN STUDIO
Southampton:London:Oxford
Cambridge:Birmingham
Savills.com/urbandesign

savills

REV	DATE	INITIAL

Site B Red Line Boundary
(11.58 Ha)

Public Right of Way to be Retained

N

0 50m 100m

SCALE 1:2500

Project Name
East Malling Trust

Drawing Title
Site B: Red Line Boundary
(Illustrative Masterplan)

Job no. MSBL377057
Dwg no. EMT - B - 02
Rev. A
Drawn by. M.L.
Date. 05.12.2018
Scale. 1:2,500 @A3
Checked by. A.D.

URBAN DESIGN STUDIO
Southampton:London:Oxford
Cambridge:Birmingham
Savills.com/urbandesign

savills

Appendix G
Visibility Calculations

ARDENT
CONSULTING ENGINEERS

Vehicle speeds	**33.50**	mph
	53.90	kph
	14.97	v (m/s)
	224.18	v^2
Driver Perception-Reaction time	**1.5**	t (s)
	22.46	v x t
Deceleration Rate	**0.45**	g
	4.41	d (m/s)
	8.83	
Gradient	**0.00**	a*
	4.41	d+0.1a
	8.829	2(d+0.1a)

50

Formula: *$SSD = vt + v^2/2(d+0.1a)$*

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

	v t		$v^2 / 2(d+0.1a)$		SSD
Stopping Sight Distance (SSD) =	**22.46**	+	**25.39**	=	**47.85**
SSD Bonnet Adjusted (SSD+2.4)**	**50.25**				

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: KILN BARN ROAD, DITTON - NORTHBOUND

ARDENT
CONSULTING ENGINEERS

Vehicle speeds	**34.50**	mph
	55.51	kph
	15.42	v (m/s)
	237.76	v^2
Driver Perception-Reaction time	**1.5**	t (s)
	23.13	v x t
Deceleration Rate	**0.45**	g
	4.41	d (m/s)
	8.83	
Gradient	**0.00**	a*
	4.41	d+0.1a
	8.829	2(d+0.1a)

Formula: $SSD = vt + v^2/2(d+0.1a)$

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate (g = 9.81m/s^2)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

50

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

	v t		v^2 / 2(d+0.1a)		SSD
Stopping Sight Distance (SSD) =	**23.13**	+	**26.93**	=	**50.06**
SSD Bonnet Adjusted (SSD+2.4)**	**52.46**				

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: KILN BARN ROAD, DITTON - SOUTHBOUND

Appendix H

Proposed Residential TRICS Output Data

Calculation Reference: AUDIT-437201-170307-0313

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	3 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 52 to 237 (units:)
Range Selected by User: 50 to 300 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	14 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	15 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

2 CH-03-A-06 SEMI-DET./BUNGALOWS CHESHIRE
CREWE ROAD

CREWE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 129
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 116
Survey date: FRIDAY 25/09/15 Survey Type: MANUAL

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY 28/09/15 Survey Type: MANUAL

5 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

6 NE-03-A-03 PRIVATE HOUSES NORTH EAST LINCOLNSHIRE
STATION ROAD

SCUNTHORPE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 180
Survey date: TUESDAY 20/05/14 Survey Type: MANUAL

7 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

9 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

10 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

11 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

12 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

13 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY 24/10/13 Survey Type: MANUAL

14 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.072	15	106	0.258	15	106	0.330
08:00 - 09:00	15	106	0.151	15	106	0.369	15	106	0.520
09:00 - 10:00	15	106	0.151	15	106	0.165	15	106	0.316
10:00 - 11:00	15	106	0.129	15	106	0.167	15	106	0.296
11:00 - 12:00	15	106	0.152	15	106	0.145	15	106	0.297
12:00 - 13:00	15	106	0.162	15	106	0.149	15	106	0.311
13:00 - 14:00	15	106	0.162	15	106	0.147	15	106	0.309
14:00 - 15:00	15	106	0.145	15	106	0.157	15	106	0.302
15:00 - 16:00	15	106	0.262	15	106	0.189	15	106	0.451
16:00 - 17:00	15	106	0.259	15	106	0.166	15	106	0.425
17:00 - 18:00	15	106	0.309	15	106	0.179	15	106	0.488
18:00 - 19:00	15	106	0.193	15	106	0.152	15	106	0.345
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.147			2.243			4.390

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.006	15	106	0.004	15	106	0.010
08:00 - 09:00	15	106	0.003	15	106	0.003	15	106	0.006
09:00 - 10:00	15	106	0.004	15	106	0.003	15	106	0.007
10:00 - 11:00	15	106	0.001	15	106	0.001	15	106	0.002
11:00 - 12:00	15	106	0.002	15	106	0.002	15	106	0.004
12:00 - 13:00	15	106	0.001	15	106	0.001	15	106	0.002
13:00 - 14:00	15	106	0.001	15	106	0.001	15	106	0.002
14:00 - 15:00	15	106	0.003	15	106	0.004	15	106	0.007
15:00 - 16:00	15	106	0.007	15	106	0.006	15	106	0.013
16:00 - 17:00	15	106	0.002	15	106	0.003	15	106	0.005
17:00 - 18:00	15	106	0.003	15	106	0.003	15	106	0.006
18:00 - 19:00	15	106	0.001	15	106	0.001	15	106	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.032			0.066

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.001	15	106	0.001	15	106	0.002
08:00 - 09:00	15	106	0.001	15	106	0.001	15	106	0.002
09:00 - 10:00	15	106	0.003	15	106	0.001	15	106	0.004
10:00 - 11:00	15	106	0.002	15	106	0.002	15	106	0.004
11:00 - 12:00	15	106	0.004	15	106	0.003	15	106	0.007
12:00 - 13:00	15	106	0.004	15	106	0.004	15	106	0.008
13:00 - 14:00	15	106	0.004	15	106	0.004	15	106	0.008
14:00 - 15:00	15	106	0.001	15	106	0.003	15	106	0.004
15:00 - 16:00	15	106	0.001	15	106	0.001	15	106	0.002
16:00 - 17:00	15	106	0.001	15	106	0.002	15	106	0.003
17:00 - 18:00	15	106	0.001	15	106	0.001	15	106	0.002
18:00 - 19:00	15	106	0.000	15	106	0.000	15	106	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.023			0.046

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.000	15	106	0.000	15	106	0.000
08:00 - 09:00	15	106	0.001	15	106	0.001	15	106	0.002
09:00 - 10:00	15	106	0.000	15	106	0.000	15	106	0.000
10:00 - 11:00	15	106	0.000	15	106	0.000	15	106	0.000
11:00 - 12:00	15	106	0.002	15	106	0.002	15	106	0.004
12:00 - 13:00	15	106	0.000	15	106	0.000	15	106	0.000
13:00 - 14:00	15	106	0.000	15	106	0.000	15	106	0.000
14:00 - 15:00	15	106	0.000	15	106	0.000	15	106	0.000
15:00 - 16:00	15	106	0.000	15	106	0.000	15	106	0.000
16:00 - 17:00	15	106	0.000	15	106	0.000	15	106	0.000
17:00 - 18:00	15	106	0.000	15	106	0.000	15	106	0.000
18:00 - 19:00	15	106	0.000	15	106	0.000	15	106	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.005	15	106	0.014	15	106	0.019
08:00 - 09:00	15	106	0.003	15	106	0.018	15	106	0.021
09:00 - 10:00	15	106	0.003	15	106	0.006	15	106	0.009
10:00 - 11:00	15	106	0.004	15	106	0.008	15	106	0.012
11:00 - 12:00	15	106	0.004	15	106	0.003	15	106	0.007
12:00 - 13:00	15	106	0.006	15	106	0.004	15	106	0.010
13:00 - 14:00	15	106	0.004	15	106	0.004	15	106	0.008
14:00 - 15:00	15	106	0.004	15	106	0.006	15	106	0.010
15:00 - 16:00	15	106	0.016	15	106	0.008	15	106	0.024
16:00 - 17:00	15	106	0.015	15	106	0.005	15	106	0.020
17:00 - 18:00	15	106	0.019	15	106	0.012	15	106	0.031
18:00 - 19:00	15	106	0.013	15	106	0.008	15	106	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.096			0.192

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.080	15	106	0.319	15	106	0.399
08:00 - 09:00	15	106	0.190	15	106	0.545	15	106	0.735
09:00 - 10:00	15	106	0.178	15	106	0.216	15	106	0.394
10:00 - 11:00	15	106	0.159	15	106	0.212	15	106	0.371
11:00 - 12:00	15	106	0.192	15	106	0.191	15	106	0.383
12:00 - 13:00	15	106	0.203	15	106	0.185	15	106	0.388
13:00 - 14:00	15	106	0.213	15	106	0.190	15	106	0.403
14:00 - 15:00	15	106	0.181	15	106	0.197	15	106	0.378
15:00 - 16:00	15	106	0.393	15	106	0.249	15	106	0.642
16:00 - 17:00	15	106	0.349	15	106	0.227	15	106	0.576
17:00 - 18:00	15	106	0.397	15	106	0.229	15	106	0.626
18:00 - 19:00	15	106	0.249	15	106	0.215	15	106	0.464
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.784			2.975			5.759

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.024	15	106	0.079	15	106	0.103
08:00 - 09:00	15	106	0.040	15	106	0.188	15	106	0.228
09:00 - 10:00	15	106	0.053	15	106	0.074	15	106	0.127
10:00 - 11:00	15	106	0.048	15	106	0.057	15	106	0.105
11:00 - 12:00	15	106	0.037	15	106	0.042	15	106	0.079
12:00 - 13:00	15	106	0.043	15	106	0.039	15	106	0.082
13:00 - 14:00	15	106	0.037	15	106	0.053	15	106	0.090
14:00 - 15:00	15	106	0.047	15	106	0.058	15	106	0.105
15:00 - 16:00	15	106	0.168	15	106	0.084	15	106	0.252
16:00 - 17:00	15	106	0.116	15	106	0.057	15	106	0.173
17:00 - 18:00	15	106	0.098	15	106	0.043	15	106	0.141
18:00 - 19:00	15	106	0.064	15	106	0.047	15	106	0.111
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.775			0.821			1.596

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.001	15	106	0.006	15	106	0.007
08:00 - 09:00	15	106	0.003	15	106	0.007	15	106	0.010
09:00 - 10:00	15	106	0.001	15	106	0.004	15	106	0.005
10:00 - 11:00	15	106	0.003	15	106	0.006	15	106	0.009
11:00 - 12:00	15	106	0.002	15	106	0.006	15	106	0.008
12:00 - 13:00	15	106	0.006	15	106	0.004	15	106	0.010
13:00 - 14:00	15	106	0.005	15	106	0.001	15	106	0.006
14:00 - 15:00	15	106	0.003	15	106	0.004	15	106	0.007
15:00 - 16:00	15	106	0.001	15	106	0.002	15	106	0.003
16:00 - 17:00	15	106	0.005	15	106	0.003	15	106	0.008
17:00 - 18:00	15	106	0.009	15	106	0.002	15	106	0.011
18:00 - 19:00	15	106	0.008	15	106	0.000	15	106	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.045			0.092

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.000	15	106	0.006	15	106	0.006
08:00 - 09:00	15	106	0.000	15	106	0.002	15	106	0.002
09:00 - 10:00	15	106	0.000	15	106	0.002	15	106	0.002
10:00 - 11:00	15	106	0.000	15	106	0.001	15	106	0.001
11:00 - 12:00	15	106	0.000	15	106	0.001	15	106	0.001
12:00 - 13:00	15	106	0.000	15	106	0.001	15	106	0.001
13:00 - 14:00	15	106	0.000	15	106	0.000	15	106	0.000
14:00 - 15:00	15	106	0.001	15	106	0.001	15	106	0.002
15:00 - 16:00	15	106	0.001	15	106	0.002	15	106	0.003
16:00 - 17:00	15	106	0.000	15	106	0.000	15	106	0.000
17:00 - 18:00	15	106	0.003	15	106	0.000	15	106	0.003
18:00 - 19:00	15	106	0.003	15	106	0.000	15	106	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.016			0.024

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.000	15	106	0.000	15	106	0.000
08:00 - 09:00	15	106	0.001	15	106	0.003	15	106	0.004
09:00 - 10:00	15	106	0.000	15	106	0.000	15	106	0.000
10:00 - 11:00	15	106	0.000	15	106	0.000	15	106	0.000
11:00 - 12:00	15	106	0.003	15	106	0.001	15	106	0.004
12:00 - 13:00	15	106	0.000	15	106	0.000	15	106	0.000
13:00 - 14:00	15	106	0.000	15	106	0.000	15	106	0.000
14:00 - 15:00	15	106	0.000	15	106	0.000	15	106	0.000
15:00 - 16:00	15	106	0.000	15	106	0.000	15	106	0.000
16:00 - 17:00	15	106	0.000	15	106	0.000	15	106	0.000
17:00 - 18:00	15	106	0.000	15	106	0.000	15	106	0.000
18:00 - 19:00	15	106	0.000	15	106	0.000	15	106	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.001	15	106	0.011	15	106	0.012
08:00 - 09:00	15	106	0.003	15	106	0.011	15	106	0.014
09:00 - 10:00	15	106	0.001	15	106	0.006	15	106	0.007
10:00 - 11:00	15	106	0.003	15	106	0.006	15	106	0.009
11:00 - 12:00	15	106	0.004	15	106	0.007	15	106	0.011
12:00 - 13:00	15	106	0.006	15	106	0.005	15	106	0.011
13:00 - 14:00	15	106	0.005	15	106	0.001	15	106	0.006
14:00 - 15:00	15	106	0.003	15	106	0.004	15	106	0.007
15:00 - 16:00	15	106	0.001	15	106	0.004	15	106	0.005
16:00 - 17:00	15	106	0.005	15	106	0.003	15	106	0.008
17:00 - 18:00	15	106	0.013	15	106	0.002	15	106	0.015
18:00 - 19:00	15	106	0.011	15	106	0.000	15	106	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.060			0.116

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	106	0.110	15	106	0.424	15	106	0.534
08:00 - 09:00	15	106	0.236	15	106	0.762	15	106	0.998
09:00 - 10:00	15	106	0.234	15	106	0.303	15	106	0.537
10:00 - 11:00	15	106	0.214	15	106	0.283	15	106	0.497
11:00 - 12:00	15	106	0.237	15	106	0.244	15	106	0.481
12:00 - 13:00	15	106	0.258	15	106	0.232	15	106	0.490
13:00 - 14:00	15	106	0.259	15	106	0.247	15	106	0.506
14:00 - 15:00	15	106	0.235	15	106	0.266	15	106	0.501
15:00 - 16:00	15	106	0.579	15	106	0.345	15	106	0.924
16:00 - 17:00	15	106	0.486	15	106	0.292	15	106	0.778
17:00 - 18:00	15	106	0.526	15	106	0.286	15	106	0.812
18:00 - 19:00	15	106	0.336	15	106	0.269	15	106	0.605
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.710			3.953			7.663

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	52 - 237 (units:)
Survey date date range:	01/01/08 - 28/09/15
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix I

Census Travel to Work Data (QS701EW)

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E02005153 : Tonbridge and Malling 005	E02006833 : Tonbridge and Malling 014
Underground, metro, light rail, tı	6	8
Train	242	559
Bus, minibus or coach	140	65
Taxi	8	22
Motorcycle, scooter or moped	46	40
Driving a car or van	2,947	3,231
Passenger in a car or van	211	186
Bicycle	86	64
On foot	294	306
Other method of travel to work	16	29

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix J

TEMPro Growth Factors

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	1.1090	1.1121
County	Kent	1.1001	1.1106
Authority	Tonbridge and Malling	1.1021	1.1067
E02005153	Tonbridge and Malling 005	1.1176	1.1124
E02006833	Tonbridge and Malling 014	1.1019	1.1078

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	249,016	249,455
County	Kent	44,505	45,435
Authority	Tonbridge and Malling	3,573	3,624
E02005153	Tonbridge and Malling 005	343	564
E02006833	Tonbridge and Malling 014	321	286

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	2,284,151	2,225,144
County	Kent	444,792	410,673
Authority	Tonbridge and Malling	35,014	33,957
E02005153	Tonbridge and Malling 005	2,913	5,014
E02006833	Tonbridge and Malling 014	3,150	2,651

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	2,533,167	2,474,599
County	Kent	489,297	456,109
Authority	Tonbridge and Malling	38,587	37,580
E02005153	Tonbridge and Malling 005	3,256	5,578
E02006833	Tonbridge and Malling 014	3,471	2,937

NTM AF15 Dataset

Level	Area	Local Growth Figure
Region	SE	1.15574874
County	Kent	1.150337103
Authority	Tonbridge and Malling	1.149348439
E02005153	Tonbridge and Malling 005	1.160379852
E02006833	Tonbridge and Malling 014	1.149816753

2031 - AM Peak

Growth Factor

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	1.1125	1.1109
County	Kent	1.1117	1.1058
Authority	Tonbridge and Malling	1.1094	1.1085
E02005153	Tonbridge and Malling 005	1.1168	1.1222
E02006833	Tonbridge and Malling 014	1.1109	1.1090

Future Year - Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	271,249	269,546
County	Kent	50,221	48,527
Authority	Tonbridge and Malling	3,915	3,810
E02005153	Tonbridge and Malling 005	585	413
E02006833	Tonbridge and Malling 014	312	329

Base Year

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	2,411,437	2,431,414
County	Kent	449,617	458,732
Authority	Tonbridge and Malling	35,777	35,101
E02005153	Tonbridge and Malling 005	5,011	3,384
E02006833	Tonbridge and Malling 014	2,815	3,016

Future Year

Area Description		All purposes	
Level	Name	Origin	Destination
Region	SE	2,682,686	2,700,960
County	Kent	499,837	507,258
Authority	Tonbridge and Malling	39,693	38,911
E02005153	Tonbridge and Malling 005	5,597	3,797
E02006833	Tonbridge and Malling 014	3,127	3,345

NTM AF15 Dataset

Level	Area	Local Growth Figure
Region	SE	1.156945544
County	Kent	1.153875481
Authority	Tonbridge and Malling	1.154083621
E02005153	Tonbridge and Malling 005	1.165063
E02006833	Tonbridge and Malling 014	1.15512432

2031 - PM Peak

Appendix K
Distribution Model

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

SITE B

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011

Place of work	All categories: Method of travel to work (2001 specification)	Driving a car or van	% of all Car Trips
E02006833 : Tonbridge and Malling 014	442	227	8.8%
E02005155 : Tonbridge and Malling 007	221	186	7.2%
E02005153 : Tonbridge and Malling 005	151	125	4.9%
E02005154 : Tonbridge and Malling 006	124	109	4.2%
E02005151 : Tonbridge and Malling 003	132	89	3.5%
E02005150 : Tonbridge and Malling 002	69	59	2.3%
E02005160 : Tonbridge and Malling 012	71	54	2.1%
E02005156 : Tonbridge and Malling 008	41	32	1.2%
E02005149 : Tonbridge and Malling 001	34	29	1.1%
E02005161 : Tonbridge and Malling 013	24	22	0.9%
E02005158 : Tonbridge and Malling 010	13	11	0.4%
E02005159 : Tonbridge and Malling 011	9	5	0.2%
E02005157 : Tonbridge and Malling 009	5	4	0.2%
Maidstone	501	412	16.0%
Sevenoaks	199	179	7.0%
Medway	178	162	6.3%
Tunbridge Wells	156	131	5.1%
Dartford	105	103	4.0%
Bromley	109	92	3.6%
Bexley	89	83	3.2%
Swale	53	52	2.0%
Gravesham	53	46	1.8%
Ashford	47	40	1.6%
Tower Hamlets	65	32	1.2%
Westminster,City of London	284	30	1.2%
Greenwich	30	27	1.0%
Lewisham	27	22	0.9%
Southwark	56	18	0.7%
Crawley	17	16	0.6%
Shepway	15	14	0.5%
Reigate and Banstead	14	13	0.5%
Canterbury	14	12	0.5%
Croydon	11	11	0.4%
Lambeth	30	10	0.4%
Thurrock	11	10	0.4%
Tandridge	13	10	0.4%
Mole Valley	10	9	0.3%
Basildon	8	8	0.3%
Newham	9	8	0.3%
Sutton	7	7	0.3%
Camden	47	6	0.2%
Wealden	6	6	0.2%
Barking and Dagenham	6	5	0.2%
Wandsworth	6	4	0.2%
Mid Sussex	5	4	0.2%
Bracknell Forest	4	4	0.2%
Eastbourne	4	4	0.2%
Dover	4	4	0.2%
Runnymede	4	4	0.2%
Woking	4	4	0.2%
Hounslow	7	3	0.1%
Merton	4	3	0.1%
Chelmsford	3	3	0.1%
Hillingdon	3	3	0.1%
Thanet	3	3	0.1%
Guildford	3	3	0.1%
Surrey Heath	3	3	0.1%
TOTAL	**3,563**	**2,575**	**100.0%**

Place of work	A	B	C	D	E	F	G	H	I	J	
	Kiln Barn Road (S)	A20 West (L) via Bradbourne Ln	A 20 West (L) via New Rd	A 20 East (R) via New Road	A228 Ashton Way (N)	A228 Ashton Way (S)	Chapman Way	New Hythe Lane	Lunsford Lane	Station Rd	**ALL**
E02006833 : Tonbridge and Malling 014		100%									100%
E02005155 : Tonbridge and Malling 007	50%				50%						100%
E02005153 : Tonbridge and Malling 005				100%							100%
E02005154 : Tonbridge and Malling 006	50%	50%									100%
E02005151 : Tonbridge and Malling 003		100%									100%
E02005150 : Tonbridge and Malling 002		100%									100%
E02005160 : Tonbridge and Malling 012	50%	50%									100%
E02005156 : Tonbridge and Malling 008	50%	50%									100%
E02005149 : Tonbridge and Malling 001		20%	40%							40%	100%
E02005161 : Tonbridge and Malling 013	50%	50%									100%
E02005158 : Tonbridge and Malling 010	50%	50%									100%
E02005159 : Tonbridge and Malling 011	50%	50%									100%
E02005157 : Tonbridge and Malling 009	50%	50%									100%
Maidstone				50%						50%	100%
Sevenoaks	25%	50%	25%								100%
Medway								25%		75%	100%
Tunbridge Wells	75%	25%									100%
Dartford		50%	50%								100%
Bromley			100%								100%
Bexley				50%						50%	100%
Swale				75%						25%	100%
Gravesham		50%								50%	100%
Ashford				100%							100%
Tower Hamlets				100%							100%
Westminster,City of London				100%							100%
Greenwich				100%							100%
Lewisham				50%	25%					25%	100%
Southwark				100%							100%
Crawley	20%	40%		40%							100%
Shepway				100%							100%
Reigate and Banstead	25%			75%							100%
Canterbury				50%						50%	100%
Croydon				100%							100%
Lambeth				100%							100%
Thurrock				100%							100%
Tandridge	25%			75%							100%
Mole Valley	10%			90%							100%
Basildon				100%							100%
Newham				100%							100%
Sutton				100%							100%
Camden				100%							100%
Wealden	100%										100%
Barking and Dagenham				100%							100%
Wandsworth				100%							100%
Mid Sussex	20%	40%		40%							100%
Bracknell Forest				100%							100%
Eastbourne	100%										100%
Dover				100%							100%
Runnymede				100%							100%
Woking				100%							100%
Hounslow				100%							100%
Merton				100%							100%
Chelmsford				100%							100%
Hillingdon				100%							100%
Thanet				100%							100%
Guildford				100%							100%
Surrey Heath				100%							100%

Place of work	A	B	C	D	E	F	G	H	I	J	I
	Kiln Barn Road (S)	A20 West (L) via Bradbourne Ln	A 20 West (L) via New Rd	A 20 East (R) via New Road	A228 Ashton Way (N)	A228 Ashton Way (S)	Chapman Way	New Hythe Lane	Lunsford Lane	Station Rd	**ALL**
E02006833 : Tonbridge and Malling 014	0.00	227.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	227.00
E02005155 : Tonbridge and Malling 007	93.00	0.00	0.00	0.00	93.00	0.00	0.00	0.00	0.00	0.00	186.00
E02005153 : Tonbridge and Malling 005	0.00	0.00	0.00	125.00	0.00	0.00	0.00	0.00	0.00	0.00	125.00
E02005154 : Tonbridge and Malling 006	55.00	55.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	110.00
E02005151 : Tonbridge and Malling 003	0.00	89.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	89.00
E02005150 : Tonbridge and Malling 002	0.00	59.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	59.00
E02005160 : Tonbridge and Malling 012	27.00	27.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54.00
E02005156 : Tonbridge and Malling 008	16.00	16.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.00
E02005149 : Tonbridge and Malling 001	0.00	6.00	12.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00	30.00
E02005161 : Tonbridge and Malling 013	11.00	11.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.00
E02005158 : Tonbridge and Malling 010	6.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00
E02005159 : Tonbridge and Malling 011	3.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
E02005157 : Tonbridge and Malling 009	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Maidstone	0.00	0.00	0.00	206.00	0.00	0.00	0.00	0.00	0.00	206.00	412.00
Sevenoaks	45.00	90.00	45.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.00
Medway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.00	0.00	122.00	163.00
Tunbridge Wells	98.00	33.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	131.00
Dartford	0.00	52.00	52.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	104.00
Bromley	0.00	0.00	92.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	92.00
Bexley	0.00	0.00	0.00	42.00	0.00	0.00	0.00	0.00	0.00	42.00	84.00
Swale	0.00	0.00	0.00	39.00	0.00	0.00	0.00	0.00	0.00	13.00	52.00
Gravesham	0.00	23.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.00	46.00
Ashford	0.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00
Tower Hamlets	0.00	0.00	0.00	32.00	0.00	0.00	0.00	0.00	0.00	0.00	32.00
Westminster,City of London	0.00	0.00	0.00	30.00	0.00	0.00	0.00	0.00	0.00	0.00	30.00
Greenwich	0.00	0.00	0.00	27.00	0.00	0.00	0.00	0.00	0.00	0.00	27.00
Lewisham	0.00	0.00	0.00	11.00	6.00	0.00	0.00	0.00	0.00	6.00	23.00
Southwark	0.00	0.00	0.00	18.00	0.00	0.00	0.00	0.00	0.00	0.00	18.00
Crawley	3.00	6.00	0.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00
Shepway	0.00	0.00	0.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00
Reigate and Banstead	3.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	13.00
Canterbury	0.00	0.00	0.00	6.00	0.00	0.00	0.00	0.00	0.00	6.00	12.00
Croydon	0.00	0.00	0.00	11.00	0.00	0.00	0.00	0.00	0.00	0.00	11.00
Lambeth	0.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00
Thurrock	0.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00
Tandridge	3.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	11.00
Mole Valley	1.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	9.00
Basildon	0.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	8.00
Newham	0.00	0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	0.00	8.00
Sutton	0.00	0.00	0.00	7.00	0.00	0.00	0.00	0.00	0.00	0.00	7.00
Camden	0.00	0.00	0.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
Wealden	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00
Barking and Dagenham	0.00	0.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00
Wandsworth	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Mid Sussex	1.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	5.00
Bracknell Forest	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Eastbourne	4.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Dover	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Runnymede	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Woking	0.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
Hounslow	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Merton	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Chelmsford	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Hillingdon	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Thanet	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Guildford	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
Surrey Heath	0.00	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00
	377.00	707.00	201.00	730.00	99.00	0.00	0.00	41.00	0.00	430.00	2585.00
	15%	**27%**	**8%**	**28%**	**4%**	**0%**	**0%**	**2%**	**0%**	**17%**	**100%**

Appendix L

Capacity Modelling Output Information

A20 / Station Road / New Road Junction (LinSig)

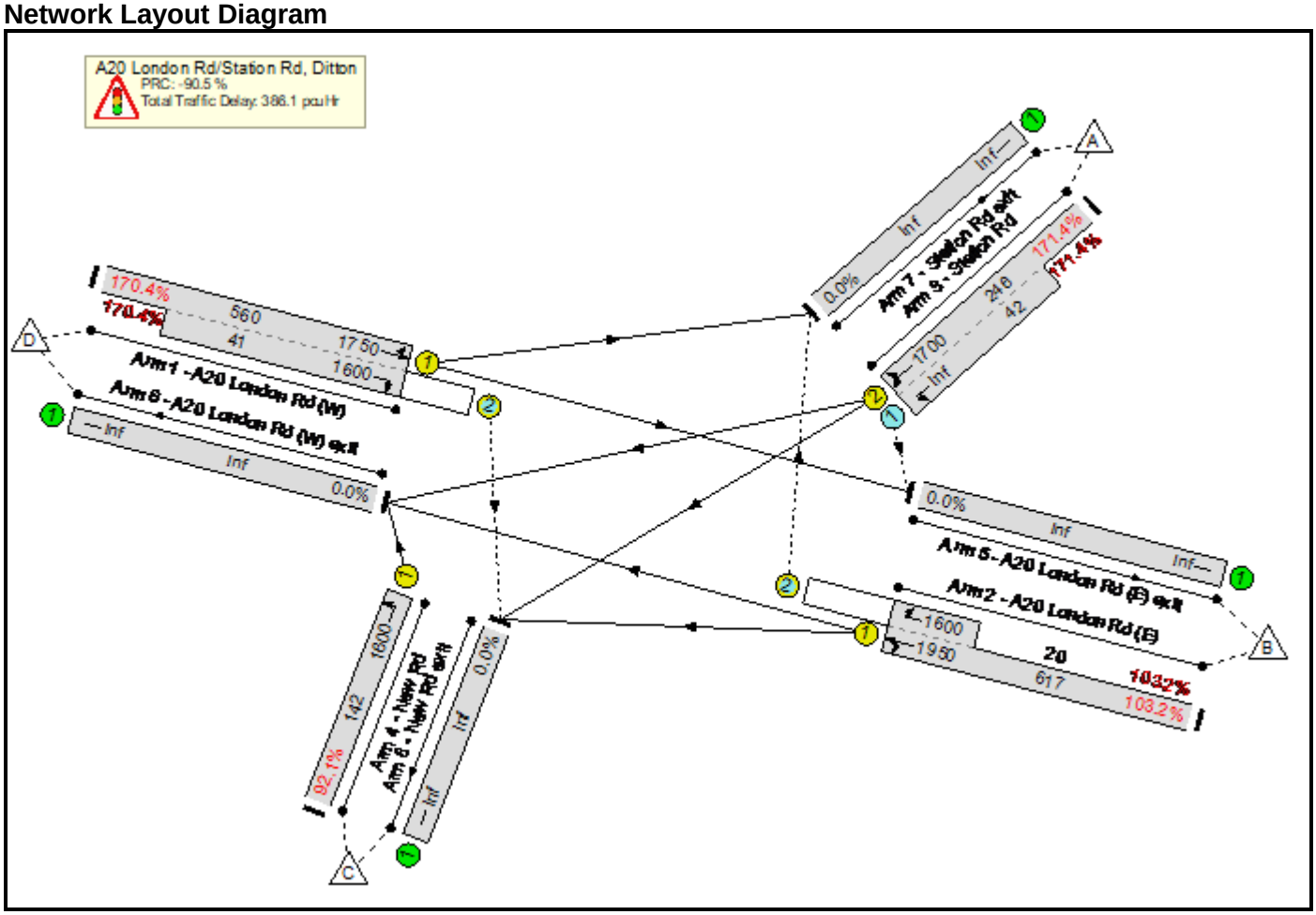
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	A20 London Rd_Station Rd_New Rd, Ditton - Existing Layout.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2031 DM AM' (FG3: '2031 DM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

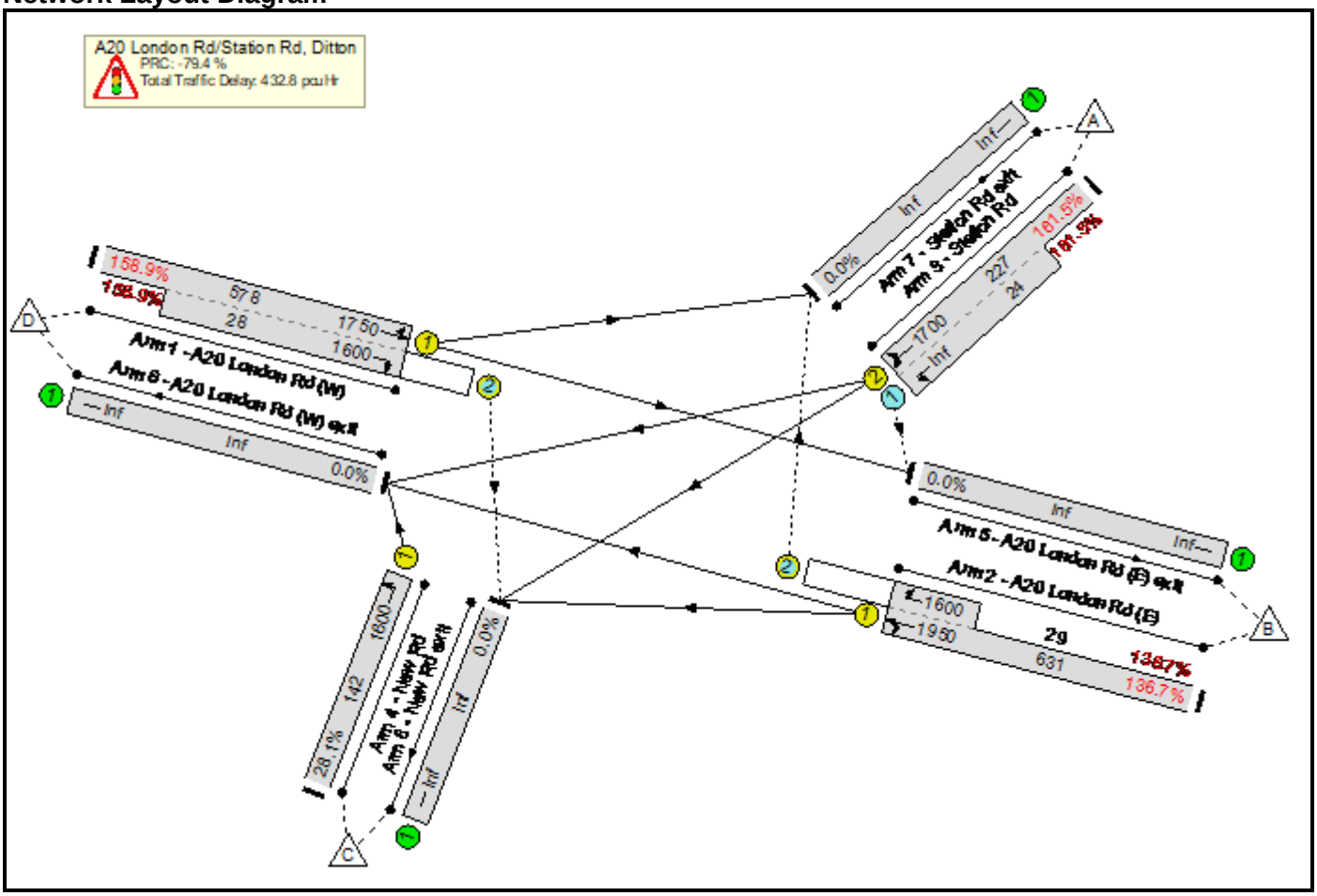
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**171.4%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**171.4%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	170.4 : 170.4%	843.7	252.1
2/1+2/2	A20 London Rd (E) Ahead Right Left	103.2 : 103.2%	138.6	35.9
3/2+3/1	Station Rd Left Right Ahead	171.4 : 171.4%	845.5	123.0
4/1	New Rd Left	92.1%	138.7	6.8

C1	PRC for Signalled Lanes (%):	-90.5	Total Delay for Signalled Lanes (pcuHr):	386.11	Cycle Time (s):	90
	PRC Over All Lanes (%):	-90.5	Total Delay Over All Lanes(pcuHr):	386.11		

Basic Results Summary

Scenario 2: '2031 DM PM' (FG4: '2031 DM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

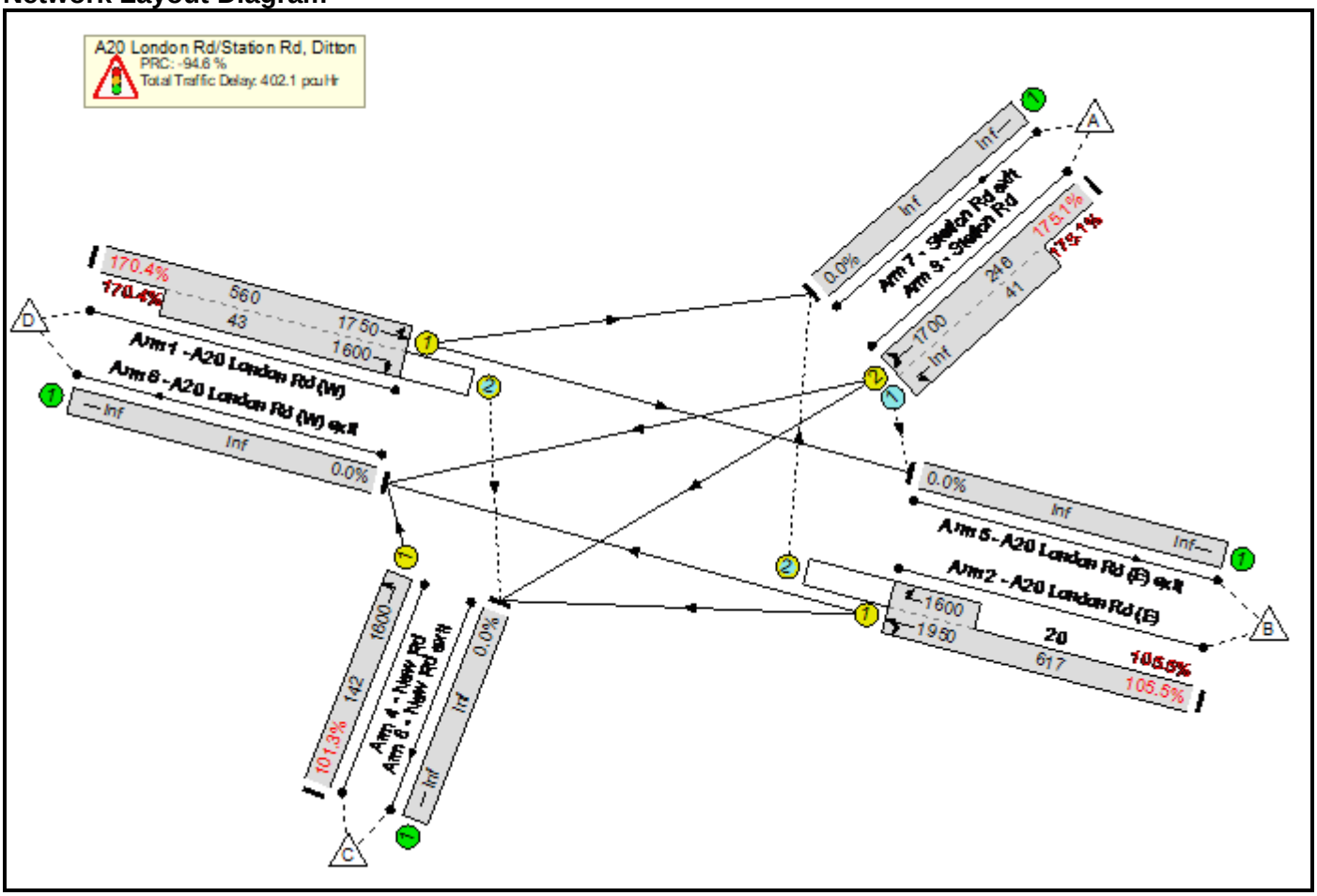
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**161.5%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**161.5%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	158.9 : 158.9%	760.6	216.1
2/1+2/2	A20 London Rd (E) Ahead Right Left	136.7 : 136.7%	563.4	152.3
3/2+3/1	Station Rd Left Right Ahead	161.5 : 161.5%	780.1	93.6
4/1	New Rd Left	28.1%	55.9	1.1

C1	PRC for Signalled Lanes (%):	-79.4	Total Delay for Signalled Lanes (pcuHr):	432.78	Cycle Time (s):	90
	PRC Over All Lanes (%):	-79.4	Total Delay Over All Lanes(pcuHr):	432.78		

Basic Results Summary

Scenario 3: '2031 DM AM + B' (FG5: '2031 DM AM + B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

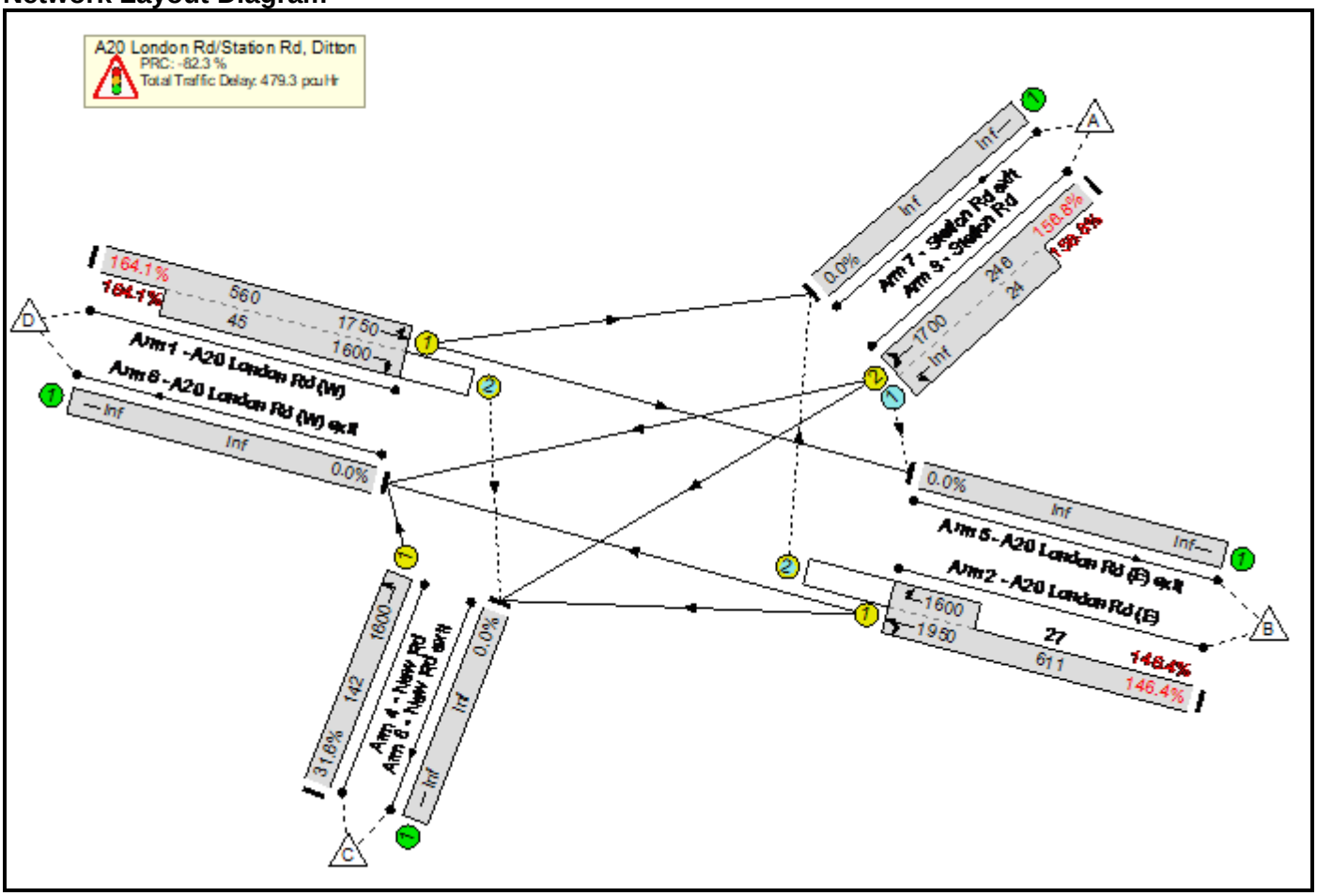
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**175.1%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**175.1%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	170.4 : 170.4%	843.7	253.0
2/1+2/2	A20 London Rd (E) Ahead Right Left	105.5 : 105.5%	170.1	42.7
3/2+3/1	Station Rd Left Right Ahead	175.1 : 175.1%	869.7	128.7
4/1	New Rd Left	101.3%	204.8	10.1

C1	PRC for Signalled Lanes (%):	-94.6	Total Delay for Signalled Lanes (pcuHr):	402.14	Cycle Time (s):	90
	PRC Over All Lanes (%):	-94.6	Total Delay Over All Lanes(pcuHr):	402.14		

Basic Results Summary

Scenario 4: '2031 DM PM + B' (FG6: '2031 DM PM + B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

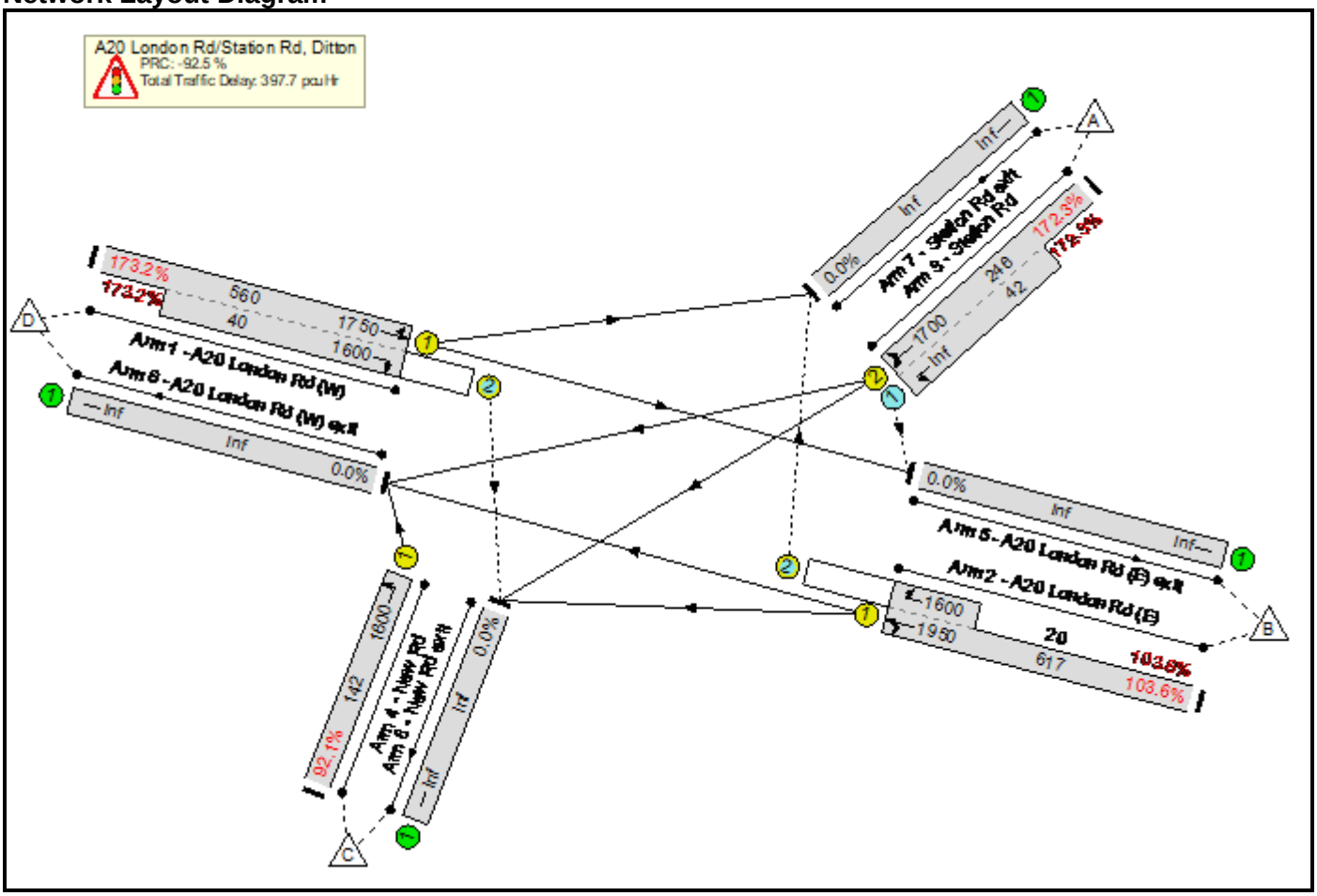
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**164.1%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**164.1%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	164.1 : 164.1%	800.3	232.8
2/1+2/2	A20 London Rd (E) Ahead Right Left	146.4 : 146.4%	657.1	181.1
3/2+3/1	Station Rd Left Right Ahead	156.8 : 156.8%	743.6	93.8
4/1	New Rd Left	31.6%	56.9	1.3

C1	PRC for Signalled Lanes (%):	-82.3	Total Delay for Signalled Lanes (pcuHr):	479.32	Cycle Time (s):	90
	PRC Over All Lanes (%):	-82.3	Total Delay Over All Lanes(pcuHr):	479.32		

Basic Results Summary

Scenario 5: '2031 DM AM + C' (FG7: '2031 DM AM + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

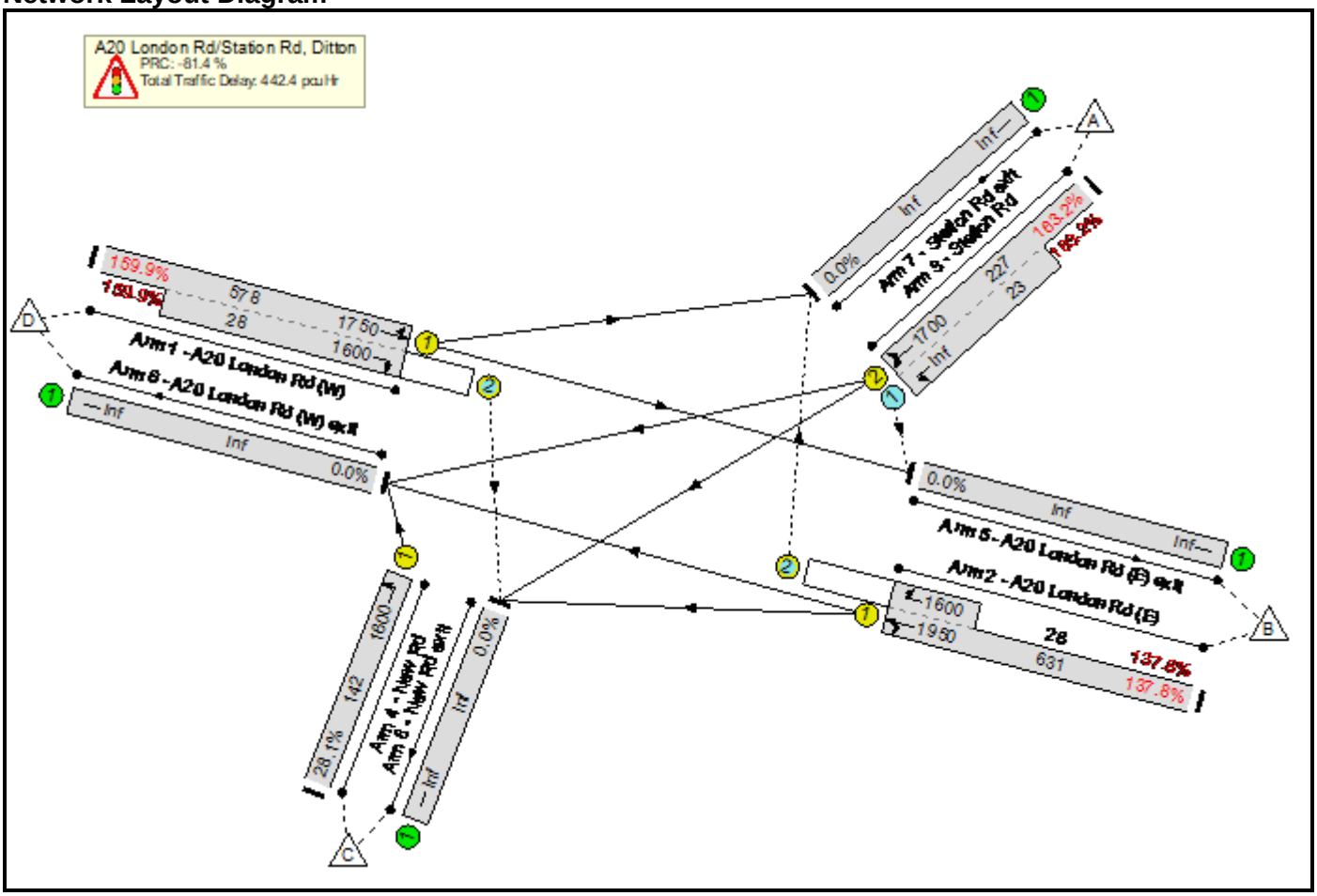
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**173.2%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**173.2%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	173.2 : 173.2%	862.5	261.3
2/1+2/2	A20 London Rd (E) Ahead Right Left	103.6 : 103.6%	144.7	37.3
3/2+3/1	Station Rd Left Right Ahead	172.3 : 172.3%	851.0	124.3
4/1	New Rd Left	92.1%	138.7	6.8

C1	PRC for Signalled Lanes (%):	-92.5	Total Delay for Signalled Lanes (pcuHr):	397.74	Cycle Time (s):	90
	PRC Over All Lanes (%):	-92.5	Total Delay Over All Lanes(pcuHr):	397.74		

Basic Results Summary

Scenario 6: '2031 DM PM + C' (FG8: '2031 DM PM + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**163.2%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**163.2%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	159.9 : 159.9%	768.5	219.5
2/1+2/2	A20 London Rd (E) Ahead Right Left	137.8 : 137.8%	574.3	156.2
3/2+3/1	Station Rd Left Right Ahead	163.2 : 163.2%	793.2	95.9
4/1	New Rd Left	28.1%	55.9	1.1

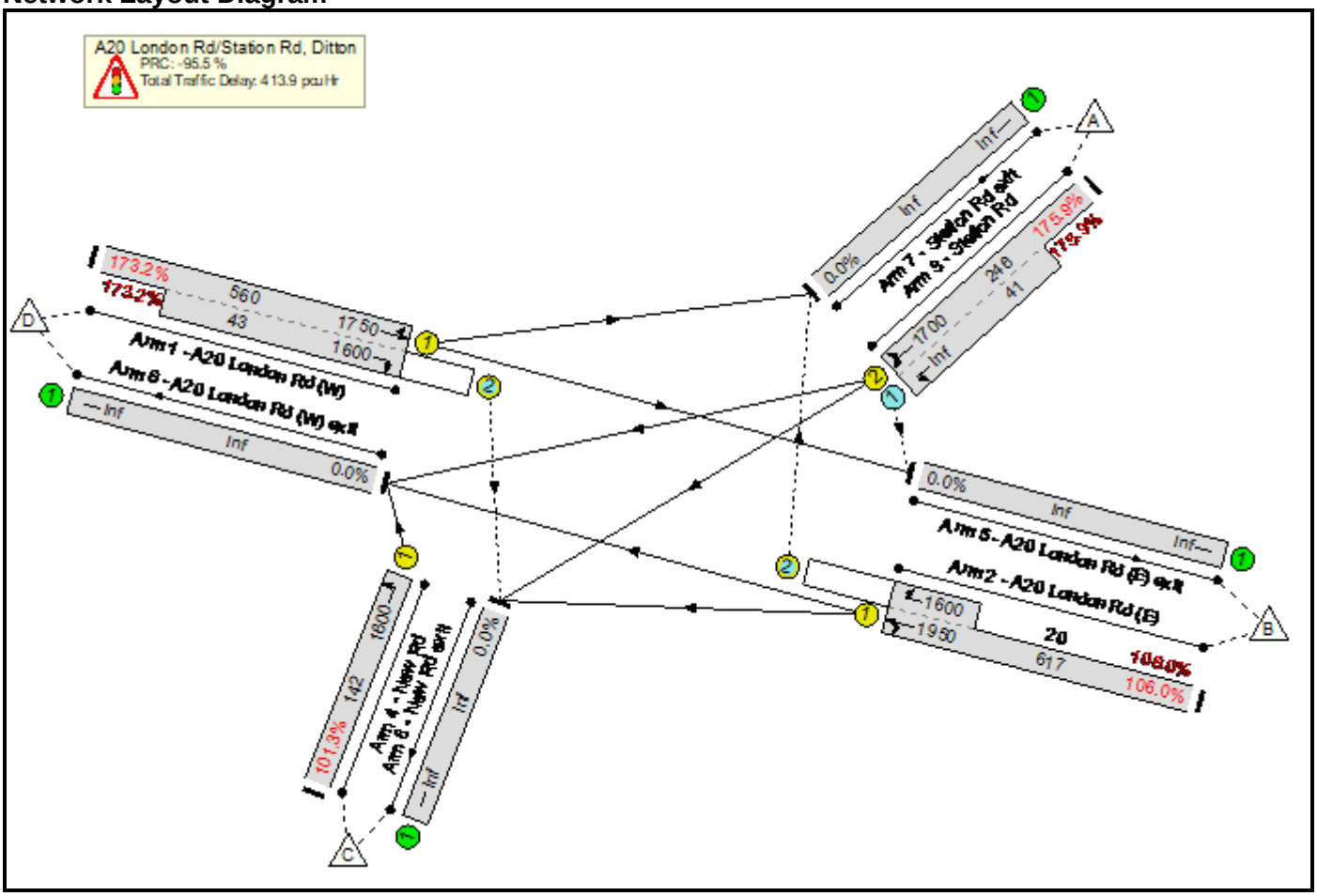
C1 PRC for Signalled Lanes (%): -81.4 Total Delay for Signalled Lanes (pcuHr): 442.37 Cycle Time (s): 90

PRC Over All Lanes (%): -81.4 Total Delay Over All Lanes(pcuHr): 442.37

Basic Results Summary

Scenario 7: '2031 DM AM + B + C' (FG9: '2031 DM AM + B + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

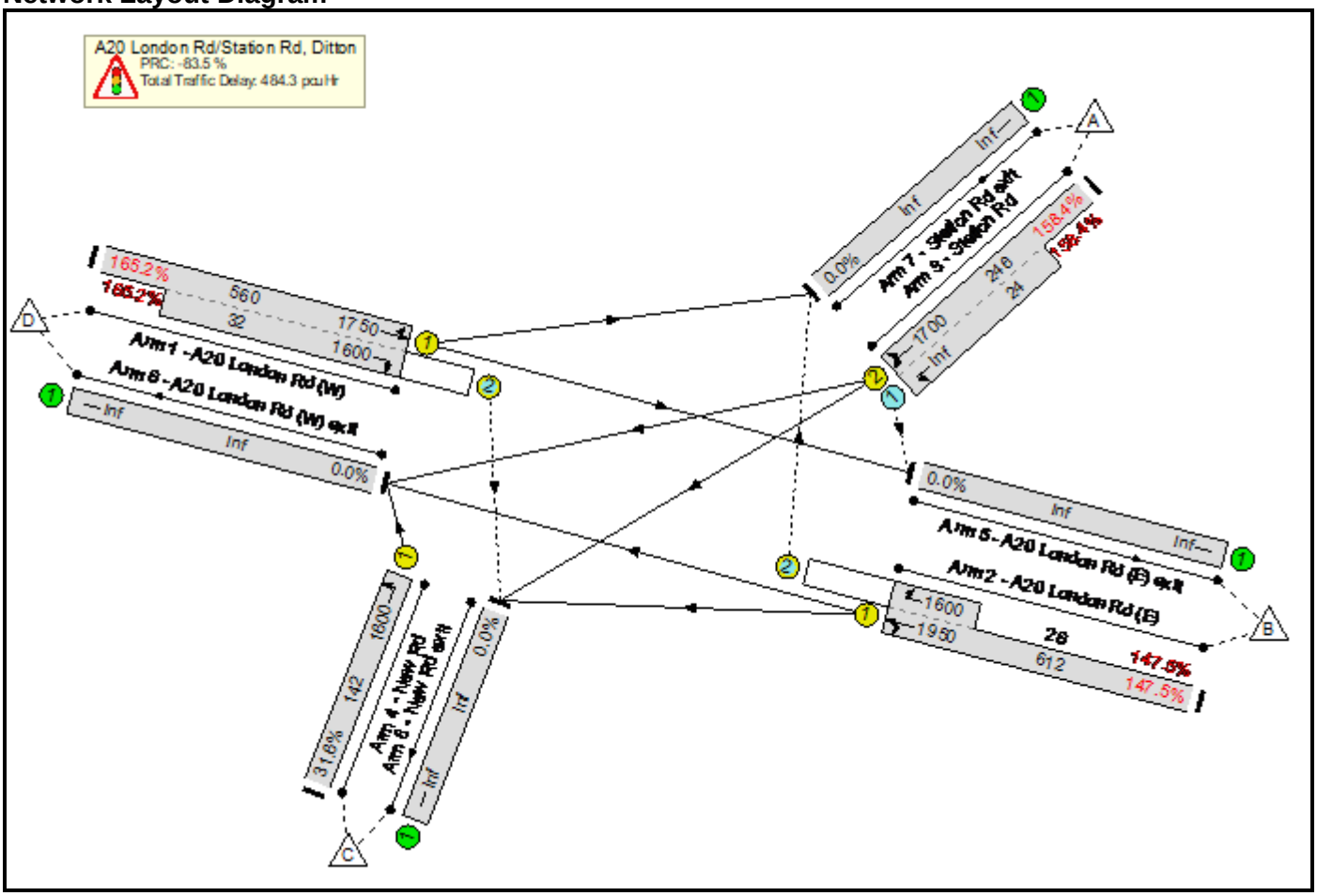
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	**175.9%**	-	-
A20 London Rd/Station Rd, Ditton	-	**175.9%**	-	-
1/1+1/2	A20 London Rd (W) Ahead Left Right	173.2 : 173.2%	862.5	262.2
2/1+2/2	A20 London Rd (E) Ahead Right Left	106.0 : 106.0%	176.6	44.1
3/2+3/1	Station Rd Left Right Ahead	175.9 : 175.9%	875.0	130.0
4/1	New Rd Left	101.3%	204.8	10.1

C1	PRC for Signalled Lanes (%):	-95.5	Total Delay for Signalled Lanes (pcuHr):	413.93	Cycle Time (s):	90
	PRC Over All Lanes (%):	-95.5	Total Delay Over All Lanes(pcuHr):	413.93		

Basic Results Summary

Scenario 8: '2031 DM PM + B + C' (FG10: '2031 DM PM + B + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

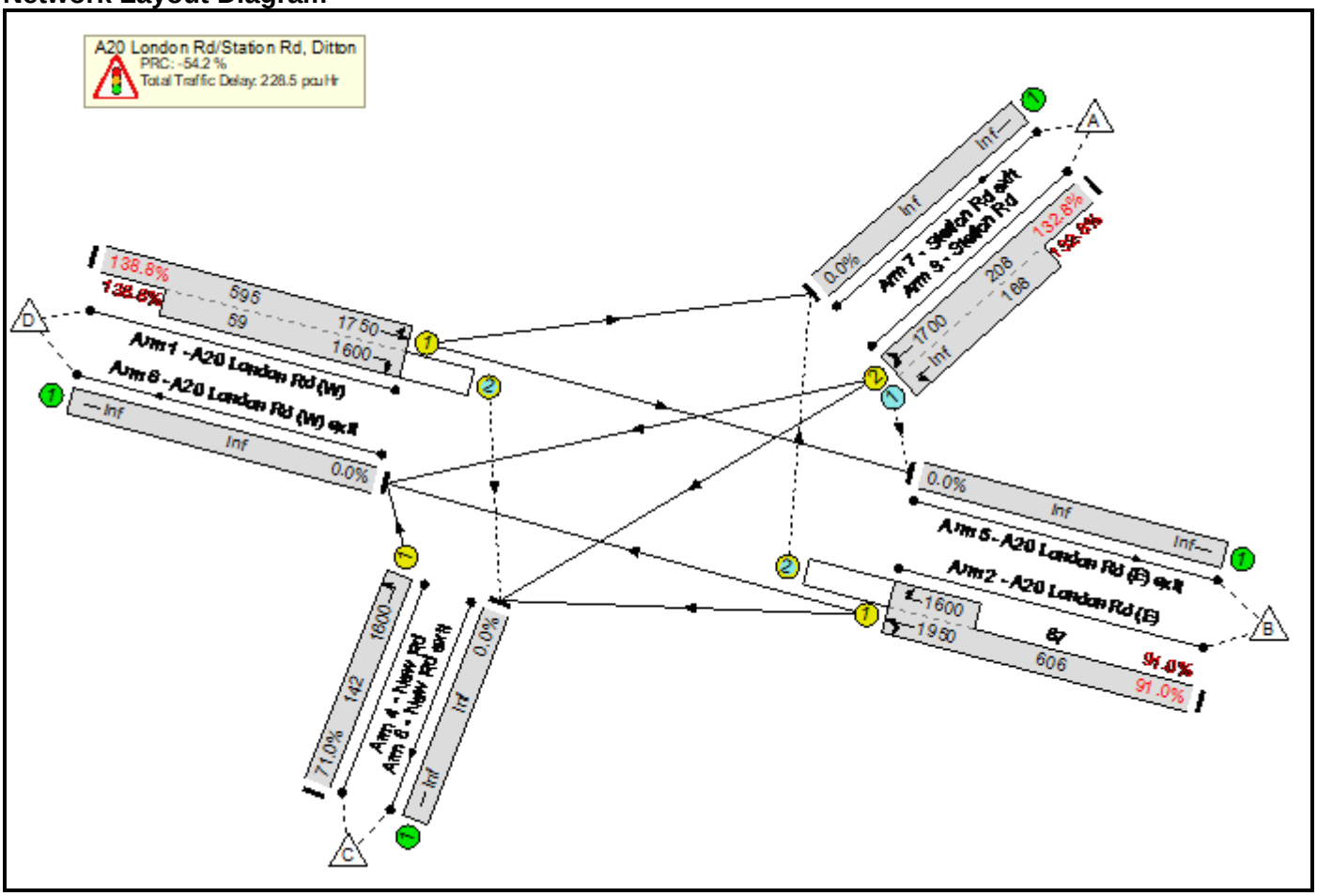
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**165.2%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**165.2%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	165.2 : 165.2%	808.0	231.6
2/1+2/2	A20 London Rd (E) Ahead Right Left	147.5 : 147.5%	667.0	184.9
3/2+3/1	Station Rd Left Right Ahead	158.4 : 158.4%	756.4	96.2
4/1	New Rd Left	31.6%	56.9	1.3

C1	PRC for Signalled Lanes (%):	-83.5	Total Delay for Signalled Lanes (pcuHr):	484.27	Cycle Time (s):	90
	PRC Over All Lanes (%):	-83.5	Total Delay Over All Lanes(pcuHr):	484.27		

Basic Results Summary

Scenario 9: '2031 DS AM' (FG11: '2031 DS AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

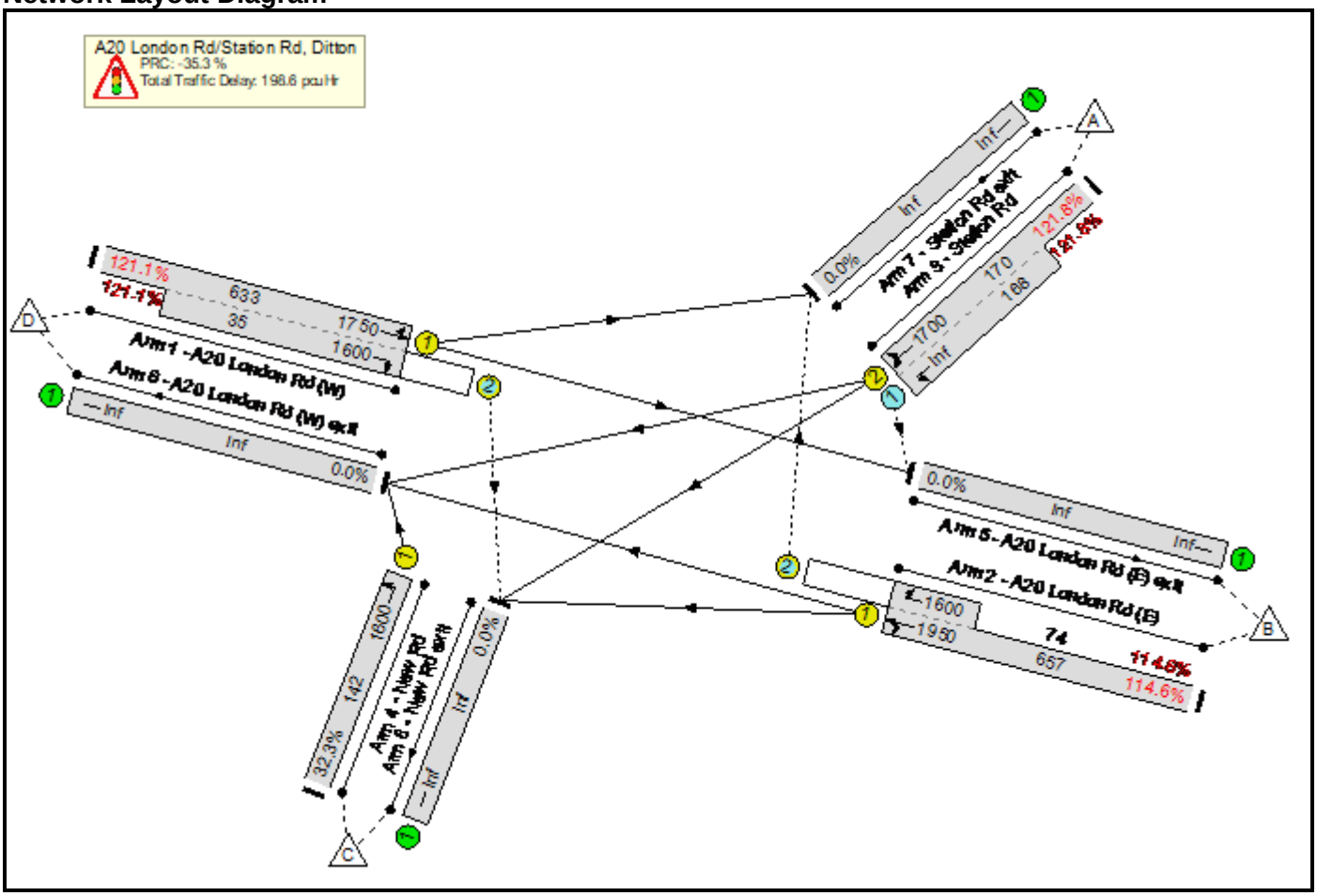
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**138.8%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**138.8%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	138.8 : 138.8%	584.4	160.1
2/1+2/2	A20 London Rd (E) Ahead Right Left	91.0 : 91.0%	54.8	18.6
3/2+3/1	Station Rd Left Right Ahead	132.8 : 132.8%	499.2	72.2
4/1	New Rd Left	71.0%	81.2	3.6

C1	PRC for Signalled Lanes (%):	-54.2	Total Delay for Signalled Lanes (pcuHr):	228.45	Cycle Time (s):	90
	PRC Over All Lanes (%):	-54.2	Total Delay Over All Lanes(pcuHr):	228.45		

Basic Results Summary

Scenario 10: '2031 DS PM' (FG12: '2031 DS PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

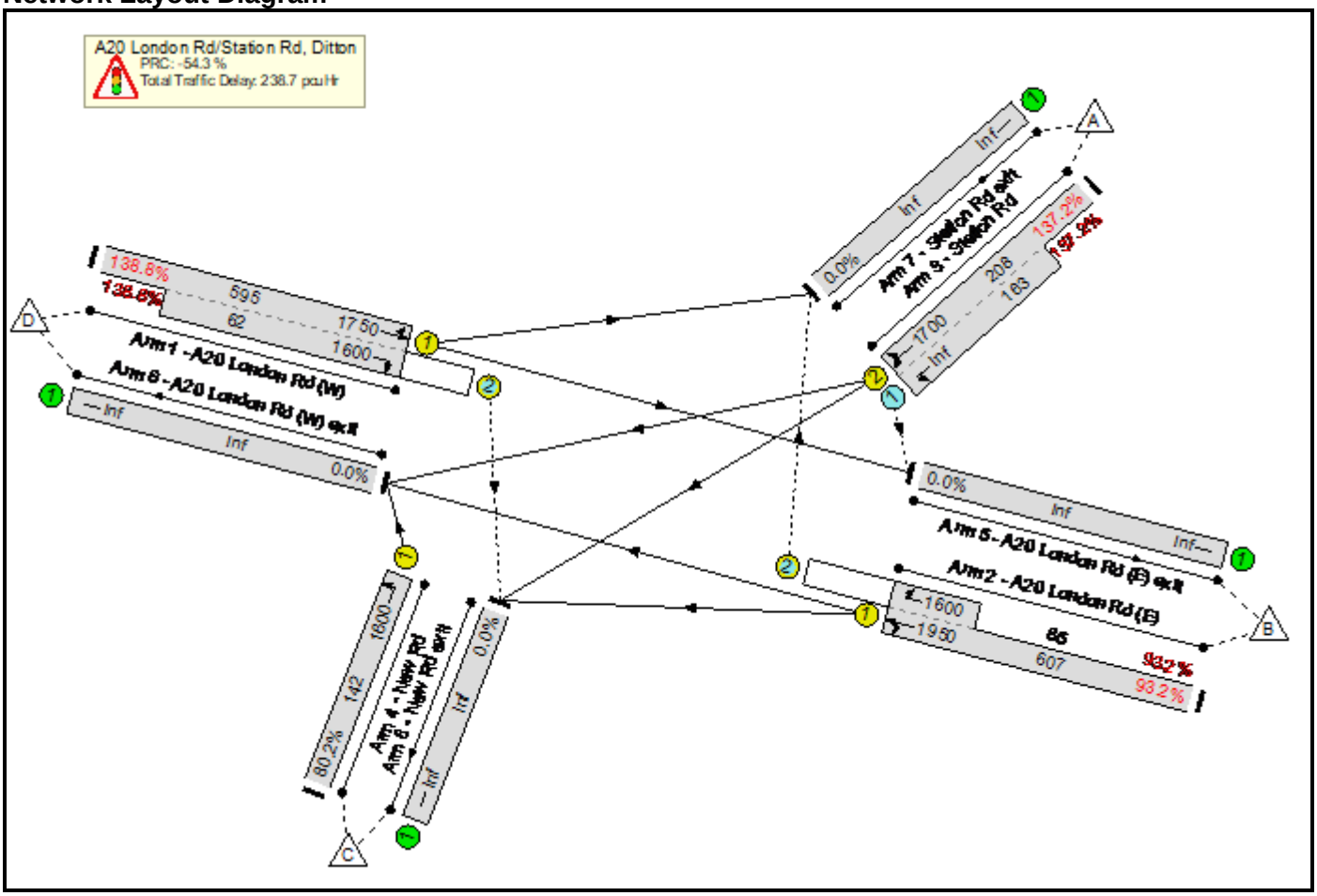
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**121.8%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**121.8%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	121.1 : 121.1%	382.2	99.6
2/1+2/2	A20 London Rd (E) Ahead Right Left	114.6 : 114.6%	294.6	81.0
3/2+3/1	Station Rd Left Right Ahead	121.8 : 121.8%	378.7	45.5
4/1	New Rd Left	32.3%	57.1	1.3

C1	PRC for Signalled Lanes (%):	-35.3	Total Delay for Signalled Lanes (pcuHr):	198.56	Cycle Time (s):	90
	PRC Over All Lanes (%):	-35.3	Total Delay Over All Lanes(pcuHr):	198.56		

Basic Results Summary

Scenario 11: '2031 DS AM + B' (FG13: '2031 DS AM + B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

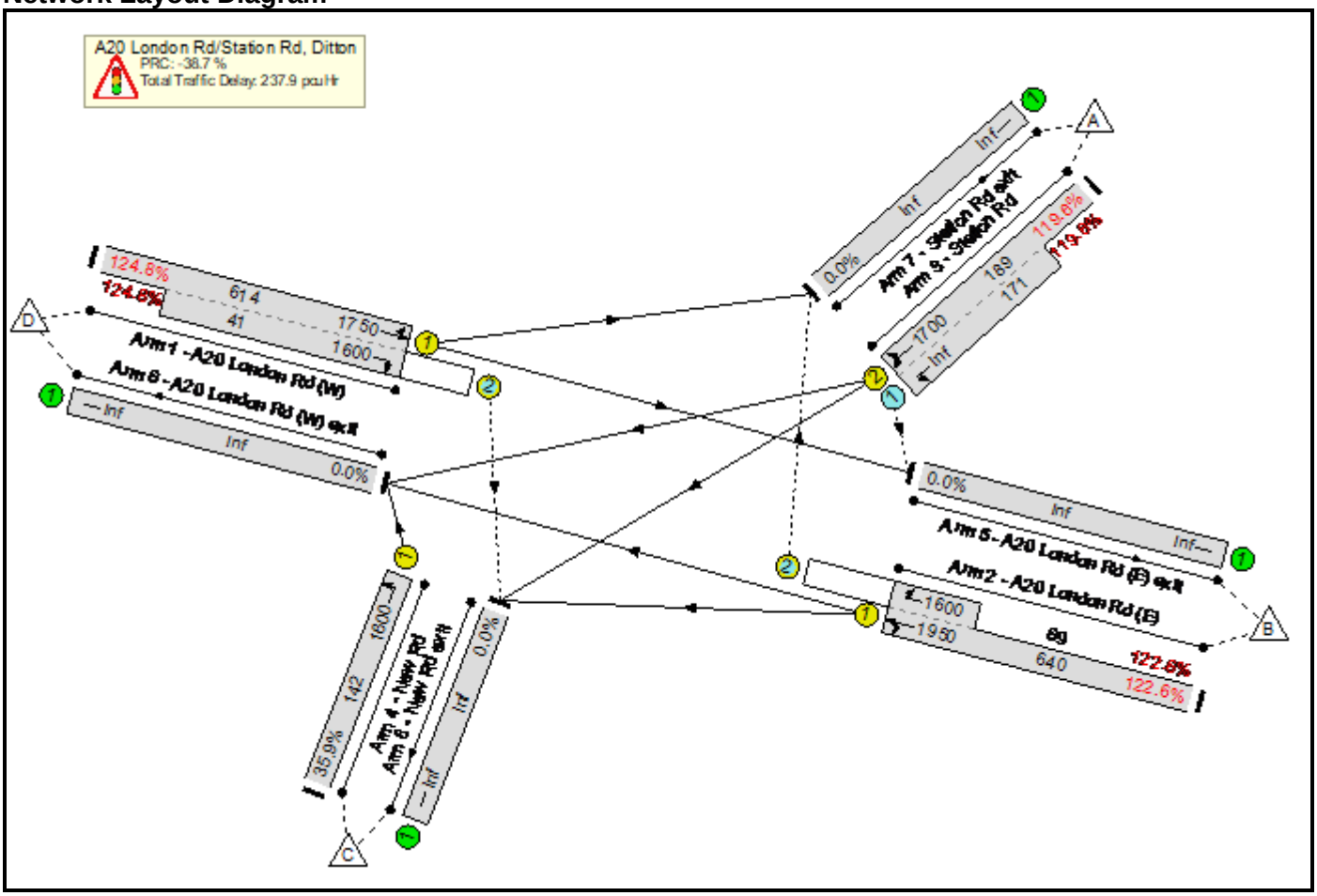
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**138.8%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**138.8%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	138.8 : 138.8%	584.8	160.9
2/1+2/2	A20 London Rd (E) Ahead Right Left	93.2 : 93.2%	60.8	20.2
3/2+3/1	Station Rd Left Right Ahead	137.2 : 137.2%	542.7	79.7
4/1	New Rd Left	80.2%	96.8	4.6

C1	PRC for Signalled Lanes (%):	-54.3	Total Delay for Signalled Lanes (pcuHr):	238.69	Cycle Time (s):	90
	PRC Over All Lanes (%):	-54.3	Total Delay Over All Lanes(pcuHr):	238.69		

Basic Results Summary

Scenario 12: '2031 DS PM + B' (FG14: '2031 DS PM + B', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

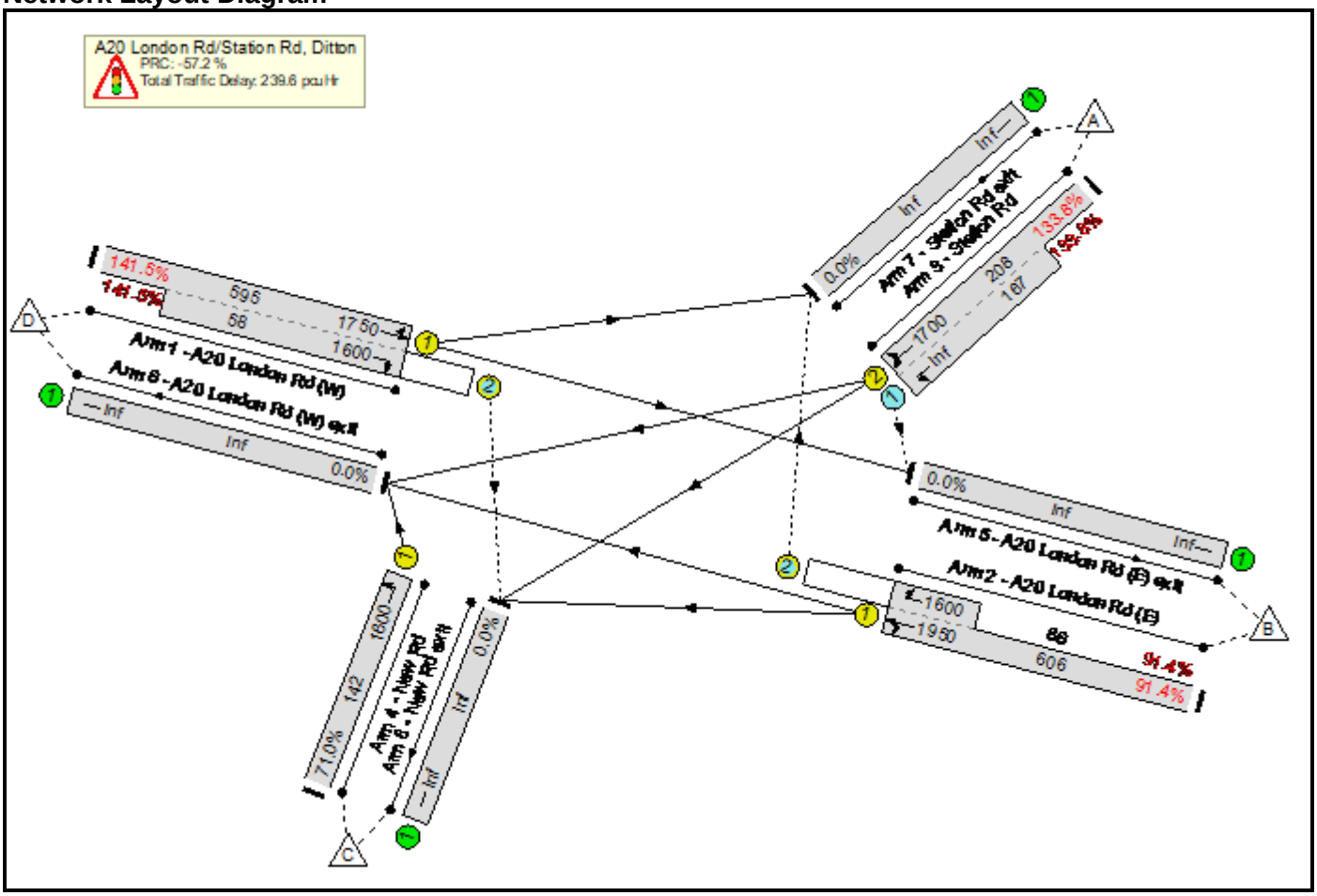
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**124.8%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**124.8%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	124.8 : 124.8%	429.9	110.8
2/1+2/2	A20 London Rd (E) Ahead Right Left	122.6 : 122.6%	401.8	109.0
3/2+3/1	Station Rd Left Right Ahead	119.6 : 119.6%	353.2	44.8
4/1	New Rd Left	35.9%	58.2	1.5

C1	PRC for Signalled Lanes (%):	-38.7	Total Delay for Signalled Lanes (pcuHr):	237.88	Cycle Time (s):	90
	PRC Over All Lanes (%):	-38.7	Total Delay Over All Lanes(pcuHr):	237.88		

Basic Results Summary

Scenario 13: '2031 DS AM + C' (FG15: '2031 DS AM + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

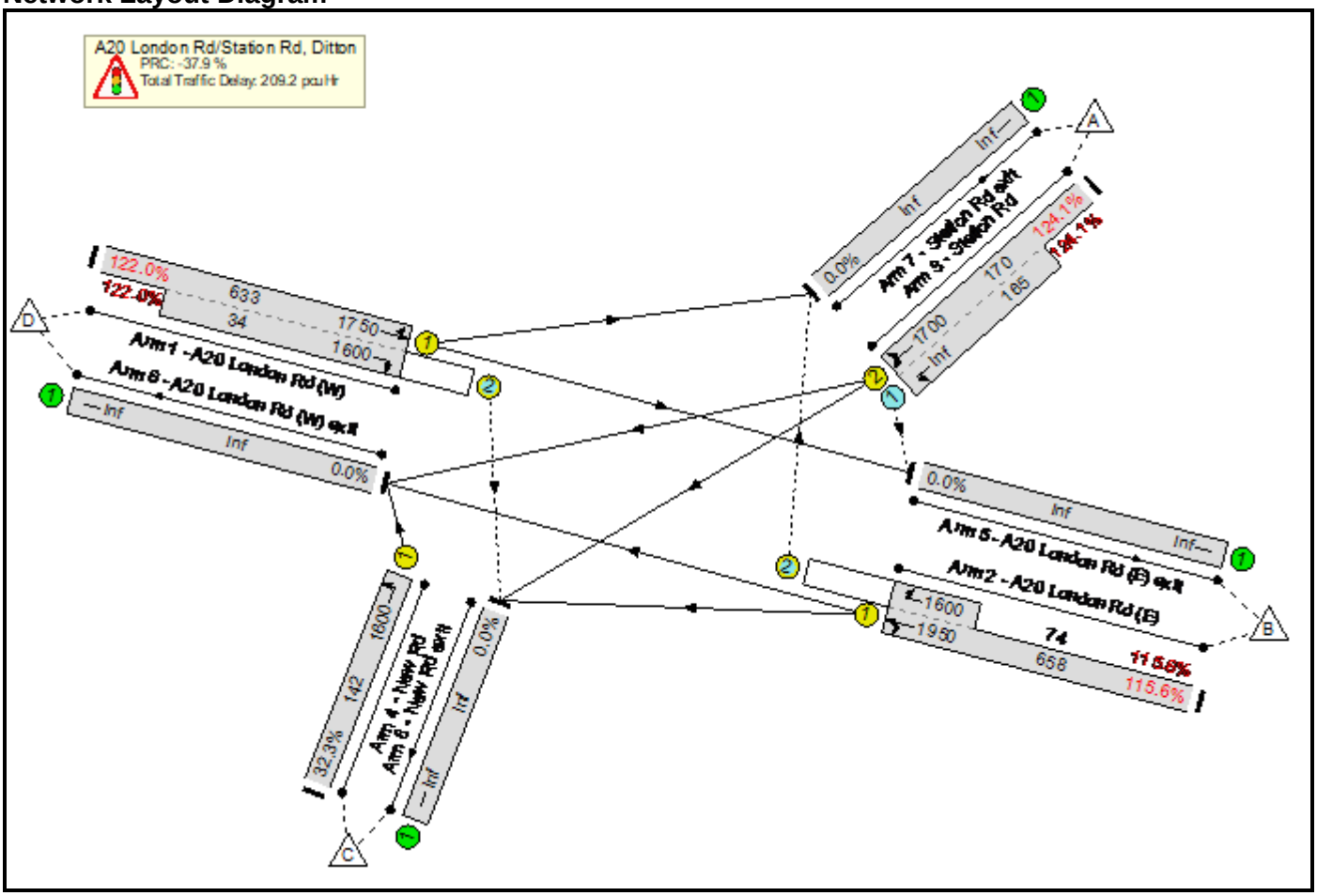
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**141.5%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**141.5%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	141.5 : 141.5%	610.5	169.5
2/1+2/2	A20 London Rd (E) Ahead Right Left	91.4 : 91.4%	55.9	18.8
3/2+3/1	Station Rd Left Right Ahead	133.8 : 133.8%	509.0	73.9
4/1	New Rd Left	71.0%	81.2	3.6

C1	PRC for Signalled Lanes (%):	-57.2	Total Delay for Signalled Lanes (pcuHr):	239.65	Cycle Time (s):	90
	PRC Over All Lanes (%):	-57.2	Total Delay Over All Lanes(pcuHr):	239.65		

Basic Results Summary

Scenario 14: '2031 DS PM + C' (FG16: '2031 DS PM + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

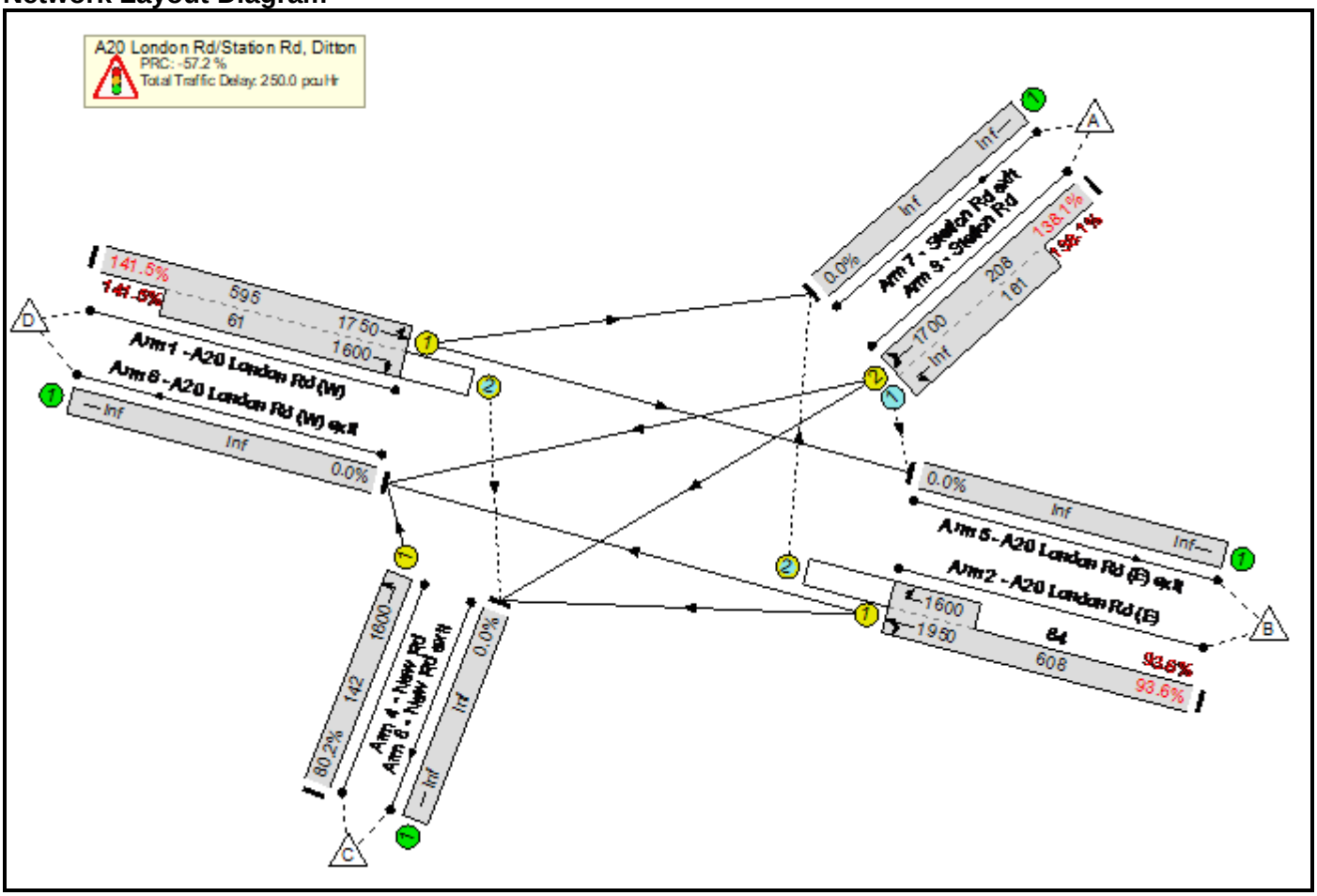
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**124.1%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**124.1%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	122.0 : 122.0%	394.2	102.9
2/1+2/2	A20 London Rd (E) Ahead Right Left	115.6 : 115.6%	308.1	84.8
3/2+3/1	Station Rd Left Right Ahead	124.1 : 124.1%	406.0	49.1
4/1	New Rd Left	32.3%	57.1	1.3

C1	PRC for Signalled Lanes (%):	-37.9	Total Delay for Signalled Lanes (pcuHr):	209.22	Cycle Time (s):	90
	PRC Over All Lanes (%):	-37.9	Total Delay Over All Lanes(pcuHr):	209.22		

Basic Results Summary

Scenario 15: '2031 DS AM + B + C' (FG17: '2031 DS AM + B + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

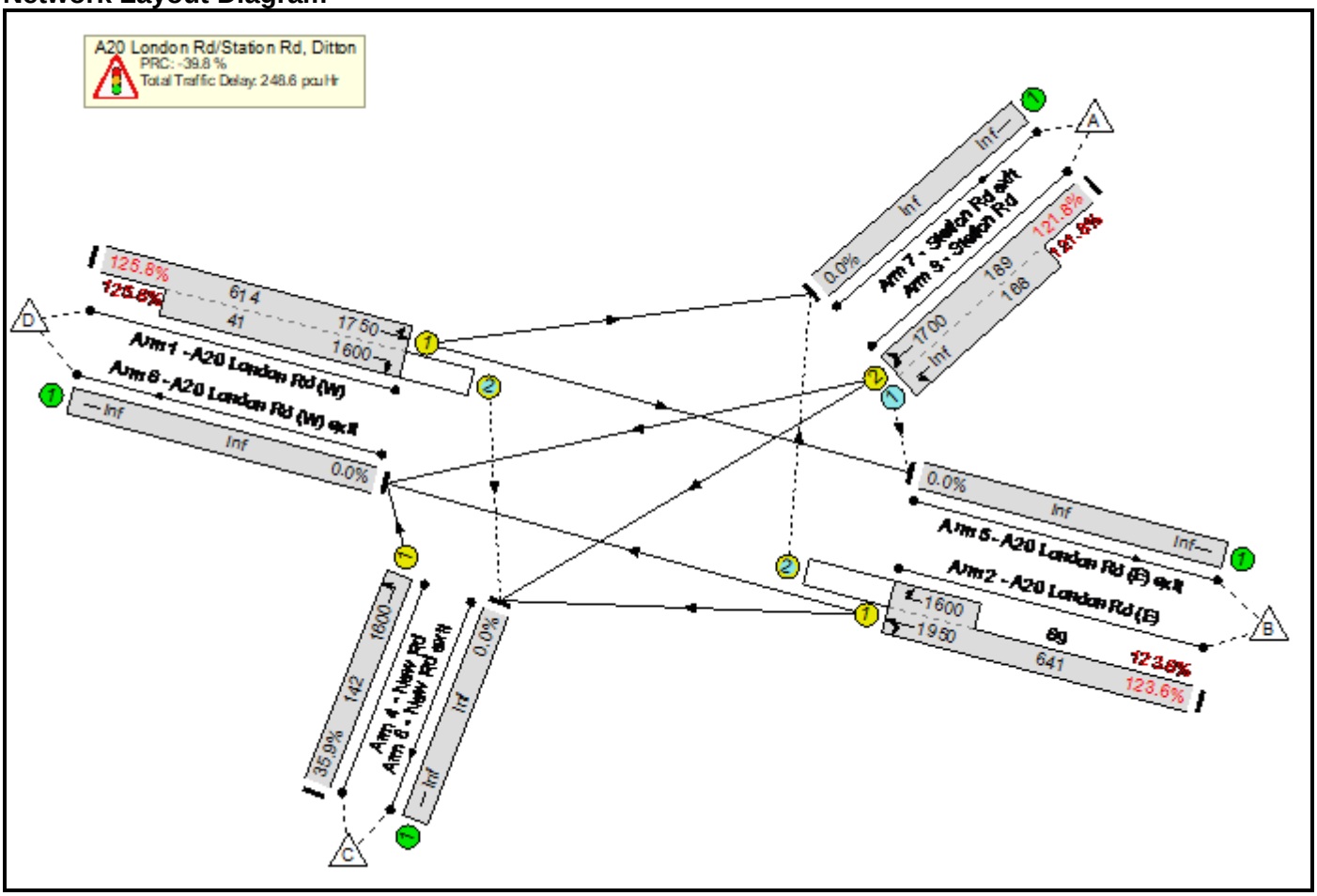
Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**141.5%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**141.5%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	141.5 : 141.5%	611.0	170.3
2/1+2/2	A20 London Rd (E) Ahead Right Left	93.6 : 93.6%	62.3	20.6
3/2+3/1	Station Rd Left Right Ahead	138.1 : 138.1%	552.2	81.4
4/1	New Rd Left	80.2%	96.8	4.6

C1	PRC for Signalled Lanes (%):	-57.2	Total Delay for Signalled Lanes (pcuHr):	250.00	Cycle Time (s):	90
	PRC Over All Lanes (%):	-57.2	Total Delay Over All Lanes(pcuHr):	250.00		

Basic Results Summary

Scenario 16: '2031 DS PM + B + C' (FG18: '2031 DS PM + B + C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**125.8%**	**-**	**-**
A20 London Rd/Station Rd, Ditton	**-**	**125.8%**	**-**	**-**
1/1+1/2	A20 London Rd (W) Ahead Left Right	125.8 : 125.8%	441.6	114.2
2/1+2/2	A20 London Rd (E) Ahead Right Left	123.6 : 123.6%	414.3	112.9
3/2+3/1	Station Rd Left Right Ahead	121.8 : 121.8%	378.5	48.3
4/1	New Rd Left	35.9%	58.2	1.5

C1	PRC for Signalled Lanes (%):	-39.8	Total Delay for Signalled Lanes (pcuHr):	248.56	Cycle Time (s):	90
	PRC Over All Lanes (%):	-39.8	Total Delay Over All Lanes(pcuHr):	248.56		

A20 / Bradbourne Lane Junction (PICADY)

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Bradbourne Lane_London Road Junction.j9
Path: Y:\ARDENT PROJECTS\182600 – East Malling Trust Sites B & C, Ditton\Transport\PICADY\Bradbourne Lane, London Road Junction
Report generation date: 10/12/2018 11:18:30

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Arrangement - 2031 'Do Minimum' Baseline							
Stream B-C	4.5	336.10	1.06	F	1.8	410.82	0.97	F
Stream B-A	4.7	357.67	1.03	F	3.2	372.37	0.96	F
Stream C-AB	0.1	10.89	0.07	B	0.0	9.48	0.04	A
	Existing Arrangement - 2031 'Do Minimum' + Site B							
Stream B-C	14.0	407.93	1.29	F	8.9	1485.59	1.81	F
Stream B-A	6.9	475.05	1.24	F	7.6	1533.21	1.78	F
Stream C-AB	0.1	11.69	0.12	B	0.2	10.66	0.14	B
	Existing Arrangement - 2031 'Do Minimum' + Site B + Site C							
Stream B-C	17.0	479.48	1.42	F	11.0	2361.74	2.44	F
Stream B-A	8.2	541.16	1.37	F	9.4	2422.33	2.40	F
Stream C-AB	0.1	11.74	0.12	B	0.2	10.76	0.14	B
	Existing Arrangement - 2031 'Do Something' Baseline							
Stream B-C	0.2	20.14	0.16	C	0.0	11.11	0.05	B
Stream B-A	1.7	133.93	0.67	F	0.9	104.72	0.49	F
Stream C-AB	0.1	10.26	0.07	B	0.0	8.89	0.03	A
	Existing Arrangement - 2031 'Do Something' + Site B							
Stream B-C	1.0	41.69	0.52	E	0.2	16.35	0.15	C
Stream B-A	2.0	161.03	0.72	F	1.1	140.22	0.57	F
Stream C-AB	0.1	10.96	0.12	B	0.2	9.92	0.13	A
	Existing Arrangement - 2031 'Do Something' + Site B + Site C							
Stream B-C	1.5	63.29	0.64	F	0.2	19.09	0.17	C
Stream B-A	2.3	193.51	0.78	F	1.3	165.40	0.62	F
Stream C-AB	0.1	11.01	0.12	B	0.2	10.01	0.13	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

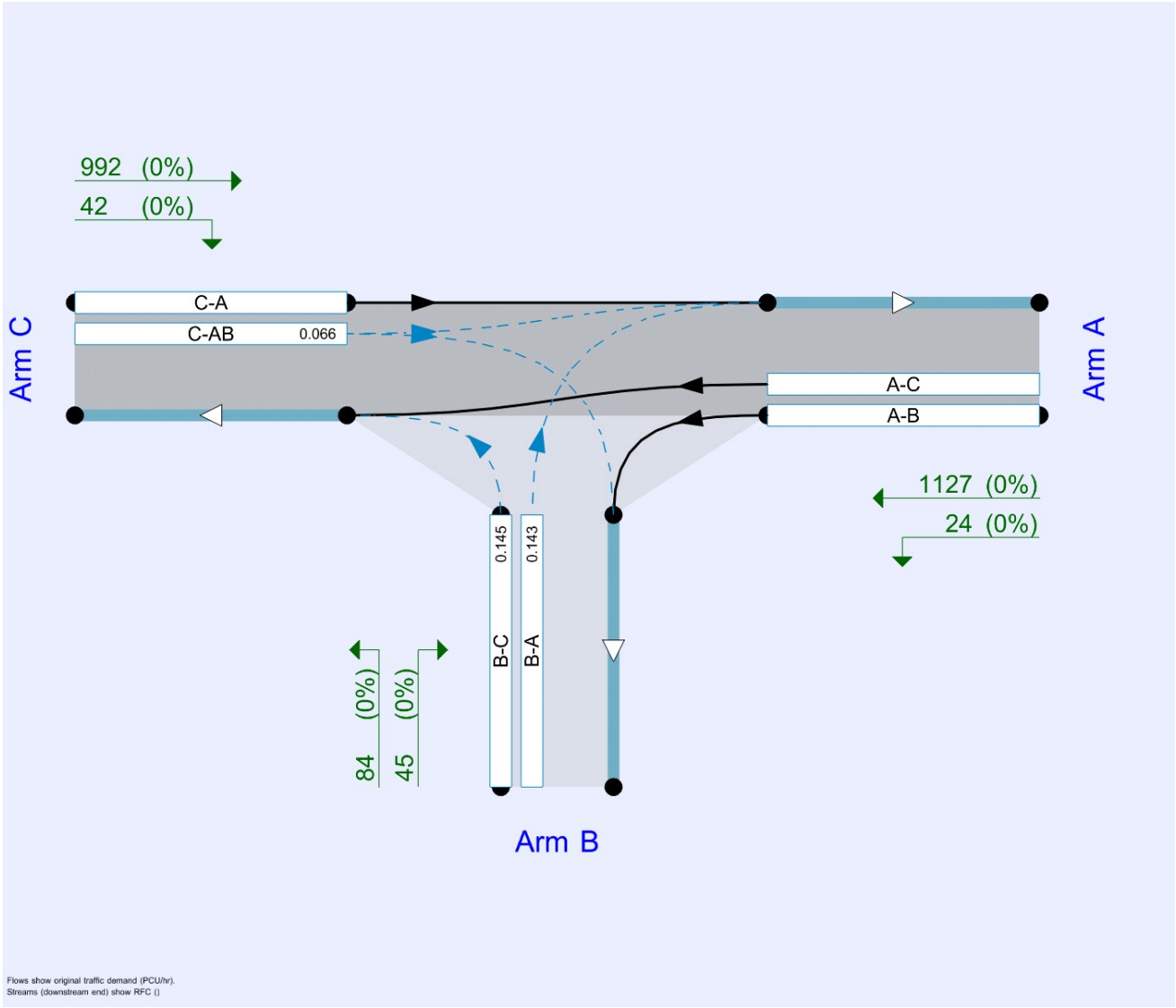
File summary

File Description

Title	Bradbourne Lane / London Road T-junction
Location	East Malling
Site number	
Date	24/10/2018
Version	
Status	Preliminary
Identifier	
Client	East Malling Trust
Jobnumber	182600
Enumerator	AH
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 'Do Minimum' Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 'Do Minimum' Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 'Do Minimum' + Site B	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031 'Do Minimum' + Site B	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 'Do Minimum' + Site C	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031 'Do Minimum' + Site C	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 'Do Minimum' + Site B + Site C	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031 'Do Minimum' + Site B + Site C	PM	ONE HOUR	16:45	18:15	15	✓
D9	2031 'Do Something' Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D10	2031 'Do Something' Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D11	2031 'Do Something' + Site B	AM	ONE HOUR	07:45	09:15	15	✓
D12	2031 'Do Something' + Site B	PM	ONE HOUR	16:45	18:15	15	✓
D13	2031 'Do Something' + Site C	AM	ONE HOUR	07:45	09:15	15	✓
D14	2031 'Do Something' + Site C	PM	ONE HOUR	16:45	18:15	15	✓
D15	2031 'Do Something' + Site B + Site C	AM	ONE HOUR	07:45	09:15	15	✓
D16	2031 'Do Something' + Site B + Site C	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Arrangement	✓	✓	D1,D2,D3,D4,D7,D8,D9,D10,D11,D12,D15,D16	100.000	100.000

Existing Arrangement - 2031 'Do Minimum' Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	12.06	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	London Road (E)		Major
B	Bradbourne Lane		Minor
C	London Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.96		✓	2.40	200.0	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	3.40	3.14	2.90	2.73	✓	1.00	48	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	524	0.091	0.231	0.146	0.330
1	B-C	763	0.112	0.283	-	-
1	C-B	705	0.262	0.262	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 'Do Minimum' Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1219	100.000
B		ONE HOUR	✓	81	100.000
C		ONE HOUR	✓	1052	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	1189
	B	42	0	39
	C	1031	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.06	336.10	4.5	F	36	54
B-A	1.03	357.67	4.7	F	39	58
C-AB	0.07	10.89	0.1	B	19	29
C-A					946	1419
A-B					28	41
A-C					1091	1637

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	485	0.061	29	0.0	0.1	7.894	A
B-A	32	8	197	0.161	31	0.0	0.2	21.592	C
C-AB	16	4	465	0.034	16	0.0	0.0	8.015	A
C-A	776	194			776				
A-B	23	6			23				
A-C	895	224			895				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	415	0.084	35	0.1	0.1	9.461	A
B-A	38	9	133	0.283	37	0.2	0.4	37.129	E
C-AB	19	5	418	0.045	19	0.0	0.0	9.016	A
C-A	927	232			927				
A-B	27	7			27				
A-C	1069	267			1069				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	41	1.056	31	0.1	3.1	268.096	F
B-A	46	12	45	1.032	35	0.4	3.2	262.531	F
C-AB	23	6	354	0.065	23	0.0	0.1	10.888	B
C-A	1135	284			1135				
A-B	33	8			33				
A-C	1309	327			1309				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	43	11	42	1.023	37	3.1	4.5	336.101	F
B-A	46	12	45	1.034	40	3.2	4.7	357.675	F
C-AB	23	6	354	0.065	23	0.1	0.1	10.892	B
C-A	1135	284			1135				
A-B	33	8			33				
A-C	1309	327			1309				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	381	0.092	53	4.5	0.1	11.549	B
B-A	38	9	133	0.285	55	4.7	0.4	55.247	F
C-AB	19	5	418	0.045	19	0.1	0.0	9.024	A
C-A	927	232			927				
A-B	27	7			27				
A-C	1069	267			1069				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	484	0.061	30	0.1	0.1	7.931	A
B-A	32	8	197	0.161	33	0.4	0.2	22.027	C
C-AB	16	4	465	0.034	16	0.0	0.0	8.022	A
C-A	776	194			776				
A-B	23	6			23				
A-C	895	224			895				

Existing Arrangement - 2031 'Do Minimum' Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	6.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 'Do Minimum' Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1078	100.000
B		ONE HOUR	✓	39	100.000
C		ONE HOUR	✓	1380	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	1046
	B	27	0	12
	C	1367	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.97	410.82	1.8	F	11	17
B-A	0.96	372.37	3.2	F	25	37
C-AB	0.04	9.48	0.0	A	12	18
C-A					1254	1882
A-B					29	44
A-C					960	1440

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	522	0.017	9	0.0	0.0	7.014	A
B-A	20	5	187	0.109	20	0.0	0.1	21.486	C
C-AB	10	2	492	0.020	10	0.0	0.0	7.457	A
C-A	1029	257			1029				
A-B	24	6			24				
A-C	787	197			787				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	465	0.023	11	0.0	0.0	7.929	A
B-A	24	6	121	0.200	24	0.1	0.2	36.687	E
C-AB	12	3	451	0.026	12	0.0	0.0	8.190	A
C-A	1229	307			1229				
A-B	29	7			29				
A-C	940	235			940				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	19	0.678	10	0.0	0.9	311.176	F
B-A	30	7	31	0.963	22	0.2	2.2	301.526	F
C-AB	14	4	394	0.036	14	0.0	0.0	9.473	A
C-A	1505	376			1505				
A-B	35	9			35				
A-C	1152	288			1152				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	14	0.971	10	0.9	1.8	410.815	F
B-A	30	7	31	0.963	26	2.2	3.2	372.369	F
C-AB	14	4	394	0.036	14	0.0	0.0	9.475	A
C-A	1505	376			1505				
A-B	35	9			35				
A-C	1152	288			1152				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	444	0.024	18	1.8	0.0	8.579	A
B-A	24	6	121	0.200	36	3.2	0.3	47.134	E
C-AB	12	3	451	0.026	12	0.0	0.0	8.191	A
C-A	1229	307			1229				
A-B	29	7			29				
A-C	940	235			940				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	9	2	521	0.017	9	0.0	0.0	7.027	A
B-A	20	5	187	0.109	21	0.3	0.1	21.752	C
C-AB	10	2	492	0.020	10	0.0	0.0	7.461	A
C-A	1029	257			1029				
A-B	24	6			24				
A-C	787	197			787				

Existing Arrangement - 2031 'Do Minimum' + Site B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	23.91	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 'Do Minimum' + Site B	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1232	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	1073	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	1202
	B	42	0	93
	C	1035	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.29	407.93	14.0	F	85	128
B-A	1.24	475.05	6.9	F	39	58
C-AB	0.12	11.69	0.1	B	35	52
C-A					950	1425
A-B					28	41
A-C					1103	1654

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	70	18	421	0.166	69	0.0	0.2	10.212	B
B-A	32	8	218	0.145	31	0.0	0.2	19.225	C
C-AB	29	7	462	0.062	28	0.0	0.1	8.294	A
C-A	779	195			779				
A-B	23	6			23				
A-C	905	226			905				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	361	0.232	83	0.2	0.3	12.941	B
B-A	38	9	142	0.266	37	0.2	0.3	34.126	D
C-AB	34	9	415	0.082	34	0.1	0.1	9.449	A
C-A	930	233			930				
A-B	27	7			27				
A-C	1081	270			1081				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	26	81	1.262	73	0.3	7.7	255.585	F
B-A	46	12	37	1.240	31	0.3	4.2	358.579	F
C-AB	42	10	350	0.120	42	0.1	0.1	11.672	B
C-A	1140	285			1140				
A-B	33	8			33				
A-C	1323	331			1323				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	26	79	1.293	77	7.7	14.0	407.935	F
B-A	46	12	37	1.237	35	4.2	6.9	475.053	F
C-AB	42	10	350	0.120	42	0.1	0.1	11.687	B
C-A	1140	285			1140				
A-B	33	8			33				
A-C	1323	331			1323				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	315	0.266	138	14.0	0.4	27.529	D
B-A	38	9	133	0.284	64	6.9	0.4	69.178	F
C-AB	34	9	415	0.082	34	0.1	0.1	9.461	A
C-A	930	233			930				
A-B	27	7			27				
A-C	1081	270			1081				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	70	18	420	0.167	71	0.4	0.2	10.330	B
B-A	32	8	217	0.145	33	0.4	0.2	19.587	C
C-AB	29	7	462	0.062	29	0.1	0.1	8.309	A
C-A	779	195			779				
A-B	23	6			23				
A-C	905	226			905				

Existing Arrangement - 2031 'Do Minimum' + Site B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	34.84	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 'Do Minimum' + Site B	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1083	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	1426	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	1051
	B	27	0	32
	C	1376	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.81	1485.59	8.9	F	29	44
B-A	1.78	1533.21	7.6	F	25	37
C-AB	0.14	10.66	0.2	B	46	69
C-A					1263	1894
A-B					29	44
A-C					964	1447

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	454	0.053	24	0.0	0.1	8.362	A
B-A	20	5	202	0.100	20	0.0	0.1	19.694	C
C-AB	38	9	491	0.077	37	0.0	0.1	7.921	A
C-A	1036	259			1036				
A-B	24	6			24				
A-C	791	198			791				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	404	0.071	29	0.1	0.1	9.592	A
B-A	24	6	124	0.195	24	0.1	0.2	35.637	E
C-AB	45	11	450	0.100	45	0.1	0.1	8.883	A
C-A	1237	309			1237				
A-B	29	7			29				
A-C	945	236			945				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	19	1.812	16	0.1	4.8	668.022	F
B-A	30	7	17	1.772	14	0.2	4.2	721.965	F
C-AB	55	14	393	0.140	55	0.1	0.2	10.646	B
C-A	1515	379			1515				
A-B	35	9			35				
A-C	1157	289			1157				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	20	1.799	19	4.8	8.9	1485.588	F
B-A	30	7	17	1.781	16	4.2	7.6	1533.211	F
C-AB	55	14	393	0.140	55	0.2	0.2	10.658	B
C-A	1515	379			1515				
A-B	35	9			35				
A-C	1157	289			1157				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	352	0.082	64	8.9	0.1	14.092	B
B-A	24	6	123	0.197	54	7.6	0.3	72.511	F
C-AB	45	11	450	0.100	45	0.2	0.1	8.897	A
C-A	1237	309			1237				
A-B	29	7			29				
A-C	945	236			945				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	453	0.053	24	0.1	0.1	8.389	A
B-A	20	5	202	0.101	21	0.3	0.1	19.933	C
C-AB	38	9	491	0.077	38	0.1	0.1	7.938	A
C-A	1036	259			1036				
A-B	24	6			24				
A-C	791	198			791				

Existing Arrangement - 2031 'Do Minimum' + Site B + Site C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	27.54	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031 'Do Minimum' + Site B + Site C	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1237	100.000
B		ONE HOUR	✓	135	100.000
C		ONE HOUR	✓	1089	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	30	1207
	B	42	0	93
	C	1051	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	1.42	479.48	17.0	F	85	128
B-A	1.37	541.16	8.2	F	39	58
C-AB	0.12	11.74	0.1	B	35	52
C-A					964	1447
A-B					28	41
A-C					1108	1661

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	70	18	420	0.167	69	0.0	0.2	10.246	B
B-A	32	8	215	0.147	31	0.0	0.2	19.536	C
C-AB	29	7	461	0.062	28	0.0	0.1	8.313	A
C-A	791	198			791				
A-B	23	6			23				
A-C	909	227			909				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	359	0.233	83	0.2	0.3	13.041	B
B-A	38	9	138	0.273	37	0.2	0.4	35.311	E
C-AB	34	9	414	0.083	34	0.1	0.1	9.478	A
C-A	945	236			945				
A-B	27	7			27				
A-C	1085	271			1085				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	26	73	1.396	67	0.3	9.2	314.147	F
B-A	46	12	34	1.370	29	0.4	4.8	424.039	F
C-AB	42	10	348	0.120	42	0.1	0.1	11.728	B
C-A	1157	289			1157				
A-B	33	8			33				
A-C	1329	332			1329				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	102	26	72	1.422	71	9.2	17.0	479.484	F
B-A	46	12	34	1.369	32	4.8	8.2	541.160	F
C-AB	42	10	348	0.120	42	0.1	0.1	11.742	B
C-A	1157	289			1157				
A-B	33	8			33				
A-C	1329	332			1329				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	84	21	298	0.281	150	17.0	0.4	37.972	E
B-A	38	9	126	0.300	69	8.2	0.5	90.939	F
C-AB	34	9	414	0.083	34	0.1	0.1	9.490	A
C-A	945	236			945				
A-B	27	7			27				
A-C	1085	271			1085				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	70	18	419	0.167	71	0.4	0.2	10.374	B
B-A	32	8	214	0.148	33	0.5	0.2	19.948	C
C-AB	29	7	461	0.062	29	0.1	0.1	8.327	A
C-A	791	198			791				
A-B	23	6			23				
A-C	909	227			909				

Existing Arrangement - 2031 'Do Minimum' + Site B + Site C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	54.75	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 'Do Minimum' + Site B + Site C	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1094	100.000
B		ONE HOUR	✓	59	100.000
C		ONE HOUR	✓	1432	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	32	1062
	B	27	0	32
	C	1382	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	2.44	2361.74	11.0	F	29	44
B-A	2.40	2422.33	9.4	F	25	37
C-AB	0.14	10.76	0.2	B	46	69
C-A					1268	1902
A-B					29	44
A-C					975	1462

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	452	0.053	24	0.0	0.1	8.405	A
B-A	20	5	199	0.102	20	0.0	0.1	20.016	C
C-AB	38	9	489	0.077	37	0.0	0.1	7.959	A
C-A	1040	260			1040				
A-B	24	6			24				
A-C	800	200			800				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	401	0.072	29	0.1	0.1	9.673	A
B-A	24	6	121	0.201	24	0.1	0.2	36.912	E
C-AB	45	11	447	0.100	45	0.1	0.1	8.940	A
C-A	1242	311			1242				
A-B	29	7			29				
A-C	955	239			955				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	14	2.436	12	0.1	5.8	876.919	F
B-A	30	7	12	2.380	11	0.2	5.0	941.597	F
C-AB	55	14	390	0.141	55	0.1	0.2	10.747	B
C-A	1522	380			1522				
A-B	35	9			35				
A-C	1169	292			1169				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	35	9	15	2.420	14	5.8	11.0	2361.742	F
B-A	30	7	12	2.396	12	5.0	9.4	2422.331	F
C-AB	55	14	390	0.141	55	0.2	0.2	10.759	B
C-A	1522	380			1522				
A-B	35	9			35				
A-C	1169	292			1169				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	29	7	327	0.088	72	11.0	0.1	16.804	C
B-A	24	6	119	0.205	61	9.4	0.3	97.556	F
C-AB	45	11	447	0.100	45	0.2	0.1	8.954	A
C-A	1242	311			1242				
A-B	29	7			29				
A-C	955	239			955				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	24	6	451	0.053	24	0.1	0.1	8.436	A
B-A	20	5	199	0.102	21	0.3	0.1	20.274	C
C-AB	38	9	489	0.077	38	0.1	0.1	7.974	A
C-A	1040	260			1040				
A-B	24	6			24				
A-C	800	200			800				

Existing Arrangement - 2031 'Do Something' Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2031 'Do Something' Baseline	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1133	100.000
B		ONE HOUR	✓	75	100.000
C		ONE HOUR	✓	997	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	1109
	B	45	0	30
	C	972	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	20.14	0.2	C	28	41
B-A	0.67	133.93	1.7	F	41	62
C-AB	0.07	10.26	0.1	B	23	34
C-A					892	1338
A-B					22	33
A-C					1018	1526

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	502	0.045	22	0.0	0.0	7.499	A
B-A	34	8	217	0.156	33	0.0	0.2	19.534	C
C-AB	19	5	482	0.039	19	0.0	0.0	7.774	A
C-A	732	183			732				
A-B	18	5			18				
A-C	835	209			835				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	27	7	440	0.061	27	0.0	0.1	8.717	A
B-A	40	10	157	0.258	40	0.2	0.3	30.579	D
C-AB	22	6	438	0.051	22	0.0	0.1	8.655	A
C-A	874	218			874				
A-B	22	5			22				
A-C	997	249			997				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	33	8	245	0.135	33	0.1	0.2	16.955	C
B-A	50	12	74	0.668	45	0.3	1.5	111.465	F
C-AB	28	7	378	0.073	27	0.1	0.1	10.256	B
C-A	1070	268			1070				
A-B	26	7			26				
A-C	1221	305			1221				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	33	8	212	0.156	33	0.2	0.2	20.139	C
B-A	50	12	74	0.669	49	1.5	1.7	133.934	F
C-AB	28	7	378	0.073	28	0.1	0.1	10.260	B
C-A	1070	268			1070				
A-B	26	7			26				
A-C	1221	305			1221				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	27	7	432	0.062	27	0.2	0.1	8.911	A
B-A	40	10	157	0.258	46	1.7	0.4	33.692	D
C-AB	22	6	438	0.051	23	0.1	0.1	8.661	A
C-A	874	218			874				
A-B	22	5			22				
A-C	997	249			997				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	23	6	501	0.045	23	0.1	0.0	7.524	A
B-A	34	8	217	0.156	35	0.4	0.2	19.841	C
C-AB	19	5	482	0.039	19	0.1	0.0	7.782	A
C-A	732	183			732				
A-B	18	5			18				
A-C	835	209			835				

Existing Arrangement - 2031 'Do Something' Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	1.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 'Do Something' Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	991	100.000
B		ONE HOUR	✓	43	100.000
C		ONE HOUR	✓	1295	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	967
	B	29	0	14
	C	1282	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	11.11	0.0	B	13	19
B-A	0.49	104.72	0.9	F	27	40
C-AB	0.03	8.89	0.0	A	12	18
C-A					1176	1765
A-B					22	33
A-C					887	1331

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	540	0.020	10	0.0	0.0	6.798	A
B-A	22	5	211	0.104	21	0.0	0.1	18.986	C
C-AB	10	2	510	0.019	10	0.0	0.0	7.202	A
C-A	965	241			965				
A-B	18	5			18				
A-C	728	182			728				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	489	0.026	13	0.0	0.0	7.552	A
B-A	26	7	150	0.174	26	0.1	0.2	28.967	D
C-AB	12	3	472	0.025	12	0.0	0.0	7.825	A
C-A	1152	288			1152				
A-B	22	5			22				
A-C	869	217			869				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	354	0.044	15	0.0	0.0	10.623	B
B-A	32	8	65	0.488	30	0.2	0.8	95.386	F
C-AB	14	4	419	0.034	14	0.0	0.0	8.887	A
C-A	1412	353			1412				
A-B	26	7			26				
A-C	1065	266			1065				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	340	0.045	15	0.0	0.0	11.106	B
B-A	32	8	65	0.488	32	0.8	0.9	104.721	F
C-AB	14	4	419	0.034	14	0.0	0.0	8.889	A
C-A	1412	353			1412				
A-B	26	7			26				
A-C	1065	266			1065				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	13	3	486	0.026	13	0.0	0.0	7.613	A
B-A	26	7	150	0.174	29	0.9	0.2	30.316	D
C-AB	12	3	472	0.025	12	0.0	0.0	7.828	A
C-A	1152	288			1152				
A-B	22	5			22				
A-C	869	217			869				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	11	3	539	0.020	11	0.0	0.0	6.810	A
B-A	22	5	211	0.104	22	0.2	0.1	19.157	C
C-AB	10	2	510	0.019	10	0.0	0.0	7.202	A
C-A	965	241			965				
A-B	18	5			18				
A-C	728	182			728				

Existing Arrangement - 2031 'Do Something' + Site B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	4.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 'Do Something' + Site B	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1146	100.000
B		ONE HOUR	✓	129	100.000
C		ONE HOUR	✓	1018	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	1122
	B	45	0	84
	C	976	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	41.69	1.0	E	77	116
B-A	0.72	161.03	2.0	F	41	62
C-AB	0.12	10.96	0.1	B	39	58
C-A					896	1343
A-B					22	33
A-C					1030	1544

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	436	0.145	63	0.0	0.2	9.612	A
B-A	34	8	241	0.141	33	0.0	0.2	17.308	C
C-AB	32	8	479	0.066	31	0.0	0.1	8.036	A
C-A	735	184			735				
A-B	18	5			18				
A-C	845	211			845				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	383	0.197	75	0.2	0.2	11.698	B
B-A	40	10	170	0.239	40	0.2	0.3	27.652	D
C-AB	38	9	435	0.087	38	0.1	0.1	9.053	A
C-A	877	219			877				
A-B	22	5			22				
A-C	1009	252			1009				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	92	23	210	0.440	90	0.2	0.7	29.627	D
B-A	50	12	70	0.713	44	0.3	1.6	124.880	F
C-AB	46	12	375	0.123	46	0.1	0.1	10.951	B
C-A	1075	269			1075				
A-B	26	7			26				
A-C	1235	309			1235				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	92	23	176	0.524	91	0.7	1.0	41.694	E
B-A	50	12	69	0.723	48	1.6	2.0	161.031	F
C-AB	46	12	375	0.123	46	0.1	0.1	10.962	B
C-A	1075	269			1075				
A-B	26	7			26				
A-C	1235	309			1235				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	375	0.201	79	1.0	0.3	12.255	B
B-A	40	10	169	0.239	47	2.0	0.3	30.945	D
C-AB	38	9	435	0.087	38	0.1	0.1	9.065	A
C-A	877	219			877				
A-B	22	5			22				
A-C	1009	252			1009				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	436	0.145	64	0.3	0.2	9.686	A
B-A	34	8	240	0.141	35	0.3	0.2	17.537	C
C-AB	32	8	479	0.066	32	0.1	0.1	8.051	A
C-A	735	184			735				
A-B	18	5			18				
A-C	845	211			845				

Existing Arrangement - 2031 'Do Something' + Site B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 'Do Something' + Site B	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	996	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	1341	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	972
	B	29	0	34
	C	1291	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.15	16.35	0.2	C	31	47
B-A	0.57	140.22	1.1	F	27	40
C-AB	0.13	9.92	0.2	A	46	69
C-A					1185	1777
A-B					22	33
A-C					892	1338

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	6	470	0.055	25	0.0	0.1	8.098	A
B-A	22	5	229	0.095	21	0.0	0.1	17.274	C
C-AB	38	9	509	0.074	37	0.0	0.1	7.634	A
C-A	972	243			972				
A-B	18	5			18				
A-C	732	183			732				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	426	0.072	30	0.1	0.1	9.110	A
B-A	26	7	157	0.166	26	0.1	0.2	27.388	D
C-AB	45	11	471	0.096	45	0.1	0.1	8.455	A
C-A	1161	290			1161				
A-B	22	5			22				
A-C	874	218			874				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	37	9	281	0.133	37	0.1	0.2	14.719	B
B-A	32	8	56	0.568	29	0.2	1.0	120.675	F
C-AB	55	14	418	0.132	55	0.1	0.1	9.912	A
C-A	1421	355			1421				
A-B	26	7			26				
A-C	1070	268			1070				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	37	9	257	0.145	37	0.2	0.2	16.354	C
B-A	32	8	56	0.569	31	1.0	1.1	140.217	F
C-AB	55	14	418	0.132	55	0.1	0.2	9.922	A
C-A	1421	355			1421				
A-B	26	7			26				
A-C	1070	268			1070				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	422	0.072	31	0.2	0.1	9.223	A
B-A	26	7	157	0.166	30	1.1	0.2	29.110	D
C-AB	45	11	471	0.096	45	0.2	0.1	8.467	A
C-A	1161	290			1161				
A-B	22	5			22				
A-C	874	218			874				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	6	469	0.055	26	0.1	0.1	8.120	A
B-A	22	5	229	0.095	22	0.2	0.1	17.421	C
C-AB	38	9	509	0.074	38	0.1	0.1	7.646	A
C-A	972	243			972				
A-B	18	5			18				
A-C	732	183			732				

Existing Arrangement - 2031 'Do Something' + Site B + Site C, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	6.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031 'Do Something' + Site B + Site C	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1151	100.000
B		ONE HOUR	✓	129	100.000
C		ONE HOUR	✓	1034	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	1127
	B	45	0	84
	C	992	42	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.64	63.29	1.5	F	77	116
B-A	0.78	193.51	2.3	F	41	62
C-AB	0.12	11.01	0.1	B	39	58
C-A					910	1365
A-B					22	33
A-C					1034	1551

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	435	0.145	63	0.0	0.2	9.642	A
B-A	34	8	238	0.143	33	0.0	0.2	17.561	C
C-AB	32	8	478	0.066	31	0.0	0.1	8.054	A
C-A	747	187			747				
A-B	18	5			18				
A-C	848	212			848				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	381	0.198	75	0.2	0.2	11.770	B
B-A	40	10	166	0.244	40	0.2	0.3	28.430	D
C-AB	38	9	434	0.087	38	0.1	0.1	9.080	A
C-A	892	223			892				
A-B	22	5			22				
A-C	1013	253			1013				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	92	23	190	0.487	90	0.2	0.9	35.216	E
B-A	50	12	65	0.763	43	0.3	1.9	141.805	F
C-AB	46	12	373	0.124	46	0.1	0.1	10.999	B
C-A	1092	273			1092				
A-B	26	7			26				
A-C	1241	310			1241				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	92	23	144	0.642	90	0.9	1.5	63.291	F
B-A	50	12	64	0.778	48	1.9	2.3	193.508	F
C-AB	46	12	373	0.124	46	0.1	0.1	11.010	B
C-A	1092	273			1092				
A-B	26	7			26				
A-C	1241	310			1241				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	371	0.203	81	1.5	0.3	12.592	B
B-A	40	10	165	0.245	48	2.3	0.3	32.740	D
C-AB	38	9	434	0.087	38	0.1	0.1	9.093	A
C-A	892	223			892				
A-B	22	5			22				
A-C	1013	253			1013				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	63	16	434	0.146	64	0.3	0.2	9.718	A
B-A	34	8	237	0.143	35	0.3	0.2	17.804	C
C-AB	32	8	478	0.066	32	0.1	0.1	8.068	A
C-A	747	187			747				
A-B	18	5			18				
A-C	848	212			848				

Existing Arrangement - 2031 'Do Something' + Site B + Site C, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bradbourne Lane / London Road T-junction	T-Junction	Two-way	2.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D16	2031 'Do Something' + Site B + Site C	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1007	100.000
B		ONE HOUR	✓	63	100.000
C		ONE HOUR	✓	1347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	24	983
	B	29	0	34
	C	1297	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.17	19.09	0.2	C	31	47
B-A	0.62	165.40	1.3	F	27	40
C-AB	0.13	10.01	0.2	B	46	69
C-A					1190	1785
A-B					22	33
A-C					902	1353

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	6	468	0.055	25	0.0	0.1	8.138	A
B-A	22	5	226	0.096	21	0.0	0.1	17.522	C
C-AB	38	9	506	0.074	37	0.0	0.1	7.669	A
C-A	976	244			976				
A-B	18	5			18				
A-C	740	185			740				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	423	0.072	30	0.1	0.1	9.178	A
B-A	26	7	153	0.170	26	0.1	0.2	28.155	D
C-AB	45	11	468	0.096	45	0.1	0.1	8.507	A
C-A	1166	291			1166				
A-B	22	5			22				
A-C	884	221			884				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	37	9	260	0.144	37	0.1	0.2	16.154	C
B-A	32	8	52	0.615	28	0.2	1.1	137.374	F
C-AB	55	14	415	0.133	55	0.1	0.2	10.000	A
C-A	1428	357			1428				
A-B	26	7			26				
A-C	1082	271			1082				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	37	9	226	0.166	37	0.2	0.2	19.089	C
B-A	32	8	52	0.617	31	1.1	1.3	165.399	F
C-AB	55	14	415	0.133	55	0.2	0.2	10.009	B
C-A	1428	357			1428				
A-B	26	7			26				
A-C	1082	271			1082				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	418	0.073	31	0.2	0.1	9.315	A
B-A	26	7	153	0.170	30	1.3	0.2	30.296	D
C-AB	45	11	468	0.096	45	0.2	0.1	8.519	A
C-A	1166	291			1166				
A-B	22	5			22				
A-C	884	221			884				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	26	6	467	0.055	26	0.1	0.1	8.160	A
B-A	22	5	226	0.096	22	0.2	0.1	17.676	C
C-AB	38	9	506	0.074	38	0.1	0.1	7.684	A
C-A	976	244			976				
A-B	18	5			18				
A-C	740	185			740				

A20 / New Hythe Lane Junction (LinSig)

Full Input Data And Results

Network Summary

Scenario 1: '2031 'Do Minimum' Background AM' (FG1: '2031 'Do Minimum' Background AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 163.12 pcuHr
Worst PRC: -30.45 % (On Lane 3/1)

Scenario 2: '2031 'Do Minimum' Background PM' (FG2: '2031 'Do Minimum' Background PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 123.61 pcuHr
Worst PRC: -31.22 % (On Lane 3/1)

Scenario 3: '2031 'Do Minimum' + Site B AM' (FG9: '2031 'Do Minimum' + Site B AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 185.45 pcuHr
Worst PRC: -30.50 % (On Lane 3/1)

Scenario 4: '2031 'Do Minimum' + Site B PM' (FG10: '2031 'Do Minimum' + Site B PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 122.06 pcuHr
Worst PRC: -35.58 % (On Lane 3/1)

Scenario 5: '2031 'Do Minimum' + Site C AM' (FG11: '2031 'Do Minimum' + Site C AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 159.37 pcuHr
Worst PRC: -30.91 % (On Lane 3/1)

Scenario 6: '2031 'Do Minimum' + Site C PM' (FG12: '2031 'Do Minimum' + Site C PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 103.90 pcuHr
Worst PRC: -24.29 % (On Lane 3/1)

Scenario 7: '2031 'Do Minimum' + Site B + Site C AM' (FG13: '2031 'Do Minimum' + Site B + Site C AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 191.77 pcuHr
Worst PRC: -34.55 % (On Lane 2/1)

Scenario 8: '2031 'Do Minimum' + Site B + Site C PM' (FG14: '2031 'Do Minimum' + Site B + Site C PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 127.73 pcuHr
Worst PRC: -36.64 % (On Lane 3/1)

Full Input Data And Results

Scenario 9: '2031 'Do Something' Background AM' (FG3: '2031 'Do Something' Background AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 85.15 pcuHr
Worst PRC: -20.56 % (On Lane 1/2)

Scenario 10: '2031 'Do Something' Background PM' (FG4: '2031 'Do Something' Background PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 90.26 pcuHr
Worst PRC: -33.07 % (On Lane 3/1)

Scenario 11: '2031 'Do Something' + Site B AM' (FG15: '2031 'Do Something' + Site B AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 99.17 pcuHr
Worst PRC: -18.33 % (On Lane 2/1)

Scenario 12: '2031 'Do Something' + Site B PM' (FG16: '2031 'Do Something' + Site B PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 96.78 pcuHr
Worst PRC: -33.20 % (On Lane 3/1)

Scenario 13: '2031 'Do Something' + Site C AM' (FG17: '2031 'Do Something' + Site C AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 79.78 pcuHr
Worst PRC: -18.06 % (On Lane 3/1)

Scenario 14: '2031 'Do Something' + Site C PM' (FG18: '2031 'Do Something' + Site C PM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 94.00 pcuHr
Worst PRC: -33.94 % (On Lane 3/1)

Scenario 15: '2031 'Do Something' + Site B + Site C AM' (FG19: '2031 'Do Something' + Site B + Site C AM', Plan 1: 'Network Control Plan 1')

Total Network Delay: 103.73 pcuHr
Worst PRC: -19.06 % (On Lane 2/1)

Scenario 16: '2031 'Do Something' + Site B + Site C PM' (FG20: '2031 'Do Something' + Site B + Site C PM', Plan 1: 'Network Control Plan 1')

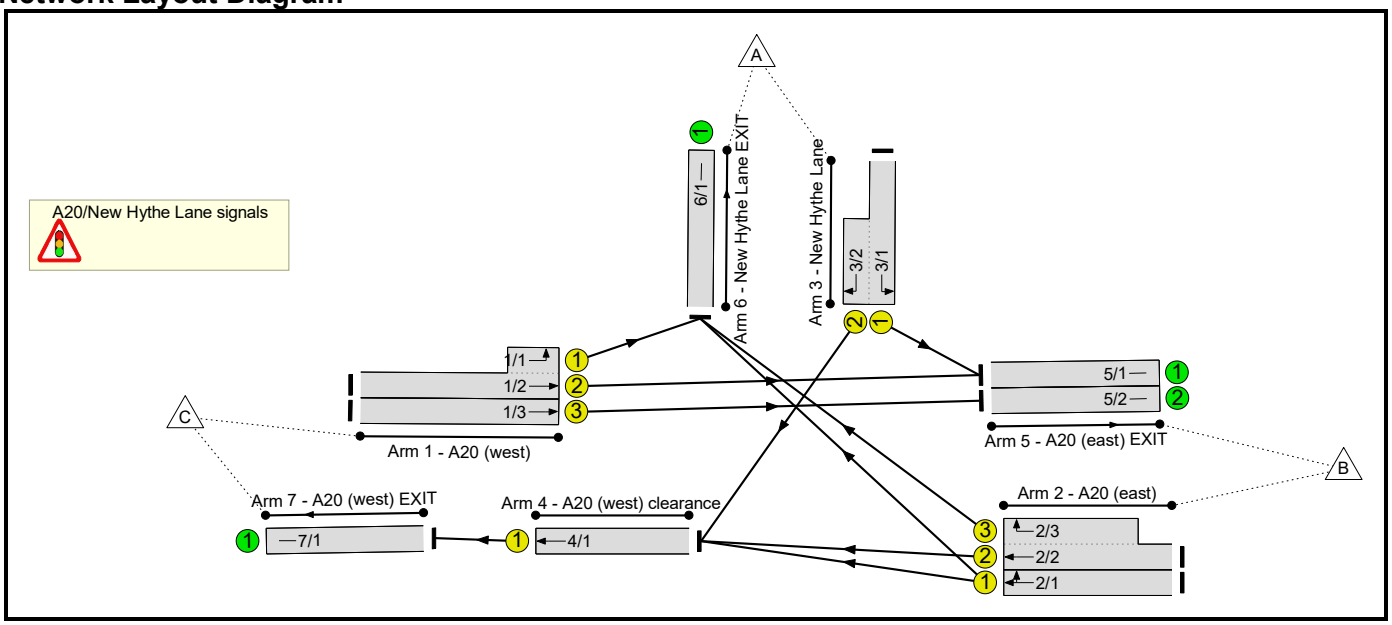
Total Network Delay: 103.59 pcuHr
Worst PRC: -40.10 % (On Lane 3/1)

Full Input Data And Results

User and Project Details

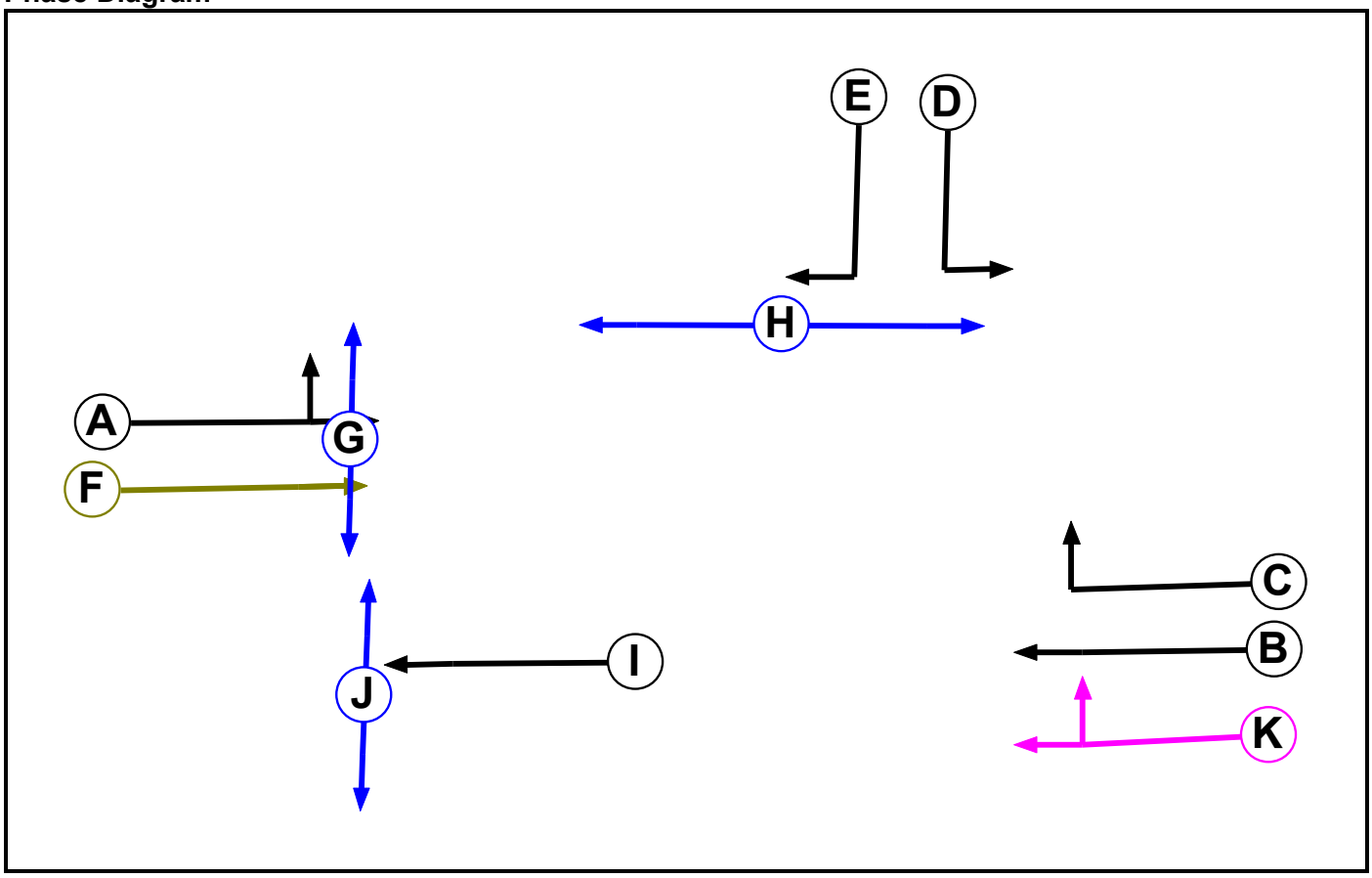
Project:	
Title:	
Location:	
Additional detail:	
File name:	A20_New Hythe Lane existing layout.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	A	3	0
G	Pedestrian		6	6
H	Pedestrian		7	7
I	Traffic		7	7
J	Pedestrian		6	6
K	Bus		7	7

Full Input Data And Results

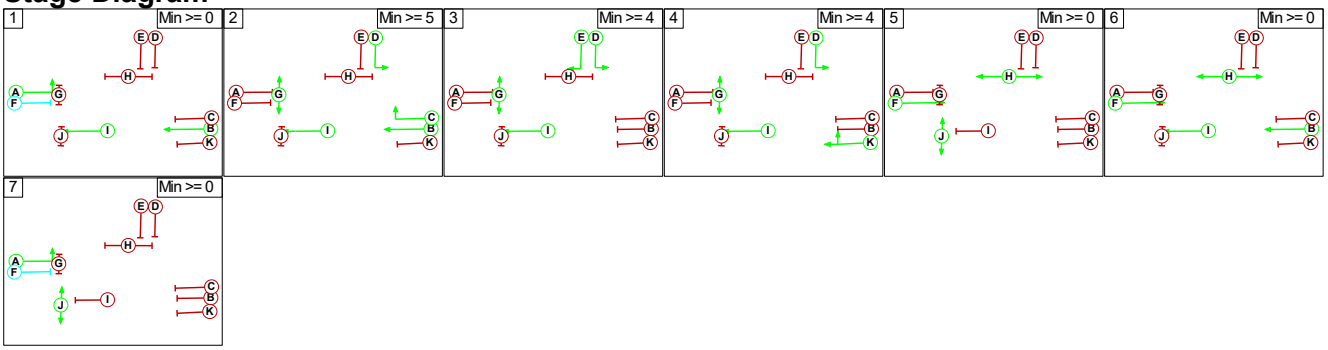
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	5	6	5	-	5	6	-	-	5
B	-		-	-	6	-	-	-	-	9	5
C	8	-		-	7	6	-	11	-	-	5
D	5	-	-		-	5	-	5	-	-	-
E	5	5	5	-		5	-	5	-	10	5
F	-	-	5	6	5		5	-	-	-	5
G	13	-	-	-	-	13		-	-	-	-
H	19	-	19	19	19	-	-		-	-	19
I	-	-	-	-	-	-	-	-		5	-
J	-	8	-	-	5	-	-	-	8		5
K	8	5	5	-	7	6	-	11	-	9	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7
1		6	6	6	9	6	9
2	13		7	5	13	13	13
3	13	5		5	13	13	13
4	13	5	7		13	13	13
5	19	X	X	X		8	19
6	19	X	X	X	9		19
7	8	8	8	8	6	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A20/New Hythe Lane signals
There are no Opposed Lanes in this Junction