

Shepway District Council

Proposed Leisure Centre and
Mixed-Use Development at
Princes Parade
Hythe



Environmental Statement
Technical Annex 8
Transport

August 2017

Peter Radmall Associates
environmental planning and assessment





Transport Assessment
Princes Parade, Hythe
Shepway District Council



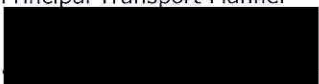
Transport Assessment
Princes Parade, Hythe
Shepway District Council

Document Ref: 617845 Rep.899
Revision: A
Date: August 2017

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Revision No	Date	Status	Changes	Author	Approved
-	July 2017	Draft	-	Lauren Elliott	Jonathan Rodger
A	August 2017	Final	Minor Amendments	Lauren Elliott	Jonathan Rodger

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1 Introduction

- 1.1 MLM Consulting Engineers have been instructed by Shepway District Council to provide a Transport Assessment for a hybrid planning application for development at Princes Parade, Hythe. A plan showing the location of the site is included in **Appendix 1**.

The structure of the planning application is detailed below and a parameter plan showing the boundaries of the detailed / outline areas is shown in **Appendix 2**.

Detailed application for:

- Leisure Centre consisting of a 25m swimming pool, teaching pool, studio space and gym, (Total GFA: 2961m²);
- The realignment of Princes Parade including associated parking, traffic calming and open space.

Outline application for:

- 150 dwellings;
- Up to 1,270sqm of commercial uses including hotel, retail, and/or restaurant/cafe uses.

The proposed site masterplan and accommodation schedule are included in **Appendix 2** and the detailed Leisure Centre layout in **Appendix 3**.

- 1.2 This Transport Assessment will consider; the highway and transportation issues regarding the proposed development, determine how the proposal integrates with the current transport network and establish the predicted impact associated with the site.
- 1.3 Pre-application scoping discussions were held with Kent County Council (KCC) including a Transport Assessment Scoping Meeting. The scope and methodology of this Transport Assessment has been agreed with KCC.
- 1.4 This Transport Assessment is structured in the following way:
- Section 1 provides an introduction and sets out the structure of the report.
 - Section 2 describes existing conditions at the site of the proposed development and in the surrounding local area. It includes a description of the local highway network surrounding the site.
 - Section 3 describes the sustainable transport networks around the site and the range of local services and amenities available.
 - Section 4 provides a review of the transport planning policies relevant to the Site.
 - Section 5 provides a detailed description of the proposed development – including parking proposals and proposed vehicle access and circulation arrangements.
 - Section 6 provides an estimate of development traffic generation, distribution, assignment and the predicted traffic impact of the proposed development on the surrounding highway network.
 - Section 7 draws conclusions.

2 Baseline Conditions

Existing Site

- 2.1 The site is located to the east of Hythe town centre. To the north the site is bounded by the Royal Military Canal (a scheduled ancient monument), to the west by a compact golf course. To the south the site is bounded by a shingle beach. To the east lies the Seapoint Canoe Centre beyond which lies a recently complete residential development comprising of 22 flats.
- 2.2 The site has been previously been used as a refuse site however is now overgrown with scrub. Located in the north-east corner of the site is the Sea Point pay and display car park, (approximately 23 unmarked spaces), which is accessed via a simple priority junction from Princes Parade.

Seapoint Canoe Centre

- 2.3 Adjacent to the north-east corner of the site is the Seapoint Canoe Centre, which is accessed from the Sea Point car park. The Centre is currently housed in a temporary building and a planning application for a permanent structure was submitted in 2014 (Planning application: Y14/1248/SH). Permission was granted in 2015, however no construction work has begun on site. The approved proposals can be viewed in **Appendix 4**.

Local Highway Network

- 2.4 Princes Parade runs through the south of the site adjacent to the seafront. The road is approximately 7.5m wide with a 40mph speed limit along the main section of the road and a 30mph limit at the junctions of the connecting roads at each end. There are double yellow lines along the northern side of the carriageway however no parking restrictions on the southern side adjacent to the promenade. In peak periods of utilisation, parking on the southern side of the carriageway can create difficulties with two-way traffic passing and the proximity of the road to the sea splash wall can make it awkward to exit a vehicle once parked.
- 2.5 Seabrook Road (A259) is to the north of the site and connects with Princes Parade. It provides a link to Sandgate and Folkestone to the east and the centre of Hythe, New Romney and Hastings to the west. The road width ranges from 7.5m - 10m wide in the vicinity of the site and has a 30mph speed limit. The majority of the road in vicinity of the site has no parking control measures however on street parking does not affect the flow of traffic on the carriageway due to the width of the road.
- 2.6 Twiss Road is situated to the west of the site and connects Princes Parade with Seabrook Road. The speed limit is 30mph. The road width ranges from 6.2m - 7m wide. Excluding double yellow lines around junctions, there are no parking restrictions along the road, and cars tend to line each side of the carriageway.
- 2.7 South Road is used, along with Princes Parade and Slade Street, as an alternative to the A259 to access Hythe Town Centre. The road is approximately 9m wide and there are no parking restrictions. The road has been traffic calmed by a priority working to discourage 'rat running'. At the junction with Twiss Road, the carriageway has been narrowed to slow traffic and improve crossing facilities for pedestrians.

- 2.8 Princes Parade/ Seabrook Road Ghosted Right Junction.
There is one-way arrangement at this junction, surrounding a site on which a petrol station and restaurant are situated. There is ghosted right facility for vehicles accessing Princes Parade from the west. There are two lanes forming the westbound carriageway of Princes Parade at this junction. The right lane of which gives way to the eastbound carriageway of Princes Parade to 'loop' back to Seabrook Road.

- 2.9 Twiss Road/ Seabrook Road Ghosted Right Junction
The junction has a ghosted right facility for vehicles turning onto Twiss Road. Egressing from Twiss Road onto Seabrook road, vehicles can turn left only. There is stop line at the junction due to limited visibility to the east.

- 2.10 East Street/ Station Road/ Prospect Road/ High Street Roundabout
The roundabout junction is situated to the north west of the site. Observations highlighted a high number of U-turns on the Prospect Road and East Street arms, which are likely to be attributed to drivers accessing Waitrose and the left only restriction at the Twiss Road junction.

Parking

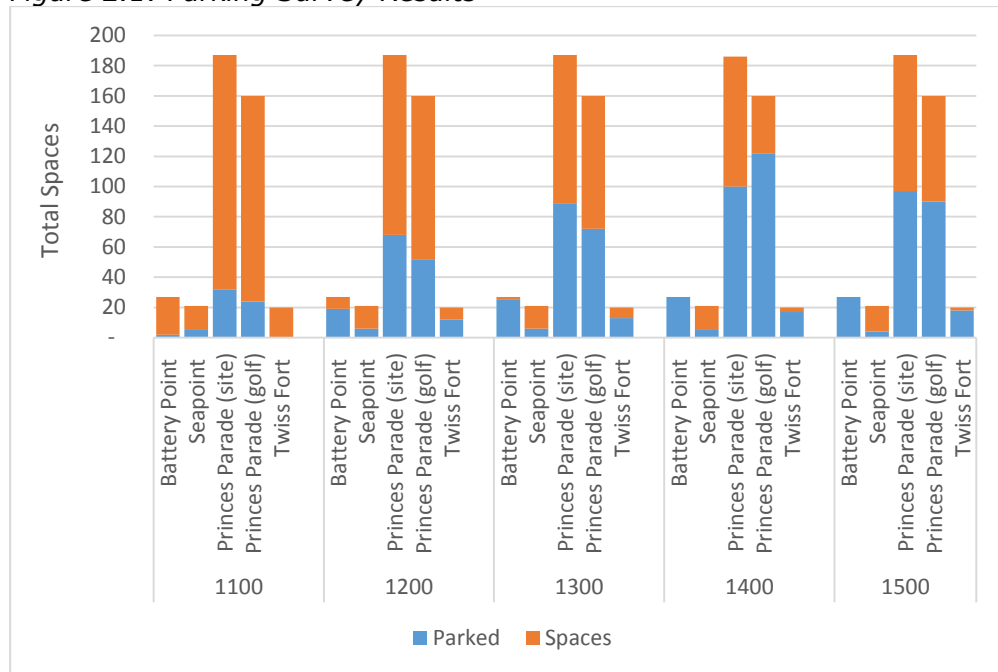
- 2.11 Given the proximity of the site to the promenade and beach, there is a high amount of parking provision in the area. This provision is detailed in Table 2.1 below.

Table 2.1: Parking Provision in vicinity of site.

Location	Type	Parking Spaces
Battery Point Car Park	Pay and Display	Regular Bays: 27 Disabled Bay: 2 Kiosk Bay: 1
Sea Point Car Park	Pay and Display	Regular Bays: 21 Disabled Bays: 2
Princes Parade (Section that runs through site)	On-Street (Free)	Approximately 187
Princes Parade (Adjacent to Golf Course)	On-Street (Free)	Approximately 160
Twiss Fort Car Park	Pay and Display	Regular Bays: 20 Disabled Bays: 2

- 2.12 Parking surveys were undertaken on the parking areas listed in Table 2.1 on Saturday 23rd July 2016: a hot and sunny day at the beginning of the school summer holidays, the recorded temperature on the day reached 26° C. These conditions are representative of a maximum use scenario for parking facilities in the vicinity of the site given the attraction of the beach. The data is summarised in Figure 2.1 below and is included in full in **Appendix 5.**

Figure 2.1: Parking Survey Results



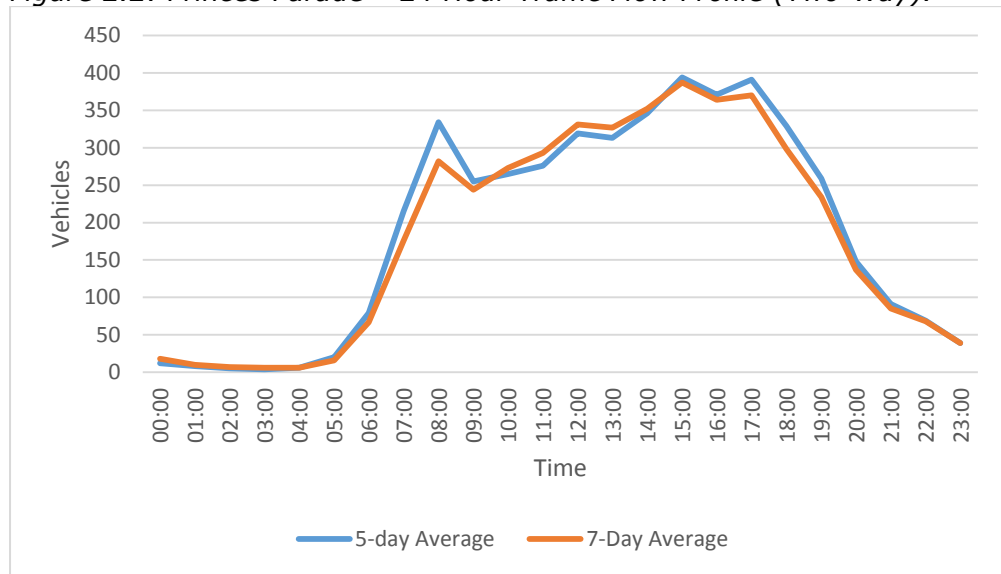
2.13 The parking survey results show a peak of 100 cars parked on the section of Princes Parade that runs through the site at 2pm.

Traffic Flows

2.14 An automatic traffic counter (ATC) survey was undertaken on the section of Princes Parade that runs through the site. The location of the ATC survey and the raw ATC survey data recorded are provided in **Appendix 6**. The ATC survey was undertaken over a 7 day period commencing Wednesday 07th September 2016. The ATC survey recorded traffic flow volumes, vehicle categories and speeds.

2.15 During the AM peak hour (08:00-09:00), the average weekday traffic volume in the eastbound and westbound direction was 161 and 173 vehicles respectively. During the PM peak hour (17:00-18:00), the corresponding traffic volume in the eastbound and westbound direction was 175 and 216 vehicles respectively. A 24 hour, two-way traffic flow profile for Princes Parade is shown in Figure 2.2.

Figure 2.2: Princes Parade – 24 Hour Traffic Flow Profile (Two-Way).



2.16 The ATC data was used to confirm the following mean (average) and 85th percentile speeds along the section of Princes Parade adjacent to the site:

- Mean vehicle speed – eastbound: 38.6 mph
- Mean vehicle speed – westbound: 41 mph
- 85th percentile vehicle speed – eastbound: 45.6 mph
- 85th percentile vehicle speed – westbound: 48.3 mph

2.17 Manual traffic counts were undertaken on the 7th September 2016 at the following junctions:

- Princes Parade/ Seabrook Road (A259)/ Battery Point – Staggered Crossroad Junction;
- Twiss Road/ Seabrook Road (A259) - Ghosted Right Priority Junction;
- Twiss Road/ South Road -Simple Priority Junction;
- East Street (A259)/ Prospect Road (A259)/ High Street/ Station Road – Roundabout.

2.18 The survey results are included in full in **Appendix 6** and are summarised in Table 2.2 to 2.5 below.

Table 2.2: MCC Two-Way Traffic Flows (PCUs): Princes Parade/ Seabrook Road (A259).

Time Segment	Battery Point	Seabrook Road (E)	Princes Parade	Seabrook Road (W)
08:00-09:00	41	1116	343	949
17:00-18:00	35	1187	466	1074

Table 2.3: MCC Two-Way Traffic Flows (PCUs): Twiss Road/ Seabrook Road (A259)/ Bell Inn Road.

Time Segment	Bell Inn Road	Seabrook Road (E)	Twiss Road	Seabrook Road (W)
08:00-09:00	12	1052	238	1252
17:00-18:00	3	998	357	1334

Table 2.4: MCC Two-Way Traffic Flows (PCUs): Twiss Road/ South Road.

Time Segment	Twiss Road (N)	South Road	Twiss Road (S)
08:00-09:00	182	314	350
17:00-18:00	272	375	437

Table 2.5: MCC Two-Way Traffic Flows (PCUs): East Street (A259)/ Prospect Road (A259)/ High Street/ Station Road

Time Segment	Station Road	East Street	Prospect Road	High Street
08:00-09:00	758	1237	1410	66
17:00-18:00	703	1309	1548	75

Accident Statistics

- 2.19 Personal Injury accident data has been obtained from Kent County Council for the latest available 3 year period for the area surrounding the site and key junctions. The data can be viewed in full in **Appendix 7**.
- 2.20 In the last 3 years there have been 3 serious accidents in the surveyed area, which are summarised in the table below. While all of these accidents are unfortunate there is no trend in the circumstances of the accidents and nothing to suggest that they are a result of road design. A summary of these accidents is provided in Table 2.6.

Table 2.6: Serious Accident Summary

Date/ Time/ Conditions	Location	Involved	Description
04.07.15 00:38 Dry/Fine	Princes Parade, (617020E, 134414N)	Vehicles- 3 Casualties- 2	V1 skidded and caused V2 to shunt into a lamppost.
25.10.15 16:00 Dry/Fine	A259 Prospect Road Rdbt, with East Street. (616536E, 134881N)	Vehicles- 1 Casualties- 1	Casualty was hit by a pedal cycle as stepping off bus.
03.05.14 09:55 Dry/Fine	A259 East Street, - (616640E, 134890N)	Vehicles- 1 Casualties- 1	Motorcycle rear wheel appeared to slide, this was corrected and resulted in the driver being thrown from the vehicle.

Committed Development

- 2.21 There are several developments in the vicinity of the site. There is recently completed development to the east comprising of 22 flats, (Olivia Court). To the west there is a residential development, (Imperial Green), comprising of 75 dwellings to the rear of Hythe Imperial Hotel. This development is in its final phase. To the northeast of the site there is the Shorncliffe Garrison development of 1200 homes, a primary school, nursery and other community facilities. Planning permission was granted in 2015.

3 Sustainability

- 3.1 An accessibility plan is included in **Appendix 8**, detailing 400m and 800m isochrones, walking/cycling routes and local bus stops.

Local Amenities

- 3.2 The distance to local amenities has been calculated and the results are displayed in Table 3.1 below. Distances have been calculated based on the quickest route from the centre of the development site.

Table 3.1: Local Amenities

Amenity Type	Description	Distance
Employment	Industrial Estate	300m
	Town Centre	3300m
Commercial	Local Shop (Spar)	750m
	Waitrose Supermarket	2100m
Education	Town Centre	3300m
	Seabrook Primary School	600m
	Girls Grammar School	3100m
	Boys Grammar School	4400m
Healthcare	Secondary School	4100m
	Doctors Surgery	2200m
	Dental Clinic	1900m
General Amenities	Restaurants	750m
	Takeaways	1900m
Other	Beach	50m

Walking

- 3.3 There are several public rights of way in the vicinity of the site:
- HB83 (Bridleway) runs through the north of the site adjacent to the southern bank of the Royal Military Canal.
 - HB56 (Footpath) runs along the north bank of the Royal Military Canal.
 - HB65 (Bridleway) runs along the north bank of the Royal Military Canal approximately 10m north of footpath HB56.
- 3.4 There are two footpath bridges crossing the canal adjacent to the site, one at the western boundary and another 540m to the east of this, (approximately in the middle of the site). These crossings over the canal provide footpath links to Seabrook Road from the promenade and beach.
- 3.5 Princes Parade has a footway on the north side of the carriageway. The promenade runs along the south side of the road. There are currently no formal crossing facilities along Princes Parade however there are periodic gaps in the splash wall that runs along the southern side of the carriageway, allowing pedestrians to access the promenade.
- 3.6 Footways run along both sides of Seabrook Road. A signal crossing is located near the junction with Horn Street.

Cycling

- 3.7 National Cycle route 2 (Dover to Cornwall) runs though the site along the promenade. This route provides a primarily off road cycle route to Hythe to the West and Sandgate to the East.

Bus Services

- 3.8 The nearest bus stops to the site are located to the north of the site on Seabrook Road (A259). Given the length of the site there are 6 stops that are accessible by footpaths over the Royal Military Canal, the closest of which will depend on the location of one within the site. The bus operator for the area is Stagecoach. Table 3.2 below shows a summary of services from these stops, more details can be viewed in **Appendix 8**.

Table 3.2: Local Bus Services

Route	Direction	Frequency (Services per Hour)		
		AM Peak	PM Peak	Off-Peak
10	Ashford via Hythe	1	1	1
	Folkestone	1	1	1
10A	Ashford via Hythe	1	1	1
	Folkestone	1	1	1
16	Hythe	-	2	2
	Canterbury via Folkestone	1	2	2
19	Brockhill School	1AM & 1PM School Service		
	Hawkinge	1AM & 1PM School Service		
100	Lydd via Hythe & New Romney	1	1	1
	Dover via Folkestone	-	1	1
101	Lydd	1	2	1
	Dover	1	1	1
102	Lydd via Hythe	2	2	2
	Dover via Folkestone	2	2	2
105	Folkestone via Shornecliffe	1	-	-
111	Ashford	1 AM service (Thursday only)		
	Folkestone	1 PM service (Thursday only)		
160	Hythe	6 per day (between 07:42-14:35)		
	Folkestone via Cheriton	6 per day (between 08:10-15:03)		
994	Folkestone School for Girls	1 AM School Service		
	Sellindge	1 PM School Service		
21	London	1 AM & 1 PM service		
	Dover	1 PM service only		

Train Services

- 3.9 The site is located approximately 4km from Folkestone West and 4.6km from Folkestone Central railway stations. The stations are operated by Southeastern, a list of services can be seen in Table 3.3 below. More information can be found in **Appendix 8**.

Table 3.3: Local Train Services

Direction	Weekday Peak Frequency	Weekday Off-Peak Frequency
<i>London St Pancras via Ashford International [Highspeed]</i>	1 per hour	1 per hour
<i>London Charing Cross via Ashford International & Tonbridge</i>	2 per hour	1 per hour
<i>Dover Priory</i>	1 per hour	1 per hour
<i>Ramsgate via Dover Priory</i>	1 per hour	-
<i>Margate via Dover and Ramsgate</i>	1 per hour	1 per hour

4 Planning Policy

4.1 This section sets out the National and Local Transport Policy relevant to the development proposal, however it should be noted that this review is not exhaustive.

National Planning Policy Framework (NPPF).

4.2 The Government's National Planning Policy Framework (NPPF) was published in March 2012 with the aim of simplifying the planning system in England to facilitate sustainable development.

4.3 The NPPF acknowledges the role of transport policies in facilitating sustainable development and contributing to wider sustainability and health objectives. Consequently, it advises local planning authorities to support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

4.4 The document advises that plans and decisions take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of developments are severe.

4.5 The NPPF also advises that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. It therefore advises that developments should be located and designed where practical to:

- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclist or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Consider the needs of people with disabilities by all modes of transport.

Kent County Council Local Transport Plan (2011 – 2016)

4.6 The Kent County Council's third Local Transport Plan (LTP) sets out its long term vision. Its five themes are shown below:

- Growth Without Gridlock: Kent County Council will tackle congestion by reducing journey times, improve journey reliability and reducing network disruption. Support regeneration and delivering housing by providing suitable infrastructure. Improve access to jobs and services by efficient means of transport. Create a resilient network by maintain and improving the condition of infrastructure.
- A Safer and Healthier County: Kent County Council will reduce casualties on the transport network, reduce the impact of transport on

public health, encourage and enable physically active travel and reduce fear of crime and anti-social behaviour on the transport network.

- Supporting Independence: Kent County Council will improve access by and integrate public transport and walking/cycling. Focus investment in disadvantaged areas.
- Tackling a Changing Climate: Kent County Council will reduce traffic levels and increase the efficiency of current forms of transport. Reduce the need to travel and encourage the use of sustainable transport.
- Enjoying Life in Kent: Kent County Council will aim to improve the journey experience of transport users, and access to events, social networks and the countryside. Protect Kent's natural and man-made environment by reducing exposure to high levels of pollution, reducing the effects of new infrastructure and minimising lorries on unsuitable routes.

Shepway Core Strategy Local Plan (Policies Applicable from 2013)

4.7 Shepway District Council adopted its Core Strategy Local Plan in 2013. It sets out the council's vision for development in the district from 2006-2031. The transportation aspects of the plan aim to:

- Reduce the need to travel, especially by private vehicle.
- Protect the general environment and amenity of residential areas from the impacts of improvements/developments to the district transport network.
- Provide an integrated transport network to facilitate the efficient movement of pedestrian and vehicular traffic, goods and services within the district.
- Limit quantity of traffic on the Districts roads by encouraging public transport.

4.8 The policies contained within this document, relevant to the development proposals are listed below:

4.9 POLICY TR2: 'Where major new developments are proposed, permission will not be granted unless provision is made in the layout to allow penetration by buses. For the purposes of this policy major development is defined as proposals in excess of 100 dwellings or more than 5 hectares of employment land.'

4.10 POLICY TR5: 'The District Planning Authority will require the provision of secure and practically located facilities for cyclists in all new developments which are expected to generate a regular flow of traffic. Developers will be asked to contribute towards the provision of cycle routes or cycle ways where these would be directly related to the use of the new development.'

4.11 POLICY TR6: 'New development will not be permitted unless provision is made for the needs of pedestrians. The layout and design of development should provide for safe, attractive and convenient pedestrian routes, particularly to public transport routes.'

4.12 POLICY TR11: 'Proposals which involve the formation of a new access, or would result in the intensification of the use of an existing access, will only be permitted where:- a. the access is not detrimental to the safety of vehicle traffic, cyclists and pedestrians or b. the access can alternatively be improved to a standard acceptable to the Highway Authority or c. the

applicant can demonstrate by means of a transport impact study that the proposal would not increase the risk of accidents or create delays.'

- 4.13 POLICY TR12 'New development, redevelopment or a change of use will only be permitted if it makes provision for off street parking on or near the site in accordance with the current maximum vehicle parking standards, as set out in Appendix 6. These standards may be varied where: - a) the location is well served by public transport and there would be no adverse effect on road safety or traffic management. b) This would allow development which would preserve or enhance the character or appearance of a conservation area, or assist the re-use of a building of architectural or historic interest. c) A commuted sum payment is made for improvements to or measures to assist the use of public transport, cycling or walking.'

Shepway Local Plan (2006) Saved Policies.

- 4.14 The Shepway Core Strategy is currently supported by detailed guidance in the saved policies of the Shepway Local Plan (2006). These saved policies are due to be replaced by the emerging Places and Policies Local Plan, a Preferred Options draft of which was published in October 2016. The key Local Plan saved policies relevant to the development proposal are listed below:
- 4.15 Policy TR2 states that where major new developments are proposed (defined as proposals in excess of 100 dwellings or more than 5ha of land), permission will not be granted unless provision is made in the layout to allow penetration by buses.
- 4.16 Policy TR5 states that the Council will require the provision of secure and practically located facilities for cyclists in all new developments which are expected to generate a regular flow of traffic. Developers will be asked to contribute towards the provision of cycle routes where these would be directly related to the use of the new development.
- 4.17 Policy TR6 states that new development will not be permitted unless provision is made for the needs of pedestrians. The layout and design of development should provide for safe, attractive and convenient pedestrian routes, particularly to public transport routes.
- 4.18 Policy TR11 states that proposals which involve the formation of a new access, or would result in the intensification of the use of an existing access, will only be permitted where:-
- The access is not detrimental to the safety of vehicle traffic, cyclists and pedestrians; or
 - The access can alternatively be improved to a standard acceptable to the Highway Authority; or
 - The applicant can demonstrate by means of a transport impact study that the proposal would not increase the risk of accidents or create delays.
- 4.19 Policy TR12 states that new development, redevelopment or a change of use will only be permitted if it makes provision for off street parking on or near the site in accordance with the current maximum vehicle parking standards. These standards may be varied where:

- The location is well served by public transport and there would be no adverse effect on road safety or traffic management.
- This would allow development which would preserve or enhance the character or appearance of a conservation area, or assist the re-use of a building of architectural or historic interest.
- A commuted sum payment is made for improvements to or measures to assist the use of public transport, cycling or walking.

4.20 Policy TR13 states that where development proposals are considered likely to have significant transport implications a travel plan should be submitted with the planning application.

Kent Vehicle Parking Standards (July 2006) and Kent Design Guide Review: Interim Guidance Note 3- Residential Parking

4.21 Parking should be provided in accordance with Kent parking standards where applicable.

Table 4.1: Kent Residential Parking Standards –Suburban Minimum Provision

	Vehicle Parking	Cycle Parking
1 & 2 Bed Flats/Maisonettes	1 space per unit (Not allocated)	1 space per unit
1 & 2 Bed Houses	1 space per unit (allocation possible)	1 space per bedroom
3 Bed Houses	1.5 spaces per unit (allocation of one space per unit possible)	1 space per bedroom
4+ Bed Houses	2 independently accessible spaces per unit (Allocation of both spaces possible)	1 space per bedroom
Visitor Parking	0.2 per unit	-

Table 4.2: Leisure Centre Maximum Parking Standards

	Vehicle Parking	Disabled Spaces	Cycle Parking
Leisure Centre	1 space per 27.5m ² (reduced rate agreed with KCC during pre-applications discussions)	3 designated spaces or 6% of the total capacity, whichever is greater.	Short Term: 1 space per 10 participants plus 10% + Long Term: 1 space per 10 staff

Table 4.3: Hotel Maximum Parking Standards

	Vehicle Parking	Disabled Spaces	Cycle Parking
Employees	1 space per unit (Not allocated)	1 designated space + 2 spaces of sufficient size but not specifically designated.	1 space per 10 Beds + Short Term: 1 space per 10 seats + Long Term: 1 space per 20 seats.
Guests/Visitors	1 space per unit (allocation possible)		
Restaurant Customers	1.5 spaces per unit (allocation of one space per unit possible)		

Table 4.4: Restaurants and Cafes Maximum Parking Standards

	Vehicle Parking	Disabled Spaces	Cycle Parking
Employees	1 space per 2 employees	1 designated space + 2 spaces of sufficient size but not specifically designated.	Sort Medium Stay: 1 space per 10 seats + Medium to long Stay: 1 space per 20 seats.
Customers	1 space per 6m ²		

Design Standards and Guidance Documents

4.22 The following National and Local design standards and guidance documents have also been considered in the design of the proposed development:

- DfT's Guidance on Travel Plans, Transport Assessments and Statements;
- Design Manual for Roads and Bridges (DMRB);
- Manual for Streets & Manual for Streets 2;
- Kent Design Guide;
- IHT's Guidelines for Providing Journeys on Foot.

5 Development Proposal

- 5.1 The proposed development consists of the following:
- Leisure Centre consisting of a 25m swimming pool, teaching pool, studio space and gym, (Total GFA: 2961m²);
 - The realignment of Princes Parade including associated parking, traffic calming and open space.
 - 150 dwellings;
 - Up to 1,270sqm of commercial uses including hotel, retail, and/or restaurant/cafe uses.
- 5.2 The Leisure Centre will be developed first along with the realignment of Princes Parade, thus full planning permission is sought and a full assessment of these elements is included within this section. Outline permission is sought for the remainder of the development proposal.
- 5.3 The Design and Access Statement for the proposed development includes a Design Code that sets out guidelines for the design of the 150 dwellings, hotel, retail, and/or restaurant/café uses. It is anticipated that a condition will be attached to any planning permission requiring reserved matters application(s) to comply with the requirements of the design code. The relevant transport details will be discussed in this section, however the full details will be contained within subsequent reserved matters applications(s).
- 5.4 The proposed site masterplan is included in **Appendix 2** and the detailed Leisure Centre layout in **Appendix 3**.
- Realignment of Princes Parade**
- 5.5 The proposals involve the realignment of Princes Parade from its current position adjacent to the promenade, towards the Royal Military Canal in order to reduce the impact of vehicles on the seafront.
- 5.6 The road will retain its use as a relief road for Seabrook Road (A259) and the parameters of the realigned road therefore follow Kent Design Guidance for Local Distributor Roads. The speed limit will be reduced from 40mph to 30mph on the section of road through the site to reflect the increased pedestrian/cycle activity as a result of development.
- 5.7 The re-aligned road will be traffic calmed to encourage low vehicle speeds and discourage 'rat-running'. The curves of the re-aligned road will slow traffic speeds and raised tables will be installed at pedestrian crossing points. Two 'Priority Working' features will also be implemented, one on the east section of the realigned road adjacent to the western Leisure Centre car park and one on the western section of the realigned road. A drawing showing the proposed traffic calming strategy is included in **Appendix 9**.

- 5.8 The majority of elements of the proposed development will be accessed from the re-aligned road via simple priority junctions, including access to the sluice valve for the Royal Military Canal. There may be some direct access to residential from the realigned road, however only if vehicles can access and egress in forward gear, this will be considered in a reserved matters application.
- 5.9 1.8m footways will be provided along the southern side of Princes Parade on the eastern half of the site and on both sides of the road in the west of the site. The bridleway HB83 that runs along the south bank of the Royal Military Canal, will be unaffected by the road realignment.
- 5.10 It is proposed that once planning approval has been obtained that an application is made under Section 247 the Town and Country Planning Act 1990 as amended by the Growth and Infrastructure Act, 2013 to stop up the public highway, i.e. the existing Princes Parade. This will enable development to be carried out in accordance with a valid and relevant planning permission.

Site Layout

Leisure Centre

- 5.11 The layout of the proposed Leisure Centre is shown in **Appendix 3**. There are two vehicle access points from Princes Parade, one to a car park on the eastern side of the building and one to a car park on the western side. The western access will also be used by service vehicles. A swept path analysis of the service access and turning provision is included in **Appendix 10**.

Masterplan

- 5.12 The full details of the internal layout for the wider masterplan (residential, hotel, retail, and/or restaurant/café uses) will be shown within a subsequent reserved matters planning application. An indicative layout is shown on the site plan in **Appendix 2**.
- 5.13 The layout will promote walking within the site. There are currently no formal crossing facilities for pedestrians along Princes Parade. Along the re-aligned road there will a number of designated crossing points at pedestrian desire lines, including at the bridge over the Royal Military Canal which connects Seabrook Road and the promenade, at the Seapoint Canoe Centre and connecting the new western open space area with promenade. The Design Code for the development also sets out that there will be a minimum of two north-south pedestrian links provided through both the residential development within the eastern section of the site and the western section, connecting the realigned road to the promenade.
- 5.14 The re-alignment of the road enables the promenade to be widened by approximately 11m which will enhance the seafront as a walking and cycling route.

Parking Provision

- 5.15 Parking for the Leisure Centre will be provided at rate of 1 space per 27.5m² as agreed with Kent Highways during scoping discussions. A total of 108 spaces will be provided, 39 spaces including 7 accessible spaces, in the eastern car park and 69 in the western car park. Coach Parking is to be provided in an on-street bay on Princes Parade.
- 5.16 Cycle parking for the Leisure Centre will be provided in accordance with KCC standards for sports facilities and venues. 56 spaces will be provided. 12 spaces will be located adjacent to the main entrance and 22 spaces will be located around the south-east corner of the building adjacent to the public realm.
- 5.17 The Design Code sets out the following design requirements regarding parking for the Residential, Boutique Hotel and Fish Restaurant/ Café/ Retail Space aspects of the site which will be considered in a subsequent reserved matters application:
- East section of the site:
- Parking for apartment blocks is to be provided in internal courtyards and within shared surfaces that accommodate the north-south pedestrian routes.
 - Parking for pavilions is to be provided in between the villas and on the access to the northern side.
- West section of the site:
- Parking is to be provided within an internal courtyard for dwellings fronting the promenade and the Boutique Hotel. Courtyards are to be separated by the north-south pedestrian routes, with no vehicular access between them.
 - Dwellings fronting into the new street may include garages or on-plot parking only if enough space is provided on plot for cars to turn: no vehicles are to reverse onto Princes Parade.
- Public Parking
- 5.18 Parking survey results, (as detailed in Section 2), showed a peak of 100 cars parked on the section of Prince Parade that runs through the site, in a maximum use scenario. 103 spaces for public parking have been incorporated into the design of the site to meet this demand. 32 of these spaces will be accommodated in formalised parallel on-street bays along sections of the realigned road adjacent to the linear park connecting the two main open spaces. A 71 space car park will be located in the south-west corner of the site alongside the western open space. In addition to these spaces, informal on-street parking will remain on the section of Princes Parade in the south-west corner of the site which will not be realigned.
- 5.19 The realigned road will run through the current location of Sea Point car park (23 spaces). This car park will be relocated, adjacent to the proposed eastern leisure centre car park, providing an area of public parking for those wishing to access the east most point of the Royal Military Canal.

Summary

- 5.20 The proposed development will improve accessibility throughout the site and enhance existing connections through the widening of the promenade and implementation of crossing points at pedestrian desire lines, including at the footbridge connection over the Royal Military Canal. The realignment of the road, reduced speed limit and traffic calming features will decrease vehicle speeds through the site. The formalisation and better organisation of parking will remove current obstacles and improve the existing situation. Table 5.1 below summarises the design elements of Princes Parade.

Table 5.1: Design parameters of Princes Parade.

	Leisure Centre	Eastern character area	Central open space	Western character area	Western open space
Carriageway width	6.75m	6.75m	6.75m	6.75m	6.75m
Footway width	1.8m on south side and on both sides after Seapoint Canoe Centre	1.8m south side only	1.8m on both sides	1.8m on both sides	1.8m on both sides
Vehicular Access	Simple priority junctions to east and west Leisure Centre car park and sluice valve for the Royal Military Canal	No direct access to residential properties.	-	Direct access to residential properties only if vehicles can exit in forward gear.	Two access points to proposed car park via simple priority junctions.
Pedestrian Crossings	Crossing at Seapoint Canoe Club to Promenade and Leisure Centre	-	Connecting the promenade to the existing crossing over the Royal Military Canal.	Minimum of two crossing points to be provided at connections through residential to promenade.	Crossing connecting western open space with promenade.
Traffic Calming	Raised Table at Canoe Club Crossing	Priority Working	Raised Table at existing pedestrian path	Priority Working	Raised Table at pedestrian route connecting western park with the promenade.
On-Street Parking	Public	No, excluding coach drop off only alongside western leisure centre car park.	No	Parallel public parking only on northern side	Public parking on south side of section of Princes Parade that will not be realigned.

6 Traffic Generation and Impact

Proposed Traffic Generation

- 6.1 In order to determine the impact of the development on the local highway network the TRICS 7.2.2 database has been reviewed. The database has been filtered to select sites of similar location, accessibility and size.

Leisure Centre Trips

- 6.2 The residential trip rates have been based on the following selection criteria, (full report is included in **Appendix 11**):

- Regions: England (excluding Greater London)
- Survey Data: from 2008 onwards
- Land Use: 07 – Leisure
- Category: C – Leisure Centre
- Location: Suburban & Edge of Town Sites

Table 6.1: Vehicle Trip Rates (trips per 100m²)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	0.576	0.676	1.252
PM 17:00-18:00	1.579	1.728	3.307

Table 6.2: Vehicle Trip Generation (2961m²)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	17	20	37
PM 17:00-18:00	47	51	98

Residential Trips

- 6.3 The residential trip rates have been based on the following selection criteria, (full report is included in **Appendix 12**):

- Regions: England (excluding Greater London)
- Survey Data: from 2008 onwards
- Land Use: 03 – Residential
- Category: A – Houses Privately Owned
- Location: Suburban & Edge of Town Sites

Table 6.3: Vehicle Trip Rates (trips per dwelling)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	0.133	0.374	0.507
PM 17:00-18:00	0.346	0.176	0.522

Table 6.4: Vehicle Trip Generation (150 dwellings)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	20	56	76
PM 17:00-18:00	52	26	78

Hotel Trips + Restaurant Trips

- 6.4 300m² on the ground floor of the Boutique Hotel will be allocated for use as a Fish Restaurant/ Café/ Retail Space. For the purposes of this assessment a restaurant/ café use has been assumed that will support the Boutique Hotel and seafront. The trip rates have been based on the following selection criteria, (full report is included in **Appendix 13**):

- Regions: England (excluding Greater London)
- Survey Data: from 2009 onwards
- Land Use: 06 – Hotel, Food and Drink
- Category: H – Pub/Res + Hotel
- Location: Suburban, Edge of Town Sites & Neighbourhood Centre

Table 6.5: Vehicle Trip Rates (trips per 100m²)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	0.332	0.689	1.021
PM 17:00-18:00	1.088	0.539	1.627

Table 6.6: Vehicle Trip Generation (1270m²)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	4	9	13
PM 17:00-18:00	14	7	21

Total Trips

6.5 The total predicted development trips are shown in Table 5.3.

Table 6.7: Total Development Trips (Vehicles)

Time Period	IN	OUT	TOTAL
AM 08:00-09:00	41	85	126
PM 17:00-18:00	113	84	197

Traffic Assignment

6.6 To ascertain the likely destination of trips the 2011 Census was reviewed for Mode to Work Trips from the MSOA (Middle Layer Super Output Area) Shepway 008. The 2011 Census data is provided in **Appendix 14**.

6.7 The above approach was reviewed to calculate a destination matrix for trips from the site. The locations were reviewed in conjunction with journey planners to calculate the likely route choice. This assessment can be reviewed in **Appendix 14** and highlights key routes which are used and which junctions could be affected. A summary of the assessment is shown in Table 5.4 – which shows that 43% will head eastbound towards the junction of Princes Parade and Seabrook Road (A259) and 57% will head west on Princes Parade.

Table 6.8: Traffic Assignment Summary

Route	Direction	Proportion of Development Traffic
1	North West via A259/A261	31%
2	North West via A259/ Tanner’s Hill	5%
3	North via A259/ Horn Street	15%
4	East via A259	28%
5	West via A259	4%
6	North via A259/ Station Road/ Blackhouse Hill	10%
7	Local Traffic to Hythe Town Centre (A259 west)	7%

- 6.8 Traffic heading west to Hythe town centre and beyond (Routes 1, 5 & 7), will be further split between 2 routes. 50% will travel via South Road and Stade Street to reach the A259 (Routes 1A, 5A and 7A), and 50% will travel via Twiss Road to reach the A259 (Routes 1B, 5B and 7B). The Traffic assignment is shown diagrammatically in **Appendix 14**.

Traffic Growth

- 6.9 Traffic growth rates have been calculated using the Department for Transport’s TEMPRO software, version 7, for the area of Shepway. Growth factors for the weekday AM and PM peak hours have been calculated using NTM AF15 Dataset for a base year of 2018 (year of occupation) and future year of 2023. The traffic growth numbers used within the assessment are shown in Table 5.5.

Table 6.9: TEMPRO Traffic Growth Factors

Time Period	2016 to 2018 Factor	2018 to 2023 Factor
Weekday AM Peak	1.0283	1.0635
Weekday PM Peak	1.0278	1.0632

Junction Modelling

- 6.10 As agreed in scoping discussions with KCC Highways, the following junctions have been modelled:
- Princes Parade/ Seabrook Road (A259)/ Battery Point – Staggered Crossroad Junction;
 - Twiss Road/ Seabrook Road (A259) - Ghosted Right Junction;
 - Twiss Road/ South Road -Simple Priority Junction;
 - East Street (A259)/ Prospect Road (A259)/ High Street/ Station Road – Roundabout.
- 6.11 Traffic flows have been modelled for an AM peak hour of 08:00-09:00 and PM peak period of 17:00-18:00 and for the following scenarios: Existing 2016, Existing 2018, Proposed 2018, Existing 2023 and Proposed 2023.

Princes Parade/ Seabrook Road (A259)- Ghosted Right Priority Junction

- 6.12 The junction has been modelled using TRLs DfT approved software Junctions 9- PICADY module. A summary of the results are tabulated below and are included in full in **Appendix 16**.

Table 6.10: Princes Parade Exit / Seabrook Road - PICADY Output.

Stream	AM			PM		
	Queue (PCU)	Delay (sec)	RFC	Queue (PCU)	Delay (sec)	RFC
Existing 2016						
B-AC	0.7	14.94	0.41	1.4	21.68	0.57
Existing 2018						
B-AC	0.8	15.50	0.42	1.6	23.22	0.60
Proposed 2018						
B-AC	1.1	18.23	0.51	2.4	30.73	0.70
Existing 2023						
B-AC	0.9	17.04	0.46	2.0	27.98	0.66
Proposed 2023						
B-AC	1.3	20.42	0.55	3.2	39.19	0.76

Table 6.11 Princes Parade In/ Seabrook Road/ Battery Point- PICADY Output

Stream	AM			PM		
	Queue (PCU)	Delay (sec)	RFC	Queue (PCU)	Delay (sec)	RFC
Existing 2016						
AB-CD	0.0	7.12	0.01	0.0	0.00	0.00
D-AB	0.1	8.67	0.05	0.0	8.15	0.03
D-C	0.0	14.10	0.02	0.0	14.05	0.01
CD-AB	0.2	7.51	0.12	0.2	8.29	0.15
Existing 2018						
AB-CD	0.0	7.20	0.01	0.0	0.00	0.00
D-AB	0.1	8.79	0.05	0.0	8.23	0.03
D-C	0.0	14.42	0.02	0.0	14.34	0.01
CD-AB	0.2	7.57	0.13	0.2	8.39	0.15
Proposed 2018						
AB-CD	0.0	7.31	0.01	0.0	0.00	0.00
D-AB	0.1	8.93	0.05	0.0	8.40	0.03
D-C	0.0	14.76	0.02	0.0	14.80	0.01
CD-AB	0.2	7.69	0.14	0.3	8.80	0.19
Existing 2023						
AB-CD	0.0	7.39	0.01	0.0	0.00	0.00
D-AB	0.1	9.05	0.06	0.0	8.44	0.04
D-C	0.0	15.15	0.02	0.0	15.07	0.01
CD-AB	0.2	7.72	0.14	0.2	8.63	0.17
Proposed 2023						
AB-CD	0.0	7.52	0.01	0.0	0.00	0.00
D-AB	0.1	9.21	0.06	0.0	8.62	0.04
D-C	0.0	15.55	0.02	0.0	15.57	0.01
CD-AB	0.2	7.85	0.15	0.3	9.04	0.20

- 6.13 The proposed junction operates within its capacity parameters in a 2023 scenario with a maximum RFC of 0.55 in the 2021 AM peak and 0.76 in the PM peak for the exit to Princes Parade and 0.15 (AM peak)/ 0.2 (PM peak) for the entrance to Princes Parade.

- 6.14 Twiss Road/ Seabrook Road/ Bell Inn Road Crossroad Priority Junction
The junction has been modelled using TRLs DfT approved software Junctions 9- PICADY module. A summary of the results are tabulated below and are included in full in **Appendix 16**.

Table 6.12: Twiss Road/ Seabrook Road/ Bell Inn Road- PICADY Output.

Stream	AM			PM		
	Queue (PCU)	Delay (sec)	RFC	Queue (PCU)	Delay (sec)	RFC
Existing 2016						
B-ACD	0.4	9.56	0.25	0.7	11.93	0.40
A-BCD	0.0	5.15	0.01	0.0	0.00	0.00
C-ABD	0.2	7.45	0.16	0.4	8.56	0.26
Existing 2018						
B-ACD	0.4	9.72	0.26	0.8	12.26	0.41
A-BCD	0.0	5.12	0.01	0.0	0.00	0.00
C-ABD	0.2	7.54	0.16	0.4	8.69	0.27
Proposed 2018						
B-ACD	0.5	10.55	0.32	1.0	13.65	0.47
A-BCD	0.0	5.14	0.01	0.0	0.00	0.00
C-ABD	0.3	7.76	0.19	0.6	9.62	0.34
Existing 2023						
B-ACD	0.4	10.06	0.28	0.9	13.03	0.44
A-BCD	0.0	5.06	0.01	0.0	0.00	0.00
C-ABD	0.2	7.72	0.18	0.4	9.04	0.29
Proposed 2023						
B-ACD	0.6	10.95	0.34	1.1	14.67	0.50
A-BCD	0.0	5.08	0.01	0.0	0.00	0.00
C-ABD	0.3	7.96	0.20	0.6	10.01	0.36

- 6.15 The proposed junction operates significantly within its capacity parameters in a 2023 scenario, with a maximum RFC of 0.34 in the 2023 AM peak and 0.5 in the PM peak.

Twiss Road/ South Road (A259) Simple Priority Junction

- 6.16 The junction has been modelled using TRLs DfT approved software Junctions 9- PICADY module. A summary of the results are tabulated below and are included in full in **Appendix 16**.

Table 6.13: Twiss Road/ South Road - PICADY Output.

Stream	AM			PM		
	Queue (PCU)	Delay (sec)	RFC	Queue (PCU)	Delay (sec)	RFC
Existing 2016						
B-AC	0.6	11.89	0.37	0.7	12.58	0.39
C-AB	0.1	6.90	0.05	0.1	7.37	0.09
Existing 2018						
B-AC	0.7	12.14	0.38	0.7	12.86	0.40
C-AB	0.1	6.90	0.05	0.1	7.39	0.09
Proposed 2018						
B-AC	0.7	13.01	0.40	1.0	15.16	0.47
C-AB	0.1	6.91	0.05	0.1	7.17	0.09
Existing 2023						
B-AC	0.7	12.71	0.40	0.8	13.63	0.43
C-AB	0.1	6.93	0.06	0.1	7.46	0.10
Proposed 2023						
B-AC	0.8	13.65	0.43	1.1	16.14	0.50
C-AB	0.1	6.93	0.06	0.2	7.24	0.10

- 6.17 The proposed junction operates significantly within its capacity parameters in a 2023 scenario, with a maximum RFC of 0.43 in the 2023 AM peak and 0.50 in the PM peak.

East Street/ Prospect Road / High Street/ Station Road – Roundabout.

- 6.18 The roundabout has been modelled using TRLs DfT approved software Junctions 9- ARCADY module. A summary of the results are tabulated below and are included in full in **Appendix 16**.

Table 6.14: East Street/ Prospect Road / High Street/ Station Road ARCADY Output.

Arm	Name	AM			PM		
		Queue (PCU)	Delay (sec)	RFC	Queue (PCU)	Delay (sec)	RFC
Existing 2016							
1	East Street	0.6	3.77	0.36	0.9	4.44	0.45
2	Prospect Road	2.6	10.37	0.70	2.7	10.82	0.72
4	Station Road	0.8	7.13	0.43	0.7	6.60	0.38
Existing 2018							
1	East Street	0.6	3.85	0.37	1.0	4.57	0.47
2	Prospect Road	2.9	11.20	0.73	3.1	11.77	0.74
4	Station Road	0.9	7.42	0.45	0.7	6.83	0.40
Proposed 2018							
1	East Street	0.7	4.12	0.40	1.0	4.75	0.49
2	Prospect Road	3.0	11.82	0.74	3.5	13.07	0.76
4	Station Road	1.1	8.39	0.51	0.8	7.24	0.42
Existing 2023							
1	East Street	0.7	4.06	0.40	1.1	4.92	0.50
2	Prospect Road	3.7	13.84	0.78	4.0	14.72	0.79
4	Station Road	1.0	8.21	0.49	0.8	7.44	0.43
Proposed 2023							
1	East Street	0.8	4.20	0.42	1.2	5.13	0.52
2	Prospect Road	4.0	14.78	0.79	4.7	16.87	0.82
4	Station Road	1.1	8.42	0.50	0.9	7.94	0.46

- 6.19 In a 2023 proposed scenario the junction operates just below an adequate capacity ratio of 0.85 with a maximum RFC of 0.79 in the 2023 AM peak and 0.82 in the PM peak. As stated in DMRB TA/23/81 queueing will therefore theoretically be avoided in 5 out of 6 cases.

Summary

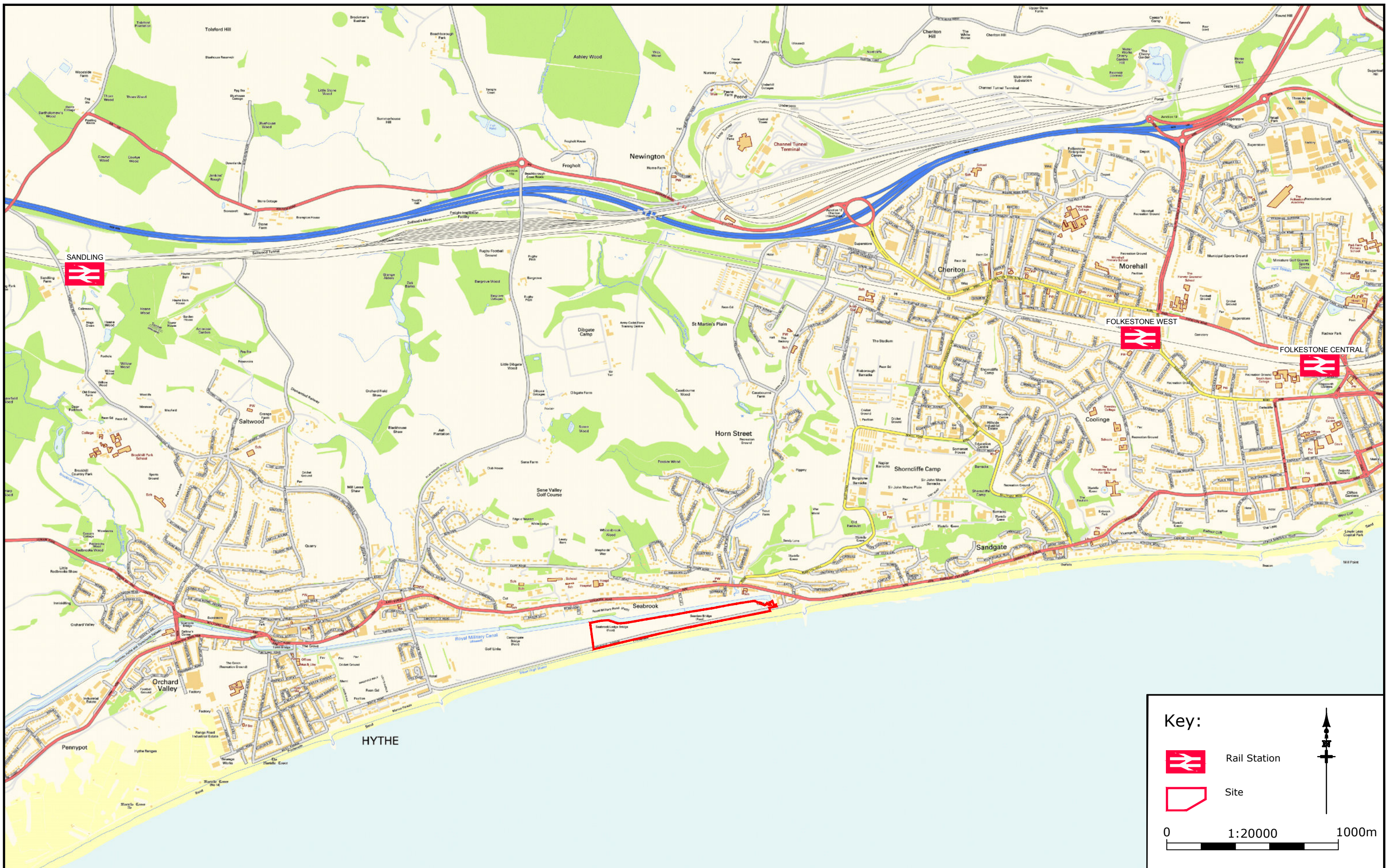
- 6.20 The above review highlights that the traffic associated with the proposed development will not adversely affect the highway network in capacity terms.

7 Conclusions

- 7.1 This transport assessment has considered the development of the following at Princes Parade, Seabrook:
- Leisure Centre consisting of a 25m swimming pool, teaching pool, studio space and gym, (Total GFA: 2961m²);
 - The realignment of Princes Parade including associated parking, traffic calming and open space.
 - 150 dwellings;
 - Up to 1,270sqm of commercial uses including hotel, retail, and/or restaurant/cafe uses.
- 7.2 This Transport Assessment has been prepared in accordance with the scoping parameters and details agreed during pre-application consultation with Kent County Council.
- 7.3 As part of the development proposals, Prince Parade will be realigned to allow development to front onto the promenade. The realigned road will retain its use as a relief road for the A259 and will be traffic calmed to encourage suitable speeds throughout the site. The provision of public parking within the site has been designed following a review of parking survey data to ensure there is sufficient provision to meet summer demand.
- 7.4 Vehicular and cycle parking for the development will be provided in accordance with KCC standards.
- 7.5 The scheme will have a beneficial impact on the public transport and pedestrian and cycle networks operating around the site as it will improve the quality of existing pedestrian and cycle networks and facilitate improved access to the promenade and to the walking route alongside the Royal Military Canal.
- 7.6 The proposed development is predicted to result in 126 two-way vehicle trips during the weekday AM peak hour and 197 two-way vehicle trips during the PM peak hour.
- 7.7 It has been demonstrated that the junctions assessed will operate within desired capacity parameters in the AM and PM network peak hours.
- 7.8 It is concluded that there are no highway reasons why planning permission for the proposed development should be withheld.

Appendix 1

Location Plan



MLM

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PRINCES PARADE, SEABROOK, HYTHE.
LOCATION PLAN

Appendix 2

Parameter Plan & Site Masterplan

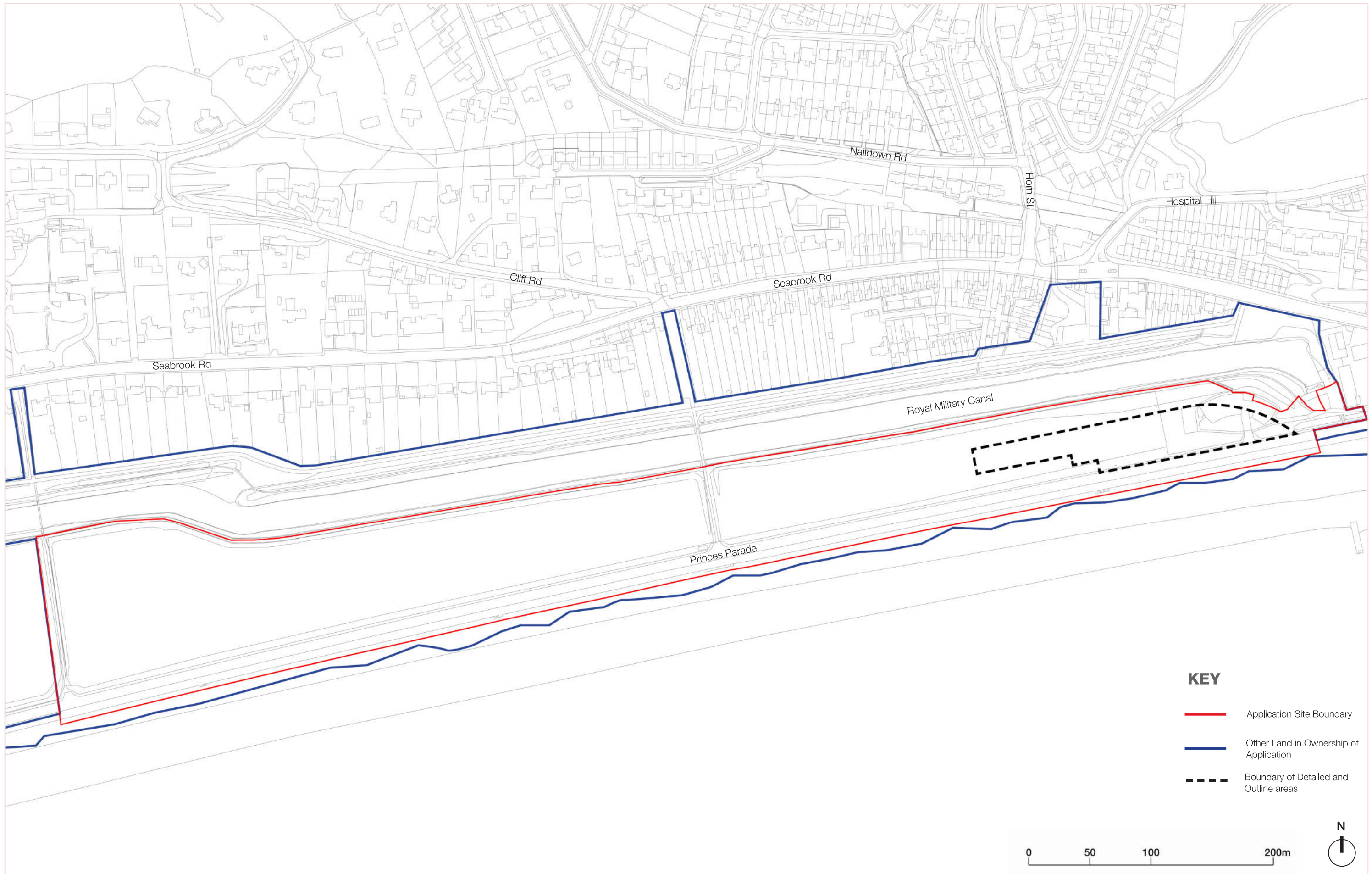


Princes Parade

Illustrative Masterplan

drawing no. IM 007
 scale 1: 2,000 @ A2
 date 03-08-2017





Princes Parade

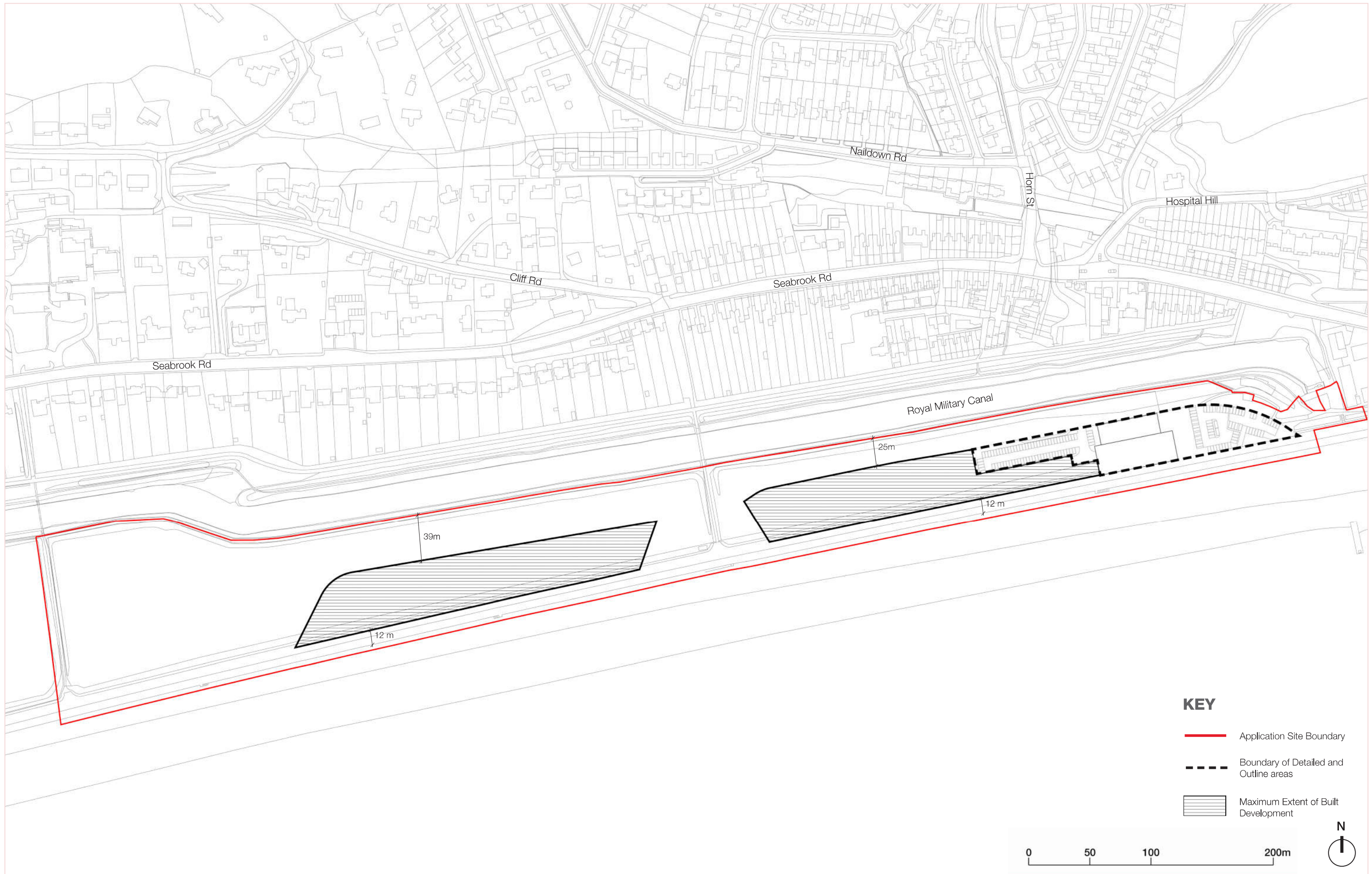
Parameter Plans - Application Site Area - Red Line

drawing no. PP - ASA 001

scale 1: 2,000 @ A2

date 19-06-2017

Tibbalds



Princes Parade

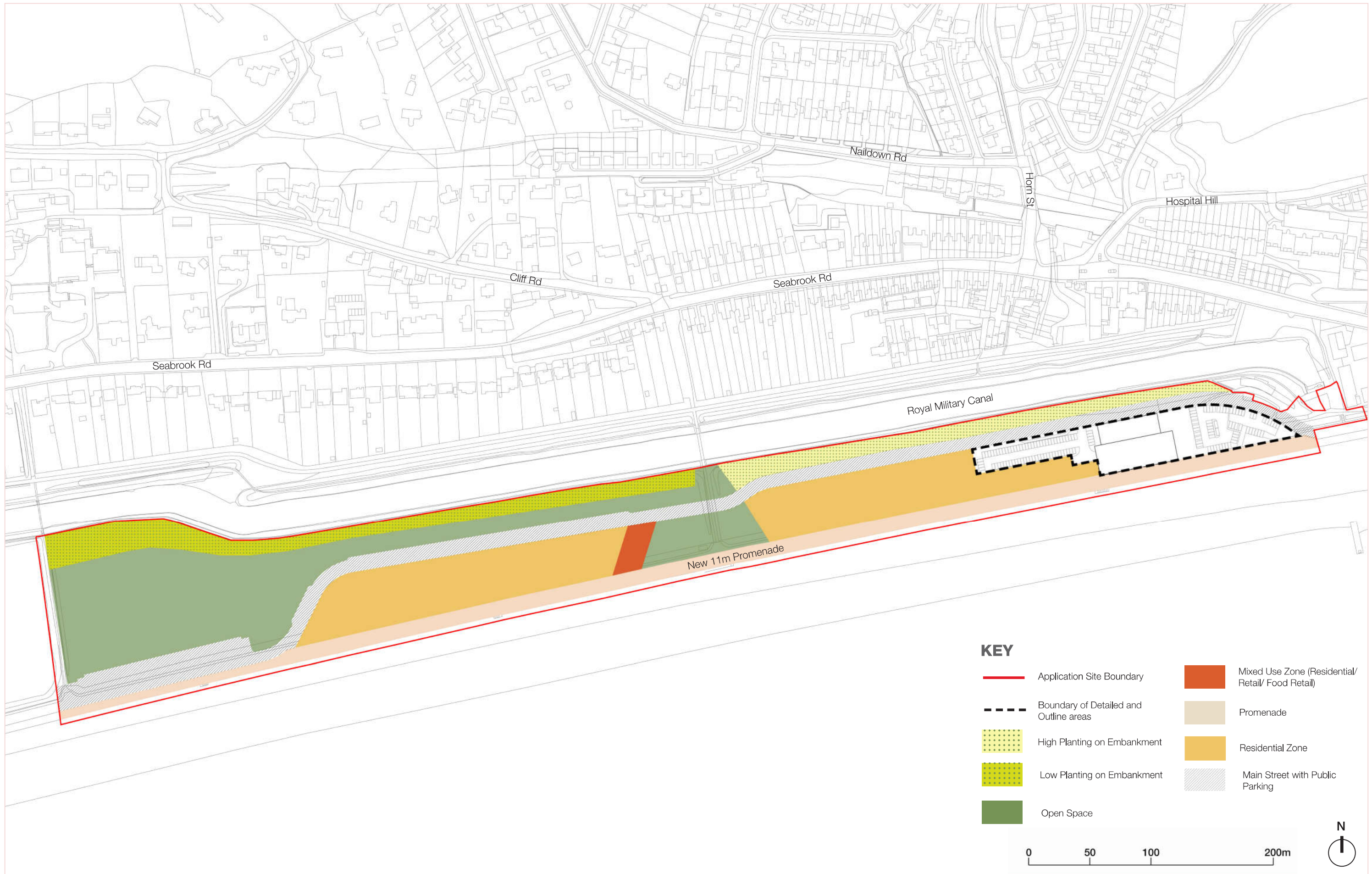
Parameter Plans - Development Zones Plan

drawing no. PP - DZ 002

scale 1: 2,000 @ A2

date 19-06-2017



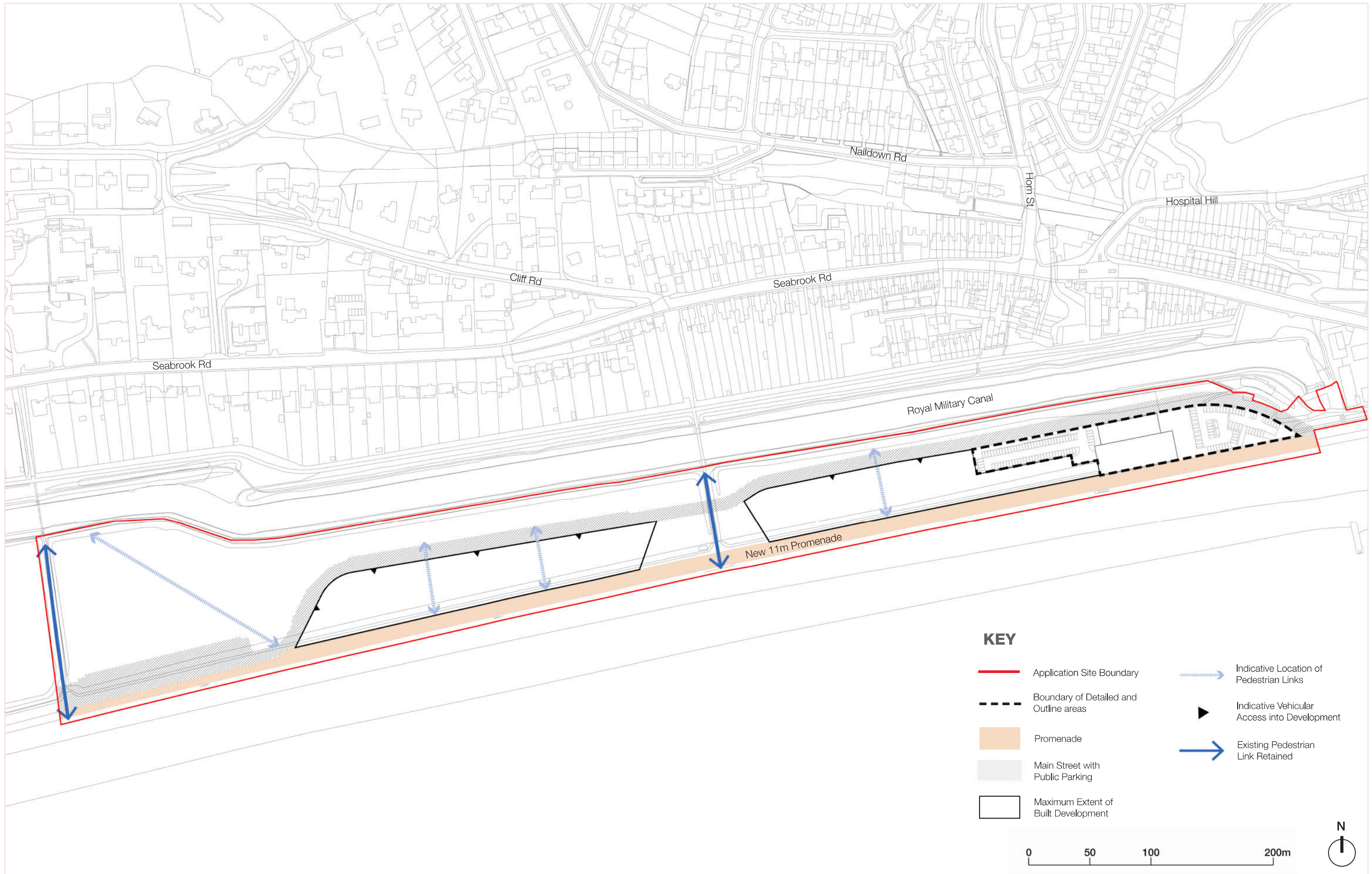


Princes Parade

Parameter Plans - Land Use Plan

drawing no. PP - LU 003
 scale 1: 2,000 @ A2
 date 19-06-2017





Princes Parade

Parameter Plans - Access and Circulation Plan

drawing no. PP - AC - 004

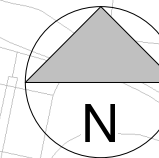
scale 1: 2,000 @ A2

date 19-06-2017



Appendix 3

Leisure Centre- Proposed Layout



This information has been based upon information supplied by third parties and as such their accuracy cannot be guaranteed. All features are approximate and subject to clarification by a detailed topographical survey, statutory service enquiries and confirmation of legal boundaries.

Do not scale this drawing. Use figured dimensions in all cases. Check all dimensions on site. Report any discrepancies to GT3 Architects before proceeding.

NOTE:

Rationalized car park split into 2 areas.

The eastern car park includes:
- 39 spaces for the Leisure Centre (incl. 7 accessible spaces)

- Circa 23 existing public spaces (incl. 2 accessible spaces) as highlighted in the traffic survey

The western part includes:
- 69 standard spaces for the Leisure Centre

108 spaces are provided for the new Leisure Centre (based on Kent parking Standards) in total. All car park provision numbers provided my MLM.

9	Site Location Plan updated	26/06/17	CTs
8	Issued for client review prior to planning application	14/06/17	CTs
7	Secondary splash wall moved 1m towards the south after Tibbalds feedback	07/06/17	CTs
6	Car park layout updated based on new road levels and layout	01/06/17	CTs
5	Issue revised drawings for design freeze	12/04/17	CTs
4	Car park Layout updated based on MLM road layout on 27.03.17	28/03/17	CTs
3	Leisure Centre and service road relocated 3m to the east	15/03/17	CTs
2	Embankment zone included	10/03/17	CTs
1	First Issue	06/03/17	CTs

Planning

Shepway District Council
Shepway ARC Model
Prince's Parade

Proposed Location Plan

JOB NO: 10100
DWG NO: 150-01
SCALE: 1 : 1000 @ A3
DRAWN BY: CTs

DO NOT SCALE
ALL DIMENSIONS TO BE VERIFIED ON SITE



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www.gt3architects.com

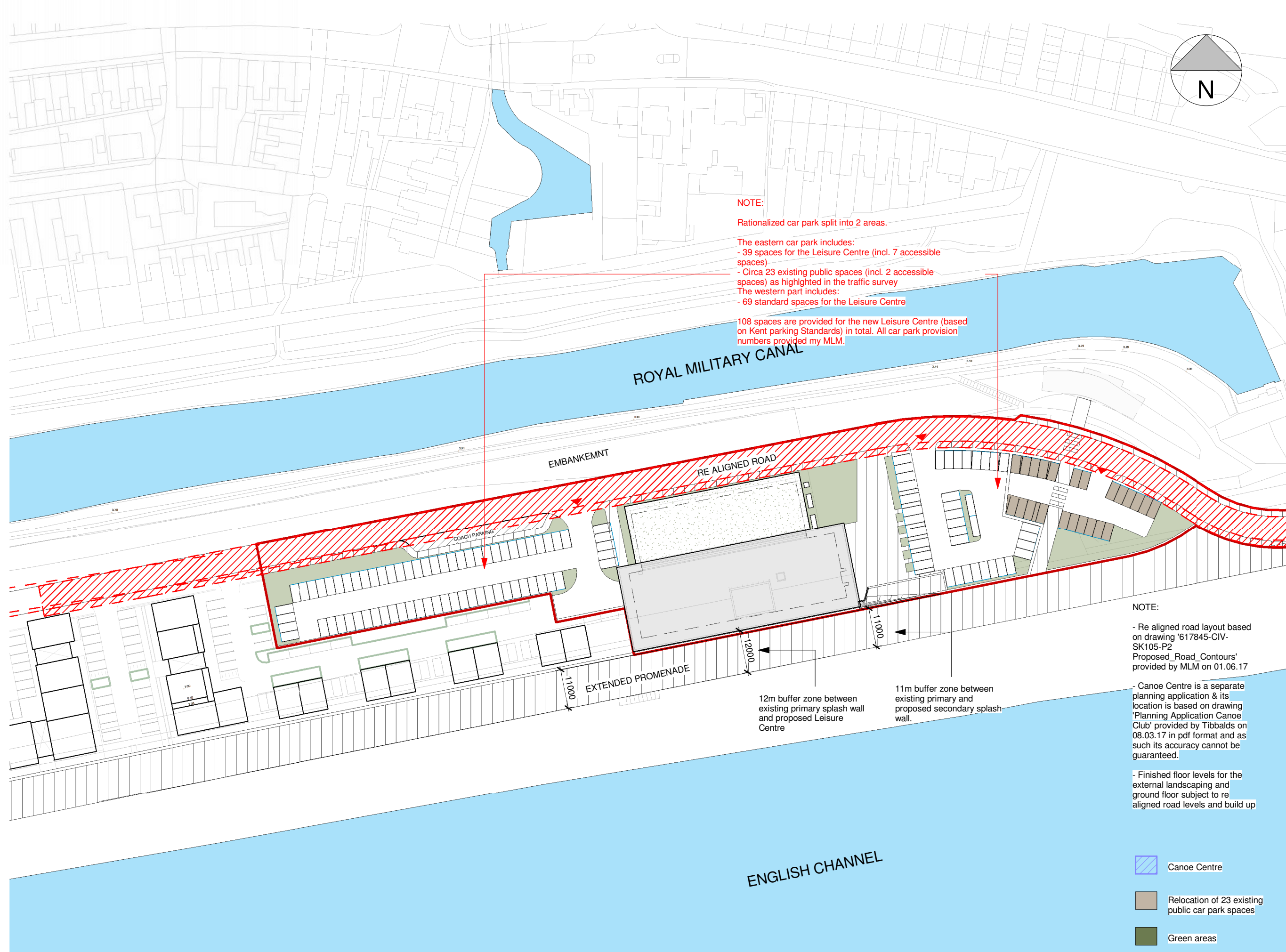
NOTE:

- Re aligned road layout based on drawing '617845-CIV-SK105-P2 Proposed_Road_Contours' provided by MLM on 01.06.17

- Canoe Centre is a separate planning application & its location is based on drawing 'Planning Application Canoe Club' provided by Tibbalds on 08.03.17 in pdf format and as such its accuracy cannot be guaranteed.

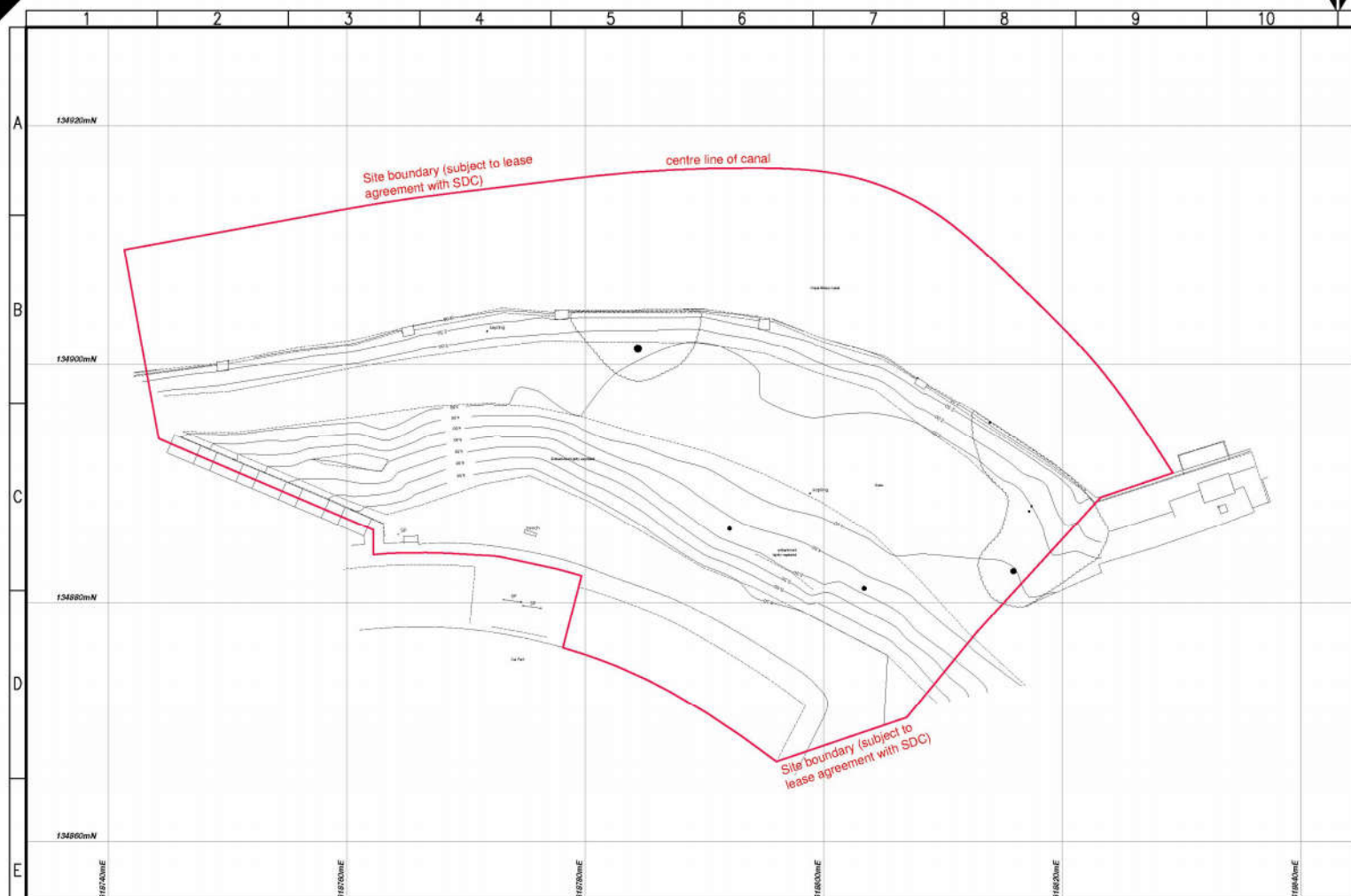
- Finished floor levels for the external landscaping and ground floor subject to re aligned road levels and build up

-  Canoe Centre
-  Relocation of 23 existing public car park spaces
-  Green areas
-  Hard Landscaping
-  Property Line

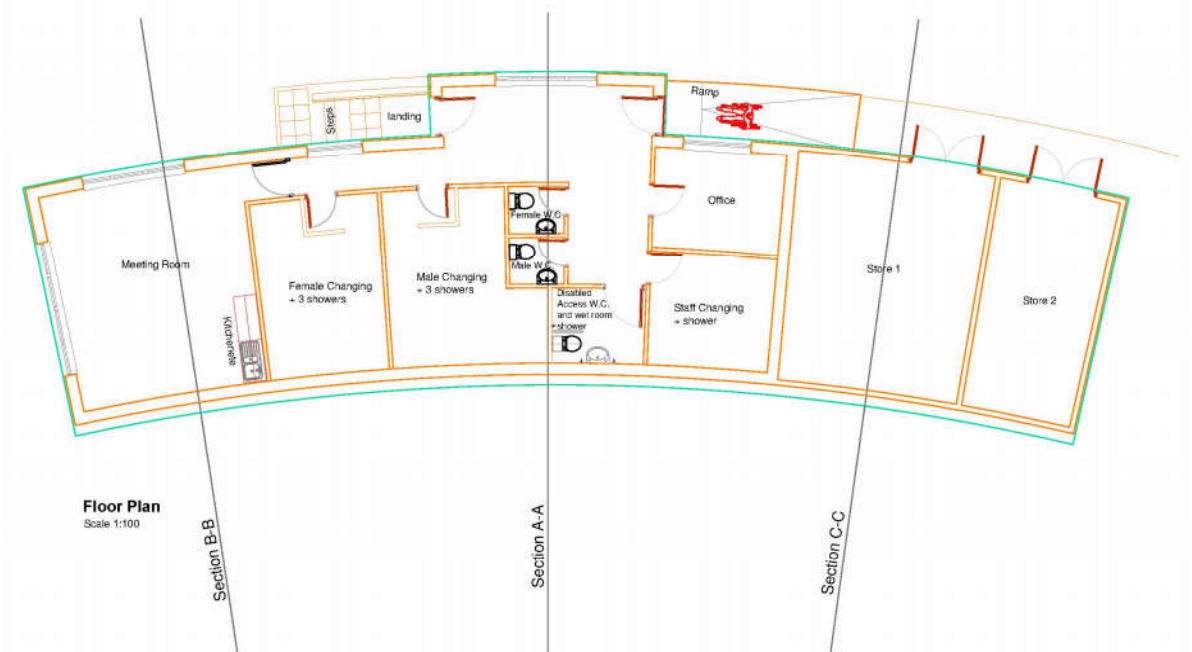


Appendix 4

Seapoint Canoe Centre Approved Plans

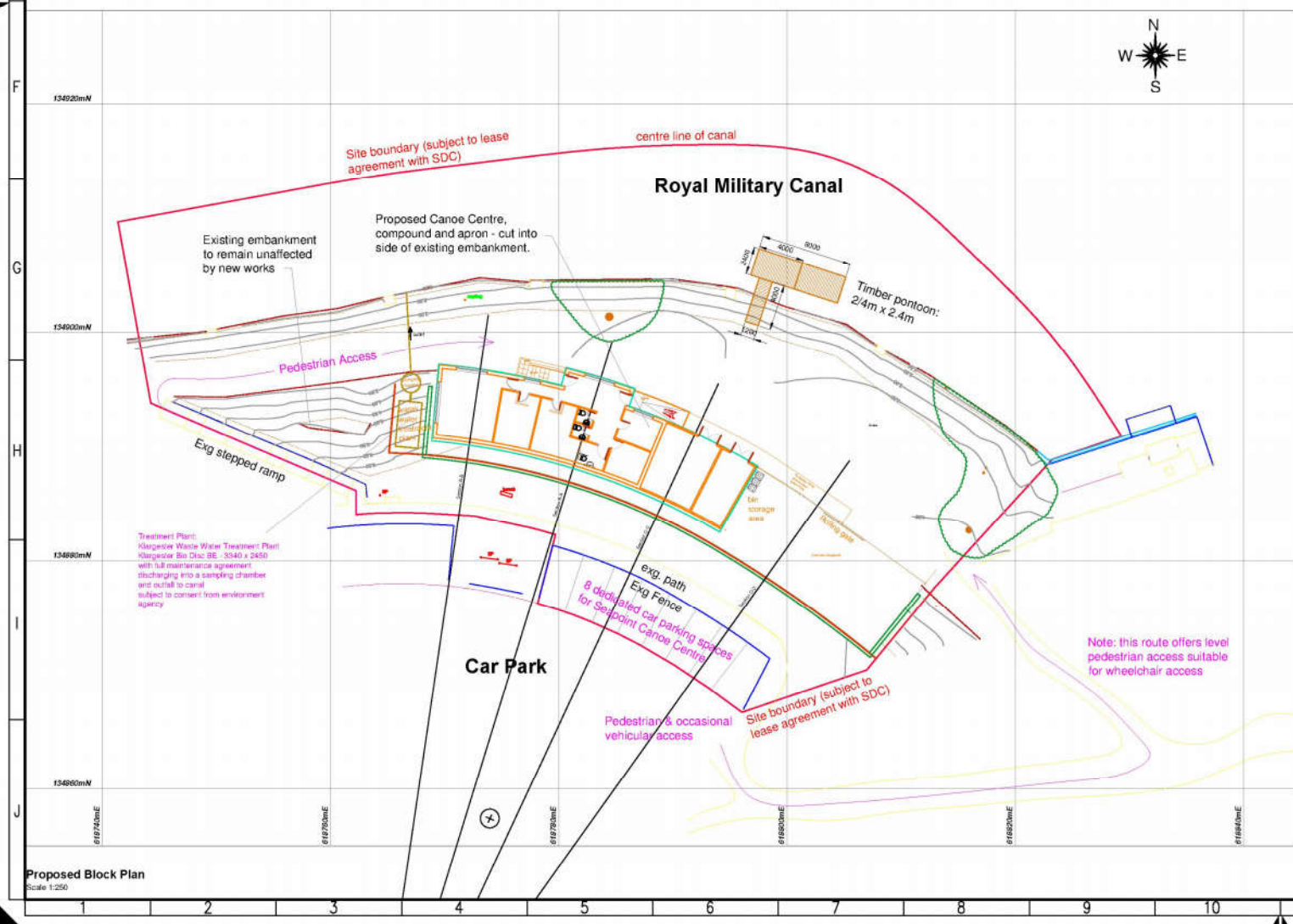


Existing Block Plan
Scale 1:250



Floor Plan
Scale 1:100

- Notes
1. Do not scale from this drawing.
 2. All dimensions in millimetres unless otherwise stated.
 3. Reproduced from Ordnance Survey Superplan Data Copyright
 4. Drawings produced using plans provided by S.C.Green Ltd.



Proposed Block Plan
Scale 1:250

REV	DESCRIPTION	DRAWN	DATE
A	Scheme Revised following comments	AST CHKD GT	08/15 APPRD PJ



Office of Origin
WSS Construction Consultants
Park Farm Road
Folkestone
Kent
CT19 5DU 01303-850608

Client
Seapoint Canoe Centre

Design Stage - RIBA/CRIP:	
Stage 0/1 - Strategic Definition	<input type="checkbox"/>
Stage 1/2 - Preparation and Brief	<input type="checkbox"/>
Stage 2/3 - Concept Design	<input type="checkbox"/>
Stage 3/4 - Developed Design	<input checked="" type="checkbox"/>
Stage 4/5 - Technical Design	<input type="checkbox"/>
Stage 5/6 - Construction	<input type="checkbox"/>
Stage 6/7 - Handover and Close Out	<input type="checkbox"/>
Stage 7/8 - In Use	<input type="checkbox"/>

Drawn by:
A.S.Thompson Date: 6.8.15

Checked by:
G.Thom Date: 6.8.15

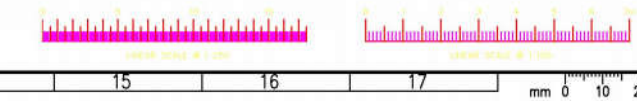
Approved by:
P.Johnson Date: 6.8.15

Project Title:
Proposed Clubhouse for
Seapoint Canoe Centre

Scale:
1:250 & 1:100 on A1 paper

Drawing Title:
Existing and Proposed Block Plans
& Floor Plan

Project Drawing No:
2158/A/1/51 Revision:
A



Appendix 5

Parking Survey Data

K&M Traffic Surveys

DATE : SATURDAY 23RD JULY 2016

PARKING BEAT SURVEY

LOCATION : HYTHE, KENT

WEATHER : HOT & SUNNY

			1100		1200		1300		1400		1500	
		TOTAL SPACES	PARKED	SPACES	PARKED	SPACES	PARKED	SPACES	PARKED	SPACES	PARKED	SPACES
BATTERY POINT CAR PARK EAST	REGULAR BAYS	27	2	25	19	8	25	2	27	0	27	0
	DISABLED BAYS	2	1	1	2	0	2	0	2	0	2	0
	KIOSK BAY	1	1	1	1	1	1	0	1	0	1	0
SEAPOINT CANOE CENTRE CAR PARK	REGULAR BAYS	21	5	16	6	15	6	15	5	16	4	17
	DISABLED BAYS	2	0	2	0	2	0	2	1	1	1	1
PRINCES PARADE (IN FRONT OF SITE) SOUTH SIDE	UNRESTRICTED (Approximate Spaces - 1100 metres)	187	32	155	68	119	89	98	100	86	97	90
	DOUBLE YELLOW						2		1		1	
PRINCES PARADE (IN FRONT OF SITE) NORTH SIDE	DOUBLE YELLOW											
PRINCES PARADE (IN FRONT OF GOLF COURSE) SOUTH SIDE	UNRESTRICTED (Approximate Spaces - 930 metres)	160	24	136	52	108	72	88	122	38	90	70
	DOUBLE YELLOW											
PRINCES PARADE (IN FRONT OF GOLF COURSE) NORTH SIDE	DOUBLE YELLOW											
TWISS FORT CAR PARK WEST	REGULAR BAYS	20	0	20	12	8	13	7	17	3	18	2
	DISABLED BAYS	2	1	1	2	0	2	0	2	0	1	1

Appendix 6

Traffic Survey Data

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Vehicle Count Report

Week Begin: 07-Sep-16

Channel: Eastbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	07/09/16	08/09/16	09/09/16	10/09/16	11/09/16	12/09/16	13/09/16	Av	Av
00:00	1	4	7	17	13	6	4	4	7
01:00	5	3	1	10	5	1	3	3	4
02:00	0	0	4	6	8	2	3	2	3
03:00	4	0	1	5	4	3	2	2	3
04:00	2	2	4	2	2	0	1	2	2
05:00	7	11	10	5	2	10	10	10	8
06:00	33	36	36	13	6	27	21	31	25
07:00	78	83	62	28	28	77	70	74	61
08:00	168	159	154	73	59	157	165	161	134
09:00	109	101	100	93	72	107	145	112	104
10:00	115	121	111	150	116	107	115	114	119
11:00	126	106	117	138	142	96	125	114	121
12:00	152	140	125	148	181	137	135	138	145
13:00	144	133	144	139	173	120	149	138	143
14:00	150	177	122	141	187	154	136	148	152
15:00	205	196	174	125	208	162	188	185	180
16:00	167	182	167	108	181	144	173	167	160
17:00	199	180	141	111	172	159	194	175	165
18:00	160	153	121	91	102	169	159	152	136
19:00	141	112	105	62	87	106	136	120	107
20:00	81	65	73	44	68	55	101	75	70
21:00	44	45	42	36	33	43	53	45	42
22:00	31	37	41	38	26	29	32	34	33
23:00	17	17	26	26	13	11	13	17	18
12H,7-19	1773	1731	1538	1345	1621	1589	1754	1677	1622
16H,6-22	2072	1989	1794	1500	1815	1820	2065	1948	1865
18H,6-24	2120	2043	1861	1564	1854	1860	2110	1999	1916
24H,0-24	2139	2063	1888	1609	1888	1882	2133	2021	1943
Am	08:00	08:00	08:00	10:00	11:00	08:00	08:00	-	-
Peak	168	159	154	150	142	157	165	161	156
Pm	15:00	15:00	15:00	12:00	15:00	18:00	17:00	-	-
Peak	205	196	174	148	208	169	194	188	185

K & M TRAFFIC SURVEYS

Created at 12:52:30 on 20 Sep 2016

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Vehicle Count Report

Week Begin: 07-Sep-16

Channel: Westbound

Time	Wed	Thu	Fri	Sat	Sun	Mon	Tue	5-Day	7-Day
Begin	07/09/16	08/09/16	09/09/16	10/09/16	11/09/16	12/09/16	13/09/16	Av	Av
00:00	5	11	8	18	21	5	11	8	11
01:00	8	2	6	12	8	6	3	5	6
02:00	2	4	3	3	7	2	4	3	4
03:00	2	1	2	6	4	3	2	2	3
04:00	8	3	3	5	2	2	4	4	4
05:00	11	9	6	5	2	11	11	10	8
06:00	46	53	53	30	23	45	45	48	42
07:00	131	155	150	45	58	128	141	141	115
08:00	161	179	161	93	76	186	179	173	148
09:00	162	138	132	135	131	138	145	143	140
10:00	170	156	120	166	152	133	178	151	154
11:00	196	161	140	201	192	157	157	162	172
12:00	193	181	170	179	223	154	205	181	186
13:00	178	190	168	187	227	143	195	175	184
14:00	186	197	195	184	223	205	207	198	200
15:00	197	233	199	185	215	183	234	209	207
16:00	226	210	198	162	245	182	203	204	204
17:00	228	224	193	163	193	219	214	216	205
18:00	197	182	135	114	136	163	210	177	162
19:00	152	118	130	87	104	133	162	139	127
20:00	96	64	63	45	55	49	95	73	67
21:00	47	39	40	31	36	62	44	46	43
22:00	34	36	47	38	27	24	36	35	35
23:00	19	23	35	24	14	11	20	22	21
12H,7-19	2225	2206	1961	1814	2071	1991	2268	2130	2077
16H,6-22	2566	2480	2247	2007	2289	2280	2614	2437	2355
18H,6-24	2619	2539	2329	2069	2330	2315	2670	2494	2410
24H,0-24	2655	2569	2357	2118	2374	2344	2705	2526	2446
Am	11:00	08:00	08:00	11:00	11:00	08:00	08:00	-	-
Peak	196	179	161	201	192	186	179	180	185
Pm	17:00	15:00	15:00	13:00	16:00	17:00	15:00	-	-
Peak	228	233	199	187	245	219	234	223	221

K & M TRAFFIC SURVEYS

Created at 12:52:30 on 20 Sep 2016

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Wed 07-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00		1 -	53.5 -		0	0	0	0	0	0	0	0	0	0	1	0	0
01:00		5 -	51.5	10.4	0	0	0	0	0	0	0	1	1	0	1	1	1
02:00		0 -	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00		4 -	42.3	21	0	1	0	0	0	0	0	0	1	1	0	0	1
04:00		2 -	41	3.5	0	0	0	0	0	0	0	1	1	0	0	0	0
05:00		7 -	42.1	2.9	0	0	0	0	0	0	0	2	5	0	0	0	0
06:00	33	50.1	44.7	6.6	0	0	0	0	0	0	2	7	12	8	2	1	1
07:00	78	53.7	45.9	7.9	0	0	1	0	1	2	11	31	15	9	4	4	4
08:00	168	50.8	44.4	6.5	0	0	1	0	2	6	39	58	38	19	4	1	1
09:00	109	48.8	42.6	6.7	0	0	1	0	0	11	33	41	11	8	3	1	1
10:00	115	45.6	40.7	5.8	0	0	0	0	3	13	52	32	10	3	1	1	1
11:00	126	44.6	38.2	7.3	0	1	0	2	11	34	40	26	8	1	1	2	2
12:00	152	40.9	35.6	6.6	0	0	2	4	32	39	53	13	5	4	0	0	0
13:00	144	43.1	37.1	6	0	0	0	0	19	47	46	24	4	3	1	0	0
14:00	150	41.3	35.4	6.7	0	0	1	8	24	52	41	17	4	2	0	1	1
15:00	205	39.6	34	5.4	0	0	1	3	57	83	41	17	2	1	0	0	0
16:00	167	40.3	34.8	5.9	0	0	0	6	35	62	45	11	7	1	0	0	0
17:00	199	44.4	36.6	8	0	4	9	1	23	47	60	36	15	4	0	0	0
18:00	160	44.2	38.2	6	0	0	2	2	5	49	52	40	7	3	0	0	0
19:00	141	44.9	39.1	7.5	0	0	2	0	11	30	54	29	6	2	5	2	2
20:00	81	48.4	41.1	7.2	0	0	1	0	2	14	27	20	9	7	0	1	1
21:00	44	50.2	42.8	8.2	0	0	1	0	1	5	10	14	7	4	1	1	1
22:00	31	52.1	44.5	7.4	0	0	0	0	0	2	10	8	5	4	1	1	1
23:00	17	54.3	44.1	11.2	0	0	1	0	0	3	3	2	3	3	1	1	1

12H,7-19	1773	45.2	38	7.4	0	5	18	26	212	445	513	346	126	58	14	10
16H,6-22	2072	45.5	38.4	7.5	0	5	22	26	226	496	611	421	156	73	21	15
18H,6-24	2120	45.6	38.6	7.6	0	5	23	26	226	501	624	431	164	80	23	17
24H,0-24	2139	45.6	38.6	7.7	0	6	23	26	226	501	628	439	165	82	24	19

Am	08:00 -	-	-	-		11:00	09:00	11:00	11:00	11:00	11:00	10:00	08:00	08:00	08:00	08:00	07:00
Peak	168 -	-	-	-		1	1	2	11	34	52	58	38	19	4	4	
Pm	15:00	23:00	22:00	23:00 -		17:00	17:00	14:00	15:00	15:00	17:00	18:00	17:00	20:00	19:00	19:00	
Peak	205	54.3	44.5	11.2 -		4	9	8	57	83	60	40	15	7	5	2	

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Thu 08-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	4	-	43.5	10.8	0	0	0	0	0	0	1	1	1	0	0	1	0
01:00	3	-	43.5	8.8	0	0	0	0	0	0	1	0	0	2	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0	0
05:00	11	55.6	46.7	8.5	0	0	0	0	0	0	1	2	3	1	2	2	0
06:00	36	52.8	43.2	11.2	0	0	0	4	2	2	6	6	9	3	1	3	3
07:00	83	52.3	44.8	7.4	0	0	0	1	1	6	14	29	16	12	2	2	2
08:00	159	50.1	43.3	6.3	0	0	0	0	0	1	12	50	47	30	16	2	1
09:00	101	48.3	42.8	5.8	0	0	0	0	0	1	6	34	36	18	2	4	0
10:00	121	46.7	40.4	7.7	0	0	1	3	7	16	39	35	10	7	1	2	2
11:00	106	49.5	41.7	7.6	0	0	0	1	2	16	41	22	11	7	4	2	2
12:00	140	45	38.1	6.8	0	1	1	6	3	37	53	22	14	3	0	0	0
13:00	133	45.1	39.2	6.5	0	0	0	1	15	18	51	34	9	4	0	1	1
14:00	177	44	38.2	6.2	0	0	0	1	19	39	71	33	8	4	2	0	0
15:00	196	43.6	37.8	6.1	0	0	0	0	17	61	77	21	15	3	1	1	1
16:00	182	46.6	40.4	6.7	0	0	0	0	5	41	63	43	19	7	1	3	3
17:00	180	46.5	41.3	5.8	0	0	0	1	2	27	54	66	23	6	0	1	1
18:00	153	48.4	41.2	7.1	1	0	0	0	3	29	46	39	24	7	4	0	0
19:00	112	50.5	43.3	7.7	0	0	0	0	1	17	31	26	22	8	3	4	4
20:00	65	49.2	42.9	6.7	0	0	0	0	1	8	16	22	12	4	1	1	1
21:00	45	50.7	41.7	9.6	0	1	0	1	1	7	13	10	5	4	1	2	2
22:00	37	54.7	46.1	8.8	0	0	0	0	0	5	7	6	10	4	2	3	3
23:00	17	53.4	47.3	7.7	0	0	0	0	1	0	1	5	5	4	0	1	1

12H,7-19	1731	47.2	40.5	6.9	1	1	2	14	76	308	593	427	197	78	21	13
16H,6-22	1989	47.9	40.8	7.1	1	2	2	19	81	342	659	491	245	97	27	23
18H,6-24	2043	48.2	40.9	7.2	1	2	2	19	82	347	667	502	260	105	29	27
24H,0-24	2063	48.3	41	7.3	1	2	2	19	82	351	670	506	264	107	32	27

Am	08:00	-	-	-	-	-	10:00	06:00	10:00	11:00	08:00	08:00	08:00	08:00	11:00	06:00
Peak	159	-	-	-	-	-	1	4	7	16	50	47	30	16	4	3

Pm	15:00	22:00	23:00	21:00	18:00	21:00	12:00	12:00	14:00	15:00	15:00	17:00	18:00	19:00	18:00	19:00
Peak	196	54.7	47.3	9.6	1	1	1	6	19	61	77	66	24	8	4	4

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Fri 09-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	7	-	54.2	8.9	0	0	0	0	0	0	0	1	0	1	2	1	2
01:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	4	-	52.3	10.4	0	0	0	0	0	0	0	0	2	0	0	1	1
03:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	4	-	46	5.2	0	0	0	0	0	0	0	1	0	3	0	0	0
05:00	10	46	42	5.9	0	0	0	0	0	0	1	4	3	1	1	0	0
06:00	36	56.3	46.8	9.4	0	0	0	0	0	1	3	6	8	7	5	2	4
07:00	62	55.6	46.9	8.5	0	0	0	0	1	1	0	14	15	12	10	5	4
08:00	154	50.8	44.9	6.6	0	0	0	1	0	0	6	30	62	33	12	8	2
09:00	100	50.1	44.6	5.4	0	0	0	0	0	0	2	23	39	25	9	2	0
10:00	111	47.2	42.2	6.4	0	0	0	0	0	1	15	31	45	8	7	3	1
11:00	117	47.4	41.1	6.2	0	0	0	0	1	2	15	48	28	18	3	1	1
12:00	125	45.9	40.8	6.8	0	0	0	0	0	3	24	46	33	10	4	3	2
13:00	144	47.1	40.8	7.5	2	0	0	1	0	3	21	48	43	18	4	3	1
14:00	122	45.5	40.3	6.1	0	0	0	0	1	2	19	55	29	11	3	0	2
15:00	174	46.1	40.1	5.8	0	0	0	0	0	3	38	66	40	23	2	1	1
16:00	167	48.9	42.7	7	0	0	0	1	1	0	17	52	55	27	7	2	5
17:00	141	50.4	42.8	7.5	0	0	0	0	1	7	8	44	47	14	12	5	3
18:00	121	51.1	44.2	7.4	0	0	0	1	1	2	9	21	41	27	13	5	1
19:00	105	49	42	8	0	0	0	0	1	4	18	27	29	16	3	3	4
20:00	73	49.4	41.5	8	0	0	0	0	0	4	13	24	13	11	5	0	3
21:00	42	-	44.2	10.4	0	0	0	0	0	2	7	9	11	5	1	0	7
22:00	41	50.1	42.6	8.2	0	0	0	0	1	0	9	7	10	9	3	1	1
23:00	26	48.6	41.6	7.9	0	0	0	0	0	2	3	9	5	5	1	0	1

12H,7-19	1538	49.1	42.4	7	2	0	4	6	24	174	478	477	226	86	38	23
16H,6-22	1794	49.4	42.4	7.3	2	0	4	7	35	215	544	538	265	100	43	41
18H,6-24	1861	49.4	42.4	7.3	2	0	4	8	37	227	560	553	279	104	44	43
24H,0-24	1888	49.5	42.5	7.4	2	0	4	9	37	228	566	558	284	107	47	46

Am	08:00 -		01:00 -	-	-		08:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00	07:00
Peak	154 -		58.5 -	-	-		1	1	2	15	48	62	33	12	8	4	
Pm	15:00 -		18:00	21:00	13:00 -		18:00	22:00	17:00	15:00	15:00	16:00	18:00	18:00	18:00	21:00	
Peak	174 -		44.2	10.4	2 -		1	1	7	38	66	55	27	13	5	7	

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Sat 10-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	17	-	50.3	9.6	0	0	0	0	0	0	0	4	2	4	2	1	4
01:00	10	49.3	44.5	7.1	0	0	0	0	0	0	1	2	3	3	0	1	0
02:00	6	-	43.5	11.9	0	0	0	0	0	1	0	2	1	1	0	0	1
03:00	5	-	48.5	7.9	0	0	0	0	0	0	0	1	1	1	1	1	0
04:00	2	-	48.5	14.1	0	0	0	0	0	0	0	1	0	0	0	1	0
05:00	5	-	43.5	7.2	0	0	0	0	0	0	1	0	3	0	1	0	0
06:00	13	58.6	48.1	10.4	0	0	0	0	0	0	2	2	2	1	2	3	1
07:00	28	57.6	45.3	10.7	0	0	1	0	0	4	5	6	4	2	4	4	2
08:00	73	49.9	44.3	6.9	0	0	0	0	0	1	1	21	30	11	3	3	3
09:00	93	48.4	41.8	6.8	0	0	0	2	3	9	27	30	16	4	2	0	0
10:00	150	47.1	41.5	6.4	0	0	0	0	0	1	26	49	48	14	6	6	0
11:00	138	45.9	40.5	7.1	0	0	2	3	2	19	53	38	12	5	3	1	1
12:00	148	45.8	40.4	7.4	0	0	0	1	7	33	44	42	9	6	2	4	4
13:00	139	45.8	40.3	7.2	0	0	0	2	4	33	40	39	10	7	2	2	2
14:00	141	42.8	37.3	5.7	0	0	1	2	9	46	53	23	5	2	0	0	0
15:00	125	46.8	40.3	6.5	0	0	0	0	5	28	39	31	17	3	1	1	1
16:00	108	46.5	40.4	6.8	0	0	0	3	2	19	39	27	12	4	1	1	1
17:00	111	49.5	41.4	8.2	0	0	0	1	9	13	41	16	20	6	1	4	4
18:00	91	50.6	42.8	8.1	0	0	0	2	1	15	20	24	16	8	3	2	2
19:00	62	51.8	42.9	8	0	1	0	0	0	6	21	18	5	8	2	1	1
20:00	44	49.7	44.1	6.3	0	0	0	0	0	4	9	15	12	3	0	1	1
21:00	36	58.6	45.3	9.8	0	0	0	0	1	3	10	10	4	0	4	4	4
22:00	38	54.5	44.6	10	0	0	0	1	3	3	5	11	6	4	2	3	3
23:00	26	52.5	46.4	8	0	0	0	0	0	1	5	9	6	2	0	3	3

12H,7-19	1345	47.6	40.8	7.3	0	0	4	16	44	246	431	354	146	56	28	20
16H,6-22	1500	48.2	41.2	7.4	0	1	4	16	45	261	473	399	168	69	37	27
18H,6-24	1564	48.6	41.4	7.6	0	1	4	17	48	265	483	419	180	75	39	33
24H,0-24	1609	48.8	41.5	7.7	0	1	4	17	49	267	493	429	189	79	43	38

Am Peak	10:00 - 150	-	00:00 50.3	04:00 - 14.1	-	-	11:00 2	11:00 3	09:00 3	10:00 26	11:00 53	10:00 48	09:00 16	10:00 6	10:00 6	00:00 4
Pm Peak	12:00 148	21:00 58.6	23:00 46.4	22:00 - 10	-	19:00 1	14:00 1	16:00 3	17:00 9	14:00 46	14:00 53	12:00 42	17:00 20	19:00 8	21:00 4	21:00 4

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Sun 11-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	13	48.8	47	4.9	0	0	0	0	0	0	0	0	7	4	1	1	0
01:00	5	-	45.5	7.7	0	0	0	0	0	0	0	2	1	0	2	0	0
02:00	8	-	44.1	9.9	0	0	0	0	0	0	3	0	1	2	1	1	0
03:00	4	-	37.3	12.5	0	0	0	0	1	0	1	1	0	0	1	0	0
04:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
05:00	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	1	0
06:00	6	-	51	9.4	0	0	0	0	0	0	0	1	1	1	1	1	1
07:00	28	46.5	41.4	6.9	0	0	0	0	0	1	6	5	11	3	1	1	0
08:00	59	48.3	41.7	7.4	0	0	1	2	0	4	20	19	8	3	2	0	0
09:00	72	49.6	42.5	7.4	0	0	1	1	1	6	21	22	12	5	3	0	0
10:00	116	45.8	39.6	6.4	0	0	2	0	2	26	44	25	13	3	1	0	0
11:00	142	43.5	37.5	6.2	0	1	2	0	13	35	53	33	3	1	1	0	0
12:00	181	43.4	37.1	6.4	1	0	2	5	13	49	69	30	12	0	0	0	0
13:00	173	40.7	35.4	6.3	0	3	1	5	22	59	60	17	6	0	0	0	0
14:00	187	39.6	34.1	6.1	0	2	2	7	39	68	56	9	2	1	1	0	0
15:00	208	37.5	31.7	6.3	2	3	3	14	70	74	35	4	1	2	0	0	0
16:00	181	39.4	32.9	6.8	0	4	6	14	34	65	44	11	3	0	0	0	0
17:00	172	41.2	35.5	6.5	0	0	3	3	27	70	42	16	8	2	1	0	0
18:00	102	44.9	38.3	7.6	0	2	0	0	10	25	35	18	6	4	2	0	0
19:00	87	45.4	37.2	8.8	1	0	0	6	9	27	19	13	4	6	2	0	0
20:00	68	46.3	39.8	8.3	0	1	0	0	5	14	22	15	6	2	1	2	2
21:00	33	-	45.6	9.7	0	0	0	0	1	4	6	7	9	1	0	5	5
22:00	26	54	46.4	9.7	0	0	0	0	1	2	6	4	5	4	1	3	3
23:00	13	-	49.7	7.3	0	0	0	0	0	0	0	5	4	2	0	2	2

12H,7-19	1621	42.9	36	7.2	3	15	23	51	232	487	484	215	77	22	12	0	0
16H,6-22	1815	43.6	36.4	7.6	4	16	23	57	247	532	532	251	97	32	16	8	8
18H,6-24	1854	44	36.7	7.8	4	16	23	57	248	534	538	260	106	38	17	13	13
24H,0-24	1888	44.2	36.8	7.9	4	16	23	58	248	539	541	270	112	44	20	13	13

Am	11:00 -		05:00	03:00 -		11:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	09:00	06:00
Peak	142 -		56	12.5 -		1	2	2	13	35	53	33	13	5	3	1	1
Pm	15:00 -		23:00	22:00	15:00	16:00	16:00	16:00	15:00	15:00	12:00	12:00	12:00	19:00	19:00	21:00	
Peak	208 -		49.7	9.7	2	4	6	14	70	74	69	30	12	6	2	5	

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Mon 12-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	6	-	46	9.4	0	0	0	0	0	0	1	1	1	1	1	1	0
01:00	1	-	58.5	-	0	0	0	0	0	0	0	0	0	0	0	1	0
02:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0	0
03:00	3	-	46.8	16.1	0	0	0	0	0	1	0	0	0	0	1	1	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	10	56	50	7.6	0	0	0	0	0	0	0	1	2	3	2	1	1
06:00	27	49.7	42.8	8.7	0	0	0	0	0	3	3	4	8	6	1	1	1
07:00	77	53.5	45.1	8.3	0	0	1	0	1	4	16	27	13	6	5	4	4
08:00	157	54.3	46.2	7.1	0	0	0	0	0	6	26	61	28	18	13	5	5
09:00	107	50.9	44	7.8	0	0	0	0	0	15	27	27	22	6	6	4	4
10:00	107	49.2	43.1	6	0	0	0	0	0	8	35	36	18	7	2	1	1
11:00	96	46.8	40	6.3	0	0	0	0	1	27	33	18	13	3	0	1	1
12:00	137	45.7	40.8	6.2	0	0	1	0	2	23	45	48	10	5	3	0	0
13:00	120	47.3	40.9	6.2	0	0	1	0	3	15	48	30	18	3	2	0	0
14:00	154	44.4	38.7	5.6	0	0	0	0	14	28	65	34	11	2	0	0	0
15:00	162	44.9	39.7	5.8	0	0	1	0	4	32	61	50	12	0	0	2	2
16:00	144	46	40	6.9	0	0	0	0	11	27	48	36	13	7	0	2	2
17:00	159	45.9	40.8	5.8	0	0	0	0	7	19	57	53	18	3	2	0	0
18:00	169	46.3	39.4	7.7	0	0	1	1	21	29	52	38	17	4	4	2	2
19:00	106	45	38.9	7.3	0	1	1	1	5	26	34	27	8	1	0	2	2
20:00	55	49.9	41.3	8.4	0	0	1	1	1	9	19	9	8	5	1	1	1
21:00	43	47.3	41.2	8.8	1	0	0	0	2	6	10	16	4	1	3	0	0
22:00	29	48.7	42.5	8	0	0	0	0	2	3	7	10	4	1	1	1	1
23:00	11	-	49	10.9	0	0	0	0	0	1	2	3	0	1	2	2	2

12H,7-19	1589	48	41.3	7	0	0	5	1	64	233	513	458	193	64	37	21	21
16H,6-22	1820	47.9	41.2	7.2	1	1	7	3	75	277	580	518	219	72	42	25	25
18H,6-24	1860	48	41.3	7.2	1	1	7	3	77	281	589	531	223	74	45	28	28
24H,0-24	1882	48.2	41.4	7.3	1	1	7	3	78	283	591	535	227	78	49	29	29

Am	08:00	-	-	-	-	-	07:00	-	06:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
Peak	157	-	-	-	-	-	1	-	3	27	35	61	28	18	13	5	5
Pm	18:00	-	23:00	23:00	21:00	19:00	20:00	20:00	18:00	15:00	14:00	17:00	17:00	16:00	18:00	23:00	23:00
Peak	169	-	49	10.9	1	1	1	1	21	32	65	53	18	7	4	2	2

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Tue 13-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61
00:00	4	-	43.5	8.2	0	0	0	0	0	0	1	0	2	0	1	0
01:00	3	-	41.8	5.9	0	0	0	0	0	0	0	2	0	1	0	0
02:00	3	-	51.8	7.6	0	0	0	0	0	0	0	0	1	0	1	0
03:00	2	-	56	3.5	0	0	0	0	0	0	0	0	0	0	1	0
04:00	1	-	48.5	-	0	0	0	0	0	0	0	0	0	1	0	0
05:00	10	51	45	8.6	0	0	0	0	0	0	1	2	4	1	1	0
06:00	21	52.8	44.5	8.1	0	0	0	0	0	0	1	8	6	2	1	2
07:00	70	49	43.1	6.7	0	0	0	0	0	0	9	16	28	10	4	1
08:00	165	49.5	42.8	6.7	0	0	0	0	0	4	13	55	47	30	11	2
09:00	145	45.5	40.7	5.6	0	0	1	0	1	18	63	44	11	6	1	0
10:00	115	44.8	38.8	6	0	0	1	2	2	28	46	24	11	0	1	0
11:00	125	45.8	38.8	7.8	0	2	0	1	13	29	30	32	13	2	3	0
12:00	135	42.9	36.9	6.1	0	2	0	0	13	43	47	25	3	2	0	0
13:00	149	43.7	38.2	5.4	0	0	0	0	15	28	64	36	5	0	1	0
14:00	136	43.1	37.2	6.3	0	1	0	0	14	47	45	19	6	3	1	0
15:00	188	41.5	35.3	6.7	1	0	2	11	25	63	55	25	3	3	0	0
16:00	173	44	37	6.6	0	0	1	1	27	54	45	31	10	3	1	0
17:00	194	43.3	37.2	6.4	0	0	0	7	20	51	70	35	8	1	1	1
18:00	159	42	36.1	6.3	0	1	0	9	15	53	53	19	8	1	0	0
19:00	136	43.3	37.1	6.5	0	1	0	4	9	47	45	20	8	0	2	0
20:00	101	46.8	39.5	7.7	0	1	0	3	4	21	36	19	9	6	2	0
21:00	53	51.7	43.4	8.9	0	0	0	0	2	9	14	8	11	4	2	3
22:00	32	46.9	40.7	8.1	0	0	1	0	1	6	8	10	4	1	0	1
23:00	13	52.4	43.9	8.6	0	0	0	0	1	1	3	3	2	2	1	0

12H,7-19	1754	44.7	38.2	6.8	1	6	5	31	149	436	589	365	118	36	12	6
16H,6-22	2065	45	38.4	7	1	8	5	38	164	514	692	418	148	47	20	10
18H,6-24	2110	45.1	38.5	7	1	8	6	38	166	521	703	431	154	50	21	11
24H,0-24	2133	45.2	38.6	7.1	1	8	6	38	166	523	707	438	157	54	23	12

Am	08:00 -		03:00 -	-		11:00	10:00	10:00	11:00	11:00	09:00	08:00	08:00	08:00	11:00	08:00
Peak	165 -		56 -	-		2	1	2	13	29	63	47	30	11	3	3

Pm	17:00	23:00	23:00	21:00	15:00	12:00	15:00	15:00	16:00	15:00	17:00	13:00	21:00	20:00	21:00	21:00
Peak	194	52.4	43.9	8.9	1	2	2	11	27	63	70	36	11	6	2	3

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Wed 07-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61
00:00	5	-	37.5	6.6	0	0	0	0	0	1	1	1	2	0	0	0
01:00	8	-	44.8	9.6	0	0	0	0	0	0	1	3	1	1	0	2
02:00	2	-	33.5	21.2	0	0	1	0	0	0	0	0	0	1	0	0
03:00	2	-	41	10.6	0	0	0	0	0	0	1	0	0	1	0	0
04:00	8	-	46.6	12.5	0	0	0	0	0	1	1	1	1	0	2	1
05:00	11	-	48.5	11.5	0	0	0	0	0	0	2	2	1	0	3	1
06:00	46	54.3	45	8.3	0	0	0	1	0	1	14	14	6	4	4	2
07:00	131	52.6	45.9	7.5	0	0	1	1	1	2	22	44	37	9	9	5
08:00	161	51.5	43.7	8.1	0	0	1	5	1	9	40	53	26	14	8	4
09:00	162	46.4	40.3	6.8	0	0	1	2	2	37	51	43	17	6	2	1
10:00	170	43.3	37	8	1	1	6	5	10	43	66	26	5	2	4	1
11:00	196	42	35	8.1	0	4	2	9	44	55	49	16	12	2	1	2
12:00	193	39.3	32.5	7.3	0	0	17	14	39	70	36	12	3	1	1	0
13:00	178	39.3	32.4	7.4	1	3	6	17	46	55	35	7	7	1	0	0
14:00	186	38.3	31.5	7	0	2	7	19	68	48	30	8	2	1	0	1
15:00	197	38.7	32.3	6	0	1	3	14	71	58	37	10	3	0	0	0
16:00	226	40.6	33.5	6.9	1	2	4	12	57	84	34	25	5	2	0	0
17:00	228	43	36.2	7	0	0	2	13	26	75	63	35	9	3	1	1
18:00	197	43.5	36	8.1	1	0	3	18	20	59	54	24	10	6	0	2
19:00	152	42.3	34.9	8	0	2	4	9	27	48	34	18	5	3	1	1
20:00	96	48.7	39.7	8.7	0	0	0	2	12	22	23	14	15	3	3	2
21:00	47	50.6	42.4	8.4	0	0	0	0	2	8	14	9	7	4	1	2
22:00	34	50.4	41.3	9.9	0	0	0	2	2	5	11	4	5	1	3	1
23:00	19	52.6	44.6	9.2	0	0	0	0	0	4	2	7	2	2	0	2

12H,7-19	2225	44.2	35.9	8.4	4	13	53	129	385	595	517	303	136	47	26	17
16H,6-22	2566	44.7	36.3	8.6	4	15	57	141	426	674	602	358	169	61	35	24
18H,6-24	2619	44.8	36.4	8.6	4	15	57	143	428	683	615	369	176	64	38	27
24H,0-24	2655	44.9	36.5	8.7	4	15	58	143	430	689	622	374	179	69	42	30

Am Peak	11:00 - 196		05:00 48.5	02:00 21.2	10:00 1	11:00 4	10:00 6	11:00 9	11:00 44	11:00 55	10:00 66	08:00 53	07:00 37	08:00 14	07:00 9	07:00 5
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Pm Peak	17:00 228	23:00 52.6	23:00 44.6	22:00 9.9	18:00 1	13:00 3	12:00 17	14:00 19	15:00 71	16:00 84	17:00 63	17:00 35	20:00 15	18:00 6	22:00 3	23:00 2
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Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Thu 08-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61
00:00	11	53.1	44.4	10.7	0	0	0	1	0	1	1	4	1	2	0	1
01:00	2	-	38.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
02:00	4	-	38.5	15.8	0	0	0	1	1	0	0	1	0	0	1	0
03:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	3	-	43.5	10	0	0	0	0	0	1	0	1	0	1	0	0
05:00	9	-	47.9	11.1	0	0	0	0	0	2	1	1	0	3	1	1
06:00	53	54.9	43.1	12.1	1	1	2	0	0	5	14	13	5	4	2	6
07:00	155	53.9	45.5	8.3	0	1	2	0	0	3	36	49	35	9	13	7
08:00	179	49.3	42.7	6.3	0	0	0	0	1	12	70	54	22	14	4	2
09:00	138	47	39.8	7.3	1	0	0	1	7	29	47	28	20	3	0	2
10:00	156	43.3	36.9	8.3	0	2	2	4	22	39	55	18	4	6	0	4
11:00	161	44.4	38.8	5.8	0	0	2	0	7	37	60	45	8	1	1	0
12:00	181	41.1	35.5	6.8	0	0	3	6	30	63	51	17	6	3	2	0
13:00	190	40.7	34.7	6.8	0	1	4	11	27	71	50	21	3	0	1	1
14:00	197	41.6	35	6.9	0	1	3	7	40	68	45	23	8	1	0	1
15:00	233	40	33.4	7.6	1	3	6	14	59	77	47	14	9	0	1	2
16:00	210	40.8	33.8	7.9	2	4	5	16	42	55	56	22	6	1	1	0
17:00	224	45	37.7	7.7	1	0	6	6	19	52	78	35	20	5	0	2
18:00	182	46.9	40.1	6.9	0	0	0	1	5	46	62	37	17	10	2	2
19:00	118	48.8	42.1	7.6	0	0	0	1	4	14	40	32	16	2	6	3
20:00	64	48.4	40	8.7	0	0	0	2	7	10	21	11	6	4	1	2
21:00	39	49.9	39.8	10.5	0	0	2	3	1	7	9	6	6	3	1	1
22:00	36	53.6	42.4	9.7	0	0	0	1	1	5	16	2	3	4	2	2
23:00	23	52.8	42.4	12.7	0	2	0	0	0	4	4	3	5	3	0	2

12H,7-19	2206	45	37.5	8.1	5	12	33	66	259	552	657	363	158	53	25	23
16H,6-22	2480	45.5	37.9	8.3	6	13	37	72	271	588	741	425	191	66	35	35
18H,6-24	2539	45.6	38	8.4	6	15	37	73	272	597	761	430	199	73	37	39
24H,0-24	2569	45.7	38.1	8.5	6	15	37	75	274	601	763	437	201	80	39	41

Am Peak	08:00 - 179	-	03:00 - 53.5	-	09:00 1	10:00 2	11:00 2	10:00 4	10:00 22	10:00 39	08:00 70	08:00 54	07:00 35	08:00 14	07:00 13	07:00 7
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Pm Peak	15:00 233	22:00 53.6	23:00 42.4	23:00 12.7	16:00 2	16:00 4	17:00 6	16:00 16	15:00 59	15:00 77	17:00 78	18:00 37	17:00 20	18:00 10	19:00 6	19:00 3
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Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Fri 09-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61
00:00	8	-	49.8	13.9	0	0	0	0	0	1	1	0	1	1	0	3
01:00	6	-	50.2	7.6	0	0	0	0	0	0	0	1	0	3	0	0
02:00	3	-	51.8	3.1	0	0	0	0	0	0	0	0	0	1	0	0
03:00	2	-	48.5	14.1	0	0	0	0	0	0	0	1	0	0	0	0
04:00	3	-	48.5	8.8	0	0	0	0	0	0	0	1	0	0	2	0
05:00	6	-	48.5	7.1	0	0	0	0	0	0	0	1	1	2	1	0
06:00	53	57.9	47.1	9.8	1	0	0	0	0	2	7	16	14	3	4	6
07:00	150	53.2	45.4	7.6	0	0	0	0	1	6	39	46	31	9	11	7
08:00	161	50	43.4	6.6	0	0	0	0	3	12	45	51	32	13	3	2
09:00	132	49.2	42	7.1	0	0	0	1	3	17	45	33	20	9	2	2
10:00	120	44.5	38.1	7	0	0	0	2	12	34	38	22	6	4	1	1
11:00	140	44	37.7	6.3	0	0	0	1	12	50	38	29	7	1	1	1
12:00	170	42.6	35.9	7.7	1	0	2	11	17	61	45	22	5	2	3	1
13:00	168	42.6	35.6	7.2	0	1	2	5	36	47	45	20	8	3	1	0
14:00	195	42.4	35	7.7	2	2	2	11	30	68	42	29	5	3	0	1
15:00	199	42	34.2	7.9	2	2	7	12	37	62	42	23	10	2	0	0
16:00	198	46.2	40.1	7.3	0	1	1	0	14	38	56	57	20	7	1	3
17:00	193	47.6	40.9	7.1	0	2	0	0	4	29	76	46	21	9	5	1
18:00	135	49.4	42.2	8	0	1	1	2	3	11	43	39	21	8	2	4
19:00	130	44.2	37.2	7.8	0	1	3	1	10	51	32	19	5	5	2	1
20:00	63	48.3	40.5	7.1	0	0	0	0	1	18	20	10	9	4	0	1
21:00	40	52.3	40.9	11.4	1	0	0	1	3	9	7	10	2	2	2	3
22:00	47	49.4	42.1	8.5	0	0	0	1	3	6	11	13	8	1	3	1
23:00	35	52.3	44.4	8.6	0	0	0	0	2	3	9	5	10	1	5	0

12H,7-19	1961	46.4	39	8.1	5	9	15	45	172	435	554	417	186	70	30	23
16H,6-22	2247	46.8	39.1	8.3	7	10	18	47	186	515	620	472	216	84	38	34
18H,6-24	2329	47.1	39.3	8.3	7	10	18	48	191	524	640	490	234	86	46	35
24H,0-24	2357	47.4	39.4	8.4	7	10	18	48	192	525	644	492	241	92	50	38

Am Peak	08:00 - 161	-	02:00 51.8	03:00 14.1	06:00 - 1	-	-	10:00 2	11:00 12	11:00 50	09:00 45	08:00 51	08:00 32	08:00 13	07:00 11	07:00 7
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Pm Peak	15:00 199	21:00 52.3	23:00 44.4	21:00 11.4	15:00 2	17:00 2	15:00 7	15:00 12	15:00 37	14:00 68	17:00 76	16:00 57	18:00 21	17:00 9	23:00 5	18:00 4
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Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Sat 10-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	18	-	45.2	10.8	0	0	0	0	0	1	1	6	5	0	1	1	3
01:00	12	54.5	44.8	11	0	0	0	1	0	0	4	3	0	2	1	1	
02:00	3	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0	
03:00	6	-	45.2	11.3	0	0	0	0	0	1	2	1	0	1	0	1	
04:00	5	-	47.5	5.7	0	0	0	0	0	0	0	3	0	2	0	0	
05:00	5	-	45.5	7.7	0	0	0	0	0	0	2	1	0	2	0	0	
06:00	30	54.6	47.8	7.4	0	0	0	0	0	1	4	8	7	7	1	2	
07:00	45	56.8	45	11.6	1	1	0	0	1	2	12	8	6	6	5	3	
08:00	93	50.5	42.9	7.7	0	0	0	2	0	13	25	25	15	7	5	1	
09:00	135	46.8	39.2	8.6	0	3	0	2	6	35	43	23	15	2	2	4	
10:00	166	42.4	36.6	6.5	0	0	0	5	22	52	57	16	11	2	0	1	
11:00	201	40.8	34.8	6.4	1	0	3	9	36	65	59	23	4	1	0	0	
12:00	179	43.6	37.1	7.5	0	1	1	4	24	50	57	28	7	3	1	3	
13:00	187	42.6	35.8	6.9	0	0	1	7	28	77	40	17	12	4	0	1	
14:00	184	40.5	34	7.2	0	1	2	17	42	54	44	17	3	2	2	0	
15:00	185	40.7	34.7	8.4	1	1	4	11	36	63	43	14	3	3	3	3	
16:00	162	43.1	36.6	7.2	0	1	0	4	25	52	48	17	9	2	4	0	
17:00	163	45.2	37.1	8.6	0	0	5	7	23	42	41	24	12	4	3	2	
18:00	114	45.5	37.8	9.2	0	3	1	5	9	33	22	26	8	4	0	3	
19:00	87	44.5	37.2	7.9	0	1	0	5	6	29	22	15	6	1	1	1	
20:00	45	46.5	38.3	8.6	0	1	0	2	2	14	10	8	7	0	0	1	
21:00	31	49.3	44	5.7	0	0	0	0	0	2	7	11	9	1	1	0	
22:00	38	45.5	40.7	8.1	0	1	0	0	2	5	10	14	2	3	1	0	
23:00	24	47.9	41.4	6.7	0	0	0	0	1	3	9	5	5	0	1	0	

12H,7-19	1814	44.3	36.8	8.1	3	11	17	73	252	538	491	238	105	40	25	21
16H,6-22	2007	44.8	37.1	8.2	3	13	17	80	260	584	534	280	134	49	28	25
18H,6-24	2069	44.9	37.2	8.2	3	14	17	80	263	592	553	299	141	52	30	25
24H,0-24	2118	45.1	37.4	8.3	3	14	17	81	265	596	567	312	141	60	32	30

Am	11:00	-	06:00	07:00	11:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	08:00	09:00	08:00	08:00	09:00
Peak	201	-	47.8	11.6	1	3	3	9	36	65	59	25	15	7	5	4	

Pm	13:00	21:00	21:00	18:00	15:00	18:00	17:00	14:00	14:00	13:00	12:00	12:00	17:00	18:00	16:00	18:00
Peak	187	49.3	44	9.2	1	3	5	17	42	77	57	28	12	4	4	3

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Sun 11-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61
00:00	21	57.4	46.4	10.8	0	0	0	1	2	0	3	3	4	3	5	0
01:00	8	-	43.5	11.4	0	0	0	0	0	2	3	1	0	0	1	1
02:00	7	-	34.9	10.3	0	0	1	1	0	1	1	3	0	0	0	0
03:00	4	-	37.3	13.2	0	0	0	1	1	0	0	0	2	0	0	0
04:00	2	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	2	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
06:00	23	53.6	45.2	10.5	0	1	0	0	0	3	2	4	7	4	1	1
07:00	58	51.8	43.8	8.5	0	0	1	0	2	3	16	17	9	5	3	2
08:00	76	47.2	38.6	9.2	0	1	2	5	7	7	24	16	9	3	2	0
09:00	131	47	38.7	8.3	0	0	3	1	15	32	34	23	15	4	2	2
10:00	152	41.6	34.3	8.5	2	2	5	10	22	53	33	15	7	1	0	2
11:00	192	40.4	33.7	7.4	1	1	11	11	32	65	47	19	3	1	1	0
12:00	223	38.4	31.6	7.7	1	12	7	13	60	80	34	12	0	3	1	0
13:00	227	38.2	31.4	7.4	0	6	12	26	57	77	33	11	4	0	0	1
14:00	223	35.9	29.9	6.5	0	6	11	35	77	61	23	10	0	0	0	0
15:00	215	35.6	29.2	7.2	2	5	17	37	72	54	23	2	0	2	1	0
16:00	245	34.5	28.5	6.1	1	4	14	56	102	44	19	4	0	1	0	0
17:00	193	37.7	30.3	7.9	0	6	13	32	58	47	22	8	5	1	1	0
18:00	136	40	33.5	6.6	0	3	2	6	29	56	24	12	4	0	0	0
19:00	104	43.1	35.3	8.3	1	1	0	8	17	35	20	14	3	3	2	0
20:00	55	51.3	38	12	0	2	2	1	8	16	9	3	5	4	2	3
21:00	36	51.2	42.1	9	0	0	0	0	4	3	11	10	2	3	1	2
22:00	27	50.5	43.1	9.4	0	0	1	0	1	3	5	7	6	2	1	1
23:00	14	52	45.6	7.6	0	0	0	0	0	0	5	3	3	2	0	1

12H,7-19	2071	40	32.2	8.2	7	46	98	232	533	579	332	149	56	21	11	7
16H,6-22	2289	40.7	32.8	8.6	8	50	100	241	562	636	374	180	73	35	17	13
18H,6-24	2330	40.9	33	8.7	8	50	101	241	563	639	384	190	82	39	18	15
24H,0-24	2374	41.3	33.2	8.9	8	50	102	244	566	643	393	198	88	42	24	16

Am	11:00	-	00:00	03:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	09:00	09:00	07:00	00:00	10:00
Peak	192	-	46.4	13.2	2	2	11	11	32	65	47	23	15	5	5	2	

Pm	16:00	23:00	23:00	20:00	15:00	12:00	15:00	16:00	16:00	12:00	12:00	19:00	22:00	20:00	20:00	20:00
Peak	245	52	45.6	12	2	12	17	56	102	80	34	14	6	4	2	3

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Mon 12-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	5	-	46.5	8.4	0	0	0	0	0	0	1	0	1	1	2	0	0
01:00	6	-	47.7	9.2	0	0	0	0	0	0	0	2	1	1	0	2	0
02:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0	0
03:00	3	-	48.5	18	0	0	0	0	0	1	0	0	0	0	1	0	1
04:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0	0
05:00	11	53.1	43.5	8.7	0	0	0	0	0	0	2	4	1	1	2	1	0
06:00	45	-	44.8	12.2	0	0	1	0	4	7	7	8	4	3	4	4	7
07:00	128	55.1	46.5	8.1	0	1	0	1	2	0	21	46	20	21	11	5	5
08:00	186	53.1	44.7	8.1	0	1	1	0	0	13	51	50	32	23	7	8	8
09:00	138	49.5	42.3	7.6	0	0	0	0	3	19	49	36	14	9	2	6	6
10:00	133	45.2	39.1	7.3	0	0	1	0	9	33	52	21	8	5	1	3	3
11:00	157	45.3	38.9	7.9	0	2	2	3	4	43	48	36	10	4	3	2	2
12:00	154	42.2	35.4	7.5	0	0	8	6	18	51	43	18	6	3	1	0	0
13:00	143	40.8	35.6	6.6	0	1	2	2	24	47	47	14	3	1	2	0	0
14:00	205	40.6	33.6	8.5	4	6	2	14	37	68	46	18	5	3	1	1	1
15:00	183	43.2	35.9	7.1	1	0	2	5	32	60	43	27	9	3	1	0	0
16:00	182	42.3	36.2	6	0	0	0	4	21	79	44	24	8	1	0	1	1
17:00	219	43.2	36.3	7.7	0	1	4	10	33	57	66	33	9	2	1	3	3
18:00	163	43.2	35.5	8	0	1	7	7	25	47	42	21	9	2	1	1	1
19:00	133	42.4	34.6	8.3	2	1	3	7	29	33	32	20	2	3	0	1	1
20:00	49	52.5	44	7.9	0	0	0	0	0	7	12	14	6	7	1	2	2
21:00	62	45.5	39	8.4	1	1	1	1	3	7	22	18	5	3	0	0	0
22:00	24	44.1	38.7	7.6	0	0	1	0	2	3	9	8	0	0	1	0	0
23:00	11	50.3	41.7	9.1	0	0	0	0	0	2	6	1	0	1	0	1	1

12H,7-19	1991	45.6	38	8.5	5	13	29	52	208	517	552	344	133	77	31	30
16H,6-22	2280	45.7	38.1	8.7	8	15	34	60	244	571	625	404	150	93	36	40
18H,6-24	2315	45.7	38.1	8.7	8	15	35	60	246	576	640	413	150	94	37	41
24H,0-24	2344	45.8	38.2	8.7	8	15	35	60	248	579	649	416	153	99	40	42

Am Peak	08:00 - 186	48.5	03:00 - 18		11:00 - 2	11:00 - 2	11:00 - 3	10:00 - 9	11:00 - 43	10:00 - 52	08:00 - 50	08:00 - 32	08:00 - 23	07:00 - 11	08:00 - 8	
Pm Peak	17:00 - 219	52.5	20:00 - 44	23:00 - 9.1	14:00 - 4	14:00 - 6	12:00 - 8	14:00 - 14	14:00 - 37	16:00 - 79	17:00 - 66	17:00 - 33	18:00 - 9	20:00 - 7	13:00 - 2	17:00 - 3

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Speed Report-Limit 40 Mph

Tue 13-Sep-16

Channel: Westbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 =>61	
00:00	11	-	46.2	12.4	0	0	0	0	0	1	2	1	2	1	1	1	2
01:00	3	-	48.5	13.2	0	0	0	0	0	0	0	1	1	0	0	0	1
02:00	4	-	51	6.5	0	0	0	0	0	0	0	0	1	1	1	1	0
03:00	2	-	41	17.7	0	0	0	0	0	1	0	0	0	0	1	0	0
04:00	4	-	51	15.5	0	0	0	0	0	1	0	0	0	0	1	1	1
05:00	11	55.3	47.1	13.3	0	1	0	0	0	0	0	1	2	2	3	1	1
06:00	45	55.4	43.5	11	0	0	1	0	1	10	12	5	4	5	2	5	5
07:00	141	48	39.4	10.8	1	6	3	4	10	13	42	36	11	7	2	6	6
08:00	179	45.5	38.3	7.7	1	3	1	0	14	43	62	31	17	6	0	1	1
09:00	145	43.9	37	7.9	0	1	3	4	18	36	51	17	8	5	0	2	2
10:00	178	39.9	33.4	7.3	1	0	4	15	47	54	38	11	3	4	1	0	0
11:00	157	40.1	35.3	7.2	1	2	2	2	19	69	46	4	6	5	0	1	1
12:00	205	39.4	33.7	6.5	1	2	4	7	42	82	53	8	3	2	1	0	0
13:00	195	39.5	32.9	6.3	0	0	5	16	52	69	33	17	2	1	0	0	0
14:00	207	37.1	31.9	5.7	0	1	3	19	68	79	25	10	2	0	0	0	0
15:00	234	38.4	31.5	7.3	0	9	11	17	64	79	39	11	2	2	0	0	0
16:00	203	43.3	35	8.6	1	2	8	7	46	55	41	26	8	6	2	1	1
17:00	214	42.6	34.9	7.8	1	1	7	14	37	60	52	30	8	3	1	0	0
18:00	210	39.5	31.4	8.3	1	0	18	38	42	58	30	15	5	1	1	1	1
19:00	162	41.3	33.9	7.3	0	1	4	11	39	54	27	20	4	1	0	1	1
20:00	95	44.3	35.8	8.4	0	1	2	4	18	31	15	14	4	5	1	0	0
21:00	44	48.4	38.7	9.9	0	1	0	3	3	10	12	6	4	3	1	1	1
22:00	36	54.5	42.5	11.2	0	1	0	0	4	3	10	7	3	3	2	3	3
23:00	20	53.5	45	10.4	0	0	0	0	1	4	2	5	2	3	1	2	2

12H,7-19	2268	41.3	34.3	8	8	27	69	143	459	697	512	216	75	42	8	12	12
16H,6-22	2614	41.9	34.5	8.2	8	30	76	161	520	802	578	261	91	56	12	19	19
18H,6-24	2670	42.3	34.7	8.3	8	31	76	161	525	809	590	273	96	62	15	24	24
24H,0-24	2705	42.6	34.9	8.5	8	32	76	161	528	811	593	279	100	69	19	29	29

Am Peak	08:00 - 179		02:00 51	03:00 17.7	11:00 1	07:00 6	10:00 4	10:00 15	10:00 47	11:00 69	08:00 62	07:00 36	08:00 17	07:00 7	07:00 2	07:00 6	07:00 6
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Pm Peak	15:00 234	22:00 54.5	23:00 45	22:00 11.2	18:00 1	15:00 9	18:00 18	18:00 38	14:00 68	12:00 82	12:00 53	17:00 30	17:00 8	16:00 6	22:00 2	22:00 3	22:00 3
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Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Wed 07-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	1	0	0	0	1	100	0	0	0	0	0
01:00	5	0	0	0	5	100	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0
03:00	4	1	25	3	75	0	0	0	0	0	0
04:00	2	0	0	2	100	0	0	0	0	0	0
05:00	7	0	0	6	85.71	1	14.29	0	0	0	0
06:00	33	2	6.06	26	78.79	4	12.12	1	3.03	0	0
07:00	78	2	2.56	66	84.62	9	11.54	1	1.28	0	0
08:00	168	2	1.19	151	89.88	14	8.33	1	0.6	0	0
09:00	109	1	0.92	97	88.99	10	9.17	1	0.92	0	0
10:00	115	2	1.74	97	84.35	16	13.91	0	0	0	0
11:00	126	3	2.38	113	89.68	10	7.94	0	0	0	0
12:00	152	3	1.97	128	84.21	21	13.82	0	0	0	0
13:00	144	2	1.39	126	87.5	15	10.42	1	0.69	0	0
14:00	150	4	2.67	135	90	9	6	2	1.33	0	0
15:00	205	4	1.95	184	89.76	16	7.8	1	0.49	0	0
16:00	167	2	1.2	144	86.23	21	12.57	0	0	0	0
17:00	199	14	7.04	170	85.43	12	6.03	3	1.51	0	0
18:00	160	9	5.63	139	86.88	12	7.5	0	0	0	0
19:00	141	6	4.26	129	91.49	5	3.55	1	0.71	0	0
20:00	81	6	7.41	74	91.36	1	1.23	0	0	0	0
21:00	44	2	4.55	41	93.18	1	2.27	0	0	0	0
22:00	31	1	3.23	30	96.77	0	0	0	0	0	0
23:00	17	0	0	17	100	0	0	0	0	0	0

12H,7-19	1773	48	2.71	1550	87.42	165	9.31	10	0.56	0	0
16H,6-22	2072	64	3.09	1820	87.84	176	8.49	12	0.58	0	0
18H,6-24	2120	65	3.07	1867	88.07	176	8.3	12	0.57	0	0
24H,0-24	2139	66	3.09	1884	88.08	177	8.27	12	0.56	0	0

Am	08:00	11:00 -	08:00 -	10:00 -	06:00 -	00:00 -
Peak	168	3 -	151 -	16 -	1 -	0 -
Pm	15:00	17:00 -	15:00 -	12:00 -	17:00 -	00:00 -
Peak	205	14 -	184 -	21 -	3 -	0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Thu 08-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	4	0	0	0	4	100	0	0	0	0	0
01:00	3	0	0	0	2	66.67	1	33.33	0	0	0
02:00	0	0 -		0 -	0 -		0 -		0 -		0 -
03:00	0	0 -		0 -	0 -		0 -		0 -		0 -
04:00	2	0	0	0	1	50	1	50	0	0	0
05:00	11	0	0	0	5	45.45	4	36.36	2	18.18	0
06:00	36	2	5.56	26	72.22	5	13.89	3	8.33	0	0
07:00	83	2	2.41	76	91.57	5	6.02	0	0	0	0
08:00	159	3	1.89	143	89.94	12	7.55	1	0.63	0	0
09:00	101	2	1.98	87	86.14	12	11.88	0	0	0	0
10:00	121	3	2.48	106	87.6	11	9.09	1	0.83	0	0
11:00	106	4	3.77	95	89.62	7	6.6	0	0	0	0
12:00	140	5	3.57	126	90	9	6.43	0	0	0	0
13:00	133	4	3.01	115	86.47	13	9.77	1	0.75	0	0
14:00	177	4	2.26	160	90.4	13	7.34	0	0	0	0
15:00	196	2	1.02	183	93.37	11	5.61	0	0	0	0
16:00	182	1	0.55	163	89.56	18	9.89	0	0	0	0
17:00	180	3	1.67	172	95.56	5	2.78	0	0	0	0
18:00	153	4	2.61	142	92.81	7	4.58	0	0	0	0
19:00	112	5	4.46	95	84.82	12	10.71	0	0	0	0
20:00	65	3	4.62	60	92.31	2	3.08	0	0	0	0
21:00	45	0	0	45	100	0	0	0	0	0	0
22:00	37	0	0	35	94.59	2	5.41	0	0	0	0
23:00	17	0	0	16	94.12	1	5.88	0	0	0	0

12H,7-19	1731	37	2.14	1568	90.58	123	7.11	3	0.17	0	0
16H,6-22	1989	47	2.36	1794	90.2	142	7.14	6	0.3	0	0
18H,6-24	2043	47	2.3	1845	90.31	145	7.1	6	0.29	0	0
24H,0-24	2063	47	2.28	1857	90.01	151	7.32	8	0.39	0	0

Am 08:00 11:00 - 08:00 - 08:00 - 06:00 - 00:00 -
 Peak 159 4 - 143 - 12 - 3 - 0 -

Pm 15:00 12:00 - 15:00 - 16:00 - 13:00 - 00:00 -
 Peak 196 5 - 183 - 18 - 1 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Fri 09-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	7	0	0	0	7	100	0	0	0	0	0
01:00	1	0	0	0	1	100	0	0	0	0	0
02:00	4	0	0	0	4	100	0	0	0	0	0
03:00	1	0	0	0	1	100	0	0	0	0	0
04:00	4	0	0	0	4	100	0	0	0	0	0
05:00	10	0	0	0	8	80	2	20	0	0	0
06:00	36	1	2.78	0	30	83.33	5	13.89	0	0	0
07:00	62	2	3.23	0	55	88.71	5	8.06	0	0	0
08:00	154	0	0	0	143	92.86	10	6.49	1	0.65	0
09:00	100	1	1	0	90	90	8	8	1	1	0
10:00	111	0	0	0	90	81.08	20	18.02	0	0	1
11:00	117	1	0.85	0	101	86.32	15	12.82	0	0	0
12:00	125	1	0.8	0	112	89.6	11	8.8	1	0.8	0
13:00	144	4	2.78	0	130	90.28	10	6.94	0	0	0
14:00	122	2	1.64	0	110	90.16	10	8.2	0	0	0
15:00	174	5	2.87	0	153	87.93	16	9.2	0	0	0
16:00	167	3	1.8	0	145	86.83	18	10.78	1	0.6	0
17:00	141	2	1.42	0	130	92.2	9	6.38	0	0	0
18:00	121	3	2.48	0	109	90.08	8	6.61	1	0.83	0
19:00	105	5	4.76	0	95	90.48	5	4.76	0	0	0
20:00	73	1	1.37	0	68	93.15	4	5.48	0	0	0
21:00	42	3	7.14	0	38	90.48	1	2.38	0	0	0
22:00	41	1	2.44	0	38	92.68	2	4.88	0	0	0
23:00	26	0	0	0	25	96.15	1	3.85	0	0	0

12H,7-19	1538	24	1.56	0	1368	88.95	140	9.1	5	0.33	1	0.07
16H,6-22	1794	34	1.9	0	1599	89.13	155	8.64	5	0.28	1	0.06
18H,6-24	1861	35	1.88	0	1662	89.31	158	8.49	5	0.27	1	0.05
24H,0-24	1888	35	1.85	0	1687	89.35	160	8.47	5	0.26	1	0.05

Am 08:00 07:00 - 08:00 - 10:00 - 08:00 - 10:00 -
 Peak 154 2 - 143 - 20 - 1 - 1 -

Pm 15:00 15:00 - 15:00 - 16:00 - 12:00 - 00:00 -
 Peak 174 5 - 153 - 18 - 1 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Sat 10-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	17	1	5.88	14	82.35	2	11.76	0	0	0	0
01:00	10	0	0	10	100	0	0	0	0	0	0
02:00	6	0	0	5	83.33	1	16.67	0	0	0	0
03:00	5	0	0	3	60	1	20	1	20	0	0
04:00	2	0	0	2	100	0	0	0	0	0	0
05:00	5	0	0	5	100	0	0	0	0	0	0
06:00	13	0	0	10	76.92	2	15.38	1	7.69	0	0
07:00	28	1	3.57	23	82.14	4	14.29	0	0	0	0
08:00	73	2	2.74	66	90.41	4	5.48	1	1.37	0	0
09:00	93	4	4.3	80	86.02	9	9.68	0	0	0	0
10:00	150	0	0	141	94	9	6	0	0	0	0
11:00	138	3	2.17	129	93.48	6	4.35	0	0	0	0
12:00	148	5	3.38	135	91.22	7	4.73	1	0.68	0	0
13:00	139	8	5.76	122	87.77	9	6.47	0	0	0	0
14:00	141	2	1.42	134	95.04	4	2.84	0	0	1	0.71
15:00	125	5	4	116	92.8	4	3.2	0	0	0	0
16:00	108	2	1.85	101	93.52	5	4.63	0	0	0	0
17:00	111	4	3.6	102	91.89	5	4.5	0	0	0	0
18:00	91	0	0	87	95.6	4	4.4	0	0	0	0
19:00	62	1	1.61	58	93.55	3	4.84	0	0	0	0
20:00	44	0	0	41	93.18	3	6.82	0	0	0	0
21:00	36	0	0	35	97.22	1	2.78	0	0	0	0
22:00	38	0	0	38	100	0	0	0	0	0	0
23:00	26	0	0	26	100	0	0	0	0	0	0

12H,7-19	1345	36	2.68	1236	91.9	70	5.2	2	0.15	1	0.07
16H,6-22	1500	37	2.47	1380	92	79	5.27	3	0.2	1	0.07
18H,6-24	1564	37	2.37	1444	92.33	79	5.05	3	0.19	1	0.06
24H,0-24	1609	38	2.36	1483	92.17	83	5.16	4	0.25	1	0.06

Am 10:00 09:00 - 10:00 - 09:00 - 03:00 - 00:00 -
 Peak 150 4 - 141 - 9 - 1 - 0 -

Pm 12:00 13:00 - 12:00 - 13:00 - 12:00 - 14:00 -
 Peak 148 8 - 135 - 9 - 1 - 1 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Sun 11-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	13	0	0	11	84.62	2	15.38	0	0	0	0
01:00	5	0	0	4	80	1	20	0	0	0	0
02:00	8	0	0	7	87.5	1	12.5	0	0	0	0
03:00	4	0	0	3	75	1	25	0	0	0	0
04:00	2	0	0	2	100	0	0	0	0	0	0
05:00	2	0	0	0	0	2	100	0	0	0	0
06:00	6	0	0	6	100	0	0	0	0	0	0
07:00	28	1	3.57	26	92.86	1	3.57	0	0	0	0
08:00	59	1	1.69	56	94.92	2	3.39	0	0	0	0
09:00	72	4	5.56	65	90.28	3	4.17	0	0	0	0
10:00	116	3	2.59	107	92.24	6	5.17	0	0	0	0
11:00	142	6	4.23	129	90.85	7	4.93	0	0	0	0
12:00	181	5	2.76	167	92.27	8	4.42	1	0.55	0	0
13:00	173	10	5.78	156	90.17	7	4.05	0	0	0	0
14:00	187	8	4.28	169	90.37	10	5.35	0	0	0	0
15:00	208	12	5.77	185	88.94	11	5.29	0	0	0	0
16:00	181	4	2.21	167	92.27	9	4.97	1	0.55	0	0
17:00	172	4	2.33	163	94.77	5	2.91	0	0	0	0
18:00	102	5	4.9	95	93.14	2	1.96	0	0	0	0
19:00	87	2	2.3	80	91.95	5	5.75	0	0	0	0
20:00	68	4	5.88	61	89.71	3	4.41	0	0	0	0
21:00	33	4	12.12	26	78.79	2	6.06	1	3.03	0	0
22:00	26	0	0	26	100	0	0	0	0	0	0
23:00	13	0	0	13	100	0	0	0	0	0	0

12H,7-19	1621	63	3.89	1485	91.61	71	4.38	2	0.12	0	0
16H,6-22	1815	73	4.02	1658	91.35	81	4.46	3	0.17	0	0
18H,6-24	1854	73	3.94	1697	91.53	81	4.37	3	0.16	0	0
24H,0-24	1888	73	3.87	1724	91.31	88	4.66	3	0.16	0	0

Am 11:00 11:00 - 11:00 - 11:00 - 00:00 - 00:00 -
 Peak 142 6 - 129 - 7 - 0 - 0 -

Pm 15:00 15:00 - 15:00 - 15:00 - 12:00 - 00:00 -
 Peak 208 12 - 185 - 11 - 1 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Mon 12-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	6	0	0	0	6	100	0	0	0	0	0
01:00	1	0	0	0	0	0	1	100	0	0	0
02:00	2	0	0	0	2	100	0	0	0	0	0
03:00	3	0	0	0	3	100	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0
05:00	10	0	0	0	6	60	3	30	1	10	0
06:00	27	1	3.7	25	92.59	1	3.7	0	0	0	0
07:00	77	1	1.3	67	87.01	9	11.69	0	0	0	0
08:00	157	0	0	144	91.72	12	7.64	0	0	1	0.64
09:00	107	0	0	97	90.65	9	8.41	0	0	1	0.93
10:00	107	1	0.93	95	88.79	10	9.35	1	0.93	0	0
11:00	96	2	2.08	85	88.54	9	9.38	0	0	0	0
12:00	137	3	2.19	124	90.51	10	7.3	0	0	0	0
13:00	120	2	1.67	111	92.5	7	5.83	0	0	0	0
14:00	154	1	0.65	141	91.56	12	7.79	0	0	0	0
15:00	162	3	1.85	145	89.51	14	8.64	0	0	0	0
16:00	144	1	0.69	127	88.19	16	11.11	0	0	0	0
17:00	159	2	1.26	148	93.08	9	5.66	0	0	0	0
18:00	169	7	4.14	155	91.72	7	4.14	0	0	0	0
19:00	106	2	1.89	97	91.51	7	6.6	0	0	0	0
20:00	55	4	7.27	50	90.91	1	1.82	0	0	0	0
21:00	43	0	0	42	97.67	1	2.33	0	0	0	0
22:00	29	0	0	27	93.1	2	6.9	0	0	0	0
23:00	11	0	0	11	100	0	0	0	0	0	0

12H,7-19	1589	23	1.45	1439	90.56	124	7.8	1	0.06	2	0.13
16H,6-22	1820	30	1.65	1653	90.82	134	7.36	1	0.05	2	0.11
18H,6-24	1860	30	1.61	1691	90.91	136	7.31	1	0.05	2	0.11
24H,0-24	1882	30	1.59	1708	90.75	140	7.44	2	0.11	2	0.11

Am 08:00 11:00 - 08:00 - 08:00 - 05:00 - 08:00 -
 Peak 157 2 - 144 - 12 - 1 - 1 -

Pm 18:00 18:00 - 18:00 - 16:00 - 00:00 - 00:00 -
 Peak 169 7 - 155 - 16 - 0 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Tue 13-Sep-16

Channel: Eastbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	4	0	0	0	4	100	0	0	0	0	0
01:00	3	0	0	0	3	100	0	0	0	0	0
02:00	3	0	0	0	3	100	0	0	0	0	0
03:00	2	0	0	0	2	100	0	0	0	0	0
04:00	1	0	0	0	1	100	0	0	0	0	0
05:00	10	0	0	0	8	80	2	20	0	0	0
06:00	21	1	4.76	17	80.95	2	9.52	1	4.76	0	0
07:00	70	1	1.43	64	91.43	5	7.14	0	0	0	0
08:00	165	2	1.21	152	92.12	10	6.06	1	0.61	0	0
09:00	145	2	1.38	132	91.03	10	6.9	1	0.69	0	0
10:00	115	1	0.87	102	88.7	11	9.57	1	0.87	0	0
11:00	125	1	0.8	114	91.2	10	8	0	0	0	0
12:00	135	4	2.96	117	86.67	14	10.37	0	0	0	0
13:00	149	2	1.34	133	89.26	13	8.72	1	0.67	0	0
14:00	136	4	2.94	122	89.71	10	7.35	0	0	0	0
15:00	188	2	1.06	174	92.55	12	6.38	0	0	0	0
16:00	173	7	4.05	148	85.55	15	8.67	3	1.73	0	0
17:00	194	7	3.61	172	88.66	15	7.73	0	0	0	0
18:00	159	2	1.26	151	94.97	6	3.77	0	0	0	0
19:00	136	4	2.94	126	92.65	6	4.41	0	0	0	0
20:00	101	4	3.96	94	93.07	3	2.97	0	0	0	0
21:00	53	0	0	49	92.45	4	7.55	0	0	0	0
22:00	32	1	3.13	31	96.88	0	0	0	0	0	0
23:00	13	1	7.69	11	84.62	1	7.69	0	0	0	0

12H,7-19	1754	35	2	1581	90.14	131	7.47	7	0.4	0	0
16H,6-22	2065	44	2.13	1867	90.41	146	7.07	8	0.39	0	0
18H,6-24	2110	46	2.18	1909	90.47	147	6.97	8	0.38	0	0
24H,0-24	2133	46	2.16	1930	90.48	149	6.99	8	0.38	0	0

Am 08:00 08:00 - 08:00 - 10:00 - 06:00 - 00:00 -
 Peak 165 2 - 152 - 11 - 1 - 0 -

Pm 17:00 16:00 - 15:00 - 16:00 - 16:00 - 00:00 -
 Peak 194 7 - 174 - 15 - 3 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Wed 07-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	5	0	0	4	80	1	20	0	0	0	0
01:00	8	0	0	8	100	0	0	0	0	0	0
02:00	2	0	0	2	100	0	0	0	0	0	0
03:00	2	0	0	2	100	0	0	0	0	0	0
04:00	8	0	0	6	75	1	12.5	1	12.5	0	0
05:00	11	0	0	9	81.82	2	18.18	0	0	0	0
06:00	46	3	6.52	40	86.96	3	6.52	0	0	0	0
07:00	131	3	2.29	111	84.73	17	12.98	0	0	0	0
08:00	161	7	4.35	138	85.71	15	9.32	1	0.62	0	0
09:00	162	5	3.09	138	85.19	19	11.73	0	0	0	0
10:00	170	4	2.35	150	88.24	15	8.82	1	0.59	0	0
11:00	196	9	4.59	175	89.29	11	5.61	1	0.51	0	0
12:00	193	2	1.04	177	91.71	14	7.25	0	0	0	0
13:00	178	3	1.69	157	88.2	13	7.3	5	2.81	0	0
14:00	186	5	2.69	168	90.32	11	5.91	2	1.08	0	0
15:00	197	5	2.54	175	88.83	17	8.63	0	0	0	0
16:00	226	4	1.77	204	90.27	18	7.96	0	0	0	0
17:00	228	11	4.82	203	89.04	13	5.7	1	0.44	0	0
18:00	197	6	3.05	184	93.4	7	3.55	0	0	0	0
19:00	152	4	2.63	144	94.74	3	1.97	1	0.66	0	0
20:00	96	3	3.13	91	94.79	1	1.04	1	1.04	0	0
21:00	47	2	4.26	42	89.36	3	6.38	0	0	0	0
22:00	34	2	5.88	32	94.12	0	0	0	0	0	0
23:00	19	0	0	17	89.47	2	10.53	0	0	0	0

12H,7-19	2225	64	2.88	1980	88.99	170	7.64	11	0.49	0	0
16H,6-22	2566	76	2.96	2297	89.52	180	7.01	13	0.51	0	0
18H,6-24	2619	78	2.98	2346	89.58	182	6.95	13	0.5	0	0
24H,0-24	2655	78	2.94	2377	89.53	186	7.01	14	0.53	0	0

Am 11:00 11:00 - 11:00 - 09:00 - 04:00 - 00:00 -
 Peak 196 9 - 175 - 19 - 1 - 0 -

Pm 17:00 17:00 - 16:00 - 16:00 - 13:00 - 00:00 -
 Peak 228 11 - 204 - 18 - 5 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Thu 08-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	11	0	0	11	100	0	0	0	0	0	0
01:00	2	0	0	1	50	0	0	1	50	0	0
02:00	4	0	0	4	100	0	0	0	0	0	0
03:00	1	0	0	1	100	0	0	0	0	0	0
04:00	3	0	0	3	100	0	0	0	0	0	0
05:00	9	0	0	7	77.78	1	11.11	1	11.11	0	0
06:00	53	5	9.43	44	83.02	3	5.66	1	1.89	0	0
07:00	155	7	4.52	129	83.23	19	12.26	0	0	0	0
08:00	179	3	1.68	156	87.15	15	8.38	5	2.79	0	0
09:00	138	4	2.9	115	83.33	16	11.59	2	1.45	1	0.72
10:00	156	4	2.56	139	89.1	12	7.69	1	0.64	0	0
11:00	161	4	2.48	147	91.3	8	4.97	2	1.24	0	0
12:00	181	4	2.21	162	89.5	14	7.73	1	0.55	0	0
13:00	190	7	3.68	170	89.47	12	6.32	0	0	1	0.53
14:00	197	4	2.03	172	87.31	20	10.15	1	0.51	0	0
15:00	233	11	4.72	198	84.98	20	8.58	4	1.72	0	0
16:00	210	1	0.48	194	92.38	14	6.67	1	0.48	0	0
17:00	224	7	3.13	208	92.86	8	3.57	1	0.45	0	0
18:00	182	0	0	168	92.31	14	7.69	0	0	0	0
19:00	118	3	2.54	106	89.83	9	7.63	0	0	0	0
20:00	64	4	6.25	59	92.19	1	1.56	0	0	0	0
21:00	39	1	2.56	38	97.44	0	0	0	0	0	0
22:00	36	0	0	35	97.22	1	2.78	0	0	0	0
23:00	23	0	0	22	95.65	1	4.35	0	0	0	0

12H,7-19	2206	56	2.54	1958	88.76	172	7.8	18	0.82	2	0.09
16H,6-22	2480	69	2.78	2205	88.91	185	7.46	19	0.77	2	0.08
18H,6-24	2539	69	2.72	2262	89.09	187	7.37	19	0.75	2	0.08
24H,0-24	2569	69	2.69	2289	89.1	188	7.32	21	0.82	2	0.08

Am	08:00	07:00 -		08:00 -		07:00 -		08:00 -		09:00 -	
Peak	179	7 -		156 -		19 -		5 -		1 -	

Pm	15:00	15:00 -		17:00 -		14:00 -		15:00 -		13:00 -	
Peak	233	11 -		208 -		20 -		4 -		1 -	

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Fri 09-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	8	0	0	0	8	100	0	0	0	0	0
01:00	6	1	16.67	5	83.33	0	0	0	0	0	0
02:00	3	0	0	3	100	0	0	0	0	0	0
03:00	2	0	0	2	100	0	0	0	0	0	0
04:00	3	0	0	3	100	0	0	0	0	0	0
05:00	6	0	0	6	100	0	0	0	0	0	0
06:00	53	0	0	48	90.57	5	9.43	0	0	0	0
07:00	150	3	2	125	83.33	21	14	0	0	1	0.67
08:00	161	3	1.86	147	91.3	11	6.83	0	0	0	0
09:00	132	4	3.03	112	84.85	16	12.12	0	0	0	0
10:00	120	2	1.67	113	94.17	5	4.17	0	0	0	0
11:00	140	3	2.14	125	89.29	11	7.86	1	0.71	0	0
12:00	170	5	2.94	150	88.24	14	8.24	1	0.59	0	0
13:00	168	1	0.6	149	88.69	17	10.12	1	0.6	0	0
14:00	195	5	2.56	179	91.79	10	5.13	1	0.51	0	0
15:00	199	3	1.51	183	91.96	11	5.53	1	0.5	1	0.5
16:00	198	5	2.53	175	88.38	17	8.59	1	0.51	0	0
17:00	193	4	2.07	182	94.3	7	3.63	0	0	0	0
18:00	135	4	2.96	124	91.85	7	5.19	0	0	0	0
19:00	130	2	1.54	124	95.38	3	2.31	1	0.77	0	0
20:00	63	1	1.59	60	95.24	2	3.17	0	0	0	0
21:00	40	0	0	39	97.5	1	2.5	0	0	0	0
22:00	47	0	0	47	100	0	0	0	0	0	0
23:00	35	2	5.71	31	88.57	2	5.71	0	0	0	0

12H,7-19	1961	42	2.14	1764	89.95	147	7.5	6	0.31	2	0.1
16H,6-22	2247	45	2	2035	90.57	158	7.03	7	0.31	2	0.09
18H,6-24	2329	47	2.02	2113	90.73	160	6.87	7	0.3	2	0.09
24H,0-24	2357	48	2.04	2140	90.79	160	6.79	7	0.3	2	0.08

Am 08:00 09:00 - 08:00 - 07:00 - 11:00 - 07:00 -
 Peak 161 4 - 147 - 21 - 1 - 1 -

Pm 15:00 12:00 - 15:00 - 13:00 - 12:00 - 15:00 -
 Peak 199 5 - 183 - 17 - 1 - 1 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Sat 10-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	18	0	0	17	94.44	1	5.56	0	0	0	0
01:00	12	0	0	11	91.67	1	8.33	0	0	0	0
02:00	3	0	0	3	100	0	0	0	0	0	0
03:00	6	0	0	5	83.33	1	16.67	0	0	0	0
04:00	5	0	0	5	100	0	0	0	0	0	0
05:00	5	0	0	5	100	0	0	0	0	0	0
06:00	30	2	6.67	23	76.67	5	16.67	0	0	0	0
07:00	45	2	4.44	38	84.44	5	11.11	0	0	0	0
08:00	93	0	0	84	90.32	7	7.53	1	1.08	1	1.08
09:00	135	5	3.7	117	86.67	12	8.89	0	0	1	0.74
10:00	166	5	3.01	151	90.96	10	6.02	0	0	0	0
11:00	201	4	1.99	188	93.53	7	3.48	2	1	0	0
12:00	179	4	2.23	163	91.06	11	6.15	1	0.56	0	0
13:00	187	2	1.07	179	95.72	5	2.67	1	0.53	0	0
14:00	184	7	3.8	162	88.04	15	8.15	0	0	0	0
15:00	185	5	2.7	171	92.43	8	4.32	1	0.54	0	0
16:00	162	1	0.62	154	95.06	6	3.7	1	0.62	0	0
17:00	163	0	0	153	93.87	9	5.52	1	0.61	0	0
18:00	114	1	0.88	103	90.35	9	7.89	1	0.88	0	0
19:00	87	1	1.15	81	93.1	5	5.75	0	0	0	0
20:00	45	1	2.22	42	93.33	2	4.44	0	0	0	0
21:00	31	1	3.23	29	93.55	1	3.23	0	0	0	0
22:00	38	0	0	37	97.37	1	2.63	0	0	0	0
23:00	24	0	0	22	91.67	1	4.17	1	4.17	0	0

12H,7-19	1814	36	1.98	1663	91.68	104	5.73	9	0.5	2	0.11
16H,6-22	2007	41	2.04	1838	91.58	117	5.83	9	0.45	2	0.1
18H,6-24	2069	41	1.98	1897	91.69	119	5.75	10	0.48	2	0.1
24H,0-24	2118	41	1.94	1943	91.74	122	5.76	10	0.47	2	0.09

Am 11:00 09:00 - 11:00 - 09:00 - 11:00 - 08:00 -
 Peak 201 5 - 188 - 12 - 2 - 1 -

Pm 13:00 14:00 - 13:00 - 14:00 - 12:00 - 00:00 -
 Peak 187 7 - 179 - 15 - 1 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Sun 11-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	21	0	0	18	85.71	3	14.29	0	0	0	0
01:00	8	0	0	6	75	2	25	0	0	0	0
02:00	7	0	0	5	71.43	2	28.57	0	0	0	0
03:00	4	0	0	3	75	1	25	0	0	0	0
04:00	2	0	0	1	50	1	50	0	0	0	0
05:00	2	0	0	2	100	0	0	0	0	0	0
06:00	23	1	4.35	19	82.61	3	13.04	0	0	0	0
07:00	58	1	1.72	54	93.1	3	5.17	0	0	0	0
08:00	76	8	10.53	62	81.58	5	6.58	1	1.32	0	0
09:00	131	6	4.58	115	87.79	9	6.87	1	0.76	0	0
10:00	152	6	3.95	138	90.79	8	5.26	0	0	0	0
11:00	192	13	6.77	169	88.02	9	4.69	1	0.52	0	0
12:00	223	10	4.48	203	91.03	9	4.04	1	0.45	0	0
13:00	227	6	2.64	210	92.51	10	4.41	1	0.44	0	0
14:00	223	4	1.79	208	93.27	9	4.04	2	0.9	0	0
15:00	215	7	3.26	195	90.7	13	6.05	0	0	0	0
16:00	245	7	2.86	224	91.43	14	5.71	0	0	0	0
17:00	193	3	1.55	182	94.3	8	4.15	0	0	0	0
18:00	136	2	1.47	130	95.59	4	2.94	0	0	0	0
19:00	104	2	1.92	96	92.31	5	4.81	1	0.96	0	0
20:00	55	7	12.73	44	80	4	7.27	0	0	0	0
21:00	36	3	8.33	32	88.89	1	2.78	0	0	0	0
22:00	27	2	7.41	25	92.59	0	0	0	0	0	0
23:00	14	0	0	14	100	0	0	0	0	0	0

12H,7-19	2071	73	3.52	1890	91.26	101	4.88	7	0.34	0	0
16H,6-22	2289	86	3.76	2081	90.91	114	4.98	8	0.35	0	0
18H,6-24	2330	88	3.78	2120	90.99	114	4.89	8	0.34	0	0
24H,0-24	2374	88	3.71	2155	90.78	123	5.18	8	0.34	0	0

Am 11:00 11:00 - 11:00 - 09:00 - 08:00 - 00:00 -
 Peak 192 13 - 169 - 9 - 1 - 0 -

Pm 16:00 12:00 - 16:00 - 16:00 - 14:00 - 00:00 -
 Peak 245 10 - 224 - 14 - 2 - 0 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Mon 12-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	5	0	0	0	5	100	0	0	0	0	0
01:00	6	0	0	0	6	100	0	0	0	0	0
02:00	2	0	0	0	2	100	0	0	0	0	0
03:00	3	0	0	0	3	100	0	0	0	0	0
04:00	2	0	0	1	50	1	50	0	0	0	0
05:00	11	0	0	10	90.91	1	9.09	0	0	0	0
06:00	45	1	2.22	41	91.11	3	6.67	0	0	0	0
07:00	128	2	1.56	103	80.47	22	17.19	1	0.78	0	0
08:00	186	4	2.15	164	88.17	18	9.68	0	0	0	0
09:00	138	5	3.62	119	86.23	14	10.14	0	0	0	0
10:00	133	1	0.75	126	94.74	6	4.51	0	0	0	0
11:00	157	1	0.64	137	87.26	16	10.19	3	1.91	0	0
12:00	154	4	2.6	140	90.91	9	5.84	1	0.65	0	0
13:00	143	2	1.4	127	88.81	14	9.79	0	0	0	0
14:00	205	1	0.49	183	89.27	17	8.29	2	0.98	2	0.98
15:00	183	2	1.09	165	90.16	15	8.2	1	0.55	0	0
16:00	182	1	0.55	169	92.86	11	6.04	1	0.55	0	0
17:00	219	7	3.2	198	90.41	13	5.94	1	0.46	0	0
18:00	163	6	3.68	151	92.64	4	2.45	2	1.23	0	0
19:00	133	3	2.26	122	91.73	7	5.26	1	0.75	0	0
20:00	49	5	10.2	43	87.76	1	2.04	0	0	0	0
21:00	62	2	3.23	57	91.94	3	4.84	0	0	0	0
22:00	24	0	0	23	95.83	1	4.17	0	0	0	0
23:00	11	0	0	11	100	0	0	0	0	0	0

12H,7-19	1991	36	1.81	1782	89.5	159	7.99	12	0.6	2	0.1
16H,6-22	2280	47	2.06	2045	89.69	173	7.59	13	0.57	2	0.09
18H,6-24	2315	47	2.03	2079	89.81	174	7.52	13	0.56	2	0.09
24H,0-24	2344	47	2.01	2106	89.85	176	7.51	13	0.55	2	0.09

Am 08:00 09:00 - 08:00 - 07:00 - 11:00 - 00:00 -
 Peak 186 5 - 164 - 22 - 3 - 0 -

Pm 17:00 17:00 - 17:00 - 14:00 - 14:00 - 14:00 -
 Peak 219 7 - 198 - 17 - 2 - 2 -

Site No: 20681001

Grid Reference: TR18179,34722

Princes Parade, Hythe (40mph Sign)

Class Report FHWA

Tue 13-Sep-16

Channel: Westbound

Time Begin	Total Vol.	Bin 1 Motorcycl%	Bin 1 %	Bin 2 Cars	Bin 2 %	Bin 3 LGV	Bin 3 %	Bin 4 HGV	Bin 4 %	Bin 5 Buses	Bin 5 %
00:00	11	0	0	9	81.82	2	18.18	0	0	0	0
01:00	3	0	0	3	100	0	0	0	0	0	0
02:00	4	0	0	4	100	0	0	0	0	0	0
03:00	2	0	0	2	100	0	0	0	0	0	0
04:00	4	0	0	3	75	1	25	0	0	0	0
05:00	11	0	0	11	100	0	0	0	0	0	0
06:00	45	1	2.22	43	95.56	1	2.22	0	0	0	0
07:00	141	6	4.26	113	80.14	22	15.6	0	0	0	0
08:00	179	2	1.12	161	89.94	15	8.38	1	0.56	0	0
09:00	145	3	2.07	120	82.76	21	14.48	1	0.69	0	0
10:00	178	5	2.81	155	87.08	15	8.43	2	1.12	1	0.56
11:00	157	7	4.46	134	85.35	14	8.92	1	0.64	1	0.64
12:00	205	0	0	188	91.71	17	8.29	0	0	0	0
13:00	195	3	1.54	182	93.33	10	5.13	0	0	0	0
14:00	207	8	3.86	179	86.47	19	9.18	0	0	1	0.48
15:00	234	4	1.71	213	91.03	15	6.41	2	0.85	0	0
16:00	203	9	4.43	185	91.13	9	4.43	0	0	0	0
17:00	214	7	3.27	193	90.19	11	5.14	3	1.4	0	0
18:00	210	4	1.9	194	92.38	11	5.24	1	0.48	0	0
19:00	162	7	4.32	140	86.42	15	9.26	0	0	0	0
20:00	95	3	3.16	88	92.63	3	3.16	1	1.05	0	0
21:00	44	1	2.27	43	97.73	0	0	0	0	0	0
22:00	36	2	5.56	32	88.89	2	5.56	0	0	0	0
23:00	20	1	5	16	80	3	15	0	0	0	0

12H,7-19	2268	58	2.56	2017	88.93	179	7.89	11	0.49	3	0.13
16H,6-22	2614	70	2.68	2331	89.17	198	7.57	12	0.46	3	0.11
18H,6-24	2670	73	2.73	2379	89.1	203	7.6	12	0.45	3	0.11
24H,0-24	2705	73	2.7	2411	89.13	206	7.62	12	0.44	3	0.11

Am 08:00 11:00 - 08:00 - 07:00 - 10:00 - 10:00 -
 Peak 179 7 - 161 - 22 - 2 - 1 -

Pm 15:00 16:00 - 15:00 - 14:00 - 17:00 - 14:00 -
 Peak 234 9 - 213 - 19 - 3 - 1 -

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

A259 PROSPECT RD / A259 SEABROOK ROAD / STATION ROAD / HIGH STREET ROUNDABOUT

	A259 PROSPECT RD WEST LEFT TURN TO HIGH STREET						A259 PROSPECT RD WEST STRAIGHT AHEAD TO STATION ROAD NORTH						A259 PROSPECT RD WEST STRAIGHT AHEAD TO A259 SEABROOK ROAD EAST						A259 PROSPECT RD WEST RIGHT TURN TO BLYTHE COURT FLATS						A259 PROSPECT RD WEST U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	12					12	55			3		58	109	1	2	2		114	0					0				20	20		
1615-1630	9					9	46			1		47	100	2	2	3		107	0					0				13	13		
1630-1645	8					8	67					67	113	5	3			121	0					0				10	10		
1645-1700	12					12	54					54	127	1			1	129	0					0				21	21		
1700-1715	10					10	73		1		1	75	129		4	2	11	146	0					0				13	13		
1715-1730	5					5	47			1		48	111	1	2		3	117	0					0				9	9		
1730-1745	6					6	54	1			4	59	111	1	2	2		116	0					0				7	7		
1745-1800	9					9	57			1		58	130	2		1		133	0					0				11	11		
1800-1815	11					11	34			2		36	98		9	3	2	112	0					0				13	13		
1815-1830	9					9	43					43	95	1	2	2		100	0					0				7	7		
1830-1845	7	1			1	9	68					68	100	1	2		1	104	0					0				11	11		
1845-1900	7					7	34			2		36	84		2	6		92	0					0				17	17		
1600-1900	105	1	0	1	0	107	632	1	1	10	5	649	1307	15	30	21	18	1391	0	0	0	0	0	0	0	152	0	0	0	0	152
1600-1700	41	0	0	0	0	41	222	0	0	4	0	226	449	9	7	5	1	471	0	0	0	0	0	0	0	0	64	0	0	0	64
1615-1715	39	0	0	0	0	39	240	0	1	1	1	243	469	8	9	5	12	503	0	0	0	0	0	0	0	0	57	0	0	0	57
1630-1730	35	0	0	0	0	35	241	0	1	1	1	244	480	7	9	2	15	513	0	0	0	0	0	0	0	0	53	0	0	0	53
1645-1745	33	0	0	0	0	33	228	1	1	1	5	236	478	3	8	4	15	508	0	0	0	0	0	0	0	0	50	0	0	0	50
1700-1800	30	0	0	0	0	30	231	1	1	2	5	240	481	4	8	5	14	512	0	0	0	0	0	0	0	0	40	0	0	0	40
1715-1815	31	0	0	0	0	31	192	1	0	4	4	201	450	4	13	6	5	478	0	0	0	0	0	0	0	0	40	0	0	0	40
1730-1830	35	0	0	0	0	35	188	1	0	3	4	196	434	4	13	8	2	461	0	0	0	0	0	0	0	0	38	0	0	0	38
1745-1845	36	1	0	1	0	38	202	0	0	3	0	205	423	4	13	6	3	449	0	0	0	0	0	0	0	0	42	0	0	0	42
1800-1900	34	1	0	1	0	36	179	0	0	4	0	183	377	2	15	11	3	408	0	0	0	0	0	0	0	0	48	0	0	0	48

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

A259 PROSPECT RD / A259 SEABROOK ROAD / STATION ROAD / HIGH STREET ROUNDABOUT

	STATION ROAD NORTH LEFT TURN TO A259 SEABROOK ROAD EAST						STATION ROAD NORTH STRAIGHT AHEAD TO BLYTHE COURT FLATS						STATION ROAD NORTH RIGHT TURN TO A259 PROSPECT ROAD WEST						STATION ROAD NORTH RIGHT TURN TO HIGH STREET						STATION ROAD NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	6					6	0				0	33	1		1		35	2					2	1				1		
0715-0730	11					11	0				0	28	1				29	2					2	0				0		
0730-0745	13					13	0				0	36	1				37	1					1	1				1		
0745-0800	22					22	0				0	35			1		36	2					2	1				1		
0800-0815	25			1	1	27	0				0	64					64	3					3	1				1		
0815-0830	41	1				42	0				0	42	1				43	3					3	0				0		
0830-0845	31	1			2	34	0				0	60					60	3					3	1				1		
0845-0900	33	1				34	1				1	59	2				61	2					2	0				0		
0900-0915	19					19	0				0	38	2				40	0					0	0				0		
0915-0930	20					20	0				0	43	2				45	3					3	0				0		
0930-0945	13					13	0				0	40	1		1		42	3					3	0				0		
0945-1000	17	1		2	2	22	0				0	38					38	2					2	0				0		
0700-1000	251	4	0	3	5	263	1	0	0	0	1	516	11	0	2	1	530	26	0	0	0	0	26	5	0	0	0	5		
0700-0800	52	0	0	0	0	52	0	0	0	0	0	132	3	0	2	0	137	7	0	0	0	0	7	3	0	0	0	3		
0715-0815	71	0	0	1	1	73	0	0	0	0	0	163	2	0	1	0	166	8	0	0	0	0	8	3	0	0	0	3		
0730-0830	101	1	0	1	1	104	0	0	0	0	0	177	2	0	1	0	180	9	0	0	0	0	9	3	0	0	0	3		
0745-0845	119	2	0	1	3	125	0	0	0	0	0	201	1	0	1	0	203	11	0	0	0	0	11	3	0	0	0	3		
0800-0900	130	3	0	1	3	137	1	0	0	0	0	225	3	0	0	0	228	11	0	0	0	0	11	2	0	0	0	2		
0815-0915	124	3	0	0	2	129	1	0	0	0	0	199	5	0	0	0	204	8	0	0	0	0	8	1	0	0	0	1		
0830-0930	103	2	0	0	2	107	1	0	0	0	0	200	6	0	0	0	206	8	0	0	0	0	8	1	0	0	0	1		
0845-0945	85	1	0	0	0	86	1	0	0	0	0	180	7	0	0	1	188	8	0	0	0	0	8	0	0	0	0	0		
0900-1000	69	1	0	2	2	74	0	0	0	0	0	159	5	0	0	1	165	8	0	0	0	0	8	0	0	0	0	0		

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

A259 PROSPECT RD / A259 SEABROOK ROAD / STATION ROAD / HIGH STREET ROUNDABOUT

	STATION ROAD NORTH LEFT TURN TO A259 SEABROOK ROAD EAST						STATION ROAD NORTH STRAIGHT AHEAD TO BLYTHE COURT FLATS						STATION ROAD NORTH RIGHT TURN TO A259 PROSPECT ROAD WEST						STATION ROAD NORTH RIGHT TURN TO HIGH STREET						STATION ROAD NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	31					31	0				0	50	1		2		53	1					1	0				0		
1615-1630	19					19	0				0	57	2		1		60	2					2	0				0		
1630-1645	35			1		36	0				0	51	1				52	3					3	1	1			2		
1645-1700	21					21	0				0	56					56	0					0	0				0		
1700-1715	32					32	0				0	56	1		1		58	2					2	0			0			
1715-1730	16				2	18	1				1	52					52	2					2	0			0			
1730-1745	26			1		27	0				0	52			1		53	0					0	0			0			
1745-1800	30				2	32	0				0	58					58	0					0	0			0			
1800-1815	22			1		23	0				0	50					50	1					1	0			0			
1815-1830	24					24	0				0	40			1		41	0					0	0			0			
1830-1845	19	1				20	1				1	28	1				29	0					0	0			0			
1845-1900	18				1	19	1				1	33			1		34	7					7	0			0			
1600-1900	293	1	0	3	5	302	3	0	0	0	3	583	6	0	6	1	596	18	0	0	0	0	18	1	1	0	0	2		
1600-1700	106	0	0	1	0	107	0	0	0	0	0	214	4	0	3	0	221	6	0	0	0	0	6	1	1	0	0	2		
1615-1715	107	0	0	1	0	108	0	0	0	0	0	220	4	0	2	0	226	7	0	0	0	0	7	1	1	0	0	2		
1630-1730	104	0	0	1	2	107	1	0	0	0	0	215	2	0	1	0	218	7	0	0	0	0	7	1	1	0	0	2		
1645-1745	95	0	0	1	2	98	1	0	0	0	0	216	1	0	1	1	219	4	0	0	0	0	4	0	0	0	0	0		
1700-1800	104	0	0	1	4	109	1	0	0	0	0	218	1	0	1	1	221	4	0	0	0	0	4	0	0	0	0	0		
1715-1815	94	0	0	2	4	100	1	0	0	0	0	212	0	0	0	1	213	3	0	0	0	0	3	0	0	0	0	0		
1730-1830	102	0	0	2	2	106	0	0	0	0	0	200	0	0	1	1	202	1	0	0	0	0	1	0	0	0	0	0		
1745-1845	95	1	0	1	2	99	1	0	0	0	0	176	1	0	1	0	178	1	0	0	0	0	1	0	0	0	0	0		
1800-1900	83	1	0	1	1	86	2	0	0	0	0	151	1	0	2	0	154	8	0	0	0	0	8	0	0	0	0	0		

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

A259 PROSPECT RD / A259 SEABROOK ROAD / STATION ROAD / HIGH STREET ROUNDABOUT

	A259 SEABROOK ROAD EAST LEFT TURN TO BLYTHE COURT FLATS						A259 SEABROOK ROAD EAST STRAIGHT AHEAD TO A259 PROSPECT ROAD WEST						A259 SEABROOK ROAD EAST RIGHT TURN TO HIGH STREET						A259 SEABROOK ROAD EAST RIGHT TURN TO STATION ROAD NORTH						A259 PROSPECT RD WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0					0	47	2	2	1		52	2					2	12					12	0					0
0715-0730	0					0	67	1	2			70	3					3	10	1				11	3					3
0730-0745	0					0	38	1	2	3	1	45	4					4	19					19	1					1
0745-0800	0					0	51	2	11	1		65	5	1			1	7	41			1		42	2					2
0800-0815	1					1	74	2	6	1		83	5				1	6	40			1		41	4					4
0815-0830	0					0	79	2	6	1		88	6	1				7	52					52	4					4
0830-0845	0					0	63	1	3			67	4	1				5	24					24	0					0
0845-0900	2					2	77	3	5			85	2					2	28	1		1		30	3					3
0900-0915	0					0	57	3	3			63	9			1	1	11	18					18	1					1
0915-0930	0					0	67	1	3			71	9			1		10	16	2				18	3					3
0930-0945	0					0	70	1	3			74	7					7	20					20	6	1				7
0945-1000	0					0	88	1	2	1		92	7					7	20	1				21	3					3
0700-1000	3	0	0	0	0	3	778	20	48	8	1	855	63	3	0	2	3	71	300	5	0	3	0	308	30	1	0	0	0	31
0700-0800	0	0	0	0	0	0	203	6	17	5	1	232	14	1	0	0	1	16	82	1	0	1	0	84	6	0	0	0	0	6
0715-0815	1	0	0	0	0	1	230	6	21	5	1	263	17	1	0	0	2	20	110	1	0	2	0	113	10	0	0	0	0	10
0730-0830	1	0	0	0	0	1	242	7	25	6	1	281	20	2	0	0	2	24	152	0	0	2	0	154	11	0	0	0	0	11
0745-0845	1	0	0	0	0	1	267	7	26	3	0	303	20	3	0	0	2	25	157	0	0	2	0	159	10	0	0	0	0	10
0800-0900	3	0	0	0	0	3	293	8	20	2	0	323	17	2	0	0	1	20	144	1	0	2	0	147	11	0	0	0	0	11
0815-0915	2	0	0	0	0	2	276	9	17	1	0	303	21	2	0	1	1	25	122	1	0	1	0	124	8	0	0	0	0	8
0830-0930	2	0	0	0	0	2	264	8	14	0	0	286	24	1	0	2	1	28	86	3	0	1	0	90	7	0	0	0	0	7
0845-0945	2	0	0	0	0	2	271	8	14	0	0	293	27	0	0	2	1	30	82	3	0	1	0	86	13	1	0	0	0	14
0900-1000	0	0	0	0	0	0	282	6	11	1	0	300	32	0	0	2	1	35	74	3	0	0	0	77	13	1	0	0	0	14

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

A259 PROSPECT RD / A259 SEABROOK ROAD / STATION ROAD / HIGH STREET ROUNDABOUT

	A259 SEABROOK ROAD EAST LEFT TURN TO BLYTHE COURT FLATS						A259 SEABROOK ROAD EAST STRAIGHT AHEAD TO A259 PROSPECT ROAD WEST						A259 SEABROOK ROAD EAST RIGHT TURN TO HIGH STREET						A259 SEABROOK ROAD EAST RIGHT TURN TO STATION ROAD NORTH						A259 PROSPECT RD WEST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	0					0	107	5	6	3	121	7					7	42	1				43	5				5		
1615-1630	0					0	126	1	2		1	130	15				15	35			1		36	9				9		
1630-1645	1					1	98		2	1	1	102	6			1	7	30			1		31	6				6		
1645-1700	0					0	110		1		1	112	3				3	26					26	7				7		
1700-1715	0					0	136		2	1		139	10				10	29					29	8				8		
1715-1730	0					0	116	1	2	1		120	11			1	12	35					35	6				6		
1730-1745	0					0	101	2	3	3	1	110	12				12	26					26	7				7		
1745-1800	0					0	89	1	2	1	1	94	6				6	32					32	4				4		
1800-1815	0					0	89		1	2	1	93	4				4	35	1				36	4				4		
1815-1830	0					0	61		2		1	64	6			1	7	33				2	35	5				5		
1830-1845	0					0	68		1	2		71	10				10	30				1	31	0				0		
1845-1900	0					0	71		2			73	4				4	20				1	21	4				4		
1600-1900	1	0	0	0	0	1	1172	10	26	14	7	1229	94	0	0	2	1	373	2	0	2	4	381	65	0	0	0	0	65	
1600-1700	1	0	0	0	0	1	441	6	11	4	3	465	31	0	0	0	1	32	133	1	0	2	0	136	27	0	0	0	0	27
1615-1715	1	0	0	0	0	1	470	1	7	2	3	483	34	0	0	0	1	35	120	0	0	2	0	122	30	0	0	0	0	30
1630-1730	1	0	0	0	0	1	460	1	7	3	2	473	30	0	0	1	1	32	120	0	0	1	0	121	27	0	0	0	0	27
1645-1745	0	0	0	0	0	0	463	3	8	5	2	481	36	0	0	1	0	37	116	0	0	0	0	116	28	0	0	0	0	28
1700-1800	0	0	0	0	0	0	442	4	9	6	2	463	39	0	0	1	0	40	122	0	0	0	0	122	25	0	0	0	0	25
1715-1815	0	0	0	0	0	0	395	4	8	7	3	417	33	0	0	1	0	34	128	1	0	0	0	129	21	0	0	0	0	21
1730-1830	0	0	0	0	0	0	340	3	8	6	4	361	28	0	0	1	0	29	126	1	0	0	2	129	20	0	0	0	0	20
1745-1845	0	0	0	0	0	0	307	1	6	5	3	322	26	0	0	1	0	27	130	1	0	0	3	134	13	0	0	0	0	13
1800-1900	0	0	0	0	0	0	289	0	6	4	2	301	24	0	0	1	0	25	118	1	0	0	4	123	13	0	0	0	0	13

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / A259 SEABROOK ROAD PRIORITY JUNCTION

	BLYTHE COURT FLATS LEFT TURN TO A259 PROSPECT ROAD WEST						BLYTHE COURT FLATS STRAIGHT AHEAD TO HIGH STREET						BLYTHE COURT FLATS RIGHT TURN TO STATION ROAD NORTH						BLYTHE COURT FLATS RIGHT TURN TO A259 SEABROOK ROAD EAST						BLYTHE COURT FLATS U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	1					1	0				0	0				0	0					0	0				0			
1615-1630	0					0	0				0	0				0	0					0	0				0			
1630-1645	0					0	0				0	0				0	0					0	0				0			
1645-1700	0					0	0				0	1				1	0					0	0				0			
1700-1715	0					0	0				0	0				0	0					0	0				0			
1715-1730	0					0	0				0	0				0	0					0	0				0			
1730-1745	0					0	0				0	0				0	0					0	0				0			
1745-1800	0					0	0				0	0				0	0					0	0				0			
1800-1815	1					1	0				0	0				0	1					1	0				0			
1815-1830	0					0	0				0	0				0	0					0	0				0			
1830-1845	0					0	0				0	0				0	0					0	0				0			
1845-1900	0					0	0				0	0				0	1					1	0				0			
1600-1900	2	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0				
1600-1700	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
1615-1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
1630-1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
1645-1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1715-1815	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0			
1730-1830	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0			
1745-1845	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0			
1800-1900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0			

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / A259 SEABROOK ROAD / BELL INN ROAD CROSSROADS PRIORITY JUNCTION

	TWISS ROAD OUT LEFT TO A259 WEST EAST STREET						TWISS ROAD OUT AHEAD TO BELL INN ROAD						TWISS ROAD OUT RIGHT TO (BANNED) A259 SEABROOK RD EAST						TWISS ROAD RIGHT TURN IN FROM A259 WEST						TWISS ROAD LEFT TURN IN FROM A259 SEABROOK RD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	19					19	0				0	0				0	8	2					10	0				0		
0715-0730	22					22	0				0	0				0	12						12	0				0		
0730-0745	18					18	0				0	0				0	22	1					23	0				0		
0745-0800	33			1		34	0				0	0				0	16				1		17	3				3		
0800-0815	28	1			1	30	0				0	0				0	14	1			1		16	2				2		
0815-0830	40			1		41	2				2	0				0	17	1					18	6				6		
0830-0845	18					18	0				0	0				0	24	2			2		28	5				5		
0845-0900	34				1	35	0				0	0				0	25						25	6				6		
0900-0915	25	2			1	28	0				0	0				0	17						17	4				4		
0915-0930	25	1		1		27	0				0	1				1	23						23	4				4		
0930-0945	36	1				37	0				0	0				0	20						20	1				1		
0945-1000	29			1		30	0				0	0				0	23	1			2		26	6				6		
0700-1000	327	5	0	4	3	339	2	0	0	0	2	1	0	0	0	1	221	8	0	0	6	235	37	0	0	0	37			
0700-0800	92	0	0	1	0	93	0	0	0	0	0	0	0	0	0	0	58	3	0	0	1	62	3	0	0	0	0	3		
0715-0815	101	1	0	1	1	104	0	0	0	0	0	0	0	0	0	0	64	2	0	0	2	68	5	0	0	0	0	5		
0730-0830	119	1	0	2	1	123	2	0	0	0	2	0	0	0	0	0	69	3	0	0	2	74	11	0	0	0	0	11		
0745-0845	119	1	0	2	1	123	2	0	0	0	2	0	0	0	0	0	71	4	0	0	4	79	16	0	0	0	0	16		
0800-0900	120	1	0	1	2	124	2	0	0	0	2	0	0	0	0	0	80	4	0	0	3	87	19	0	0	0	0	19		
0815-0915	117	2	0	1	2	122	2	0	0	0	2	0	0	0	0	0	83	3	0	0	2	88	21	0	0	0	0	21		
0830-0930	102	3	0	1	2	108	0	0	0	0	0	1	0	0	0	1	89	2	0	0	2	93	19	0	0	0	0	19		
0845-0945	120	4	0	1	2	127	0	0	0	0	0	1	0	0	0	1	85	0	0	0	0	85	15	0	0	0	0	15		
0900-1000	115	4	0	2	1	122	0	0	0	0	0	1	0	0	0	1	83	1	0	0	2	86	15	0	0	0	0	15		

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / A259 SEABROOK ROAD / BELL INN ROAD CROSSROADS PRIORITY JUNCTION

	TWISS ROAD OUT LEFT TO A259 WEST EAST STREET						TWISS ROAD OUT AHEAD TO BELL INN ROAD						TWISS ROAD OUT RIGHT TO (BANNED) A259 SEABROOK RD EAST						TWISS ROAD RIGHT TURN IN FROM A259 WEST						TWISS ROAD LEFT TURN IN FROM A259 SEABROOK RD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	67	1				68	0				0	0				0	25						25	5				5		
1615-1630	62	1		1		64	0				0	1				1	24						24	4				4		
1630-1645	50				2	52	0				0	0				0	32			1			33	1				1		
1645-1700	51					51	0				0	0				0	34						34	4				4		
1700-1715	53			1		54	0				0	0				0	44						44	1				1		
1715-1730	56			1		57	0				0	0				0	21	1				5	27	0				0		
1730-1745	41	2		1		44	0				0	0				0	31	1					32	4				4		
1745-1800	37	1				38	0				0	0	1			1	39				2		41	5				5		
1800-1815	42	1		1		44	0				0	1				1	38				1		39	4		1		5		
1815-1830	43				2	45	0				0	0				0	32						32	1				1		
1830-1845	43				1	44	0				0	0				0	22						22	4				4		
1845-1900	44				1	45	1				1	1				1	28					1	29	1				1		
1600-1900	589	6	0	5	6	606	1	0	0	0	1	3	1	0	0	4	370	2	0	1	9	382	34	0	0	1	0	35		
1600-1700	230	2	0	1	2	235	0	0	0	0	0	1	0	0	0	1	115	0	0	1	0		116	14	0	0	0	14		
1615-1715	216	1	0	2	2	221	0	0	0	0	0	1	0	0	0	1	134	0	0	1	0		135	10	0	0	0	10		
1630-1730	210	0	0	2	2	214	0	0	0	0	0	0	0	0	0	0	131	1	0	1	5		138	6	0	0	0	6		
1645-1745	201	2	0	3	0	206	0	0	0	0	0	0	0	0	0	0	130	2	0	0	5		137	9	0	0	0	9		
1700-1800	187	3	0	3	0	193	0	0	0	0	0	0	1	0	0	1	135	2	0	0	7		144	10	0	0	0	10		
1715-1815	176	4	0	3	0	183	0	0	0	0	0	1	1	0	0	2	129	2	0	0	8		139	13	0	0	1	14		
1730-1830	163	4	0	2	2	171	0	0	0	0	0	1	1	0	0	2	140	1	0	0	3		144	14	0	0	1	15		
1745-1845	165	2	0	1	3	171	0	0	0	0	0	1	1	0	0	2	131	0	0	0	3		134	14	0	0	1	15		
1800-1900	172	1	0	1	4	178	1	0	0	0	0	2	0	0	0	2	120	0	0	0	2		122	10	0	0	1	11		

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / A259 SEABROOK ROAD / BELL INN ROAD CROSSROADS PRIORITY JUNCTION

	A259 EAST ST FROM WEST STRAIGHT AHEAD TO A259 EAST						A259 SEABROOK RD FROM EAST STRAIGHT AHEAD TO A259 WEST						BELL INN ROAD LEFT TURN IN FROM A259 WEST						BELL INN ROAD RIGHT TURN IN FROM A259 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	42	1		2		45	42	2	2	1		47	0					0	0					0
0715-0730	76	2	1	2	1	82	61	2	2			65	1					1	0					0
0730-0745	81	1	2	2		86	44	1	2	3	1	51	0					0	0					0
0745-0800	101	1	2	2	1	107	66	3	11	1	1	82	0					0	0					0
0800-0815	140	2	8	1		151	96	1	6	2		105	2					2	0					0
0815-0830	134	3	3	2		142	101	3	6			110	2					2	1					1
0830-0845	147	2	3	1		153	73	2	3			78	0					0	2					2
0845-0900	133	4	1		1	139	78	4	5	1		88	2					2	1					1
0900-0915	94	4	1			99	60	1	3	1		65	0					0	0					0
0915-0930	84	1	2	3		90	70	2	3			75	0					0	0					0
0930-0945	83	2	3		1	89	67	1	3			71	0			1		1	0					0
0945-1000	76	4	1	2		83	89	2	2			93	2					2	0					0
0700-1000	1191	27	27	17	4	1266	847	24	48	9	2	930	9	0	0	1	0	10	4	0	0	0	0	4
0700-0800	300	5	5	8	2	320	213	8	17	5	2	245	1	0	0	0	0	1	0	0	0	0	0	0
0715-0815	398	6	13	7	2	426	267	7	21	6	2	303	3	0	0	0	0	3	0	0	0	0	0	0
0730-0830	456	7	15	7	1	486	307	8	25	6	2	348	4	0	0	0	0	4	1	0	0	0	0	1
0745-0845	522	8	16	6	1	553	336	9	26	3	1	375	4	0	0	0	0	4	3	0	0	0	0	3
0800-0900	554	11	15	4	1	585	348	10	20	3	0	381	6	0	0	0	0	6	4	0	0	0	0	4
0815-0915	508	13	8	3	1	533	312	10	17	2	0	341	4	0	0	0	0	4	4	0	0	0	0	4
0830-0930	458	11	7	4	1	481	281	9	14	2	0	306	2	0	0	0	0	2	3	0	0	0	0	3
0845-0945	394	11	7	3	2	417	275	8	14	2	0	299	2	0	0	1	0	3	1	0	0	0	0	1
0900-1000	337	11	7	5	1	361	286	6	11	1	0	304	2	0	0	1	0	3	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / A259 SEABROOK ROAD / BELL INN ROAD CROSSROADS PRIORITY JUNCTION

	A259 EAST ST FROM WEST STRAIGHT AHEAD TO A259 EAST						A259 SEABROOK RD FROM EAST STRAIGHT AHEAD TO A259 WEST						BELL INN ROAD LEFT TURN IN FROM A259 WEST						BELL INN ROAD RIGHT TURN IN FROM A259 EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	120	1	2	2		125	94	5	6	3		108	0					0					0	
1615-1630	104	1	2	3		110	123		2		1	126	0	1				0					0	
1630-1645	120	5	3			128	91		2	2		95	2					0					0	
1645-1700	121	1			1	123	95		1		1	97	1					0					0	
1700-1715	122		4	2	11	139	130		2			132	3					0					0	
1715-1730	112		2			114	112	1	2	1		116	0					0					0	
1730-1745	113		2	3		118	105		3	2	1	111	0					0					0	
1745-1800	125	2		1		128	94		2	1	1	98	0					0					0	
1800-1815	84		9	3	1	97	90		1	1	1	93	2		1			0					0	
1815-1830	91	1	2	2		96	62		2	1	1	66	1					0					0	
1830-1845	97	2	2		1	102	65		1	2		68	0					0					0	
1845-1900	78		2	6		86	55		2			57	0					0					0	
1600-1900	1287	13	30	22	14	1366	1116	6	26	13	6	1167	9	1	0	1	0	11	0	0	0	0	0	
1600-1700	465	8	7	5	1	486	403	5	11	5	2	426	3	1	0	0	0	4	0	0	0	0	0	
1615-1715	467	7	9	5	12	500	439	0	7	2	2	450	6	1	0	0	0	7	0	0	0	0	0	
1630-1730	475	6	9	2	12	504	428	1	7	3	1	440	6	0	0	0	0	6	0	0	0	0	0	
1645-1745	468	1	8	5	12	494	442	1	8	3	2	456	4	0	0	0	0	4	0	0	0	0	0	
1700-1800	472	2	8	6	11	499	441	1	9	4	2	457	3	0	0	0	0	3	0	0	0	0	0	
1715-1815	434	2	13	7	1	457	401	1	8	5	3	418	2	0	0	1	0	3	0	0	0	0	0	
1730-1830	413	3	13	9	1	439	351	0	8	5	4	368	3	0	0	1	0	4	0	0	0	0	0	
1745-1845	397	5	13	6	2	423	311	0	6	5	3	325	3	0	0	1	0	4	0	0	0	0	0	
1800-1900	350	3	15	11	2	381	272	0	6	4	2	284	3	0	0	1	0	4	0	0	0	0	0	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / SOUTH ROAD PRIORITY JUNCTION

	SOUTH ROAD OUT LEFT TO TWISS ROAD NORTH						SOUTH ROAD OUT RIGHT TO TWISS ROAD SOUTH						SOUTH ROAD RIGHT TURN IN FROM TWISS ROAD NORTH						SOUTH ROAD LEFT TURN IN FROM TWISS ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	5					5	6					6	1					1	12					12
0715-0730	7	1				8	10					10	0				1	1	19					19
0730-0745	10					10	28				1	29	3					3	21					21
0745-0800	15	1				16	21	1		1		23	2					2	22			1		23
0800-0815	14					14	18	1				19	8					8	18			1		19
0815-0830	11					11	37					37	7					7	34				3	37
0830-0845	10					10	31			1		32	7	1				8	33					33
0845-0900	13					13	36					36	1					1	25					25
0900-0915	7					7	20					20	4					4	26					26
0915-0930	7					7	21					21	9					9	24				2	26
0930-0945	14					14	20					20	7					7	34				1	35
0945-1000	13				1	14	29	1				30	5					5	29					29
0700-1000	126	2	0	0	1	129	277	3	0	2	1	283	54	1	0	0	1	56	297	0	0	2	6	305
0700-0800	37	2	0	0	0	39	65	1	0	1	1	68	6	0	0	0	1	7	74	0	0	1	0	75
0715-0815	46	2	0	0	0	48	77	2	0	1	1	81	13	0	0	0	1	14	80	0	0	2	0	82
0730-0830	50	1	0	0	0	51	104	2	0	1	1	108	20	0	0	0	0	20	95	0	0	2	3	100
0745-0845	50	1	0	0	0	51	107	2	0	2	0	111	24	1	0	0	0	25	107	0	0	2	3	112
0800-0900	48	0	0	0	0	48	122	1	0	1	0	124	23	1	0	0	0	24	110	0	0	1	3	114
0815-0915	41	0	0	0	0	41	124	0	0	1	0	125	19	1	0	0	0	20	118	0	0	0	3	121
0830-0930	37	0	0	0	0	37	108	0	0	1	0	109	21	1	0	0	0	22	108	0	0	0	2	110
0845-0945	41	0	0	0	0	41	97	0	0	0	0	97	21	0	0	0	0	21	109	0	0	0	3	112
0900-1000	41	0	0	0	1	42	90	1	0	0	0	91	25	0	0	0	0	25	113	0	0	0	3	116

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / SOUTH ROAD PRIORITY JUNCTION

	SOUTH ROAD OUT LEFT TO TWISS ROAD NORTH						SOUTH ROAD OUT RIGHT TO TWISS ROAD SOUTH						SOUTH ROAD RIGHT TURN IN FROM TWISS ROAD NORTH						SOUTH ROAD LEFT TURN IN FROM TWISS ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	16					16	21			1		22	7			1		8	23					23
1615-1630	19					19	27	2				29	4					4	44					44
1630-1645	14				1	15	27				1	28	8			1		9	35					35
1645-1700	23					23	25			1		26	6			1		7	35					35
1700-1715	19					19	33			3	1	37	9			2	2	13	23					23
1715-1730	23					23	34			1	1	36	3			2		5	44					44
1730-1745	13					13	16					16	8			1		9	35				1	36
1745-1800	9					9	21				3	24	9					9	44				6	50
1800-1815	8	2				10	27	1		1		29	6					6	28			1		29
1815-1830	14				1	15	30			2		32	6					6	36			2	1	39
1830-1845	14					14	16					16	9					9	18			1		19
1845-1900	14					14	19	1		2		22	6					6	25			1	2	28
1600-1900	186	2	0	0	2	190	296	4	0	11	6	317	81	0	0	6	4	91	390	0	0	5	10	405
1600-1700	72	0	0	0	1	73	100	2	0	2	1	105	25	0	0	1	2	28	137	0	0	0	0	137
1615-1715	75	0	0	0	1	76	112	2	0	4	2	120	27	0	0	2	4	33	137	0	0	0	0	137
1630-1730	79	0	0	0	1	80	119	0	0	5	3	127	26	0	0	4	4	34	137	0	0	0	0	137
1645-1745	78	0	0	0	0	78	108	0	0	5	2	115	26	0	0	5	3	34	137	0	0	0	1	138
1700-1800	64	0	0	0	0	64	104	0	0	4	5	113	29	0	0	5	2	36	146	0	0	0	7	153
1715-1815	53	2	0	0	0	55	98	1	0	2	4	105	26	0	0	3	0	29	151	0	0	1	7	159
1730-1830	44	2	0	0	1	47	94	1	0	3	3	101	29	0	0	1	0	30	143	0	0	3	8	154
1745-1845	45	2	0	0	1	48	94	1	0	3	3	101	30	0	0	0	0	30	126	0	0	4	7	137
1800-1900	50	2	0	0	1	53	92	2	0	5	0	99	27	0	0	0	0	27	107	0	0	5	3	115

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / SOUTH ROAD PRIORITY JUNCTION

	TWISS ROAD FROM NORTH STRAIGHT AHEAD TO TWISS ROAD SOUTH						TWISS ROAD FROM SOUTH STRAIGHT AHEAD TO TWISS ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	7					7	2					2
0715-0730	5	1				6	11	1				12
0730-0745	4					4	13					13
0745-0800	9	1				10	10			1	1	12
0800-0815	8	1				9	13	1			1	15
0815-0830	12	1			1	14	15					15
0830-0845	15	1			2	18	5	1			1	7
0845-0900	12				2	14	12					12
0900-0915	3					3	14	2			2	18
0915-0930	9				2	11	10			1		11
0930-0945	12					12	18					18
0945-1000	10				3	13	21				1	22
0700-1000	106	5	0	0	10	121	144	5	0	2	6	157
0700-0800	25	2	0	0	0	27	36	1	0	1	1	39
0715-0815	26	3	0	0	0	29	47	2	0	1	2	52
0730-0830	33	3	0	0	1	37	51	1	0	1	2	55
0745-0845	44	4	0	0	3	51	43	2	0	1	3	49
0800-0900	47	3	0	0	5	55	45	2	0	0	2	49
0815-0915	42	2	0	0	5	49	46	3	0	0	3	52
0830-0930	39	1	0	0	6	46	41	3	0	1	3	48
0845-0945	36	0	0	0	4	40	54	2	0	1	2	59
0900-1000	34	0	0	0	5	39	63	2	0	1	3	69

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

TWISS ROAD / SOUTH ROAD PRIORITY JUNCTION

	TWISS ROAD FROM NORTH STRAIGHT AHEAD TO TWISS ROAD SOUTH						TWISS ROAD FROM SOUTH STRAIGHT AHEAD TO TWISS ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	19				2	21	29	1				30
1615-1630	12					12	28	1		1	3	33
1630-1645	18			1	1	20	28				1	29
1645-1700	17				1	18	20				3	23
1700-1715	11					11	20				1	21
1715-1730	13				7	20	30				3	33
1730-1745	8				4	12	19	1		1		21
1745-1800	17				3	20	26				1	27
1800-1815	17			1		18	30				2	32
1815-1830	19				2	21	32			1	1	34
1830-1845	12			1	1	14	30					30
1845-1900	16					16	27				1	28
1600-1900	179	0	0	3	21	203	319	3	0	3	16	341
1600-1700	66	0	0	1	4	71	105	2	0	1	7	115
1615-1715	58	0	0	1	2	61	96	1	0	1	8	106
1630-1730	59	0	0	1	9	69	98	0	0	0	8	106
1645-1745	49	0	0	0	12	61	89	1	0	1	7	98
1700-1800	49	0	0	0	14	63	95	1	0	1	5	102
1715-1815	55	0	0	1	14	70	105	1	0	1	6	113
1730-1830	61	0	0	1	9	71	107	1	0	2	4	114
1745-1845	65	0	0	2	6	73	118	0	0	1	4	123
1800-1900	64	0	0	2	3	69	119	0	0	1	4	124

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE (EXIT) / A259 SEABROOK ROAD

	PRINCES PARADE OUT LEFT TO A259 SEABROOK RD WEST						PRINCES PARADE OUT RIGHT TO A259 SANDGATE ESPLANADE EAST						A259 SEABROOK RD FROM WEST STRAIGHT AHEAD TO A259 SANDGATE ESPLANADE						A259 SEABROOK RD FROM EAST STRAIGHT AHEAD TO A259 SEABROOK RD WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	6					6	3				3	53	2	1			56	38					38	
0715-0730	12					12	7			1	8	60	2	2	1		65	47	2	2	1	1	53	
0730-0745	6					6	17				17	83	1	2	1	1	88	43	1		2	3	49	
0745-0800	4			1		5	22	2			24	112	2		3	1	118	64	3	7	1		75	
0800-0815	9					9	21	1			22	123		8	1	2	134	65	1	4			70	
0815-0830	6			1		7	29				29	140	2	2	2	1	147	69	2	2			73	
0830-0845	10					10	37			2	39	151		1	3		155	83	1	3			87	
0845-0900	16					16	30				30	136	3	2	1		142	52	2	2			56	
0900-0915	7				2	9	26	1			27	101	3	2	1	2	109	49	1	2			52	
0915-0930	7				1	8	17				17	83	1	1			85	58	1	3			62	
0930-0945	10					10	19				19	84	1	2	1		88	56	2	2			60	
0945-1000	5					5	26	2			28	98	3	2			103	72	1	1	1	1	76	
0700-1000	98	0	0	2	3	103	254	6	0	0	3	1224	20	25	14	7	1290	696	17	28	5	5	751	
0700-0800	28	0	0	1	0	29	49	2	0	0	1	308	7	5	5	2	327	192	6	9	4	4	215	
0715-0815	31	0	0	1	0	32	67	3	0	0	1	378	5	12	6	4	405	219	7	13	4	4	247	
0730-0830	25	0	0	2	0	27	89	3	0	0	0	458	5	12	7	5	487	241	7	13	3	3	267	
0745-0845	29	0	0	2	0	31	109	3	0	0	2	526	4	11	9	4	554	281	7	16	1	0	305	
0800-0900	41	0	0	1	0	42	117	1	0	0	2	550	5	13	7	3	578	269	6	11	0	0	286	
0815-0915	39	0	0	1	2	42	122	1	0	0	2	528	8	7	7	3	553	253	6	9	0	0	268	
0830-0930	40	0	0	0	3	43	110	1	0	0	2	471	7	6	5	2	491	242	5	10	0	0	257	
0845-0945	40	0	0	0	3	43	92	1	0	0	0	404	8	7	3	2	424	215	6	9	0	0	230	
0900-1000	29	0	0	0	3	32	88	3	0	0	0	366	8	7	2	2	385	235	5	8	1	1	250	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE (EXIT) / A259 SEABROOK ROAD

	PRINCES PARADE OUT LEFT TO A259 SEABROOK RD WEST						PRINCES PARADE OUT RIGHT TO A259 SANDGATE ESPLANADE EAST						A259 SEABROOK RD FROM WEST STRAIGHT AHEAD TO A259 SANDGATE ESPLANADE						A259 SEABROOK RD FROM EAST STRAIGHT AHEAD TO A259 SEABROOK RD WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	20					20	24	1		1	1	27	99		4	2	2	107	89	4	3	1		97
1615-1630	15					15	32					32	118	1	1	3	1	124	103	1	3		2	109
1630-1645	21			1	1	23	26	1				27	106	1	1	1		109	74			3		77
1645-1700	20					20	34	1		1		36	112	1	1			114	84		2			86
1700-1715	20				1	21	38			2	1	41	109	1	1	1	2	114	104		1			105
1715-1730	25				2	27	33			1	3	37	123	2	5	2	13	145	118	1	4	1	1	125
1730-1745	10					10	27				1	28	121		1	1	22	145	92		1	2	2	97
1745-1800	13				1	14	38	1			1	40	137	1	2	1	3	144	93		2	1		96
1800-1815	16					16	29			2		31	79	1		1	1	82	76		1	2	1	80
1815-1830	17				1	18	31	1		2		34	110		5	3	1	119	61		2	1		64
1830-1845	16			1	1	18	25	1				26	94		1	2		97	69		1		1	71
1845-1900	15			1	1	17	26	1			2	29	99		2	4	1	106	66		2		1	69
1600-1900	208	0	0	3	8	219	363	7	0	9	9	388	1307	8	24	21	46	1406	1029	6	22	11	8	1076
1600-1700	76	0	0	1	1	78	116	3	0	2	1	122	435	3	7	6	3	454	350	5	8	4	2	369
1615-1715	76	0	0	1	2	79	130	2	0	3	1	136	445	4	4	5	3	461	365	1	6	3	2	377
1630-1730	86	0	0	1	4	91	131	2	0	4	4	141	450	5	8	4	15	482	380	1	7	4	1	393
1645-1745	75	0	0	0	3	78	132	1	0	4	5	142	465	4	8	4	37	518	398	1	8	3	3	413
1700-1800	68	0	0	0	4	72	136	1	0	3	6	146	490	4	9	5	40	548	407	1	8	4	3	423
1715-1815	64	0	0	0	3	67	127	1	0	3	5	136	460	4	8	5	39	516	379	1	8	6	4	398
1730-1830	56	0	0	0	2	58	125	2	0	4	2	133	447	2	8	6	27	490	322	0	6	6	3	337
1745-1845	62	0	0	1	3	66	123	3	0	4	1	131	420	2	8	7	5	442	299	0	6	4	2	311
1800-1900	64	0	0	2	3	69	111	3	0	4	2	120	382	1	8	10	3	404	272	0	6	3	3	284

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE (ENTRANCE) / A259 SANDGATE ESPLANADE

	PRINCES PARADE RIGHT TURN IN FROM A259 SEABROOK RD WEST						PRINCES PARADE LEFT TURN IN FROM A259 SANDGATE ESPLANADE EAST						A259 SEABROOK RD FROM WEST STRAIGHT AHEAD TO A259 SANDGATE ESPLANADE						A259 SANDGATE ESPLANADE EAST STRAIGHT AHEAD TO A259 SEABROOK RD WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	6					6	14				14	52	2				54	39					39	
0715-0730	12					12	25			1	26	54	2	3	1	1	61	49	2	2	2	1	56	
0730-0745	17					17	14				14	91	1	3	2	1	98	44	1	2	1		48	
0745-0800	10					10	35			1	36	109	3	1	3	1	117	51	3	8	1		63	
0800-0815	14			1	1	16	23			1	24	135	1	8		1	145	63	1	3			67	
0815-0830	14			1	3	18	39			1	40	172	2	2	1		177	68	2	2			72	
0830-0845	7					7	30				30	177		1	3	2	183	76	1	4			81	
0845-0900	15					15	26				26	164	3		2		169	55	2	3			60	
0900-0915	11					11	28				28	101	4	2	1	1	109	50	1	2			53	
0915-0930	9					9	32			1	35	94	1	1			96	57	1	3			61	
0930-0945	16					16	33				34	86	1	2	1		90	52	1	2			55	
0945-1000	13					13	31	1		1	33	115	5	2		1	123	69	1	1	1	1	73	
0700-1000	144	0	0	2	4	150	330	1	0	4	5	1350	25	25	14	8	1422	673	16	32	5	2	728	
0700-0800	45	0	0	0	0	45	88	0	0	1	1	306	8	7	6	3	330	183	6	12	4	1	206	
0715-0815	53	0	0	1	1	55	97	0	0	2	1	389	7	15	6	4	421	207	7	15	4	1	234	
0730-0830	55	0	0	2	4	61	111	0	0	2	1	507	7	14	6	3	537	226	7	15	2	0	250	
0745-0845	45	0	0	2	4	51	127	0	0	2	1	593	6	12	7	4	622	258	7	17	1	0	283	
0800-0900	50	0	0	2	4	56	118	0	0	1	1	648	6	11	6	3	674	262	6	12	0	0	280	
0815-0915	47	0	0	1	3	51	123	0	0	0	1	614	9	5	7	3	638	249	6	11	0	0	266	
0830-0930	42	0	0	0	0	42	116	0	0	1	2	536	8	4	6	3	557	238	5	12	0	0	255	
0845-0945	51	0	0	0	0	51	119	0	0	1	3	445	9	5	4	1	464	214	5	10	0	0	229	
0900-1000	49	0	0	0	0	49	124	1	0	2	3	396	11	7	2	2	418	228	4	8	1	1	242	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE (ENTRANCE) / A259 SANDGATE ESPLANADE

	PRINCES PARADE RIGHT TURN IN FROM A259 SEABROOK RD WEST						PRINCES PARADE LEFT TURN IN FROM A259 SANDGATE ESPLANADE EAST						A259 SEABROOK RD FROM WEST STRAIGHT AHEAD TO A259 SANDGATE ESPLANADE						A259 SANDGATE ESPLANADE EAST STRAIGHT AHEAD TO A259 SEABROOK RD WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	18				4	22	43			1		44	107	1	3	4		115	80	4	4	1		89
1615-1630	17			1		18	54	1				55	124		2	1		127	102	1	4		2	109
1630-1645	23					23	35				3	38	123	1	1	2		127	69			4		73
1645-1700	21				2	23	34				2	36	127	2	1	1		131	79		2			81
1700-1715	15			1		16	45			1		46	136		3	2	2	143	97		1		1	99
1715-1730	13			1		14	38			4		42	115	1	4	1	16	137	104	1	4	1	1	111
1730-1745	15			1		16	36	1		1	1	39	123	1	1	1	23	149	98		1	2		101
1745-1800	24				1	25	34				2	36	148	2	2	1	1	154	88		2	1		91
1800-1815	17					17	46			1		47	93	1		3	1	98	79		1	2	1	83
1815-1830	17	1		2	1	21	43			1	2	46	116	1	5	3		125	61		2	1		64
1830-1845	17					17	27	1			2	30	103	1	1	2		107	68		1		1	70
1845-1900	18					18	33					33	108	1	2	4	2	117	58		2		2	62
1600-1900	215	1	0	6	8	230	468	3	0	9	12	492	1423	12	25	25	45	1530	983	6	24	12	8	1033
1600-1700	79	0	0	1	6	86	166	1	0	1	5	173	481	4	7	8	0	500	330	5	10	5	2	352
1615-1715	76	0	0	2	2	80	168	1	0	1	5	175	510	3	7	6	2	528	347	1	7	4	3	362
1630-1730	72	0	0	2	2	76	152	0	0	5	5	162	501	4	9	6	18	538	349	1	7	5	2	364
1645-1745	64	0	0	3	2	69	153	1	0	6	3	163	501	4	9	5	41	560	378	1	8	3	2	392
1700-1800	67	0	0	3	1	71	153	1	0	6	3	163	522	4	10	5	42	583	387	1	8	4	2	402
1715-1815	69	0	0	2	1	72	154	1	0	6	3	164	479	5	7	6	41	538	369	1	8	6	2	386
1730-1830	73	1	0	3	2	79	159	1	0	3	5	168	480	5	8	8	25	526	326	0	6	6	1	339
1745-1845	75	1	0	2	2	80	150	1	0	2	6	159	460	5	8	9	2	484	296	0	6	4	2	308
1800-1900	69	1	0	2	1	73	149	1	0	2	4	156	420	4	8	12	3	447	266	0	6	3	4	279

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE / BATTERY POINT CAR PARK / PETROL FILLING STATION

	BATTERY POINT CAR PARK LEFT TURN IN FROM PRINCES PARADE						BATTERY POINT CAR PARK OUT LEFT TO PRINCES PARADE						INTO PETROL FILLING STATION FROM PRINCES PARADE EAST						PRINCES PARADE EAST STRAIGHT AHEAD WESTBOUND PAST CAR PARK					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0					0	0					0	0					0						0
0715-0730	0					0	0					0	0					0				1		38
0730-0745	0					0	0					0	0					0						31
0745-0800	0					0	0					0	0					0			1			46
0800-0815	0					0	0					0	0					0			2	1		40
0815-0830	0					0	0					0	0					0			1	4		58
0830-0845	0					0	0					0	0					0						37
0845-0900	1					1	1					1	1					1						39
0900-0915	1					1	0					0	0					0						38
0915-0930	0					0	0					0	0					0			1	2		44
0930-0945	0					0	0					0	1					1				1		49
0945-1000	0					0	0					0	0					0			1			46
0700-1000	2	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	2	470	1	0	6	9	486	
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	0	0	1	1		135
0715-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	0	0	3	2		155
0730-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	0	0	4	5		175
0745-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	0	0	4	5		181
0800-0900	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	1	166	0	0	3	5		174
0815-0915	2	0	0	0	0	2	1	0	0	0	0	1	1	0	0	0	1	167	0	0	1	4		172
0830-0930	2	0	0	0	0	2	1	0	0	0	0	1	1	0	0	0	1	155	0	0	1	2		158
0845-0945	2	0	0	0	0	2	1	0	0	0	0	1	2	0	0	0	2	166	0	0	1	3		170
0900-1000	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	171	1	0	2	3		177

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE / BATTERY POINT CAR PARK / PETROL FILLING STATION

	BATTERY POINT CAR PARK LEFT TURN IN FROM PRINCES PARADE						BATTERY POINT CAR PARK OUT LEFT TO PRINCES PARADE						INTO PETROL FILLING STATION FROM PRINCES PARADE EAST						PRINCES PARADE EAST STRAIGHT AHEAD WESTBOUND PAST CAR PARK					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	3					3	4				4	0					0	58			1	4	63	
1615-1630	3					3	7				7	0					0	68	1		1		70	
1630-1645	4					4	5				5	0					0	54				3	57	
1645-1700	5					5	5				5	0					0	50				4	54	
1700-1715	6					6	8				8	0					0	54			2		56	
1715-1730	4					4	6				6	0					0	47			5		52	
1730-1745	1					1	2				2	0					0	50	1		2	1	54	
1745-1800	2					2	1				1	1				1	55				3		58	
1800-1815	7					7	9				9	0					0	56			1		57	
1815-1830	4			1		5	2				2	1				1	55	1		2	3		61	
1830-1845	4					4	7			1	8	2				2	38	1			2		41	
1845-1900	4					4	5				5	0				0	47						47	
1600-1900	47	0	0	1	0	48	61	0	0	1	0	62	4	0	0	0	4	632	4	0	14	20	670	
1600-1700	15	0	0	0	0	15	21	0	0	0	0	21	0	0	0	0	0	230	1	0	2	11	244	
1615-1715	18	0	0	0	0	18	25	0	0	0	0	25	0	0	0	0	0	226	1	0	3	7	237	
1630-1730	19	0	0	0	0	19	24	0	0	0	0	24	0	0	0	0	0	205	0	0	7	7	219	
1645-1745	16	0	0	0	0	16	21	0	0	0	0	21	0	0	0	0	0	201	1	0	9	5	216	
1700-1800	13	0	0	0	0	13	17	0	0	0	0	17	1	0	0	0	1	206	1	0	9	4	220	
1715-1815	14	0	0	0	0	14	18	0	0	0	0	18	1	0	0	0	1	208	1	0	8	4	221	
1730-1830	14	0	0	1	0	15	14	0	0	0	0	14	2	0	0	0	2	216	2	0	5	7	230	
1745-1845	17	0	0	1	0	18	19	0	0	1	0	20	4	0	0	0	4	204	2	0	3	8	217	
1800-1900	19	0	0	1	0	20	23	0	0	1	0	24	3	0	0	0	3	196	2	0	3	5	206	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

LOCATION : HYTHE, KENT

PRINCES PARADE / LINK TO A259

	FROM PRINCES PARADE WEST LEFT TURN TO A259						FROM PRINCES PARADE EAST STRAIGHT AHEAD TO PRINCES PARADE WEST						FROM PRINCES PARADE EAST RIGHT TURN TO A259						INTO PFS / SPICE COTTAGE FROM PRINCES PARADE					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	9					9	20					20	0					0	0					0
0715-0730	19				1	20	37				1	38	0					0	0					0
0730-0745	23					23	31					31	0					0	0					0
0745-0800	26	2		1		29	45			1		46	0					0	0					0
0800-0815	30	1				31	37			2	1	40	0					0	0					0
0815-0830	35			1		36	52			1	4	57	1					1	1					1
0830-0845	50				2	52	37					37	0					0	3					3
0845-0900	43					43	35					35	5					5	2					2
0900-0915	34	1			2	37	38					38	0					0	1					1
0915-0930	24				1	25	40			1	2	43	1					1	1					1
0930-0945	30					30	48				1	49	0					0	1					1
0945-1000	31	2				33	44	1		1		46	0					0	0					0
0700-1000	354	6	0	2	6	368	464	1	0	6	9	480	7	0	0	0	0	7	9	0	0	0	0	9
0700-0800	77	2	0	1	1	81	133	0	0	1	1	135	0	0	0	0	0	0	0	0	0	0	0	0
0715-0815	98	3	0	1	1	103	150	0	0	3	2	155	0	0	0	0	0	0	0	0	0	0	0	0
0730-0830	114	3	0	2	0	119	165	0	0	4	5	174	1	0	0	0	0	1	1	0	0	0	0	1
0745-0845	141	3	0	2	2	148	171	0	0	4	5	180	1	0	0	0	0	1	4	0	0	0	0	4
0800-0900	158	1	0	1	2	162	161	0	0	3	5	169	6	0	0	0	0	6	6	0	0	0	0	6
0815-0915	162	1	0	1	4	168	162	0	0	1	4	167	6	0	0	0	0	6	7	0	0	0	0	7
0830-0930	151	1	0	0	5	157	150	0	0	1	2	153	6	0	0	0	0	6	7	0	0	0	0	7
0845-0945	131	1	0	0	3	135	161	0	0	1	3	165	6	0	0	0	0	6	5	0	0	0	0	5
0900-1000	119	3	0	0	3	125	170	1	0	2	3	176	1	0	0	0	0	1	3	0	0	0	0	3

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 7TH SEPTEMBER 2016

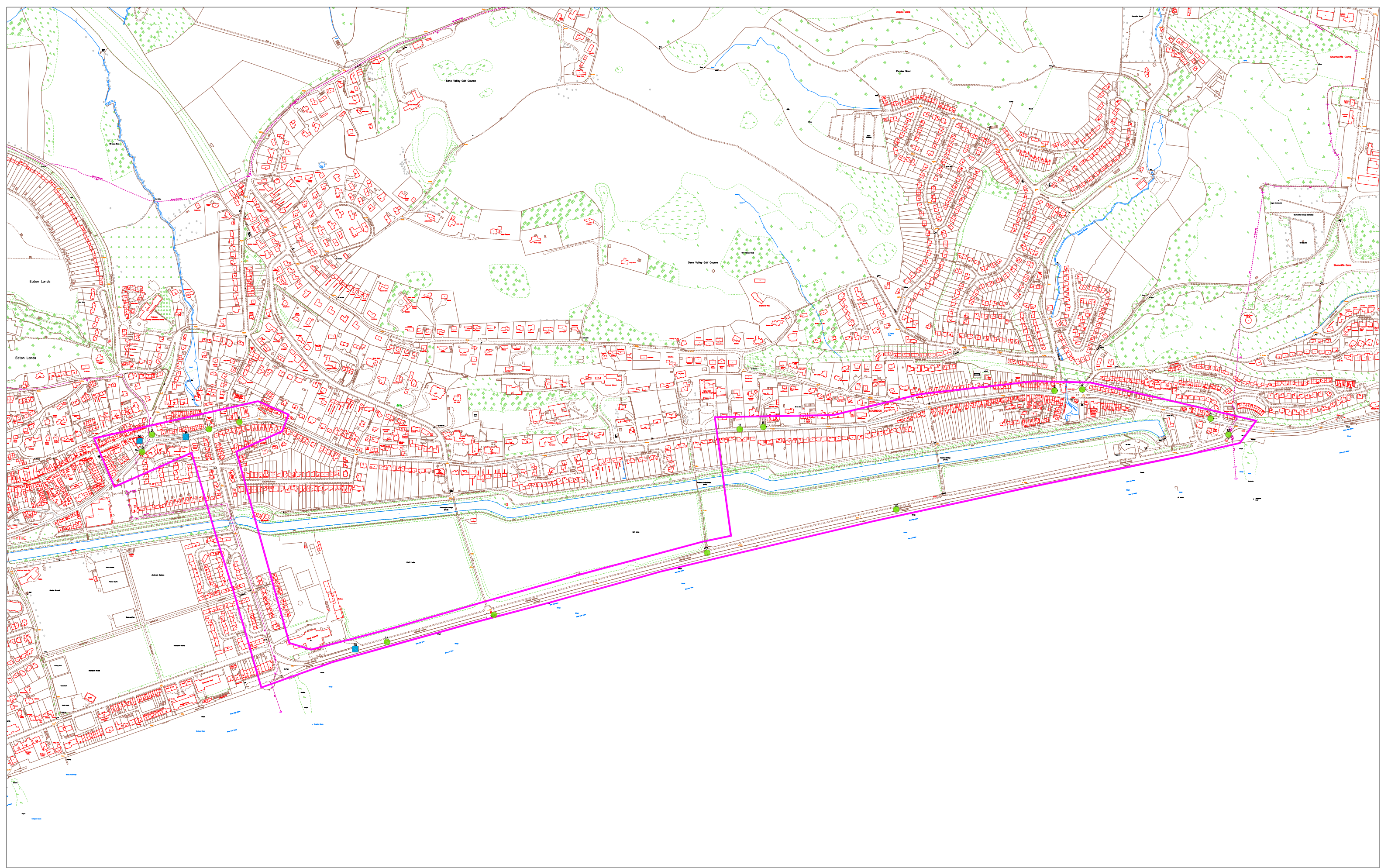
LOCATION : HYTHE, KENT

PRINCES PARADE / LINK TO A259

	FROM PRINCES PARADE WEST LEFT TURN TO A259						FROM PRINCES PARADE EAST STRAIGHT AHEAD TO PRINCES PARADE WEST						FROM PRINCES PARADE EAST RIGHT TURN TO A259						INTO PFS / SPICE COTTAGE FROM PRINCES PARADE					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	44	1		1	1	47	58			1	4	63	4					4	4					4
1615-1630	41					41	69	1		1		71	6					6	0					0
1630-1645	40	1		1	1	43	52				3	55	7					7	0					0
1645-1700	49	1		1		51	49				4	53	6					6	1					1
1700-1715	55			2	2	59	58			2		60	4					4	1					1
1715-1730	52			1	5	58	47			5		52	6					6	0					0
1730-1745	37				1	38	51	1		2	1	55	1					1	1					1
1745-1800	51	1			2	54	56				3	59	0					0	0					0
1800-1815	37			2		39	57			1		58	8					8	0					0
1815-1830	44	1		2	1	48	53	1		2	3	59	4					4	0					0
1830-1845	37				1	38	41				2	43	4	1		1		6	0					0
1845-1900	38	1		1	3	43	49					49	3					3	0					0
1600-1900	525	6	0	11	17	559	640	3	0	14	20	677	53	1	0	1	0	55	7	0	0	0	0	7
1600-1700	174	3	0	3	2	182	228	1	0	2	11	242	23	0	0	0	0	23	5	0	0	0	0	5
1615-1715	185	2	0	4	3	194	228	1	0	3	7	239	23	0	0	0	0	23	2	0	0	0	0	2
1630-1730	196	2	0	5	8	211	206	0	0	7	7	220	23	0	0	0	0	23	2	0	0	0	0	2
1645-1745	193	1	0	4	8	206	205	1	0	9	5	220	17	0	0	0	0	17	3	0	0	0	0	3
1700-1800	195	1	0	3	10	209	212	1	0	9	4	226	11	0	0	0	0	11	2	0	0	0	0	2
1715-1815	177	1	0	3	8	189	211	1	0	8	4	224	15	0	0	0	0	15	1	0	0	0	0	1
1730-1830	169	2	0	4	4	179	217	2	0	5	7	231	13	0	0	0	0	13	1	0	0	0	0	1
1745-1845	169	2	0	4	4	179	207	1	0	3	8	219	16	1	0	1	0	18	0	0	0	0	0	0
1800-1900	156	2	0	5	5	168	200	1	0	3	5	209	19	1	0	1	0	21	0	0	0	0	0	0

Appendix 7

Personal Injury Accident Data






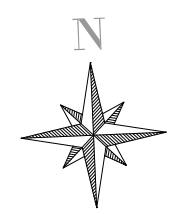
Location: Seabrook, Hythe

3 years personal injury crash data up to 31/12/2015

KCC Ref number: EXT/444/16

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Crash Severity	
	Slight
	Serious
	Fatal



Date: 07-September-2016

Time: 11:36:52

Title: **Seabrook, Hythe**

Requested output: **D - Print Crash Report**

Date: 07-September-2016

Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

There were 17 reported crashes resulting in injury

D-PRINT CRASH REPORT

7-Sep-2016

11:36:51

Seabrook, Hythe

Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No F1423 Grid 617331E Section 142 Ref 134491N	SLIGHT	07/04/2013	1	23:00	DRK NSL	Dry	Fine	U U	S.VEH	P/C PED
Princes Parade, Hythe, Kent (Mapped to Police Ref 617330,134490)									Shepway		
C1 & C2 Were Walking West Towards Hotel Imperial. V1 Pushbike, Came from Behind Hitting C1 & C2. All 3 Fell to the Ground. All 3 Were Taken to Hospital. Cyclist Smelt Strongly of Alcohol.							Veh1, pedal cycle, NE -> SW			Casualties 2 Vehicles 1	
2	Road No A259 Grid 618588E Section 001 Ref 134993N	SLIGHT	13/05/2013	2	14:45	L	Dry	Fine			
A259, Seabrook Road J/W Horn Street, Folkestone, Kent									Shepway		
V1 was Travelling Along A259 Towards Seabrook. as it Turned into Horn Street it Saw V2 Coming Towards it and Swerved and Hit Traffic Island Causing Air Bag to Deploy							Veh1, car, W -> N Veh2, car, N -> S			Casualties 1 Vehicles 2	
3	Road No A259 Grid 616564E Section 211 Ref 134895N	SLIGHT	18/07/2013	5	15:20	L	Dry	Fine		R.TURN	
A259, Prospect Road Jw East Street, Hythe, Kent									Shepway		
V1 Approached R/A/B from Prospect Road but Failed to See V2 on the R/A/B Coming from Station Road. V2 was Indicating. V1 Collided with V2 on the R/A/B Failing to Give right of Way to the right Obstruction Blocked by Overgrown R/A/B. Section 170 Complied with							Veh1, car, SW -> E Veh2, car, N -> SW			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

7-Sep-2016

11:36:51

Seabrook, Hythe

Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No B2063 Grid 618650E Section 001 Ref 134996N	SLIGHT	29/08/2013	5	12:30	L	Dry	Fine		S.VEH R.TURN	M/C
Hospital Hill Jw Seabrook Road, Sandgate, Folkestone, Kent									Shepway		
V1 was Approaching the Junction of Hospital Hill and Seabrook Road, Rider Noticed There was Very Bad Road Surface and Slowed down to Approx 5 Mph. as Rider was Steering the Rear Wheel Went from Beneath Bike down onto Gravel on the Road Surface							Veh1, m/cycle > 500cc, N -> W			Casualties	1
										Vehicles	1
5	Road No A259 Grid 616760E Section 214 Ref 134923N	SLIGHT	03/09/2013	3	13:45	L	Dry	Unknown	U	S.VEH	PSV
A259 Seabrook Road, with East Street, Folkestone, Kent									Shepway		PED
V1 Just Moved off when the Passenger Fell down the Stairs, V1 Stopped to See If the Passenger was Alright.							Veh1, bus or coach, W -> E			Casualties	1
										Vehicles	1
6	Road No A259 Grid 617935E Section 223 Ref 134912N	SLIGHT	17/09/2013	3	17:25	L	Wet/Damp	Rain		R.TURN	M/C
A259, Outside 83 & 124 Seabrook Road, Hythe, Kent									Shepway		
Veh 2 was Travelling Towards Folkestone from Hythe Direction. Veh 1 Pulled out of the Driveway to a Property turning Towards Hythe across the Path of Veh 2. Veh 1 Has Pulled Straight into the Path of Veh 2 Colliding with the Motorcycle and Knocking the Rider from Motorcycle.							Veh1, car, N -> W Veh2, m/cycle > 500cc, W -> E			Casualties	2
										Vehicles	2

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

7-Sep-2016

11:36:51

Seabrook, Hythe

Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	Road No F1423 Grid 617809E Section 142 Ref 134630N	SLIGHT	27/02/2014	5	07:50	L	Wet/Damp	Rain Wind			
Princes Parade, Hythe, Folkestone, Kent (Mapped to 617810,134630)									Shepway		
Veh 1 Travelling Towards Veh 2 . Weather and Type of Veh Made Handling a Struggle and Caused Veh 1 to Move into Opposite Lane and Impacting Veh 2							Veh1, car, SW -> NE Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
8	Road No A259 Grid 618938E Section 230 Ref 134931N	SLIGHT	23/04/2014	4	15:45	L	Dry	Fine			
A259, Seabrook Road 30M from Battery Point, Folkestone, Kent.									Shepway		
V3 was Travelling East Along Seabrook Road when it Slowed and Stopped to Allow Oncoming Traffic to Pass Through a Restricted Point. V2 Stopped Directly Behind V3. V1 Failed to Stop Colliding into the Rear of V2 Pushing V2 Forward into V3. Damage was Caused to All Vehicles and Minor Injury to the Drivers of Vhs 2 and 3							Veh1, car, NW -> SE Veh2, car, NW -> SE Veh3, car, NW -> SE			Casualties 2 Vehicles 3	
9	Road No A259 Grid 616640E Section 212 Ref 134890N	SERIOUS	03/05/2014	7	09:55	L	Dry	Fine		S.VEH	M/C
A259, East Street, Hythe, Kent (Mapped to 616640,134890)									Shepway		
V1 was Travelling Along the A259 Towards Folkestone when it Entered East Street, Hythe, a 30 Mph Limited Road. the Rear Wheel Appeared to Slide out from Under R1 this was Corrected which Resulted in R1 Being Thrown from the M/Bike. no Other Vehicles Were Involved .							Veh1, m/cycle > 500cc, W -> E			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

7-Sep-2016

11:36:51

Seabrook, Hythe

Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A259 Grid 616542E Section 211 Ref 134856N	SLIGHT	20/08/2014	4	19:40	L	Dry	Fine			P/C
A259 Prospect Road, O/S Takeaway Shop Aspendos, Hythe, Kent									Shepway		
C1 Riding Along on Their Pushbike. V2 Parked on Double Yellow Lines. Did a U Turn Without Looking Causing C1 to Hit Their Veh. V2 Looked at Inft, & then Drove Off. Inft Had a Head Cam on & Has Caught the Whole Thing on Camera. Mapped to Description, as was 616670,134900-(East Street)							Veh1, car, SW -> NE Veh2, pedal cycle, E -> W			Casualties 1 Vehicles 2	
11	Road No A259 Grid 617882E Section 223 Ref 134907N	SLIGHT	28/08/2014	5	05:00	DRK STL	Wet/Damp	Rain		S.VEH	
A259 Seabrook Road, Outside House 79, Hythe, Kent									Shepway		
V1 was Travelling Along A259. Driver of V1 Had Been Awake for 22 Hours and Fell Asleep. V1 Hit a Lamp Post.							Veh1, car, W -> E			Casualties 1 Vehicles 1	
12	Road No F1423 Grid 618233E Section 142 Ref 134727N	SLIGHT	01/12/2014	2	17:46	DRK NSL	Dry	Fine			
Princes Parade, by Hythe Bus Shelter, Folkestone, Kent									Shepway		
V1 was Travelling Towards Hythe, as Passing Parked Vehicles on It's Near-Side, Oncoming Vehicle Dazzled Driver. V1 Moved Clipping Wing Mirror of V2 and Hitting Front Off-Side of V3.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 1 Vehicles 3	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

7-Sep-2016

11:36:51

Seabrook, Hythe

Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A259 Grid 618978E Section 231 Ref 134895N	SLIGHT	04/01/2015	1	10:40	L	Dry	Fine		R.TURN	M/C
Princes Parade 10 Metres South of A259 Seabrook Road, Hythe, Kent									Shepway		
V2 Has Pulled into Princes Parade from the A259 from the Folkestone Direction. V1 Has Entered Princes Parade Also but from the Hythe Direction. V2 Has Indicated to Enter the Garage and Started to Perform the Manoeuvre to Enter, V1 Has Not Seen the Indicator and Hit the Back of V2.							Veh1, m/cycle <= 50cc, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
14	Road No F1423 Grid 617091E Section 142 Ref 134430N	SLIGHT	04/07/2015	7	18:35	L	Dry	Fine			M/C
Princes Parade, Hythe, Kent (Mapped to 617090 / 134400)									Shepway		
V1 was Parked by the Roadside, Driver of the Car Performed a U-Turn, as They Began to Reverse Back They Saw a Moped Sliding Towards Their Car, the Moped then Struck the Passenger Side of the Car.							Veh1, car, SW -> NE Veh2, m/cycle <= 50cc, SW -> NE			Casualties 1 Vehicles 2	
15	Road No F1423 Grid 617020E Section 142 Ref 134414N	SERIOUS	04/07/2015	7	00:38	DRK NSL	Dry	Fine			
Princess Parade, Hythe, Kent (Mapped to 617020 / 134410)									Shepway		
V1 Has Made Contact with V2. V1 Has Substantial Front Damage. V2 Has Substantial Rear Damage							Veh1, car, W -> E Veh2, car, W -> E			Casualties 3 Vehicles 2	
16	Road No A259 Grid 616536E Section 211 Ref 134881N	SERIOUS	25/10/2015	1	16:00	L	Dry	Fine	U	S.VEH	P/C
A259, Prospect Road Rdbt Jw East Street, Hythe, Ashford, Kent									Shepway		PED
Casualty was Stepping off Bus and Upon Doing So was Struck by the Pedal Cyclist Who was Travelling Along Footpath at Same Time.							Veh1, pedal cycle, NE -> SW			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

7-Sep-2016
11:36:51

Seabrook, Hythe
Accident Date BETWEEN '01-Jan-2013' AND '31-Dec-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
17	Road No A259 Grid 616692E Section 213 Ref 134907N	SLIGHT	21/12/2015	2	16:30	DRK STL	Wet/Damp	Rain			M/C
A259, Seabrook Road Jw Twiss Road, Hythe, Kent									Shepway		
V1 was Travelling Behind V2. V2 Applied its Brakes and V2 Did as Well but Applied Them Too Hard in Wet Conditions Causing V1 to Skid into the Rear of V2.							Veh1, m/cycle 50 - 125cc, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

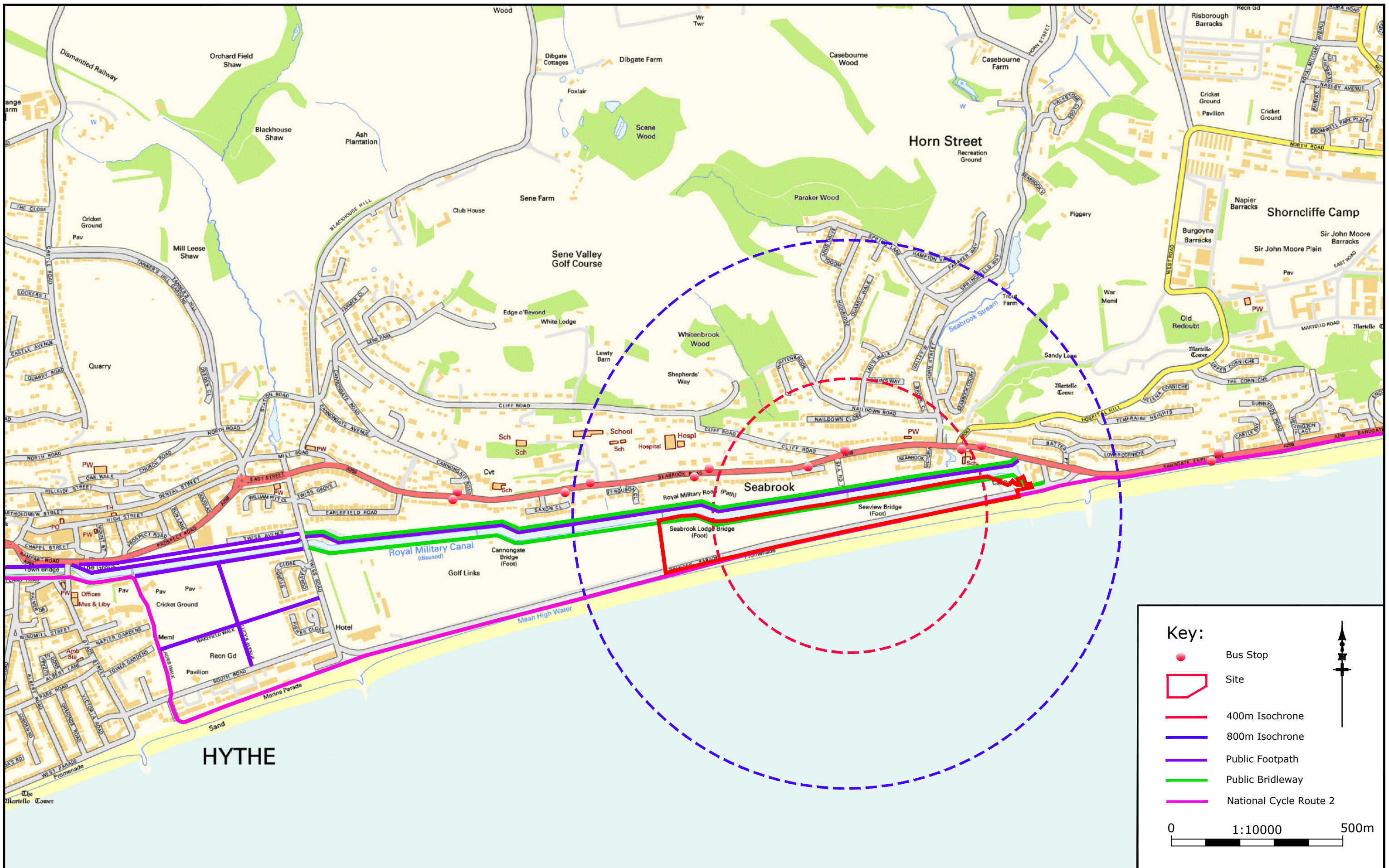
+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

Appendix 8

Sustainable Travel Information



Key:

- Bus Stop
- Site
- 400m Isochrone
- 800m Isochrone
- Public Footpath
- Public Bridleway
- National Cycle Route 2

0 1:10000 500m

Main Bus Routes in Hythe



18 Continues to Lyminge and Canterbury
10A Continues to Sellindge and Ashford

160 Continues to Cheriton and Folkestone



10 Continues to Sellindge and Ashford

gold 16 Continues to Folkestone, Hawkinge and Canterbury

160 Continues to Folkestone and Dover

160 Continues to New Romney, and Lydd (for Hastings)

KEY

Main Bus Service Routes

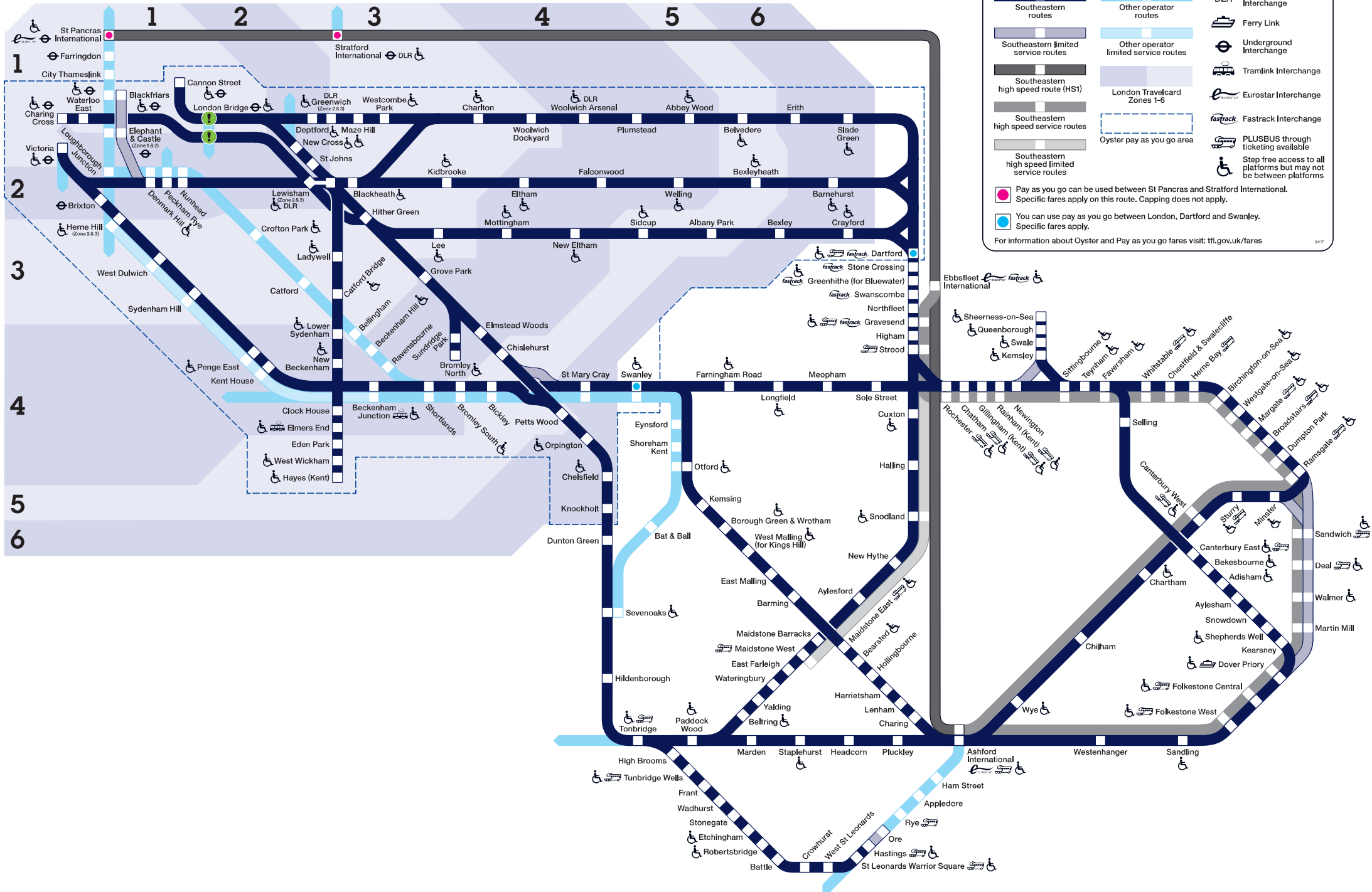
- 18** (Brown line)
- 100 101 102** (Teal line)
- 10 10A** (Pink line)
- 160** (Blue line)
- gold 16** (Gold line)

+ Hospital

R Red Lion Square

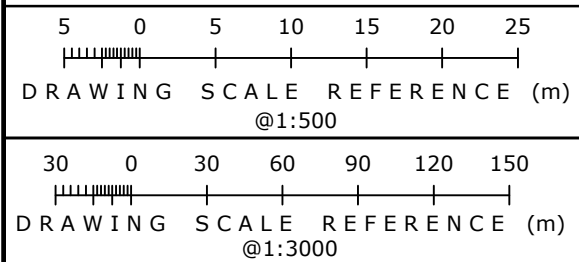
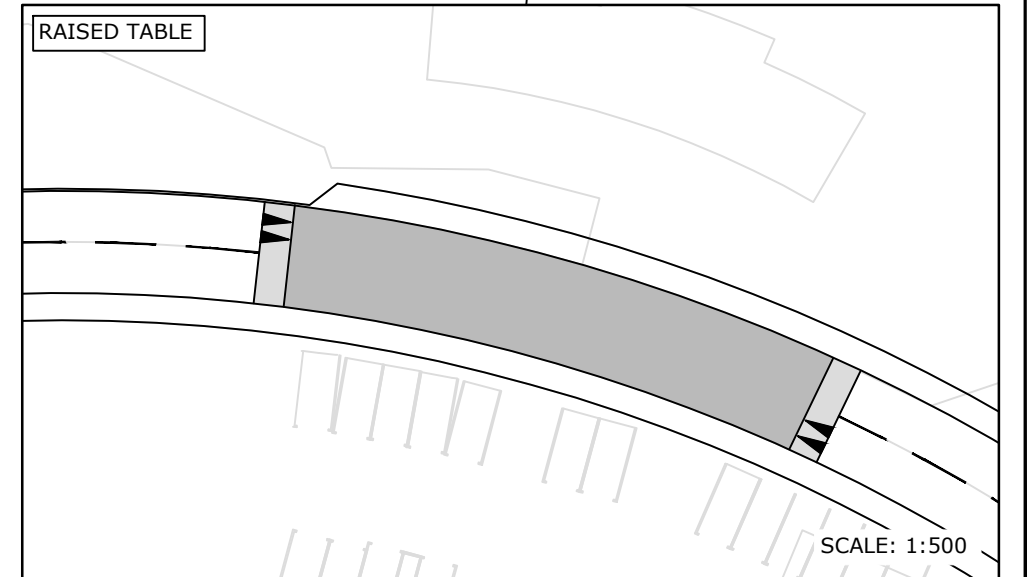
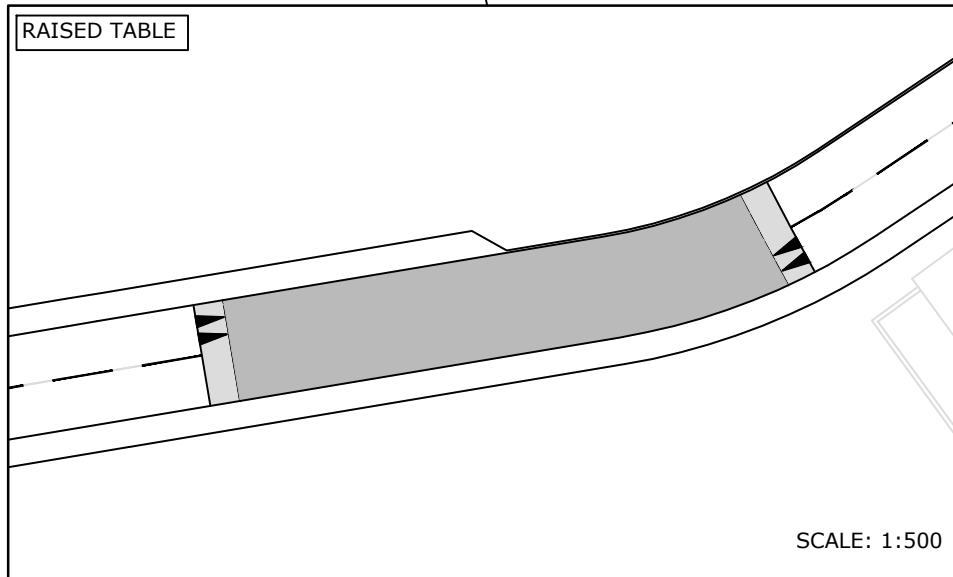
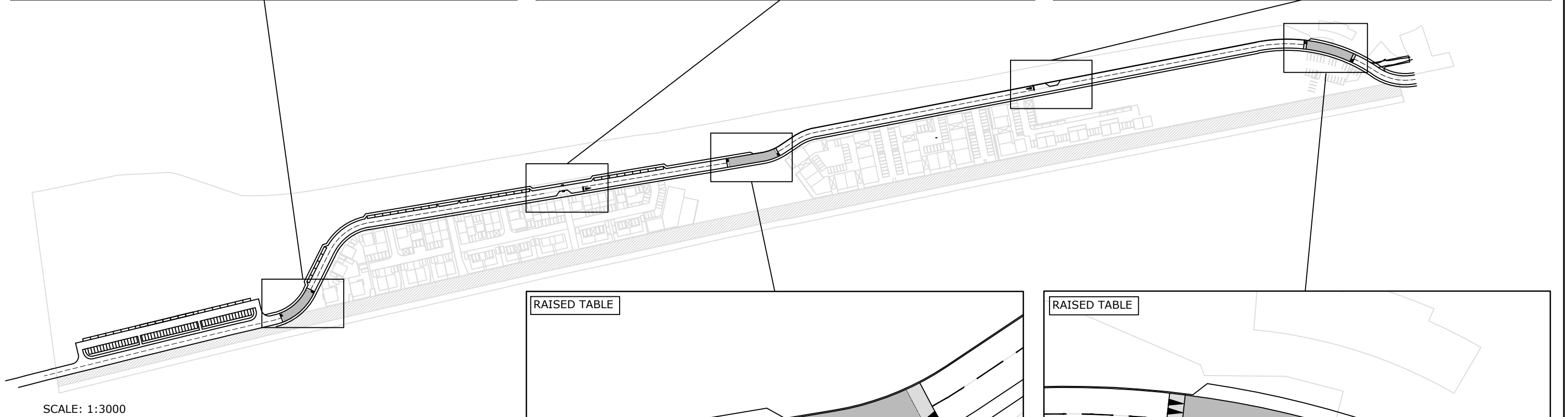
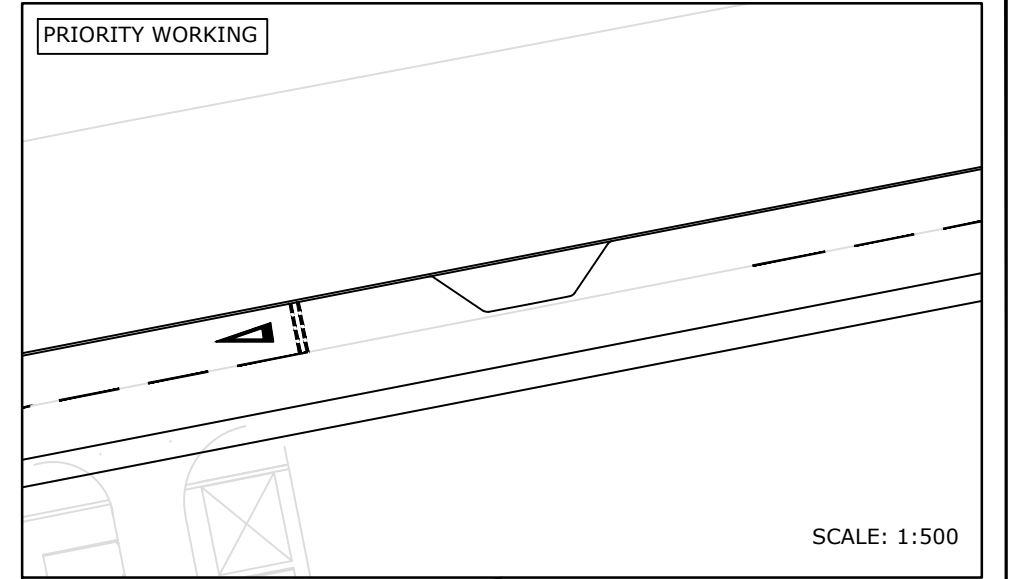
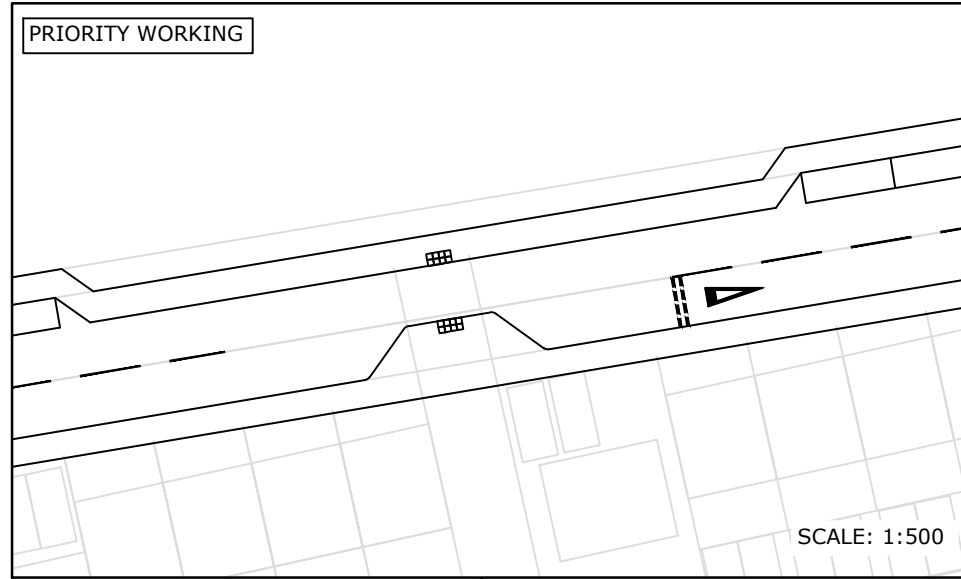
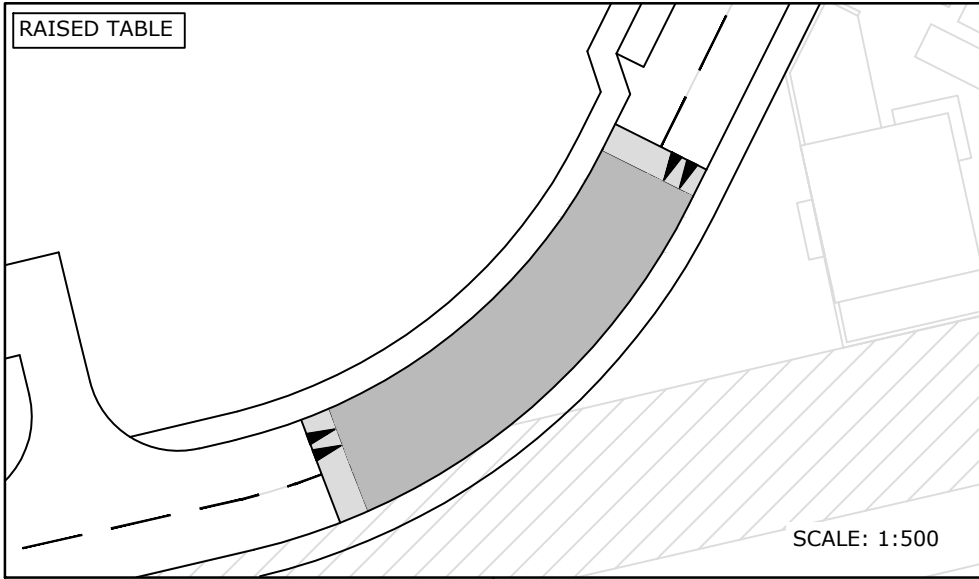
Produced by **FWT**
260415MM

Southeastern network map



Appendix 9

Proposed Traffic Calming



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Rev	Date	Description	Made	Ckd

MLM
Multidisciplinary Consulting

190 Eureka Park, Upper Pemberton, Ashford, Kent TN25 4AZ
Tel: 01233 610530 Fax: 01233 618299
Website: www.mlm.uk.com

Drawing Status: **INFORMATION**

Client: **SHEPWAY DISTRICT COUNCIL**

Project: **PRINCES PARADE, HYTHE.**

Drawing Title: **PROPOSED TRAFFIC CALMING**

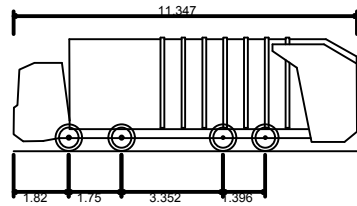
Drawn/Design	LRE	Date	06.07.17	Scales	AS SHOWN@ A3
Checked	JIR	Approved	JIR		

Drawing No. **617845/SK17**

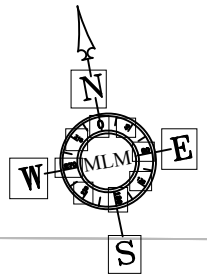
Rev

Appendix 10

Leisure Centre Servicing: Swept Path Analysis



Large Refuse Vehicle (4 axle)
 Overall Length 11.347m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Wall to Wall Turning Radius 11.330m



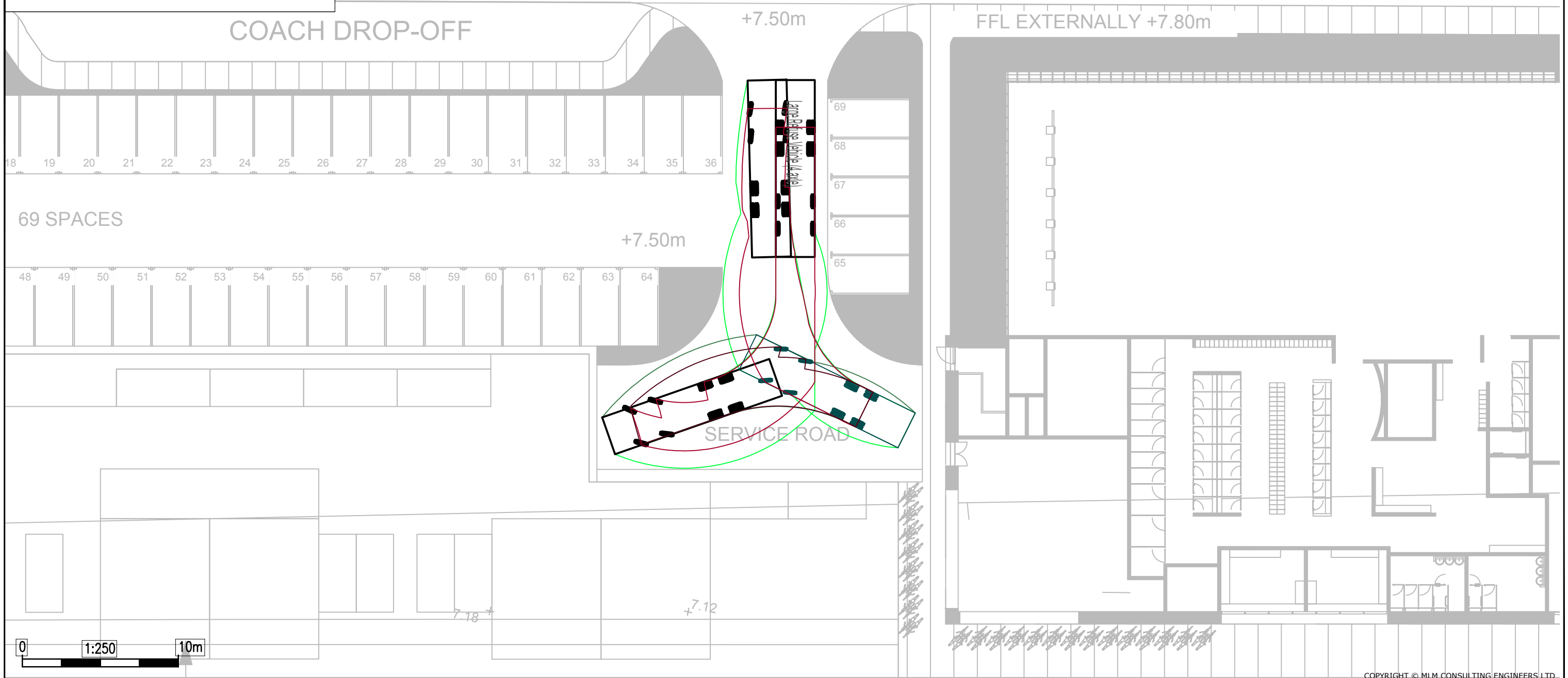
EMBANKMENT

RE ALIGNED ROAD

COACH DROP-OFF

+7.50m

FFL EXTERNALLY +7.80m



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Multidisciplinary Consulting

190 Eureka Park, Upper Pemberton, Ashford, Kent TN25 4AZ
 Tel: 01233 610530 Fax: 01233 618299
 Website: www.mlm.uk.com

Drawing Status:

INFORMATION

Client

SHEPWAY DISTRICT COUNCIL

Project

PRINCES PARADE, HYTHE.

Drawing Title

ARC SWEEP PATH ANALYSIS- SERVICE VEHICLE

Drawn/Design	LRE	Date	03.08.17	Scales	1:250 @ A3
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Checked	JIR	Approved	JIR
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Drawing No.	Rev
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617845/SK18

Rev	Date	Description	Made	Ckd

Appendix 11

TRICS: Leisure Centre

MLM STREET NAME TOWN/CITY

Licence No: 532501

Calculation Reference: AUDIT-532501-170614-0650

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - LEISURE CENTRE
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	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: Gross floor area
 Actual Range: 900 to 5500 (units: sqm)
 Range Selected by User: 360 to 17000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/06/13

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	4 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	9 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	2

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.

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1

MLM STREET NAME TOWN/CITY

Licence No: 532501

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:

D2 9 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:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 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	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	6 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:

No 9 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 9 days

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

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters

1	BR-07-C-01	SWIMMING POOL		BRISTOL CITY
	JUBILEE ROAD			
	KNOWLE			
	BRISTOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		900 sqm	
	Survey date: MONDAY		26/10/09	Survey Type: MANUAL
2	BU-07-C-01	SWIM. POOL		BUCKINGHAMSHIRE
	TICKFORD STREET			
	NEWPORT PAGNELL			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		1020 sqm	
	Survey date: TUESDAY		19/10/10	Survey Type: MANUAL
3	CA-07-C-01	SWIMMING POOL		CAMBRIDGESHIRE
	POOL WAY			
	COLDHAM'S COMMON			
	CAMBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		2925 sqm	
	Survey date: MONDAY		19/10/09	Survey Type: MANUAL
4	DC-07-C-06	LEISURE CENTRE		DORSET
	MILLDOWN ROAD			
	BLANDFORD FORUM			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		1119 sqm	
	Survey date: MONDAY		07/07/08	Survey Type: MANUAL
5	DH-07-C-01	LEISURE CENTRE		DURHAM
	ABBEY ROAD			
	PITY ME			
	DURHAM			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		5500 sqm	
	Survey date: THURSDAY		04/12/08	Survey Type: MANUAL
6	HC-07-C-09	SWIMMING POOL		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE LEISURE PK			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:		5250 sqm	
	Survey date: MONDAY		18/10/10	Survey Type: MANUAL
7	LE-07-C-01	SWIMMING POOL		LEICESTERSHIRE
	STATION ROAD			
	WIGSTON			
	LEICESTER			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		1200 sqm	
	Survey date: WEDNESDAY		24/06/09	Survey Type: MANUAL

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters (Cont.)

8	MS-07-C-03	SWIMMING POOL	MERSEYSIDE
	WELLINGTON ROAD		
	WAVERTREE SPORTS PK		
	LIVERPOOL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Commercial Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: TUESDAY	07/09/10	Survey Type: MANUAL
9	TW-07-C-02	SWIM. POOL	TYNE & WEAR
	NORTH ROAD		
	PRESTON		
	NORTH SHIELDS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	09/11/10	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
OX-07-C-01	Low GFA
WO-07-C-04	Low GFA

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.411	8	2677	0.042	8	2677	0.453
07:00 - 08:00	9	2990	0.710	9	2990	0.368	9	2990	1.078
08:00 - 09:00	9	2990	0.576	9	2990	0.676	9	2990	1.252
09:00 - 10:00	9	2990	0.806	9	2990	0.502	9	2990	1.308
10:00 - 11:00	9	2990	0.743	9	2990	0.661	9	2990	1.404
11:00 - 12:00	9	2990	0.795	9	2990	0.858	9	2990	1.653
12:00 - 13:00	9	2990	0.754	9	2990	0.754	9	2990	1.508
13:00 - 14:00	9	2990	0.736	9	2990	0.784	9	2990	1.520
14:00 - 15:00	9	2990	0.624	9	2990	0.620	9	2990	1.244
15:00 - 16:00	9	2990	1.130	9	2990	0.624	9	2990	1.754
16:00 - 17:00	9	2990	1.613	9	2990	1.137	9	2990	2.750
17:00 - 18:00	9	2990	1.579	9	2990	1.728	9	2990	3.307
18:00 - 19:00	9	2990	1.330	9	2990	1.575	9	2990	2.905
19:00 - 20:00	9	2990	1.211	9	2990	1.401	9	2990	2.612
20:00 - 21:00	9	2990	0.561	9	2990	1.022	9	2990	1.583
21:00 - 22:00	9	2990	0.160	9	2990	0.869	9	2990	1.029
22:00 - 23:00	1	1200	0.250	1	1200	0.417	1	1200	0.667
23:00 - 24:00									
Total Rates:			13.989			14.038			28.027

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: 900 - 5500 (units: sqm)
 Survey date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.000	8	2677	0.000	8	2677	0.000
07:00 - 08:00	9	2990	0.011	9	2990	0.000	9	2990	0.011
08:00 - 09:00	9	2990	0.004	9	2990	0.015	9	2990	0.019
09:00 - 10:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
10:00 - 11:00	9	2990	0.011	9	2990	0.011	9	2990	0.022
11:00 - 12:00	9	2990	0.004	9	2990	0.004	9	2990	0.008
12:00 - 13:00	9	2990	0.011	9	2990	0.007	9	2990	0.018
13:00 - 14:00	9	2990	0.000	9	2990	0.004	9	2990	0.004
14:00 - 15:00	9	2990	0.007	9	2990	0.007	9	2990	0.014
15:00 - 16:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
16:00 - 17:00	9	2990	0.011	9	2990	0.011	9	2990	0.022
17:00 - 18:00	9	2990	0.011	9	2990	0.011	9	2990	0.022
18:00 - 19:00	9	2990	0.015	9	2990	0.015	9	2990	0.030
19:00 - 20:00	9	2990	0.007	9	2990	0.007	9	2990	0.014
20:00 - 21:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
21:00 - 22:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			0.092			0.092			0.184

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.005	8	2677	0.005	8	2677	0.010
07:00 - 08:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
08:00 - 09:00	9	2990	0.007	9	2990	0.007	9	2990	0.014
09:00 - 10:00	9	2990	0.004	9	2990	0.004	9	2990	0.008
10:00 - 11:00	9	2990	0.007	9	2990	0.004	9	2990	0.011
11:00 - 12:00	9	2990	0.007	9	2990	0.007	9	2990	0.014
12:00 - 13:00	9	2990	0.000	9	2990	0.004	9	2990	0.004
13:00 - 14:00	9	2990	0.007	9	2990	0.004	9	2990	0.011
14:00 - 15:00	9	2990	0.004	9	2990	0.004	9	2990	0.008
15:00 - 16:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
16:00 - 17:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
17:00 - 18:00	9	2990	0.000	9	2990	0.004	9	2990	0.004
18:00 - 19:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
19:00 - 20:00	9	2990	0.007	9	2990	0.007	9	2990	0.014
20:00 - 21:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
21:00 - 22:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			0.048			0.050			0.098

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.000	8	2677	0.000	8	2677	0.000
07:00 - 08:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
08:00 - 09:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
09:00 - 10:00	9	2990	0.033	9	2990	0.004	9	2990	0.037
10:00 - 11:00	9	2990	0.022	9	2990	0.033	9	2990	0.055
11:00 - 12:00	9	2990	0.019	9	2990	0.030	9	2990	0.049
12:00 - 13:00	9	2990	0.004	9	2990	0.007	9	2990	0.011
13:00 - 14:00	9	2990	0.019	9	2990	0.007	9	2990	0.026
14:00 - 15:00	9	2990	0.000	9	2990	0.015	9	2990	0.015
15:00 - 16:00	9	2990	0.004	9	2990	0.004	9	2990	0.008
16:00 - 17:00	9	2990	0.011	9	2990	0.000	9	2990	0.011
17:00 - 18:00	9	2990	0.000	9	2990	0.011	9	2990	0.011
18:00 - 19:00	9	2990	0.015	9	2990	0.000	9	2990	0.015
19:00 - 20:00	9	2990	0.000	9	2990	0.015	9	2990	0.015
20:00 - 21:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
21:00 - 22:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			0.127			0.126			0.253

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.056	8	2677	0.000	8	2677	0.056
07:00 - 08:00	9	2990	0.041	9	2990	0.015	9	2990	0.056
08:00 - 09:00	9	2990	0.052	9	2990	0.056	9	2990	0.108
09:00 - 10:00	9	2990	0.041	9	2990	0.022	9	2990	0.063
10:00 - 11:00	9	2990	0.037	9	2990	0.026	9	2990	0.063
11:00 - 12:00	9	2990	0.037	9	2990	0.037	9	2990	0.074
12:00 - 13:00	9	2990	0.048	9	2990	0.048	9	2990	0.096
13:00 - 14:00	9	2990	0.045	9	2990	0.074	9	2990	0.119
14:00 - 15:00	9	2990	0.022	9	2990	0.030	9	2990	0.052
15:00 - 16:00	9	2990	0.048	9	2990	0.052	9	2990	0.100
16:00 - 17:00	9	2990	0.059	9	2990	0.045	9	2990	0.104
17:00 - 18:00	9	2990	0.026	9	2990	0.033	9	2990	0.059
18:00 - 19:00	9	2990	0.041	9	2990	0.059	9	2990	0.100
19:00 - 20:00	9	2990	0.052	9	2990	0.071	9	2990	0.123
20:00 - 21:00	9	2990	0.019	9	2990	0.045	9	2990	0.064
21:00 - 22:00	9	2990	0.004	9	2990	0.015	9	2990	0.019
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			0.628			0.628			1.256

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: 900 - 5500 (units: sqm)
 Survey date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.444	8	2677	0.033	8	2677	0.477
07:00 - 08:00	9	2990	0.836	9	2990	0.416	9	2990	1.252
08:00 - 09:00	9	2990	0.676	9	2990	0.769	9	2990	1.445
09:00 - 10:00	9	2990	1.070	9	2990	0.580	9	2990	1.650
10:00 - 11:00	9	2990	0.962	9	2990	0.817	9	2990	1.779
11:00 - 12:00	9	2990	0.996	9	2990	1.070	9	2990	2.066
12:00 - 13:00	9	2990	1.059	9	2990	1.066	9	2990	2.125
13:00 - 14:00	9	2990	1.070	9	2990	0.988	9	2990	2.058
14:00 - 15:00	9	2990	0.836	9	2990	0.765	9	2990	1.601
15:00 - 16:00	9	2990	2.133	9	2990	0.921	9	2990	3.054
16:00 - 17:00	9	2990	3.065	9	2990	2.103	9	2990	5.168
17:00 - 18:00	9	2990	2.883	9	2990	3.385	9	2990	6.268
18:00 - 19:00	9	2990	2.151	9	2990	2.809	9	2990	4.960
19:00 - 20:00	9	2990	1.728	9	2990	2.307	9	2990	4.035
20:00 - 21:00	9	2990	0.739	9	2990	1.646	9	2990	2.385
21:00 - 22:00	9	2990	0.186	9	2990	1.234	9	2990	1.420
22:00 - 23:00	1	1200	0.000	1	1200	0.417	1	1200	0.417
23:00 - 24:00									
Total Rates:			20.834			21.326			42.160

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:	900 - 5500 (units: sqm)
Survey date date range:	01/01/08 - 26/06/13
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.065	8	2677	0.009	8	2677	0.074
07:00 - 08:00	9	2990	0.100	9	2990	0.067	9	2990	0.167
08:00 - 09:00	9	2990	0.182	9	2990	0.104	9	2990	0.286
09:00 - 10:00	9	2990	0.137	9	2990	0.182	9	2990	0.319
10:00 - 11:00	9	2990	0.182	9	2990	0.093	9	2990	0.275
11:00 - 12:00	9	2990	0.145	9	2990	0.201	9	2990	0.346
12:00 - 13:00	9	2990	0.223	9	2990	0.156	9	2990	0.379
13:00 - 14:00	9	2990	0.479	9	2990	0.204	9	2990	0.683
14:00 - 15:00	9	2990	0.115	9	2990	0.342	9	2990	0.457
15:00 - 16:00	9	2990	0.238	9	2990	0.145	9	2990	0.383
16:00 - 17:00	9	2990	0.435	9	2990	0.186	9	2990	0.621
17:00 - 18:00	9	2990	0.580	9	2990	0.539	9	2990	1.119
18:00 - 19:00	9	2990	0.412	9	2990	0.412	9	2990	0.824
19:00 - 20:00	9	2990	0.286	9	2990	0.438	9	2990	0.724
20:00 - 21:00	9	2990	0.104	9	2990	0.268	9	2990	0.372
21:00 - 22:00	9	2990	0.045	9	2990	0.134	9	2990	0.179
22:00 - 23:00	1	1200	0.000	1	1200	1.250	1	1200	1.250
23:00 - 24:00									
Total Rates:			3.728			4.730			8.458

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.028	8	2677	0.000	8	2677	0.028
07:00 - 08:00	9	2990	0.022	9	2990	0.011	9	2990	0.033
08:00 - 09:00	9	2990	0.026	9	2990	0.041	9	2990	0.067
09:00 - 10:00	9	2990	0.071	9	2990	0.033	9	2990	0.104
10:00 - 11:00	9	2990	0.097	9	2990	0.071	9	2990	0.168
11:00 - 12:00	9	2990	0.045	9	2990	0.093	9	2990	0.138
12:00 - 13:00	9	2990	0.030	9	2990	0.019	9	2990	0.049
13:00 - 14:00	9	2990	0.160	9	2990	0.030	9	2990	0.190
14:00 - 15:00	9	2990	0.011	9	2990	0.130	9	2990	0.141
15:00 - 16:00	9	2990	0.052	9	2990	0.022	9	2990	0.074
16:00 - 17:00	9	2990	0.059	9	2990	0.022	9	2990	0.081
17:00 - 18:00	9	2990	0.126	9	2990	0.048	9	2990	0.174
18:00 - 19:00	9	2990	0.041	9	2990	0.097	9	2990	0.138
19:00 - 20:00	9	2990	0.048	9	2990	0.071	9	2990	0.119
20:00 - 21:00	9	2990	0.004	9	2990	0.059	9	2990	0.063
21:00 - 22:00	9	2990	0.000	9	2990	0.026	9	2990	0.026
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			0.820			0.773			1.593

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.000	8	2677	0.000	8	2677	0.000
07:00 - 08:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
08:00 - 09:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
09:00 - 10:00	9	2990	0.007	9	2990	0.000	9	2990	0.007
10:00 - 11:00	9	2990	0.000	9	2990	0.007	9	2990	0.007
11:00 - 12:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
12:00 - 13:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
13:00 - 14:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
14:00 - 15:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
15:00 - 16:00	9	2990	0.004	9	2990	0.000	9	2990	0.004
16:00 - 17:00	9	2990	0.000	9	2990	0.004	9	2990	0.004
17:00 - 18:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
18:00 - 19:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
19:00 - 20:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
20:00 - 21:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
21:00 - 22:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.000	8	2677	0.000	8	2677	0.000
07:00 - 08:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
08:00 - 09:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
09:00 - 10:00	9	2990	1.018	9	2990	0.000	9	2990	1.018
10:00 - 11:00	9	2990	0.817	9	2990	1.018	9	2990	1.835
11:00 - 12:00	9	2990	0.539	9	2990	1.163	9	2990	1.702
12:00 - 13:00	9	2990	0.093	9	2990	0.193	9	2990	0.286
13:00 - 14:00	9	2990	0.632	9	2990	0.093	9	2990	0.725
14:00 - 15:00	9	2990	0.000	9	2990	0.320	9	2990	0.320
15:00 - 16:00	9	2990	0.000	9	2990	0.297	9	2990	0.297
16:00 - 17:00	9	2990	0.301	9	2990	0.000	9	2990	0.301
17:00 - 18:00	9	2990	0.000	9	2990	0.301	9	2990	0.301
18:00 - 19:00	9	2990	0.249	9	2990	0.000	9	2990	0.249
19:00 - 20:00	9	2990	0.000	9	2990	0.249	9	2990	0.249
20:00 - 21:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
21:00 - 22:00	9	2990	0.000	9	2990	0.000	9	2990	0.000
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			3.649			3.634			7.283

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.028	8	2677	0.000	8	2677	0.028
07:00 - 08:00	9	2990	0.022	9	2990	0.011	9	2990	0.033
08:00 - 09:00	9	2990	0.026	9	2990	0.041	9	2990	0.067
09:00 - 10:00	9	2990	1.096	9	2990	0.033	9	2990	1.129
10:00 - 11:00	9	2990	0.914	9	2990	1.096	9	2990	2.010
11:00 - 12:00	9	2990	0.583	9	2990	1.256	9	2990	1.839
12:00 - 13:00	9	2990	0.123	9	2990	0.212	9	2990	0.335
13:00 - 14:00	9	2990	0.791	9	2990	0.123	9	2990	0.914
14:00 - 15:00	9	2990	0.011	9	2990	0.450	9	2990	0.461
15:00 - 16:00	9	2990	0.056	9	2990	0.320	9	2990	0.376
16:00 - 17:00	9	2990	0.360	9	2990	0.026	9	2990	0.386
17:00 - 18:00	9	2990	0.126	9	2990	0.349	9	2990	0.475
18:00 - 19:00	9	2990	0.290	9	2990	0.097	9	2990	0.387
19:00 - 20:00	9	2990	0.048	9	2990	0.320	9	2990	0.368
20:00 - 21:00	9	2990	0.004	9	2990	0.059	9	2990	0.063
21:00 - 22:00	9	2990	0.000	9	2990	0.026	9	2990	0.026
22:00 - 23:00	1	1200	0.000	1	1200	0.000	1	1200	0.000
23:00 - 24:00									
Total Rates:			4.478			4.419			8.897

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2677	0.593	8	2677	0.042	8	2677	0.635
07:00 - 08:00	9	2990	0.999	9	2990	0.509	9	2990	1.508
08:00 - 09:00	9	2990	0.936	9	2990	0.970	9	2990	1.906
09:00 - 10:00	9	2990	2.345	9	2990	0.817	9	2990	3.162
10:00 - 11:00	9	2990	2.096	9	2990	2.032	9	2990	4.128
11:00 - 12:00	9	2990	1.761	9	2990	2.564	9	2990	4.325
12:00 - 13:00	9	2990	1.453	9	2990	1.482	9	2990	2.935
13:00 - 14:00	9	2990	2.385	9	2990	1.390	9	2990	3.775
14:00 - 15:00	9	2990	0.985	9	2990	1.587	9	2990	2.572
15:00 - 16:00	9	2990	2.475	9	2990	1.438	9	2990	3.913
16:00 - 17:00	9	2990	3.920	9	2990	2.359	9	2990	6.279
17:00 - 18:00	9	2990	3.615	9	2990	4.306	9	2990	7.921
18:00 - 19:00	9	2990	2.894	9	2990	3.377	9	2990	6.271
19:00 - 20:00	9	2990	2.114	9	2990	3.136	9	2990	5.250
20:00 - 21:00	9	2990	0.866	9	2990	2.018	9	2990	2.884
21:00 - 22:00	9	2990	0.234	9	2990	1.408	9	2990	1.642
22:00 - 23:00	1	1200	0.000	1	1200	1.667	1	1200	1.667
23:00 - 24:00									
Total Rates:			29.671			31.102			60.773

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: 900 - 5500 (units: sqm)
 Survey date date range: 01/01/08 - 26/06/13
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 12

TRICS: Residential

MLM STREET NAME TOWN/CITY

Licence No: 532501

Calculation Reference: AUDIT-532501-160712-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days

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

Filtering Stage 2 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: 7 to 237 (units:)
 Range Selected by User: 7 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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	3 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	16 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 undertaken using machines.

Selected Locations:

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

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.

Selected Location Sub Categories:

Residential Zone	16
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MLM STREET NAME TOWN/CITY

Licence No: 532501

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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	14 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	2 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 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	5 days
1.1 to 1.5	11 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	2 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.

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 18/10/11			Survey Type: MANUAL
2	DC-03-A-08	BUNGALOWS		DORSET
	HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 24/03/14			Survey Type: MANUAL
3	DV-03-A-01	TERRACED HOUSES		DEVON
	BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 Survey date: WEDNESDAY 30/09/15			Survey Type: MANUAL
4	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
5	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
6	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 Survey date: FRIDAY 18/11/11			Survey Type: MANUAL
7	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

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-17 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 Survey date: THURSDAY 12/11/15		Survey Type: MANUAL
9	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12		Survey Type: MANUAL
10	NF-03-A-02 DEREHAM ROAD	HOUSES & FLATS	NORFOLK
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12		Survey Type: MANUAL
11	NF-03-A-03 HALING WAY	DETACHED HOUSES	NORFOLK
	THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL
12	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED	SURREY
	BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14		Survey Type: MANUAL
13	SF-03-A-04 NORMANSTON DRIVE	DETACHED & BUNGALOWS	SUFFOLK
	LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 Survey date: TUESDAY 23/10/12		Survey Type: MANUAL
14	SF-03-A-05 VALE LANE	DETACHED HOUSES	SUFFOLK
	BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters (Cont.)

15	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
16	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.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.078	16	62	0.288	16	62	0.366
08:00 - 09:00	16	62	0.133	16	62	0.374	16	62	0.507
09:00 - 10:00	16	62	0.150	16	62	0.178	16	62	0.328
10:00 - 11:00	16	62	0.138	16	62	0.171	16	62	0.309
11:00 - 12:00	16	62	0.146	16	62	0.145	16	62	0.291
12:00 - 13:00	16	62	0.179	16	62	0.169	16	62	0.348
13:00 - 14:00	16	62	0.171	16	62	0.168	16	62	0.339
14:00 - 15:00	16	62	0.163	16	62	0.164	16	62	0.327
15:00 - 16:00	16	62	0.294	16	62	0.192	16	62	0.486
16:00 - 17:00	16	62	0.288	16	62	0.187	16	62	0.475
17:00 - 18:00	16	62	0.346	16	62	0.176	16	62	0.522
18:00 - 19:00	16	62	0.204	16	62	0.154	16	62	0.358
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.290			2.366			4.656

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.005	16	62	0.003	16	62	0.008
08:00 - 09:00	16	62	0.009	16	62	0.010	16	62	0.019
09:00 - 10:00	16	62	0.004	16	62	0.002	16	62	0.006
10:00 - 11:00	16	62	0.001	16	62	0.001	16	62	0.002
11:00 - 12:00	16	62	0.002	16	62	0.002	16	62	0.004
12:00 - 13:00	16	62	0.001	16	62	0.001	16	62	0.002
13:00 - 14:00	16	62	0.001	16	62	0.000	16	62	0.001
14:00 - 15:00	16	62	0.002	16	62	0.003	16	62	0.005
15:00 - 16:00	16	62	0.009	16	62	0.006	16	62	0.015
16:00 - 17:00	16	62	0.005	16	62	0.005	16	62	0.010
17:00 - 18:00	16	62	0.004	16	62	0.003	16	62	0.007
18:00 - 19:00	16	62	0.001	16	62	0.002	16	62	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.038			0.082

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.002	16	62	0.002	16	62	0.004
08:00 - 09:00	16	62	0.002	16	62	0.002	16	62	0.004
09:00 - 10:00	16	62	0.003	16	62	0.002	16	62	0.005
10:00 - 11:00	16	62	0.002	16	62	0.002	16	62	0.004
11:00 - 12:00	16	62	0.002	16	62	0.003	16	62	0.005
12:00 - 13:00	16	62	0.003	16	62	0.005	16	62	0.008
13:00 - 14:00	16	62	0.005	16	62	0.003	16	62	0.008
14:00 - 15:00	16	62	0.001	16	62	0.003	16	62	0.004
15:00 - 16:00	16	62	0.001	16	62	0.001	16	62	0.002
16:00 - 17:00	16	62	0.001	16	62	0.001	16	62	0.002
17:00 - 18:00	16	62	0.002	16	62	0.002	16	62	0.004
18:00 - 19:00	16	62	0.000	16	62	0.000	16	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.026			0.050

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.000	16	62	0.000	16	62	0.000
08:00 - 09:00	16	62	0.000	16	62	0.000	16	62	0.000
09:00 - 10:00	16	62	0.000	16	62	0.000	16	62	0.000
10:00 - 11:00	16	62	0.000	16	62	0.000	16	62	0.000
11:00 - 12:00	16	62	0.000	16	62	0.000	16	62	0.000
12:00 - 13:00	16	62	0.000	16	62	0.000	16	62	0.000
13:00 - 14:00	16	62	0.000	16	62	0.000	16	62	0.000
14:00 - 15:00	16	62	0.000	16	62	0.000	16	62	0.000
15:00 - 16:00	16	62	0.000	16	62	0.000	16	62	0.000
16:00 - 17:00	16	62	0.000	16	62	0.000	16	62	0.000
17:00 - 18:00	16	62	0.000	16	62	0.000	16	62	0.000
18:00 - 19:00	16	62	0.000	16	62	0.000	16	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.007	16	62	0.017	16	62	0.024
08:00 - 09:00	16	62	0.001	16	62	0.013	16	62	0.014
09:00 - 10:00	16	62	0.001	16	62	0.004	16	62	0.005
10:00 - 11:00	16	62	0.003	16	62	0.006	16	62	0.009
11:00 - 12:00	16	62	0.003	16	62	0.004	16	62	0.007
12:00 - 13:00	16	62	0.008	16	62	0.003	16	62	0.011
13:00 - 14:00	16	62	0.004	16	62	0.002	16	62	0.006
14:00 - 15:00	16	62	0.003	16	62	0.006	16	62	0.009
15:00 - 16:00	16	62	0.015	16	62	0.008	16	62	0.023
16:00 - 17:00	16	62	0.009	16	62	0.006	16	62	0.015
17:00 - 18:00	16	62	0.026	16	62	0.014	16	62	0.040
18:00 - 19:00	16	62	0.012	16	62	0.010	16	62	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.093			0.185

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.093	16	62	0.350	16	62	0.443
08:00 - 09:00	16	62	0.173	16	62	0.560	16	62	0.733
09:00 - 10:00	16	62	0.179	16	62	0.235	16	62	0.414
10:00 - 11:00	16	62	0.164	16	62	0.215	16	62	0.379
11:00 - 12:00	16	62	0.176	16	62	0.184	16	62	0.360
12:00 - 13:00	16	62	0.227	16	62	0.205	16	62	0.432
13:00 - 14:00	16	62	0.225	16	62	0.219	16	62	0.444
14:00 - 15:00	16	62	0.205	16	62	0.198	16	62	0.403
15:00 - 16:00	16	62	0.454	16	62	0.274	16	62	0.728
16:00 - 17:00	16	62	0.393	16	62	0.265	16	62	0.658
17:00 - 18:00	16	62	0.449	16	62	0.229	16	62	0.678
18:00 - 19:00	16	62	0.267	16	62	0.224	16	62	0.491
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.005			3.158			6.163

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.027	16	62	0.074	16	62	0.101
08:00 - 09:00	16	62	0.056	16	62	0.191	16	62	0.247
09:00 - 10:00	16	62	0.058	16	62	0.077	16	62	0.135
10:00 - 11:00	16	62	0.054	16	62	0.063	16	62	0.117
11:00 - 12:00	16	62	0.043	16	62	0.030	16	62	0.073
12:00 - 13:00	16	62	0.039	16	62	0.021	16	62	0.060
13:00 - 14:00	16	62	0.029	16	62	0.031	16	62	0.060
14:00 - 15:00	16	62	0.036	16	62	0.051	16	62	0.087
15:00 - 16:00	16	62	0.184	16	62	0.059	16	62	0.243
16:00 - 17:00	16	62	0.096	16	62	0.054	16	62	0.150
17:00 - 18:00	16	62	0.070	16	62	0.040	16	62	0.110
18:00 - 19:00	16	62	0.058	16	62	0.057	16	62	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.750			0.748			1.498

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.001	16	62	0.011	16	62	0.012
08:00 - 09:00	16	62	0.001	16	62	0.005	16	62	0.006
09:00 - 10:00	16	62	0.001	16	62	0.003	16	62	0.004
10:00 - 11:00	16	62	0.004	16	62	0.003	16	62	0.007
11:00 - 12:00	16	62	0.001	16	62	0.002	16	62	0.003
12:00 - 13:00	16	62	0.006	16	62	0.003	16	62	0.009
13:00 - 14:00	16	62	0.004	16	62	0.001	16	62	0.005
14:00 - 15:00	16	62	0.002	16	62	0.003	16	62	0.005
15:00 - 16:00	16	62	0.001	16	62	0.001	16	62	0.002
16:00 - 17:00	16	62	0.007	16	62	0.005	16	62	0.012
17:00 - 18:00	16	62	0.009	16	62	0.001	16	62	0.010
18:00 - 19:00	16	62	0.007	16	62	0.000	16	62	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.038			0.082

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.000	16	62	0.010	16	62	0.010
08:00 - 09:00	16	62	0.000	16	62	0.002	16	62	0.002
09:00 - 10:00	16	62	0.000	16	62	0.002	16	62	0.002
10:00 - 11:00	16	62	0.000	16	62	0.000	16	62	0.000
11:00 - 12:00	16	62	0.000	16	62	0.001	16	62	0.001
12:00 - 13:00	16	62	0.000	16	62	0.002	16	62	0.002
13:00 - 14:00	16	62	0.001	16	62	0.000	16	62	0.001
14:00 - 15:00	16	62	0.001	16	62	0.001	16	62	0.002
15:00 - 16:00	16	62	0.000	16	62	0.000	16	62	0.000
16:00 - 17:00	16	62	0.000	16	62	0.000	16	62	0.000
17:00 - 18:00	16	62	0.004	16	62	0.001	16	62	0.005
18:00 - 19:00	16	62	0.002	16	62	0.000	16	62	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.019			0.027

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.000	16	62	0.000	16	62	0.000
08:00 - 09:00	16	62	0.000	16	62	0.000	16	62	0.000
09:00 - 10:00	16	62	0.000	16	62	0.000	16	62	0.000
10:00 - 11:00	16	62	0.000	16	62	0.000	16	62	0.000
11:00 - 12:00	16	62	0.000	16	62	0.000	16	62	0.000
12:00 - 13:00	16	62	0.000	16	62	0.000	16	62	0.000
13:00 - 14:00	16	62	0.000	16	62	0.000	16	62	0.000
14:00 - 15:00	16	62	0.000	16	62	0.000	16	62	0.000
15:00 - 16:00	16	62	0.000	16	62	0.000	16	62	0.000
16:00 - 17:00	16	62	0.000	16	62	0.000	16	62	0.000
17:00 - 18:00	16	62	0.000	16	62	0.000	16	62	0.000
18:00 - 19:00	16	62	0.000	16	62	0.000	16	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.001	16	62	0.021	16	62	0.022
08:00 - 09:00	16	62	0.001	16	62	0.007	16	62	0.008
09:00 - 10:00	16	62	0.001	16	62	0.005	16	62	0.006
10:00 - 11:00	16	62	0.004	16	62	0.003	16	62	0.007
11:00 - 12:00	16	62	0.001	16	62	0.003	16	62	0.004
12:00 - 13:00	16	62	0.006	16	62	0.005	16	62	0.011
13:00 - 14:00	16	62	0.005	16	62	0.001	16	62	0.006
14:00 - 15:00	16	62	0.003	16	62	0.004	16	62	0.007
15:00 - 16:00	16	62	0.001	16	62	0.001	16	62	0.002
16:00 - 17:00	16	62	0.007	16	62	0.005	16	62	0.012
17:00 - 18:00	16	62	0.013	16	62	0.002	16	62	0.015
18:00 - 19:00	16	62	0.009	16	62	0.000	16	62	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.057			0.109

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: 7 - 237 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 16
 Number of Saturdays: 0
 Number of Sundays: 0
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	16	62	0.129	16	62	0.463	16	62	0.592
08:00 - 09:00	16	62	0.230	16	62	0.772	16	62	1.002
09:00 - 10:00	16	62	0.239	16	62	0.321	16	62	0.560
10:00 - 11:00	16	62	0.225	16	62	0.287	16	62	0.512
11:00 - 12:00	16	62	0.222	16	62	0.221	16	62	0.443
12:00 - 13:00	16	62	0.280	16	62	0.235	16	62	0.515
13:00 - 14:00	16	62	0.264	16	62	0.254	16	62	0.518
14:00 - 15:00	16	62	0.247	16	62	0.259	16	62	0.506
15:00 - 16:00	16	62	0.654	16	62	0.342	16	62	0.996
16:00 - 17:00	16	62	0.506	16	62	0.330	16	62	0.836
17:00 - 18:00	16	62	0.558	16	62	0.285	16	62	0.843
18:00 - 19:00	16	62	0.346	16	62	0.291	16	62	0.637
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.900			4.060			7.960

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:	7 - 237 (units:)
Survey date date range:	01/01/08 - 12/11/15
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 13

TRICS: Hotel & Restaurant

MLM STREET NAME TOWN/CITY

Licence No: 532501

Calculation Reference: AUDIT-532501-170505-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : H - PUB/RES + HOTEL

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
09	NORTH	
	CB CUMBRIA	2 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: Gross floor area
 Actual Range: 1800 to 3836 (units: sqm)
 Range Selected by User: 500 to 3836 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 03/10/14

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:

Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	8 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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.

Selected Location Sub Categories:

Residential Zone	3
Out of Town	1
No Sub Category	4

MLM STREET NAME TOWN/CITY

Licence No: 532501

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:

Not Known	5 days
C1	3 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	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	4 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	1 days
1.1 to 1.5	7 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:

No	8 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	8 days
-----------------	--------

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

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters

1	BU-06-H-02	TOBY CARVERY & LODGE	BUCKINGHAMSHIRE
		BURCHARD CRESCENT	
		SHENLEY CHURCH END	
		MILTON KEYNES	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Gross floor area:	2400 sqm
		Survey date: FRIDAY	03/10/14
			Survey Type: MANUAL
2	CA-06-H-01	PUB/RES+P.INN	CAMBRIDGESHIRE
		LINCOLN ROAD	
		DUKESMEAD	
		PETERBOROUGH	
		Suburban Area (PPS6 Out of Centre)	
		No Sub Category	
		Total Gross floor area:	2000 sqm
		Survey date: THURSDAY	22/10/09
			Survey Type: MANUAL
3	CB-06-H-02	PREMIER INN/PUB	CUMBRIA
		KINGSTOWN ROAD	
		CARLISLE	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Gross floor area:	2060 sqm
		Survey date: THURSDAY	04/02/10
			Survey Type: MANUAL
4	CB-06-H-03	PREMIER INN/PUB	CUMBRIA
		WALKMILL CRESCENT	
		DURRANHILL	
		CARLISLE	
		Edge of Town	
		No Sub Category	
		Total Gross floor area:	2865 sqm
		Survey date: WEDNESDAY	16/12/09
			Survey Type: MANUAL
5	GS-06-H-01	PREMIER INN & BEEFEATER	GLOUCESTERSHIRE
		HAYDEN ROAD	
		UCKINGTON	
		CHELTENHAM	
		Edge of Town	
		No Sub Category	
		Total Gross floor area:	1800 sqm
		Survey date: WEDNESDAY	28/04/10
			Survey Type: MANUAL
6	HE-06-H-02	PREMIER INN & BEEFEATER	HEREFORDSHIRE
		HOLMER ROAD	
		HEREFORD	
		Suburban Area (PPS6 Out of Centre)	
		No Sub Category	
		Total Gross floor area:	3836 sqm
		Survey date: TUESDAY	22/10/13
			Survey Type: MANUAL
7	KC-06-H-01	PREMIER INN & BEEFEATER	KENT
		LONDON ROAD	
		HILDENBOROUGH	
		TONBRIDGE	
		Neighbourhood Centre (PPS6 Local Centre)	
		Residential Zone	
		Total Gross floor area:	2245 sqm
		Survey date: WEDNESDAY	09/12/09
			Survey Type: MANUAL

MLM STREET NAME TOWN/CITY

Licence No: 532501

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-06-H-01	PREMIER INN & PUB	SUFFOLK
	OLD HADLEIGH ROAD		
	IPSWICH		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	2100 sqm	
	Survey date: FRIDAY	19/07/13	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.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2413	0.202	8	2413	0.534	8	2413	0.736
08:00 - 09:00	8	2413	0.332	8	2413	0.689	8	2413	1.021
09:00 - 10:00	8	2413	0.368	8	2413	0.435	8	2413	0.803
10:00 - 11:00	8	2413	0.311	8	2413	0.326	8	2413	0.637
11:00 - 12:00	8	2413	0.409	8	2413	0.544	8	2413	0.953
12:00 - 13:00	8	2413	0.989	8	2413	0.347	8	2413	1.336
13:00 - 14:00	8	2413	0.663	8	2413	0.736	8	2413	1.399
14:00 - 15:00	8	2413	0.539	8	2413	0.782	8	2413	1.321
15:00 - 16:00	8	2413	0.549	8	2413	0.658	8	2413	1.207
16:00 - 17:00	8	2413	0.808	8	2413	0.399	8	2413	1.207
17:00 - 18:00	8	2413	1.088	8	2413	0.539	8	2413	1.627
18:00 - 19:00	8	2413	1.269	8	2413	0.736	8	2413	2.005
19:00 - 20:00	8	2413	0.746	8	2413	0.720	8	2413	1.466
20:00 - 21:00	8	2413	0.477	8	2413	0.824	8	2413	1.301
21:00 - 22:00	8	2413	0.300	8	2413	0.528	8	2413	0.828
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.050			8.797			17.847

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: 1800 - 3836 (units: sqm)
 Survey date date range: 01/01/09 - 03/10/14
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2413	0.005	8	2413	0.005	8	2413	0.010
08:00 - 09:00	8	2413	0.036	8	2413	0.031	8	2413	0.067
09:00 - 10:00	8	2413	0.031	8	2413	0.036	8	2413	0.067
10:00 - 11:00	8	2413	0.021	8	2413	0.016	8	2413	0.037
11:00 - 12:00	8	2413	0.031	8	2413	0.036	8	2413	0.067
12:00 - 13:00	8	2413	0.016	8	2413	0.016	8	2413	0.032
13:00 - 14:00	8	2413	0.026	8	2413	0.026	8	2413	0.052
14:00 - 15:00	8	2413	0.010	8	2413	0.010	8	2413	0.020
15:00 - 16:00	8	2413	0.026	8	2413	0.026	8	2413	0.052
16:00 - 17:00	8	2413	0.010	8	2413	0.010	8	2413	0.020
17:00 - 18:00	8	2413	0.021	8	2413	0.021	8	2413	0.042
18:00 - 19:00	8	2413	0.010	8	2413	0.010	8	2413	0.020
19:00 - 20:00	8	2413	0.016	8	2413	0.016	8	2413	0.032
20:00 - 21:00	8	2413	0.036	8	2413	0.031	8	2413	0.067
21:00 - 22:00	8	2413	0.052	8	2413	0.052	8	2413	0.104
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.347			0.342			0.689

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: 1800 - 3836 (units: sqm)
 Survey date date range: 01/01/09 - 03/10/14
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2413	0.005	8	2413	0.026	8	2413	0.031
08:00 - 09:00	8	2413	0.010	8	2413	0.005	8	2413	0.015
09:00 - 10:00	8	2413	0.010	8	2413	0.016	8	2413	0.026
10:00 - 11:00	8	2413	0.005	8	2413	0.010	8	2413	0.015
11:00 - 12:00	8	2413	0.016	8	2413	0.005	8	2413	0.021
12:00 - 13:00	8	2413	0.005	8	2413	0.016	8	2413	0.021
13:00 - 14:00	8	2413	0.005	8	2413	0.000	8	2413	0.005
14:00 - 15:00	8	2413	0.010	8	2413	0.005	8	2413	0.015
15:00 - 16:00	8	2413	0.000	8	2413	0.005	8	2413	0.005
16:00 - 17:00	8	2413	0.005	8	2413	0.005	8	2413	0.010
17:00 - 18:00	8	2413	0.005	8	2413	0.005	8	2413	0.010
18:00 - 19:00	8	2413	0.005	8	2413	0.000	8	2413	0.005
19:00 - 20:00	8	2413	0.000	8	2413	0.005	8	2413	0.005
20:00 - 21:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
21:00 - 22:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.103			0.184

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: 1800 - 3836 (units: sqm)
 Survey date date range: 01/01/09 - 03/10/14
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2413	0.000	8	2413	0.000	8	2413	0.000
08:00 - 09:00	8	2413	0.005	8	2413	0.010	8	2413	0.015
09:00 - 10:00	8	2413	0.010	8	2413	0.000	8	2413	0.010
10:00 - 11:00	8	2413	0.000	8	2413	0.010	8	2413	0.010
11:00 - 12:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
12:00 - 13:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
13:00 - 14:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
14:00 - 15:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
15:00 - 16:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
16:00 - 17:00	8	2413	0.005	8	2413	0.000	8	2413	0.005
17:00 - 18:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
18:00 - 19:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
19:00 - 20:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
20:00 - 21:00	8	2413	0.005	8	2413	0.005	8	2413	0.010
21:00 - 22:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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: 1800 - 3836 (units: sqm)
 Survey date date range: 01/01/09 - 03/10/14
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

MLM STREET NAME TOWN/CITY

Licence No: 532501

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	2413	0.005	8	2413	0.010	8	2413	0.015
08:00 - 09:00	8	2413	0.031	8	2413	0.005	8	2413	0.036
09:00 - 10:00	8	2413	0.010	8	2413	0.000	8	2413	0.010
10:00 - 11:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
11:00 - 12:00	8	2413	0.000	8	2413	0.005	8	2413	0.005
12:00 - 13:00	8	2413	0.005	8	2413	0.000	8	2413	0.005
13:00 - 14:00	8	2413	0.000	8	2413	0.005	8	2413	0.005
14:00 - 15:00	8	2413	0.010	8	2413	0.021	8	2413	0.031
15:00 - 16:00	8	2413	0.005	8	2413	0.005	8	2413	0.010
16:00 - 17:00	8	2413	0.005	8	2413	0.005	8	2413	0.010
17:00 - 18:00	8	2413	0.026	8	2413	0.010	8	2413	0.036
18:00 - 19:00	8	2413	0.021	8	2413	0.052	8	2413	0.073
19:00 - 20:00	8	2413	0.000	8	2413	0.010	8	2413	0.010
20:00 - 21:00	8	2413	0.005	8	2413	0.000	8	2413	0.005
21:00 - 22:00	8	2413	0.000	8	2413	0.000	8	2413	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.123			0.128			0.251

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.

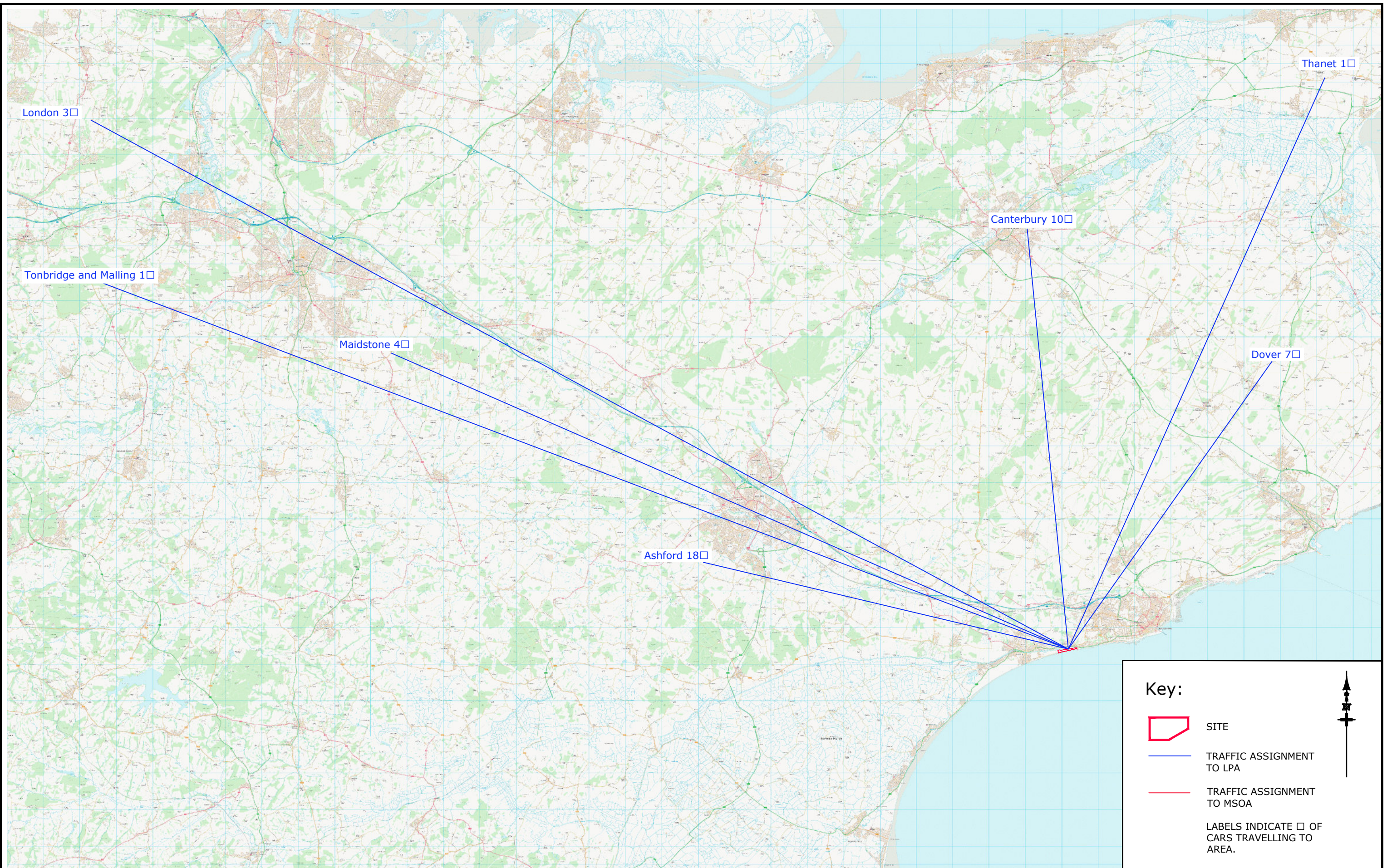
Parameter summary

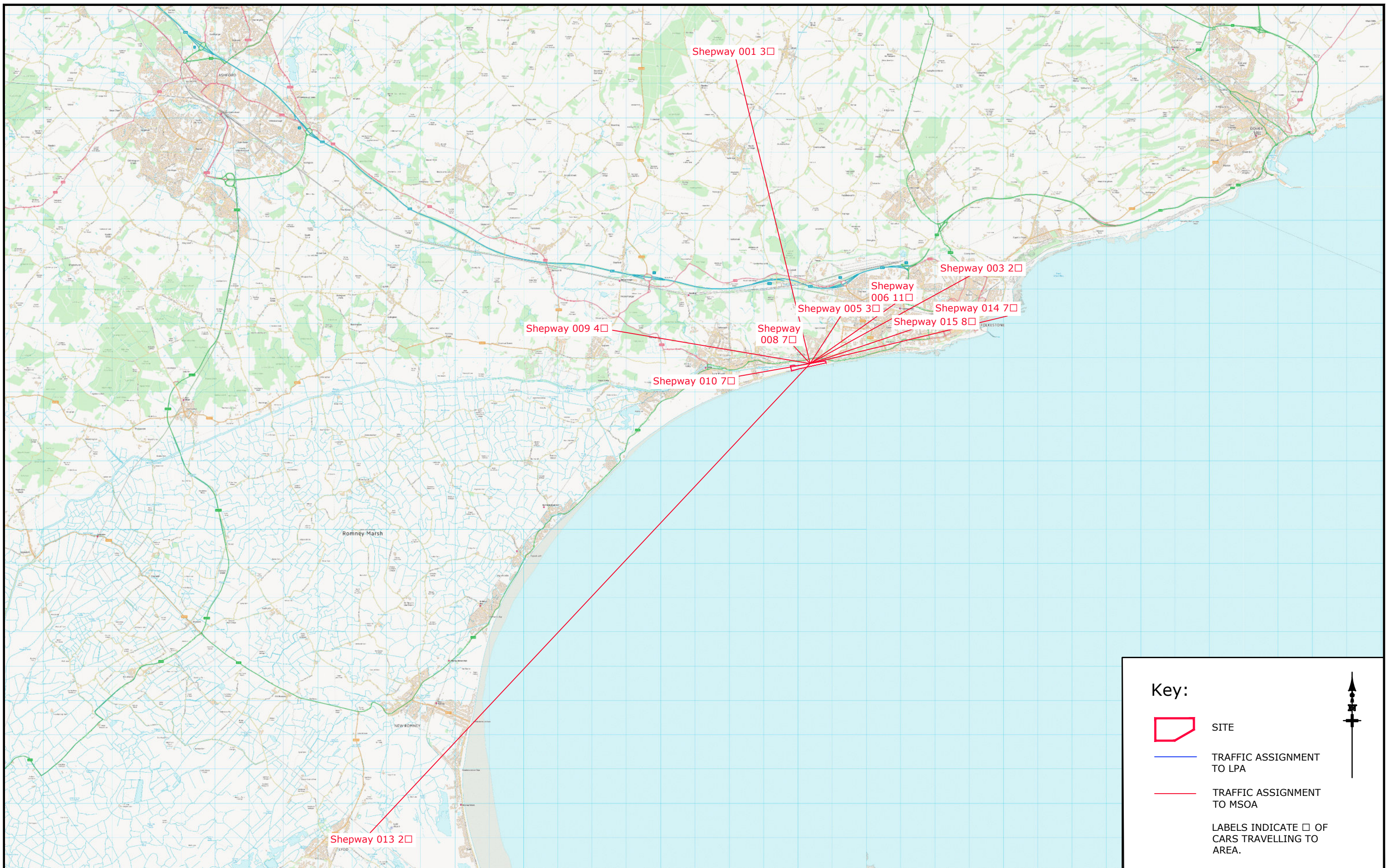
Trip rate parameter range selected: 1800 - 3836 (units: sqm)
 Survey date date range: 01/01/09 - 03/10/14
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 0

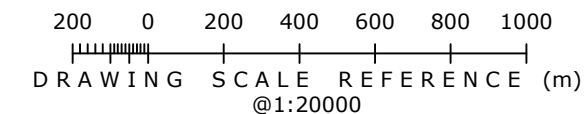
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix 14

Traffic Assignment







- KEY:**
- SITE
 - ROUTE 1: NORTH WEST VIA A259/A261
 - ROUTE 2: NORTH WEST VIA A259/TANNER'S HILL
 - ROUTE 3: NORTH VIA A259/ HORN STREET
 - ROUTE 4: EAST VIA A259
 - ROUTE 5: WEST VIA A259
 - ROUTE 6: NORTH VIA A259/ STATION ROAD/ BLACKHOUSE HILL
 - ROUTE 7: A259 TOWN CENTRE TRAFFIC

NOTES
 1. ASSIGNMENTS BASED ON 2011 CENSUS DATA- LOCATION OF USUAL RESIDENCE AND PLACE OF WORK BY METHOD OF TRAVEL TO WORK WU03EW

B	26.05.17	ASSIGNMENT UPDATED	LRE	JIR
A	31.08.16	ASSIGNMENT UPDATED	LRE	JIR
Rev	Date	Description	Made	Ckd

Drawing Status:

INFORMATION

MLM
 Multidisciplinary Consulting
 190 Eureka Park, Upper Pemberton, Ashford, Kent TN25 4AZ
 Tel: 01233 610530 Fax: 01233 618299
 Website: www.mlm.uk.com

Client **SHEPWAY DISTRICT COUNCIL**

Project **PRINCES PARADE, SEABROOK, HYTHE.**

Drg Title **TRAFFIC ASSIGNMENT**

Drawn/Design LRE	Checked JIR	Approved JIR	Date 13.07.16
---------------------	----------------	-----------------	------------------

Scales 1:20000 @ A3	Drg No. 617845/SK01	Rev B
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Traffic Assignment Summary

	Regional	LPA	MSOA	Total
Route 1	3%	26%	2%	31%
Route 2	0%	0%	5%	5%
Route 3	0%	12%	4%	15%
Route 4	0%	0%	27%	27%
Route 5	0%	0%	4%	4%
Route 6	0%	5%	5%	9.7%
Route 7	0%	0%	7%	7%
	3%	42%	55%	100%

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

ONS Crown Copyright Reserved [from Nomis on 11 July 2016]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02005109 : Shepway 008 (2011 super output area - middle layer)

place of work : region	All categories: Method of travel to work (2001 specification)	Driving a car or van	Threshold	Route Proportions							
			20	Routes	1	2	3	4	5	6	
North East	0	0	0	0%							
North West	1	1	0	0%							
Yorkshire and The Humbe	3	2	0	0%							
East Midlands	3	3	0	0%							
West Midlands	2	1	0	0%							
East	8	6	0	0%							
London	163	44	44	3%	1	100%					0%
South East	1,882	1,512	1512	97%							
South West	10	5	0	0%							
Wales	1	1	0	0%							
Scotland	1	0	0	0%							
Northern Ireland	0	0	0	0%							
Total	2,074	1,575	1,556	100%							

Summary	
Route 1	3%
Route 2	0%
Route 3	0%
Route 4	0%
Route 5	0%
Route 6	0%

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.

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

ONS Crown Copyright Reserved [from Nomis on 11 July 2016]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02005109 : Shepway 008 (2011 super output area - middle layer)

place of work : 2011 census merged local authority district	All categories: Method of travel to work (2001 specification)	Driving a car or van	Threshold		Route Proportions											
			20 % Total	% Proportion	Routes	1	2	3	4	5	6					
			Ashford	288	262	262	18%	18%	1	100%	0%					
Basingstoke ar	1	1	0	0%	0%											
Canterbury	163	147	147	10%	10%	1 & 2 & 3	25%		50%							25%
Crawley	4	4	0	0%	0%											
Dartford	7	6	0	0%	0%											
Dover	125	111	111	8%	7%				75%							25%
Elmbridge	1	1	0	0%	0%											
Gravesham	7	7	0	0%	0%											
Guildford	2	2	0	0%	0%											
Hastings	2	2	0	0%	0%											
Havant	1	1	0	0%	0%											
Horsham	2	2	0	0%	0%											
Maidstone	70	60	60	4%	4%	1	100%									
Medway	12	11	0	0%	0%											
Mole Valley	1	1	0	0%	0%											
Portsmouth	2	1	0	0%	0%											
Reigate and Bæ	1	1	0	0%	0%											
Rother	1	0	0	0%	0%											
Sevenoaks	7	6	0	0%	0%											
Shepway	1,109	821	821	57%	55%											
South Oxfordsl	1	1	0	0%	0%											
Southampton	2	1	0	0%	0%											
Swale	11	10	0	0%	0%											
Thanet	25	21	21	1%	1%				75%							25%
Tonbridge and	24	22	22	2%	1%	1	100%									
Tunbridge Wel	9	6	0	0%	0%											
Wealden	3	3	0	0%	0%											
Woking	1	1	0	0%	0%											
Total	1,882	1,512	1,444	100%												

Summary	
Route 1	26%
Route 2	0%
Route 3	12%
Route 4	0%
Route 5	0%
Route 6	5%

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.

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

ONS Crown Copyright Reserved [from Nomis on 11 July 2016]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02005109 : Shepway 008 (2011 super output area - middle layer)

place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)		Threshold		Routes	Route Proportions							
	Driving a car or van		20 % Total	% Proportion		1	2	3	4	5	6	7	
E02005102 : Shepway 001	48	42	42	6%	3% 2 & 6		50%					50%	
E02005103 : Shepway 002	15	13	0	0%	0% 3			100%					
E02005104 : Shepway 003	29	26	26	3%	2% 3 & 4			50%	50%				
E02005105 : Shepway 004	18	14	0	0%	0% 4				100%				
E02005106 : Shepway 005	62	39	39	5%	3% 3			100%					
E02005107 : Shepway 006	190	157	157	21%	11% 4				100%				
E02005109 : Shepway 008	150	96	96	13%	7% 2 & 6		50%					50%	
E02005110 : Shepway 009	63	59	59	8%	4% 1 & 5	50%				50%			
E02005111 : Shepway 010	204	102	102	13%	7% 1 & 5								100%
E02005112 : Shepway 011	22	19	0	0%	0% 5					100%			
E02005113 : Shepway 012	25	19	0	0%	0% 5					100%			
E02005114 : Shepway 013	31	29	29	4%	2% 5					100%			
E02006879 : Shepway 014	131	101	101	13%	7% 3				100%				
E02006880 : Shepway 015	121	105	105	14%	8% 3				100%				
Total	1,109	821	756	100%									

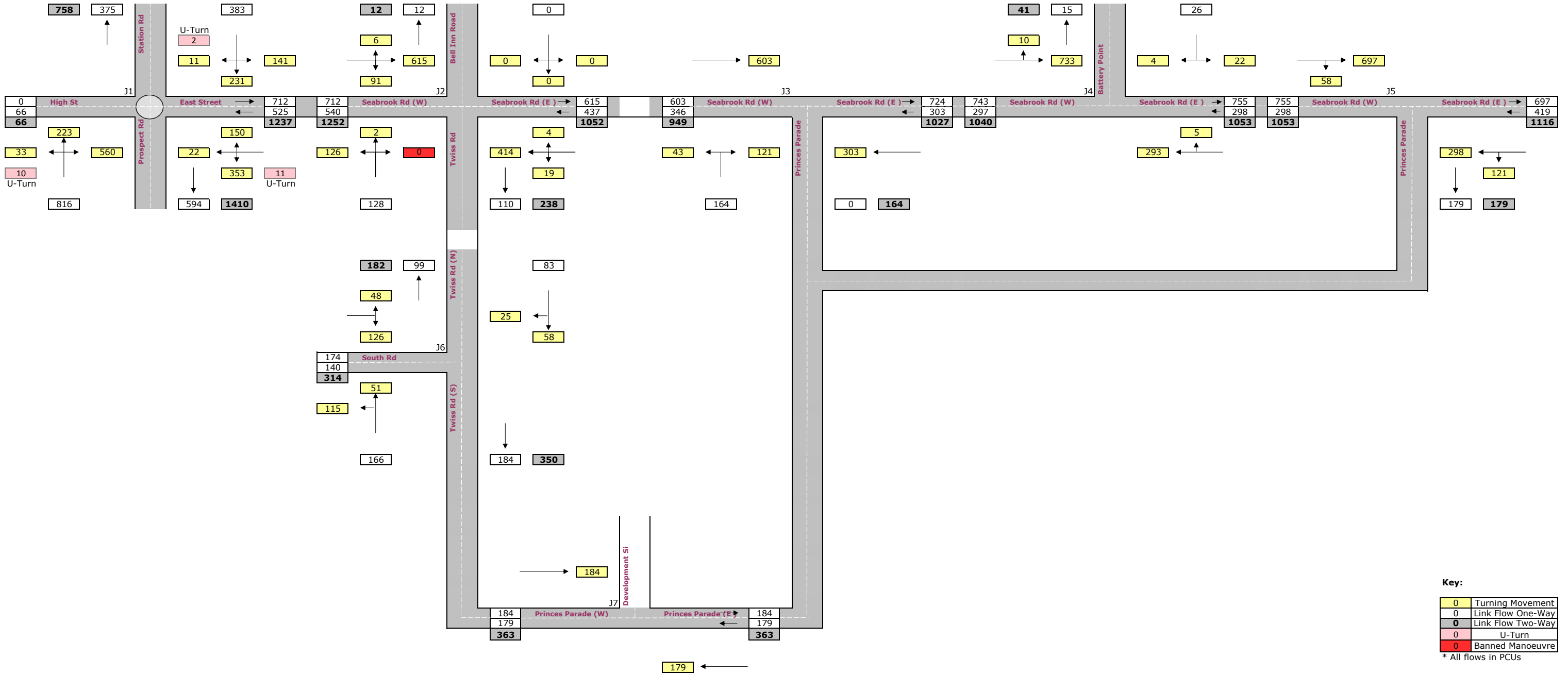
Summary	
Route 1	2%
Route 2	5%
Route 3	4%
Route 4	27%
Route 5	4%
Route 6	5%
Route 7	7%

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 15

Traffic Model

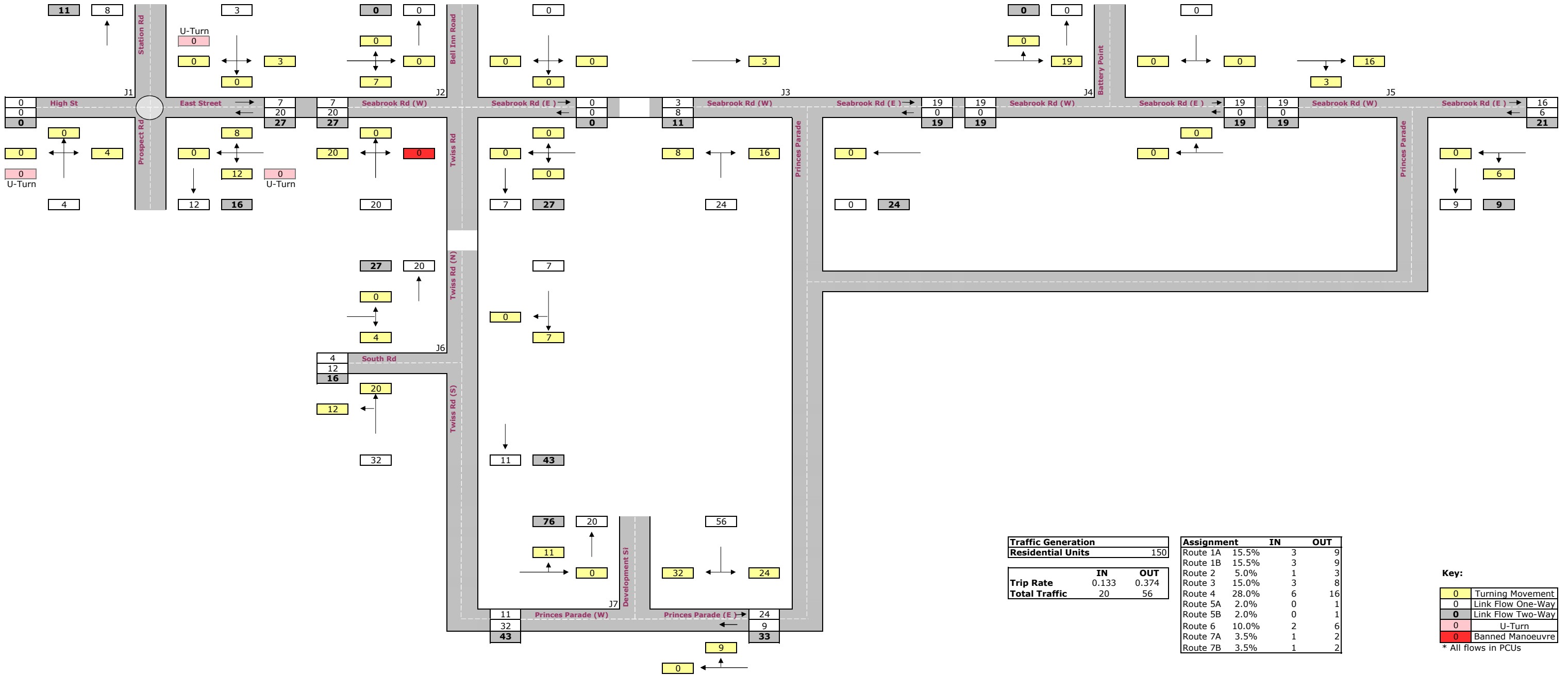
Princes Parade Traffic Model
Existing Traffic: 2016 AM



617845

Existing Traffic: 2016 AM

Princes Parade Traffic Model
Development Traffic: Residential AM



Traffic Generation		
Residential Units		150
Trip Rate	IN	OUT
	0.133	0.374
Total Traffic	20	56

Assignment		
	IN	OUT
Route 1A	15.5%	3
Route 1B	15.5%	3
Route 2	5.0%	1
Route 3	15.0%	3
Route 4	28.0%	6
Route 5A	2.0%	0
Route 5B	2.0%	0
Route 6	10.0%	2
Route 7A	3.5%	1
Route 7B	3.5%	1

Key:

0	Turning Movement
0	Link Flow One-Way
0	Link Flow Two-Way
0	U-Turn
0	Banned Manoeuvre

* All flows in PCUs

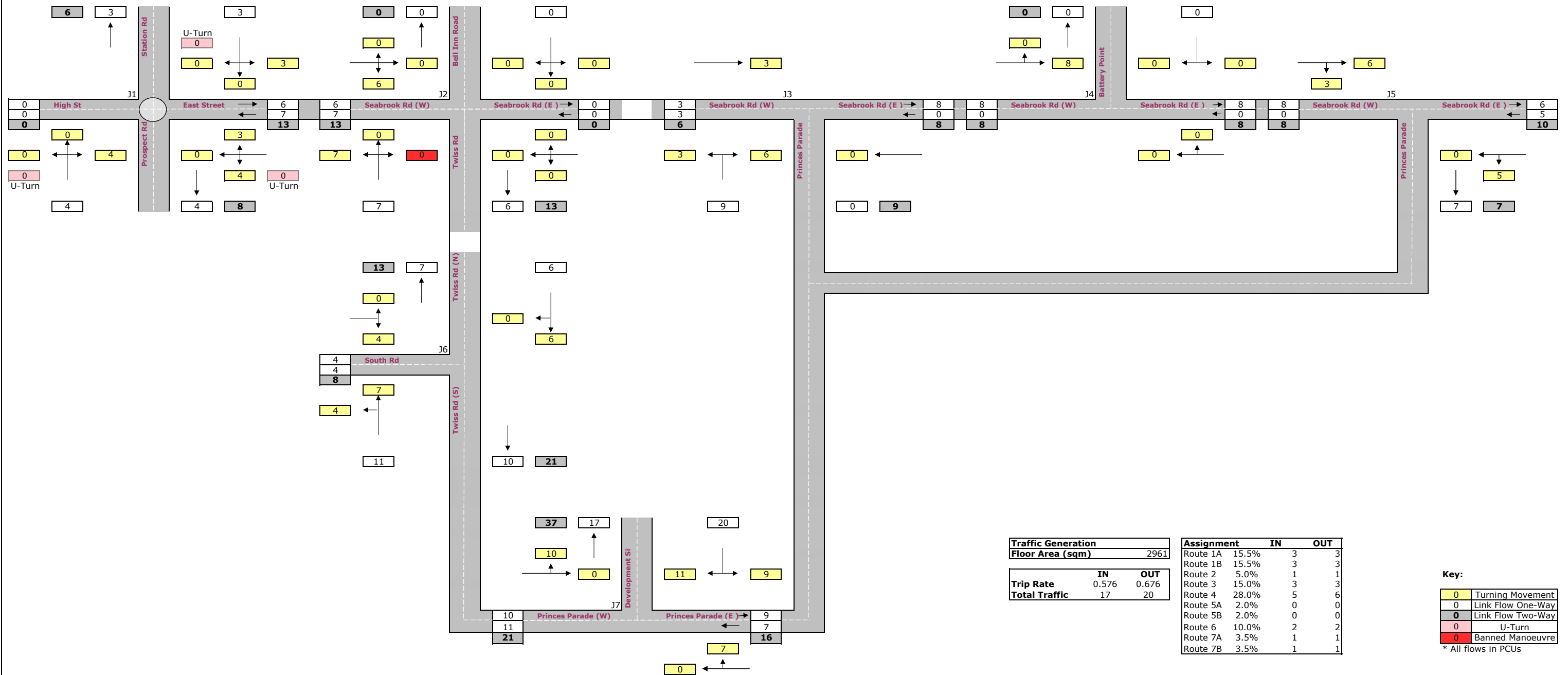


617845

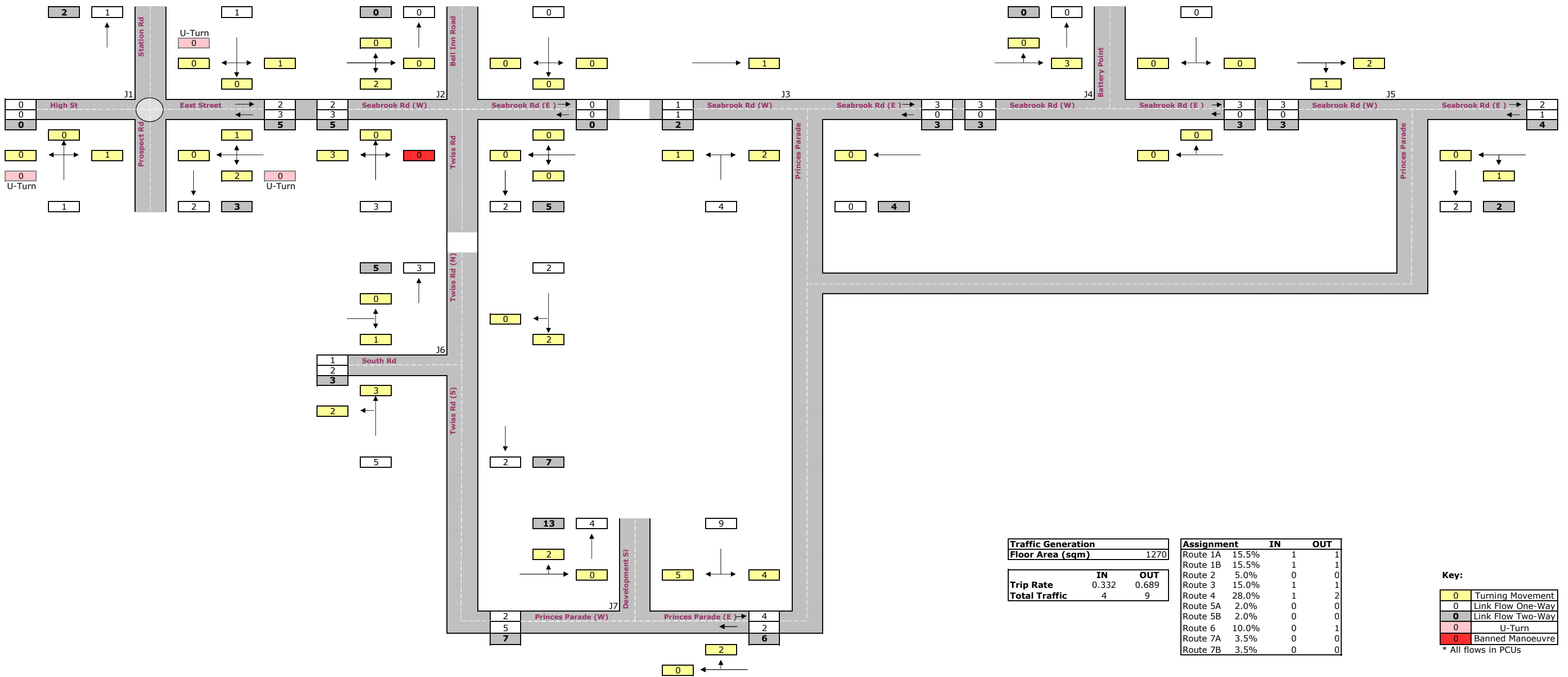
Development Traffic: Residential AM

\\MLMIPS.com\Work\MLM\6_617_61784_617845\CALC\617845-CALC-CIV-Princes Parade- Traffic Model-V.04.xls\Hotel PM

Princes Parade Traffic Model
Development Traffic: Leisure Centre AM



Princes Parade Traffic Model
Development Traffic: Boutique Hotel and Restaurant AM



Traffic Generation		
Floor Area (sqm)	1270	
Trip Rate	IN	OUT
	0.332	0.689
Total Traffic	4	9

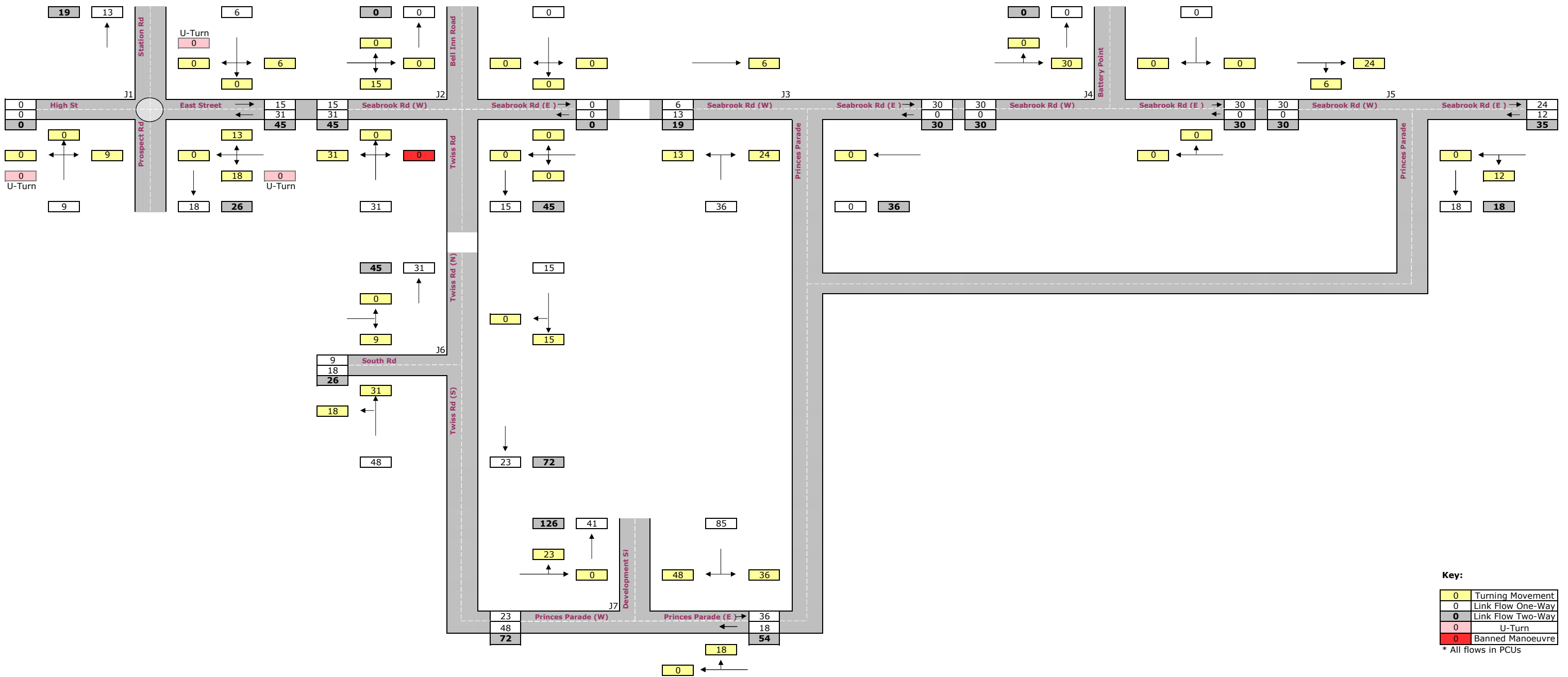
Assignment			
		IN	OUT
Route 1A	15.5%	1	1
Route 1B	15.5%	1	1
Route 2	5.0%	0	0
Route 3	15.0%	1	1
Route 4	28.0%	1	2
Route 5A	2.0%	0	0
Route 5B	2.0%	0	0
Route 6	10.0%	0	1
Route 7A	3.5%	0	0
Route 7B	3.5%	0	0

Key:

0	Turning Movement
0	Link Flow One-Way
0	Link Flow Two-Way
0	U-Turn
0	Banned Manoeuvre

* All flows in PCUs

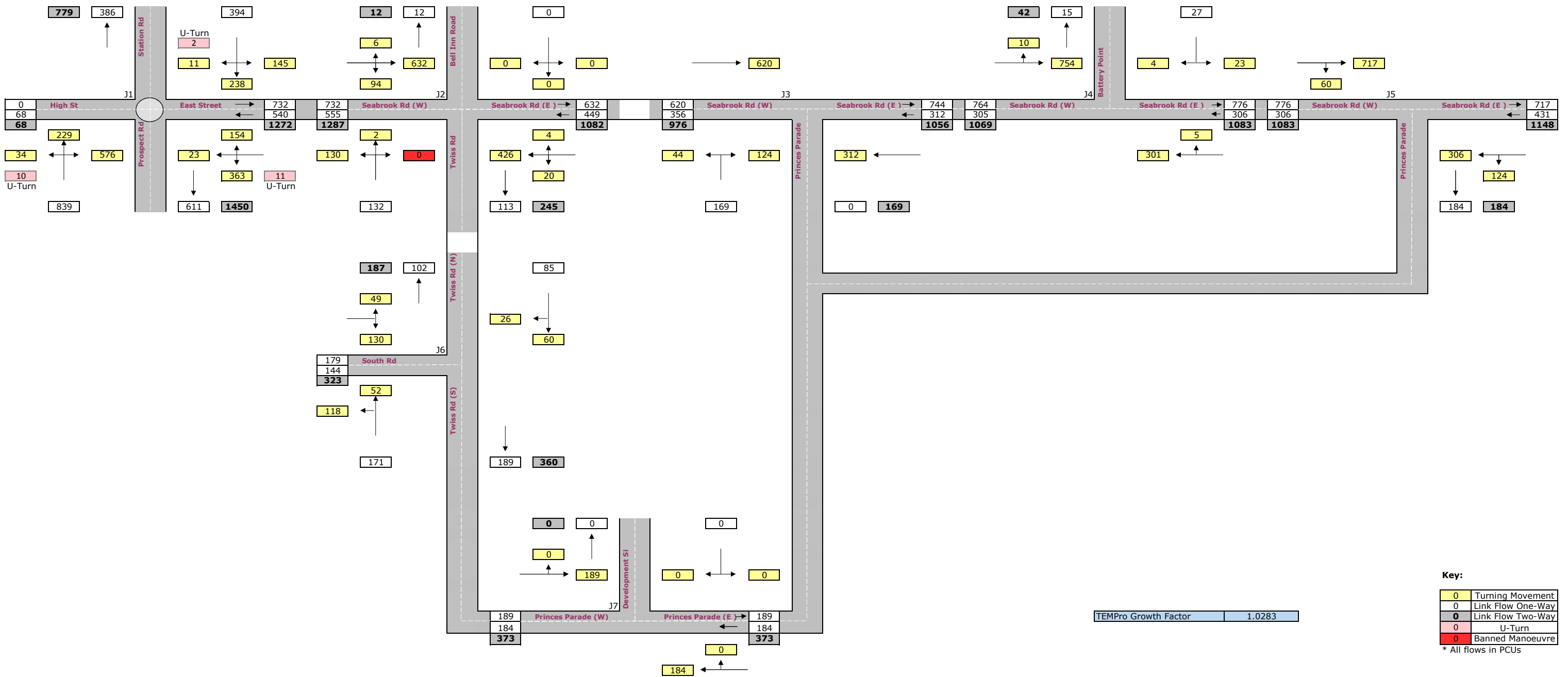
**Princes Parade Traffic Model
Development Traffic: Total AM**



617845

Development Traffic: Total AM

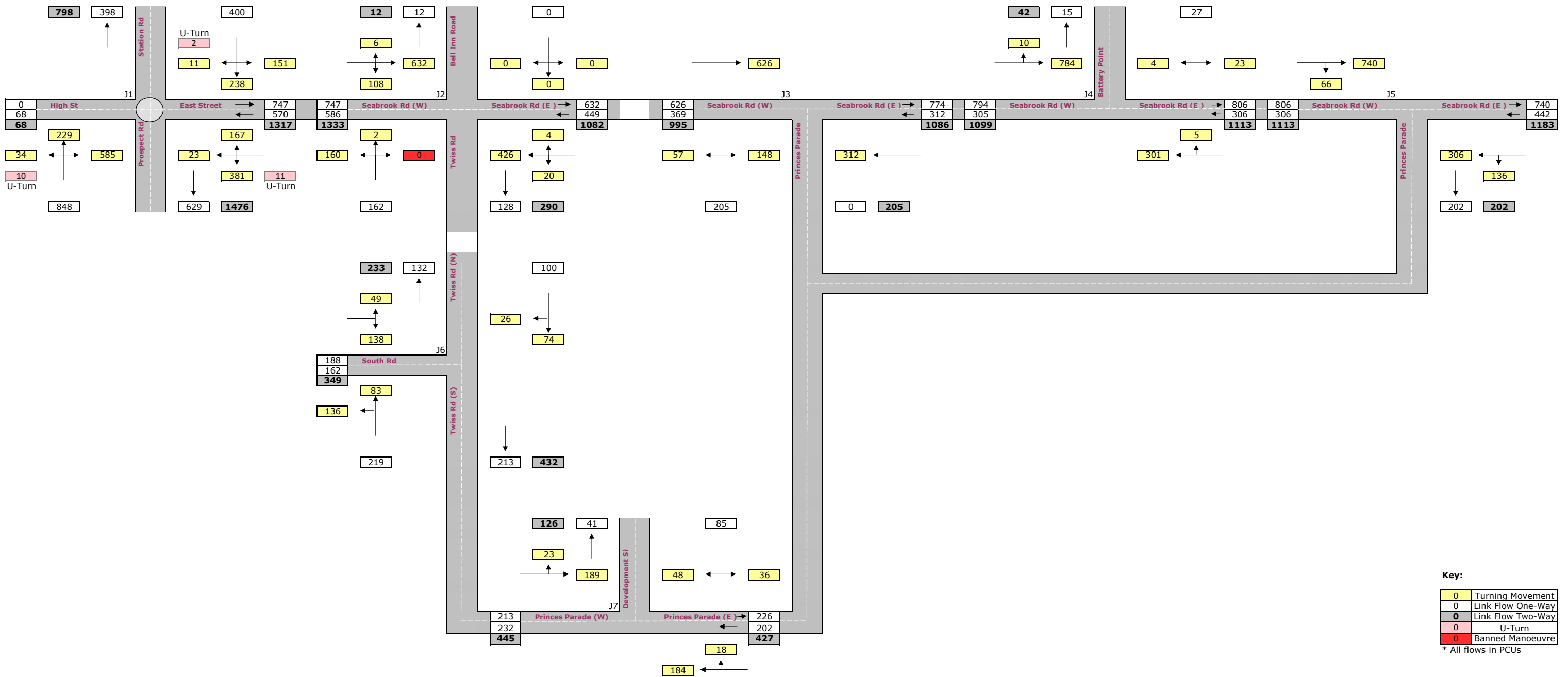
**Princes Parade Traffic Model
Existing Traffic: 2018 AM**



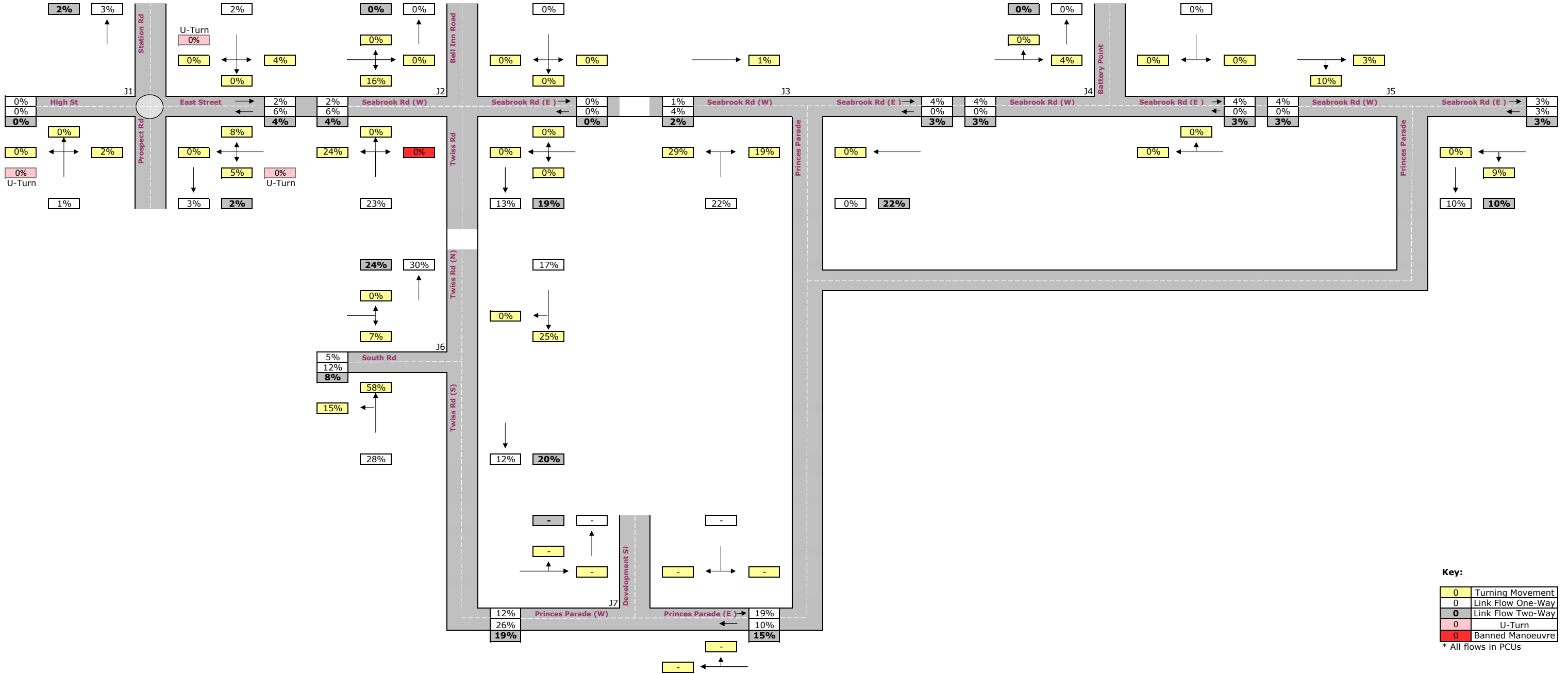
617845

Existing Traffic: 2018 AM

**Princes Parade Traffic Model
Proposed Traffic: 2018 AM**



**Princes Parade Traffic Model
Impact: 2018 AM**

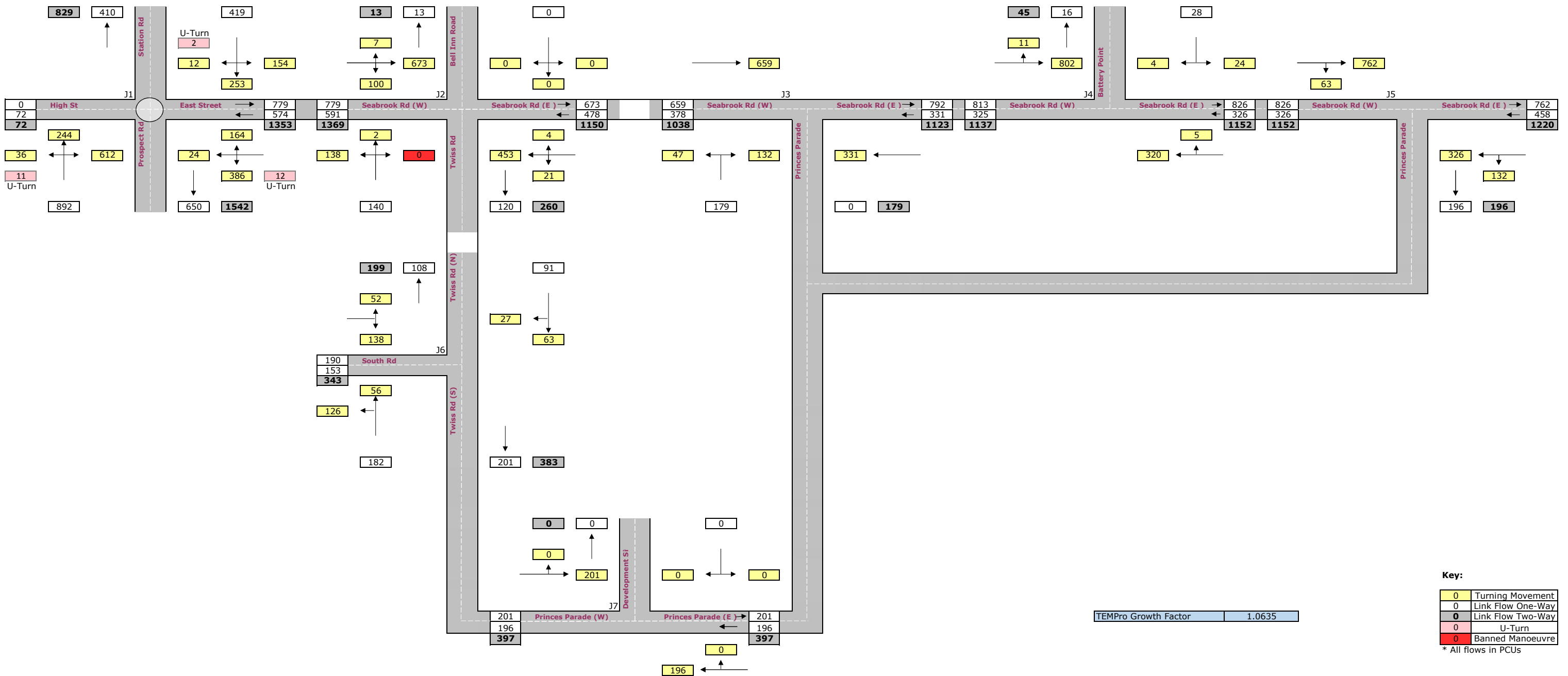


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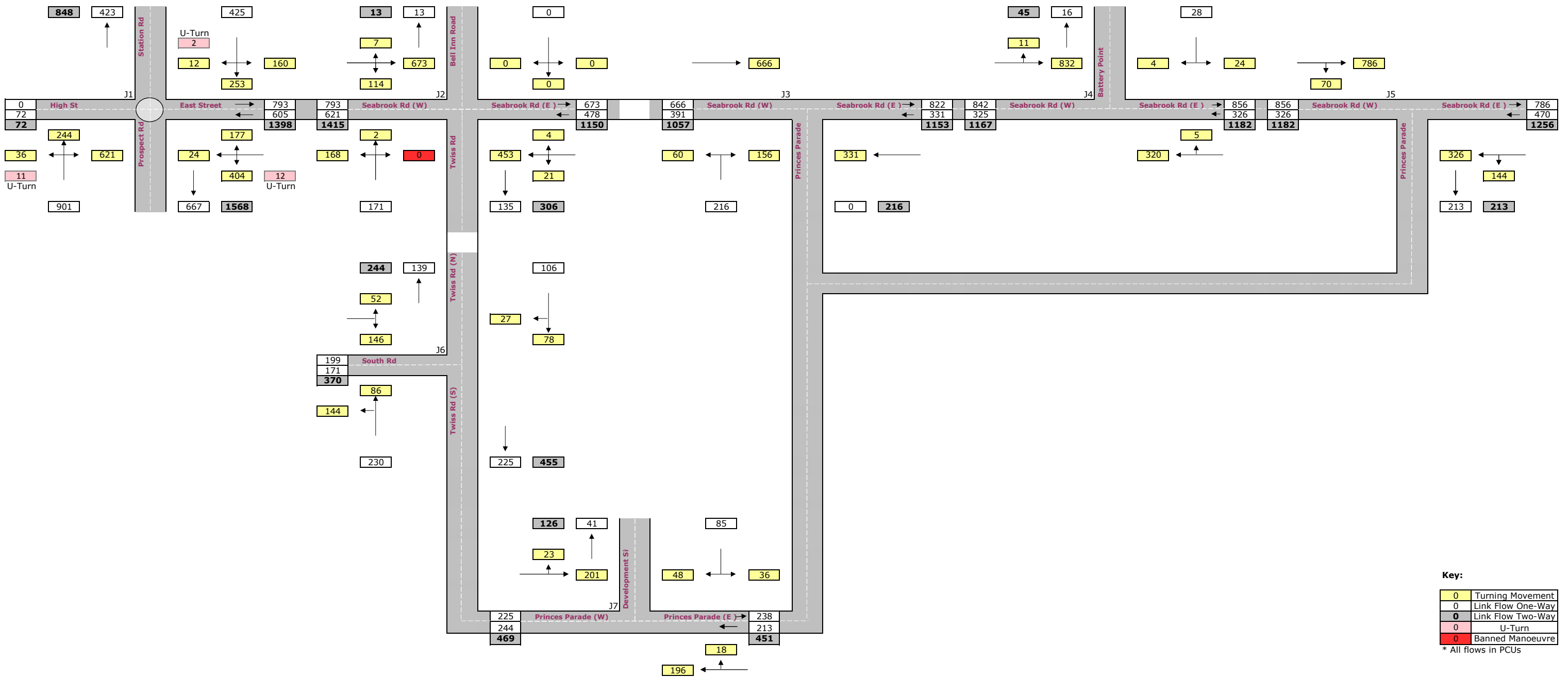
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Impact: 2018 AM

**Princes Parade Traffic Model
Existing Traffic: 2023 AM**



**Princes Parade Traffic Model
Proposed Traffic: 2023 AM**

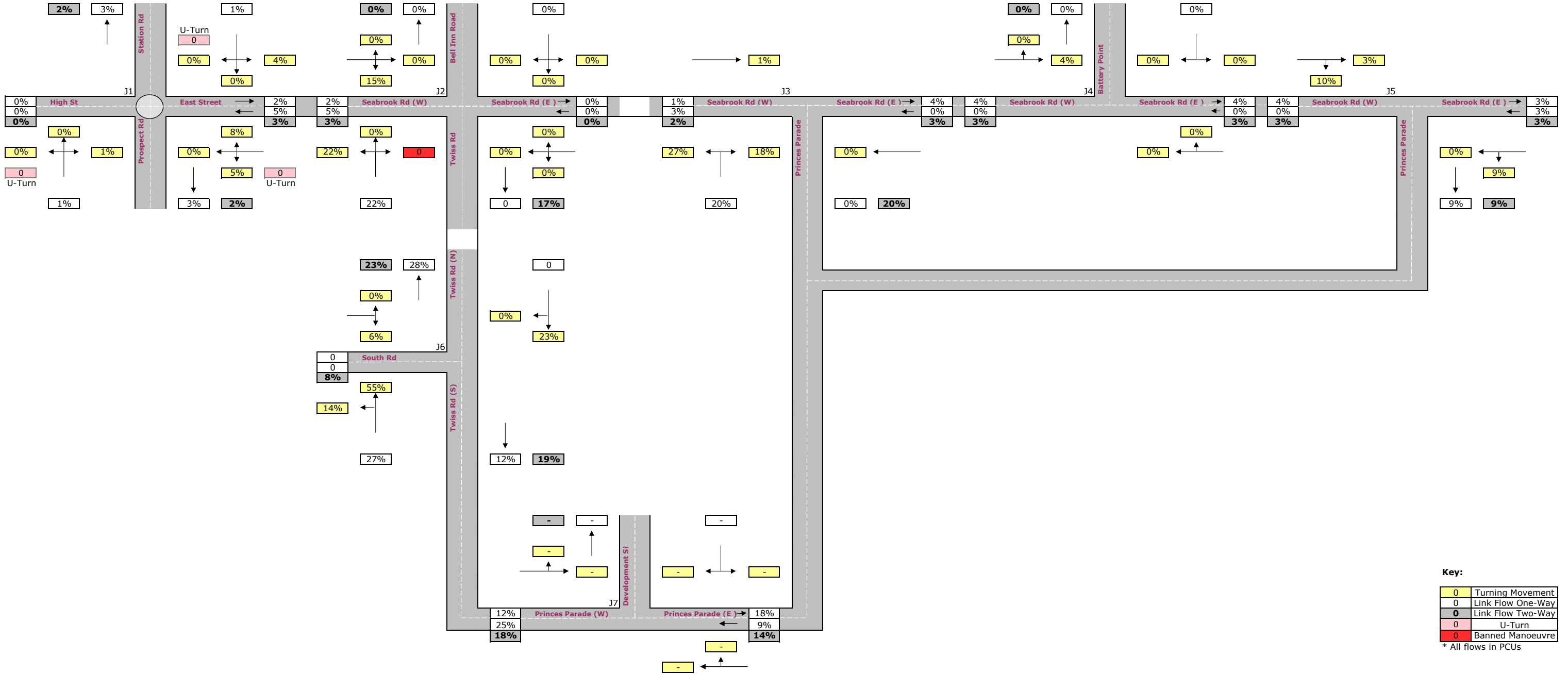


617845

Proposed Traffic: 2023 AM

10

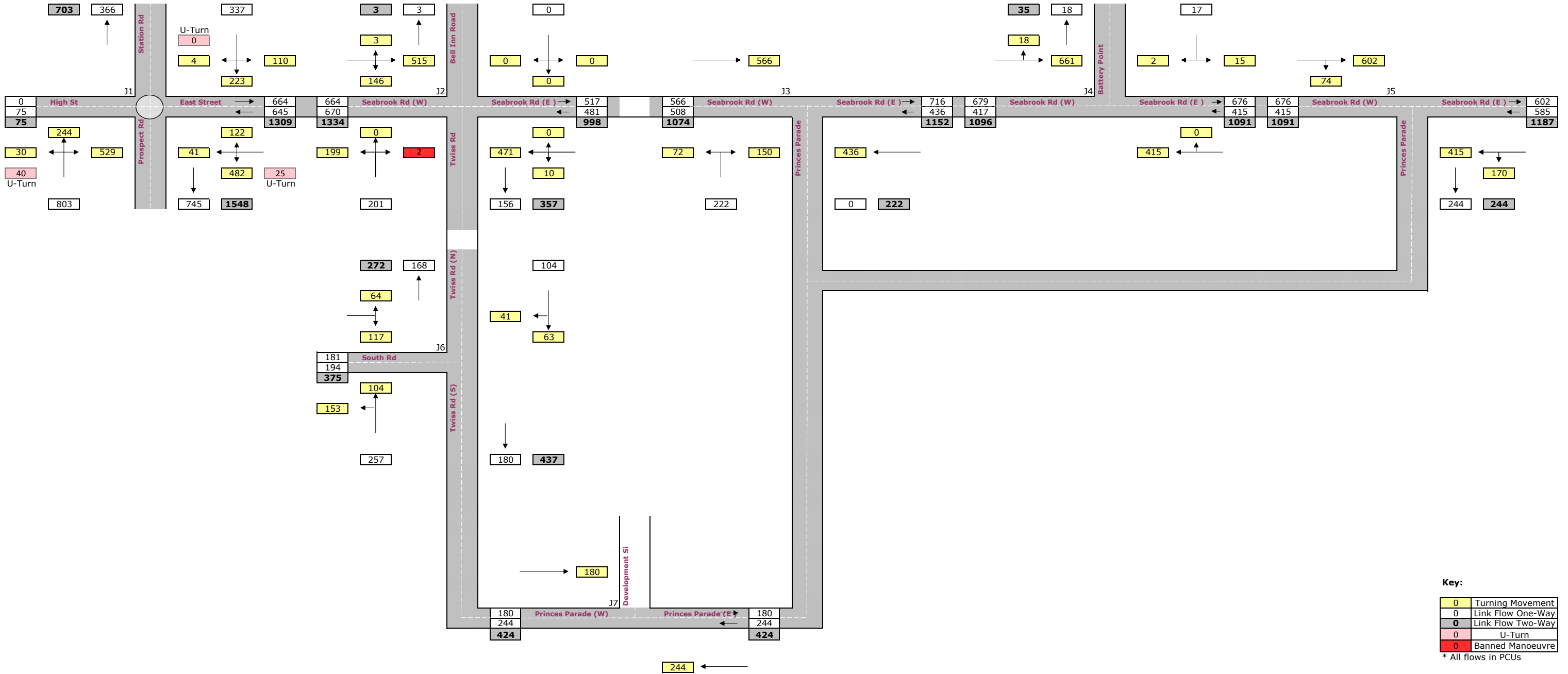
**Princes Parade Traffic Model
Impact: 2023 AM**



617845

Impact: 2023 AM

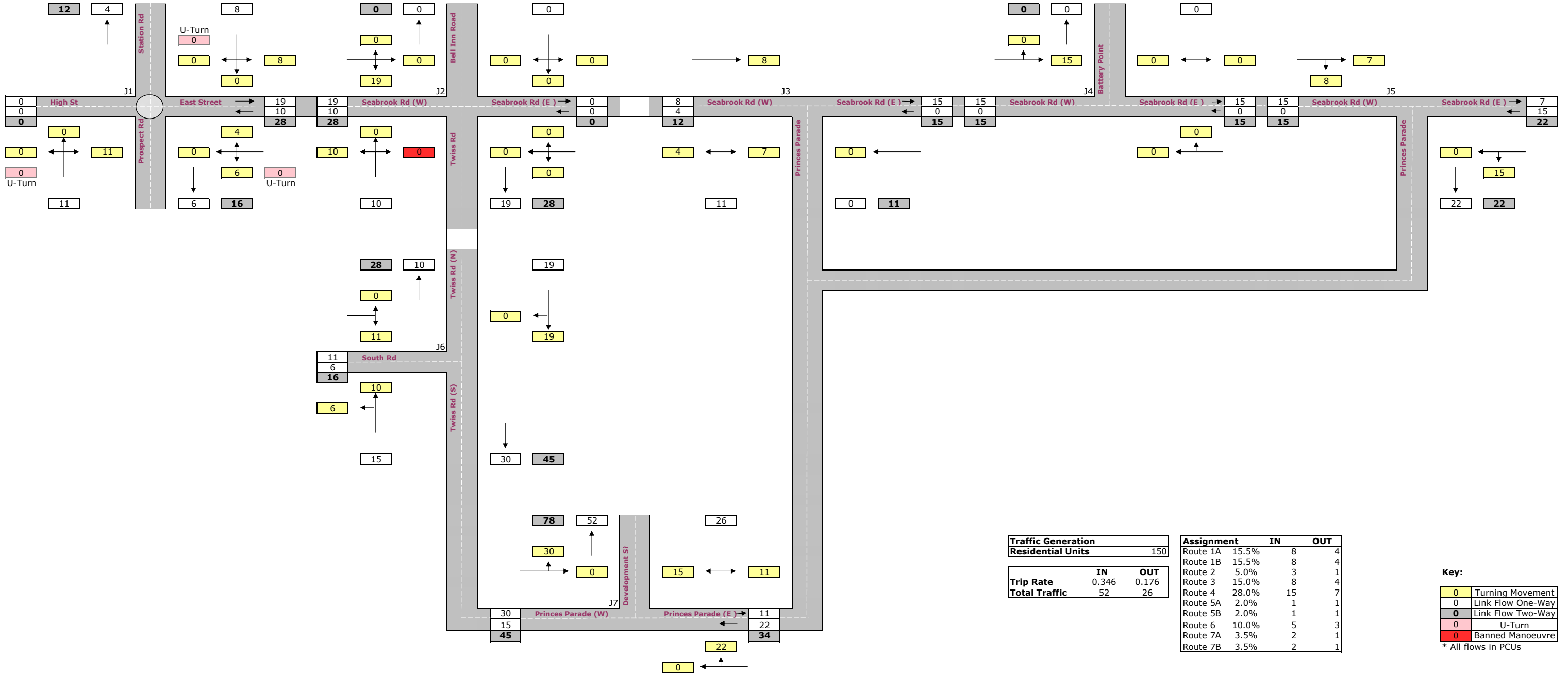
Princes Parade Traffic Model
Existing Traffic: 2016 PM



617845

Existing Traffic: 2016 PM

**Princes Parade Traffic Model
Development Traffic: Residential PM**

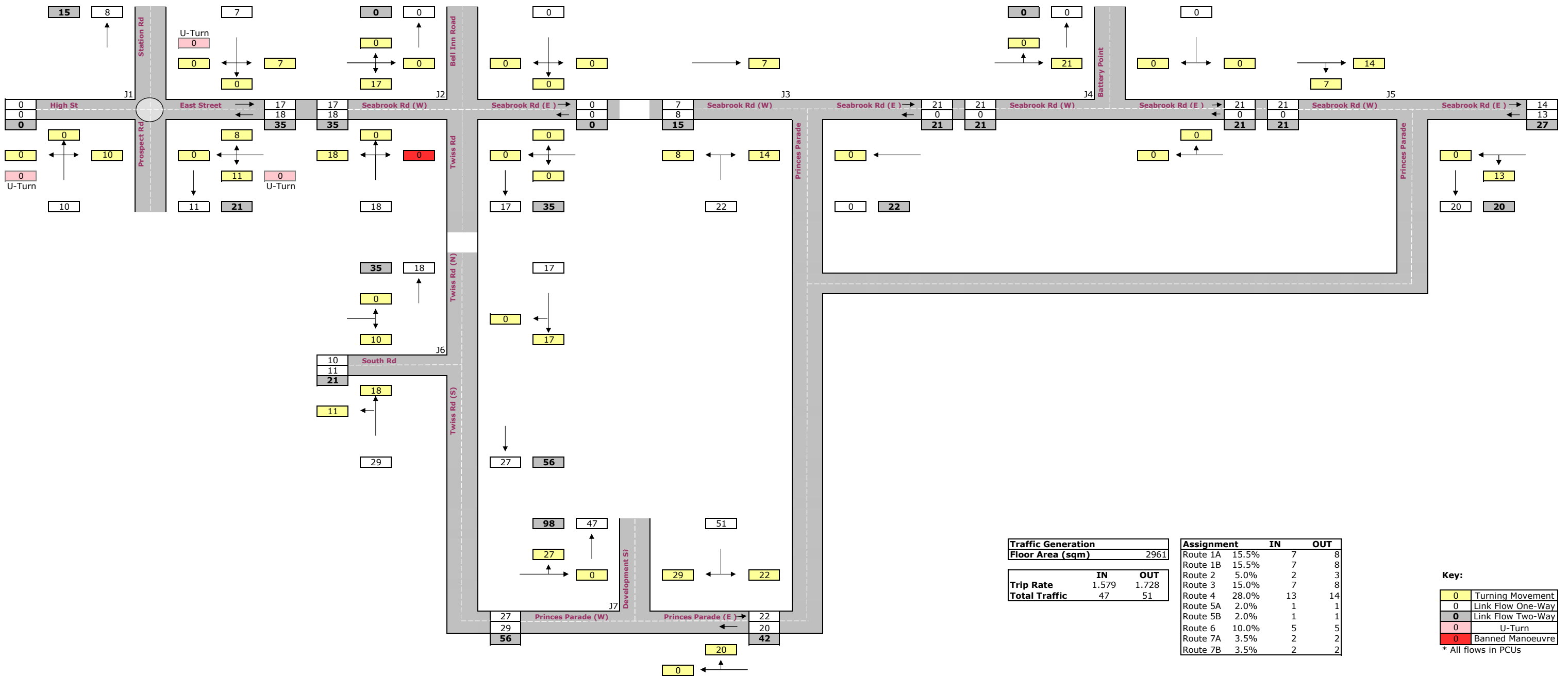


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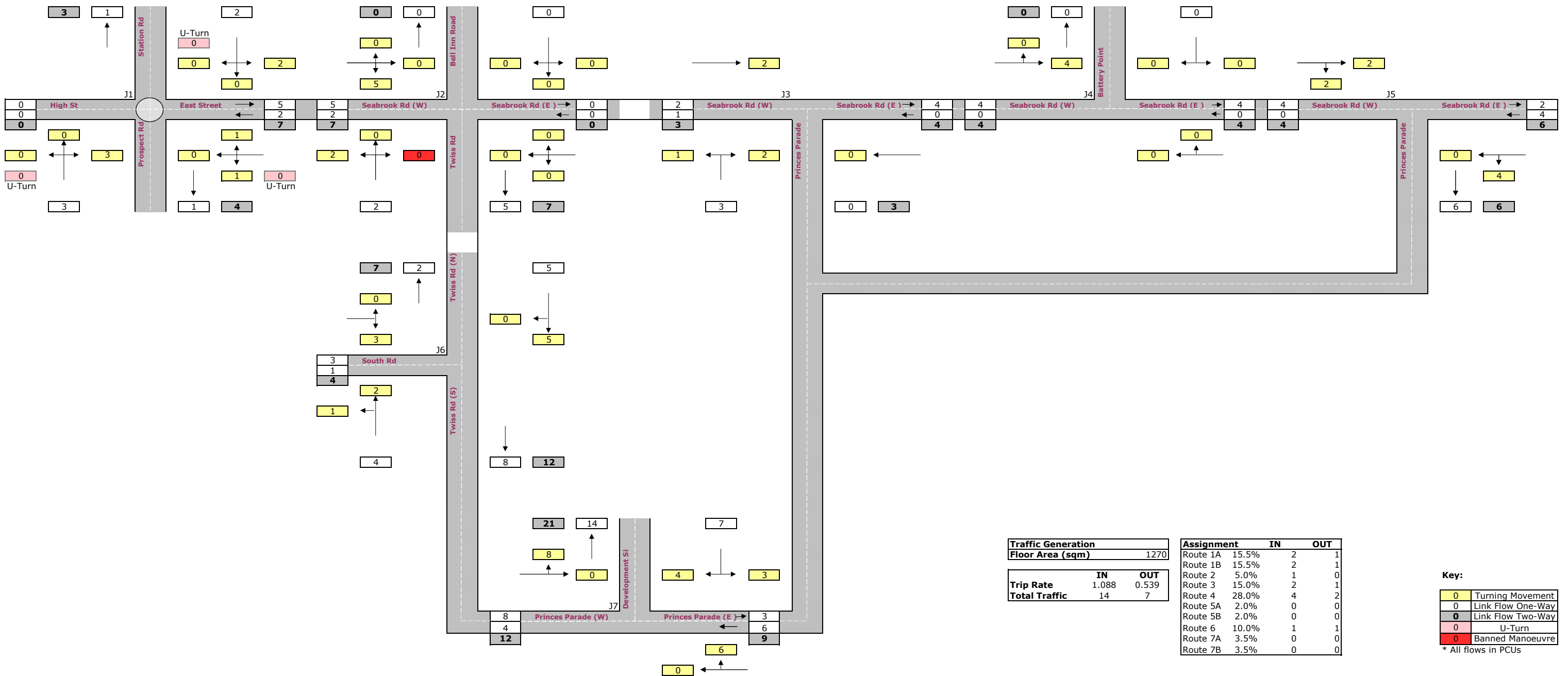
Development Traffic: Residential PM

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Princes Parade Traffic Model
Development Traffic: Leisure Centre PM



Princes Parade Traffic Model
Development Traffic: Boutique Hotel and Restaurant PM



Traffic Generation		
Floor Area (sqm)	1270	
Trip Rate	IN	OUT
Total Traffic	14	7

Assignment			
		IN	OUT
Route 1A	15.5%	2	1
Route 1B	15.5%	2	1
Route 2	5.0%	1	0
Route 3	15.0%	2	1
Route 4	28.0%	4	2
Route 5A	2.0%	0	0
Route 5B	2.0%	0	0
Route 6	10.0%	1	1
Route 7A	3.5%	0	0
Route 7B	3.5%	0	0

Key:

0	Turning Movement
0	Link Flow One-Way
0	Link Flow Two-Way
0	U-Turn
0	Banned Manoeuvre

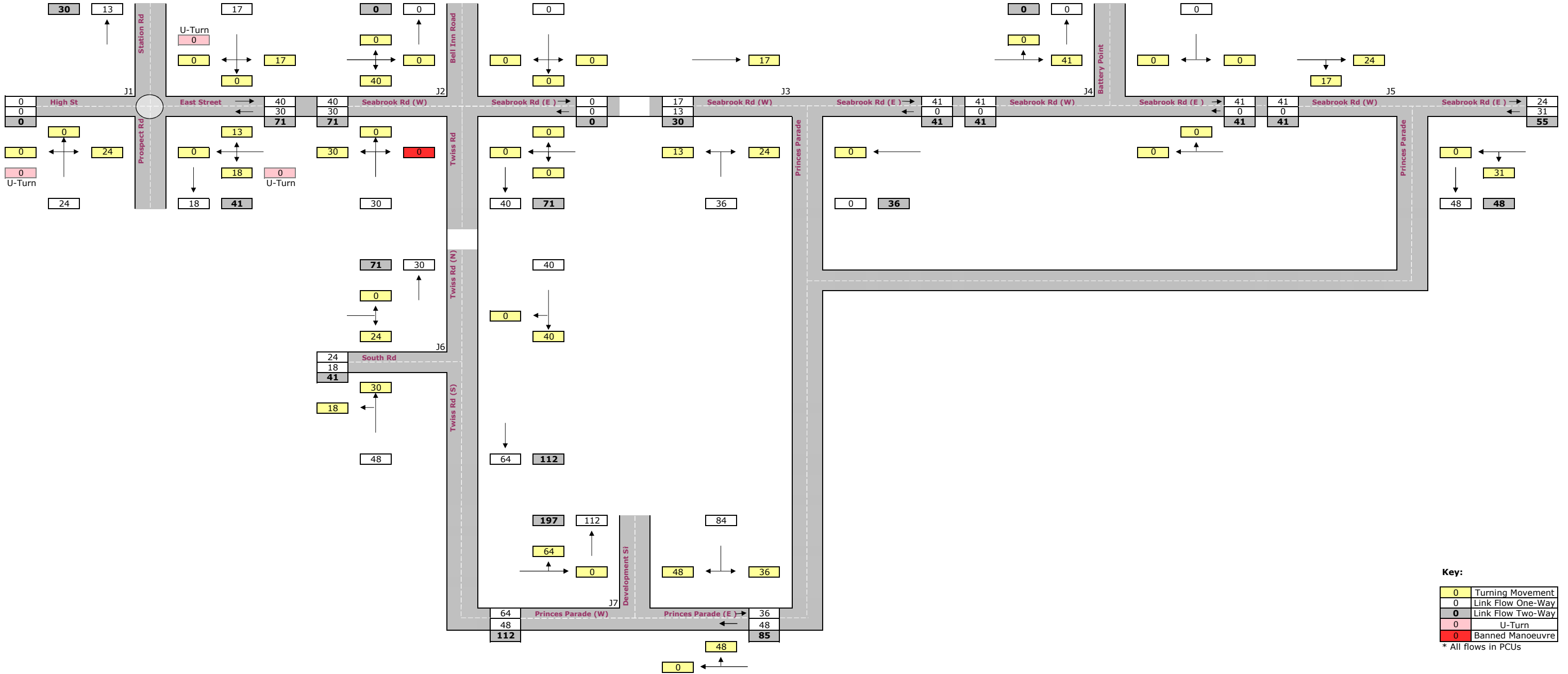
* All flows in PCUs



617845

Development Traffic: Boutique Hotel and Restaurant PM

**Princes Parade Traffic Model
Development Traffic: Total PM**

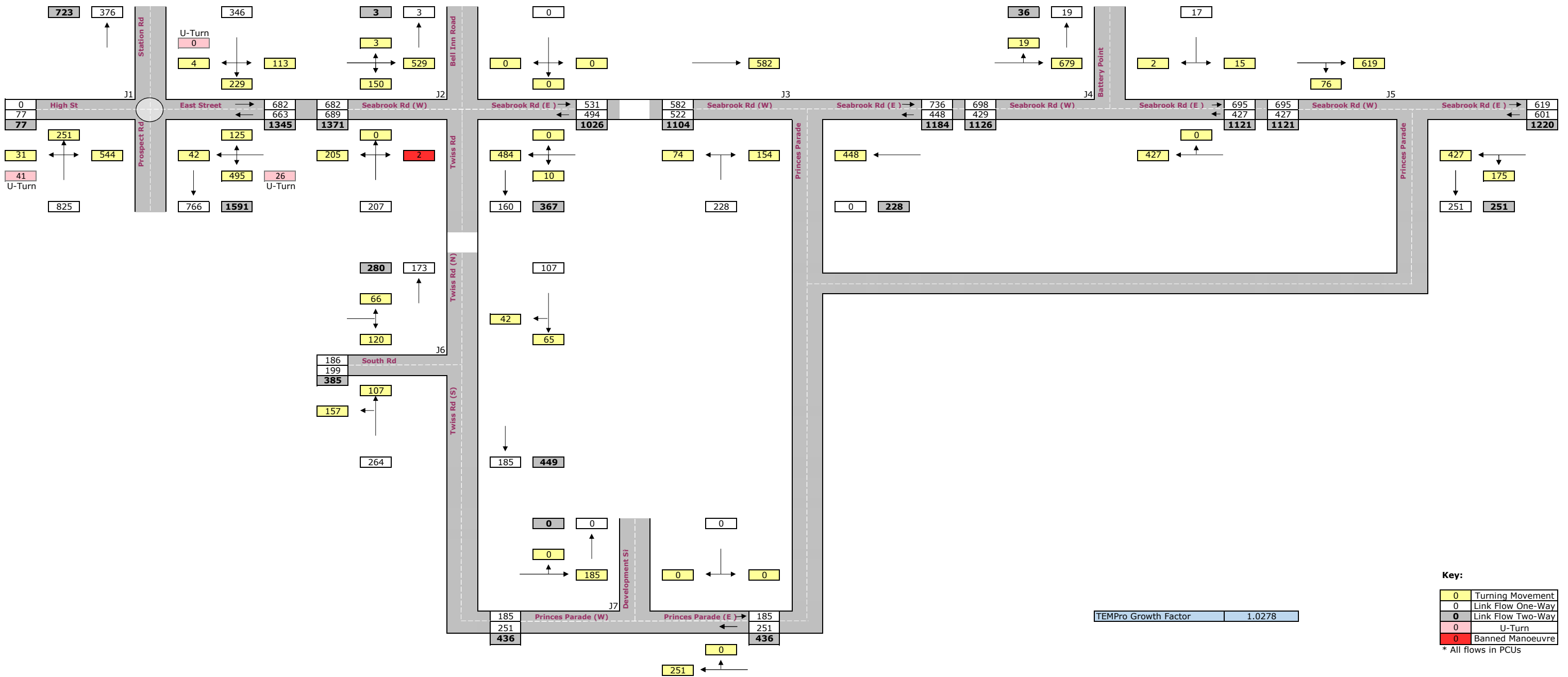


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\\MLMIPS.com\Work\MLM\6_1617_61784_617845\CALC\617845-CALC-CIV-Princes Parade- Traffic Model-V.04.xls\Hotel PM

Development Traffic: Total PM

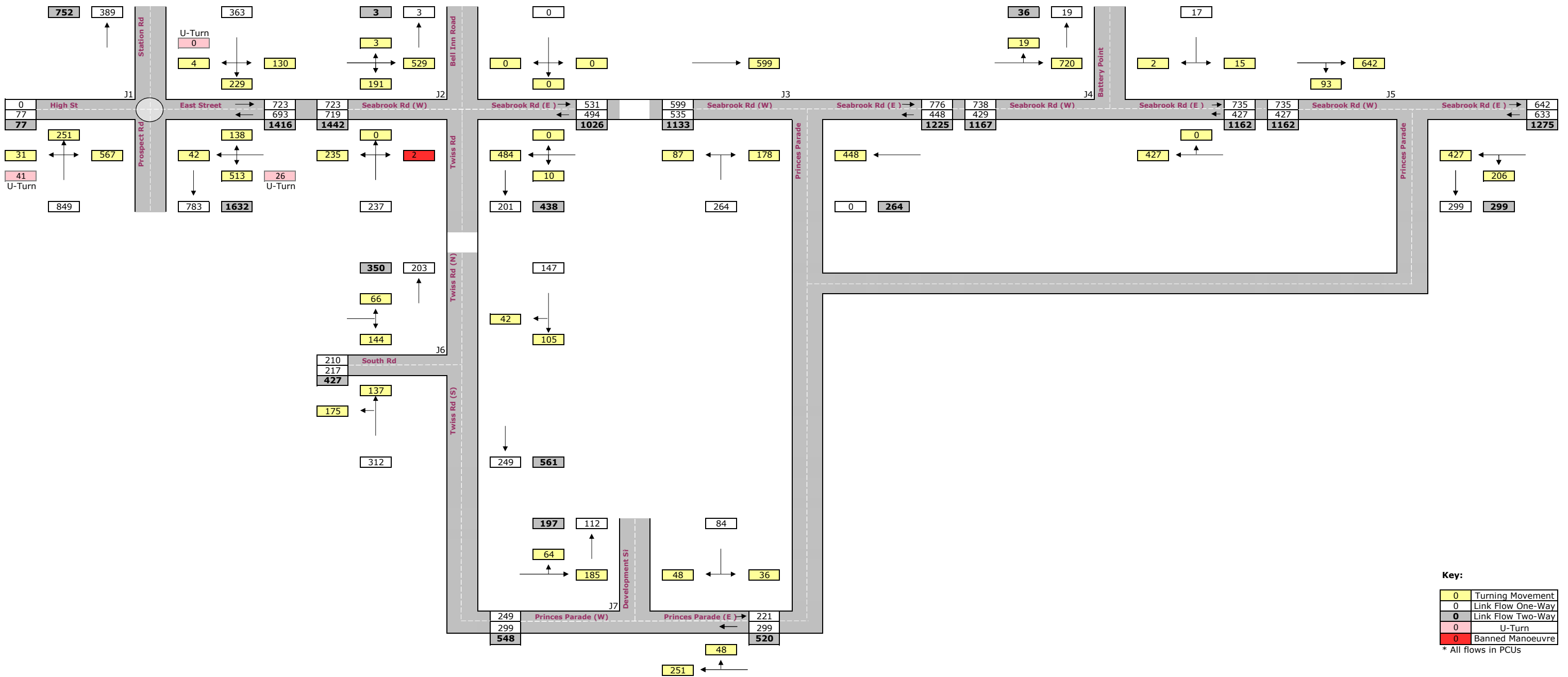
Princes Parade Traffic Model
Existing Traffic: 2018 PM



617845

Existing Traffic: 2018 PM

**Princes Parade Traffic Model
Proposed Traffic: 2018 PM**



Key:

0	Turning Movement
0	Link Flow One-Way
0	Link Flow Two-Way
0	U-Turn
0	Banned Manoeuvre

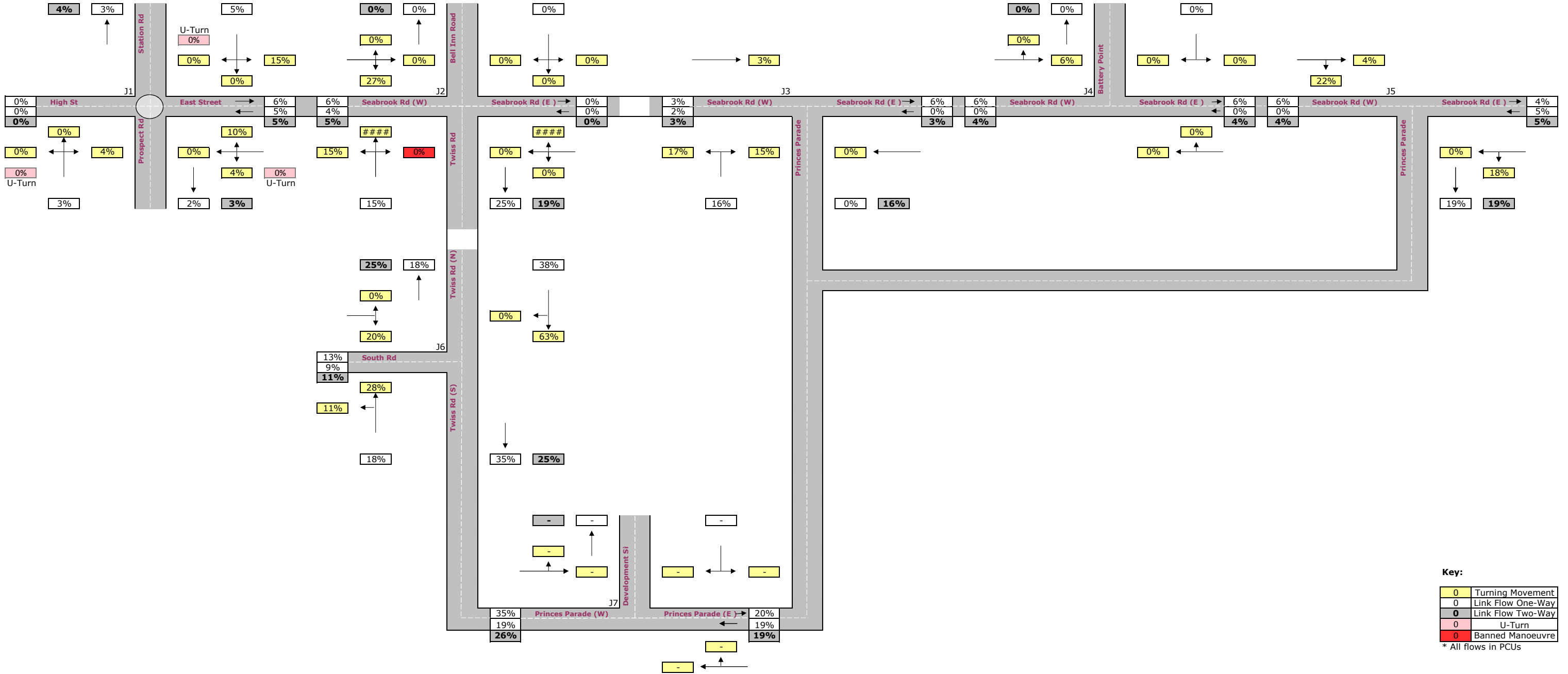
* All flows in PCUs



617845

Proposed Traffic: 2018 PM

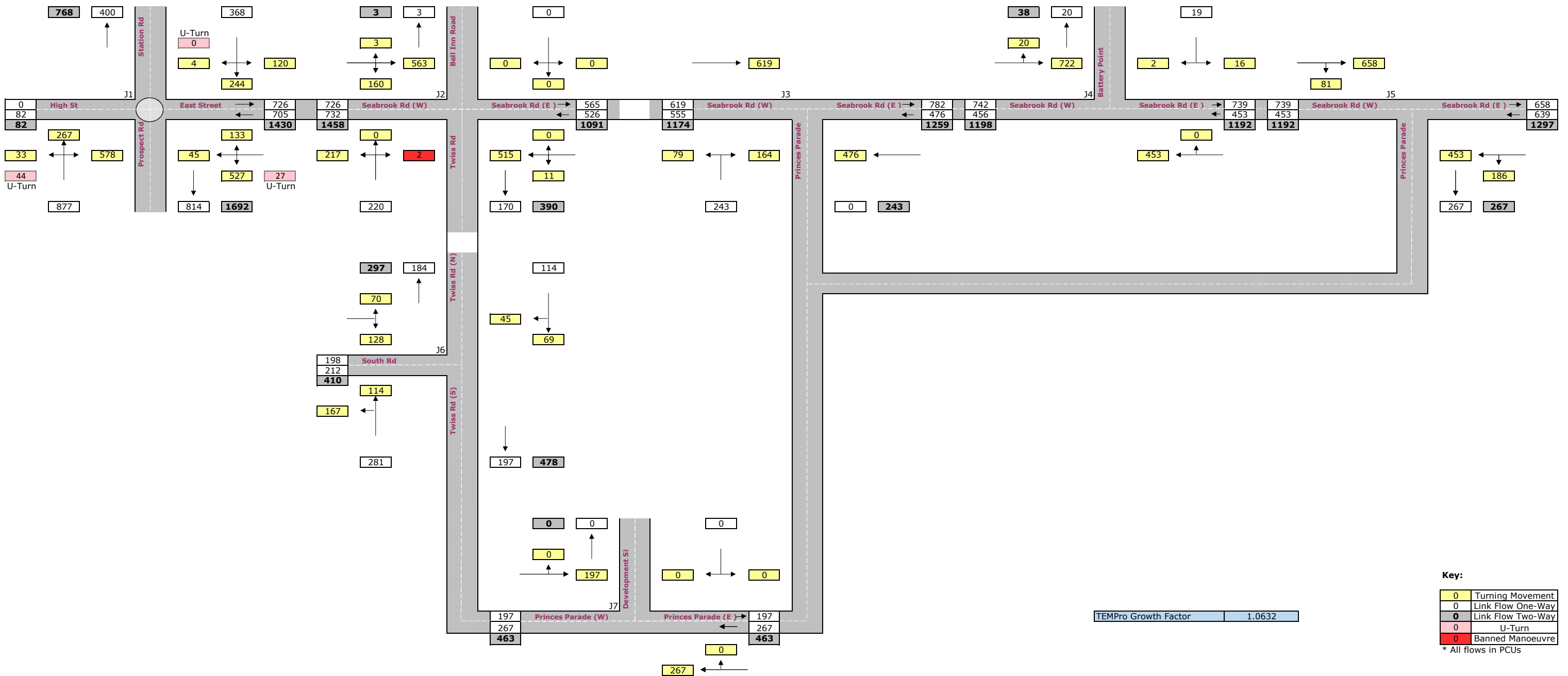
**Princes Parade Traffic Model
Impact: 2018 PM**



617845

Impact: 2018 PM

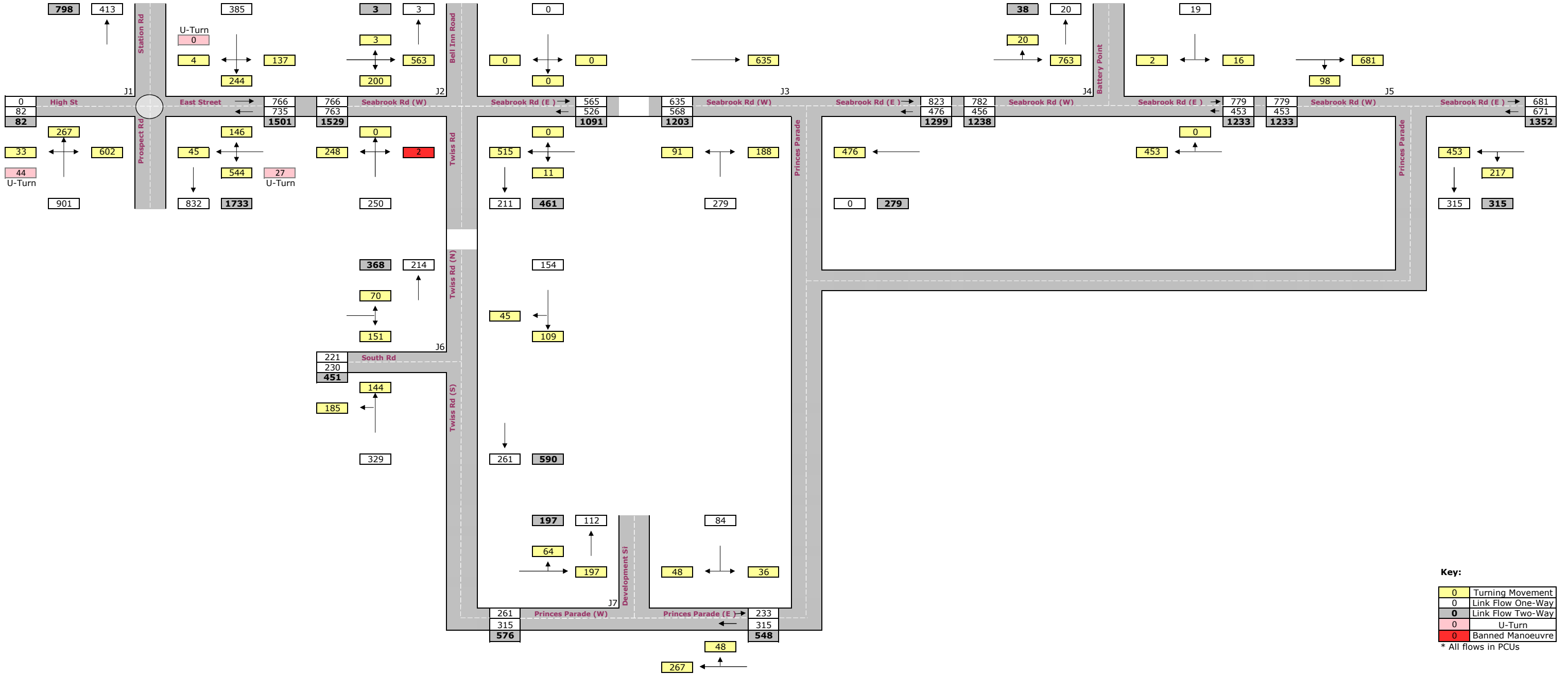
Princes Parade Traffic Model
Existing Traffic: 2023 PM



617845

Existing Traffic: 2023 PM

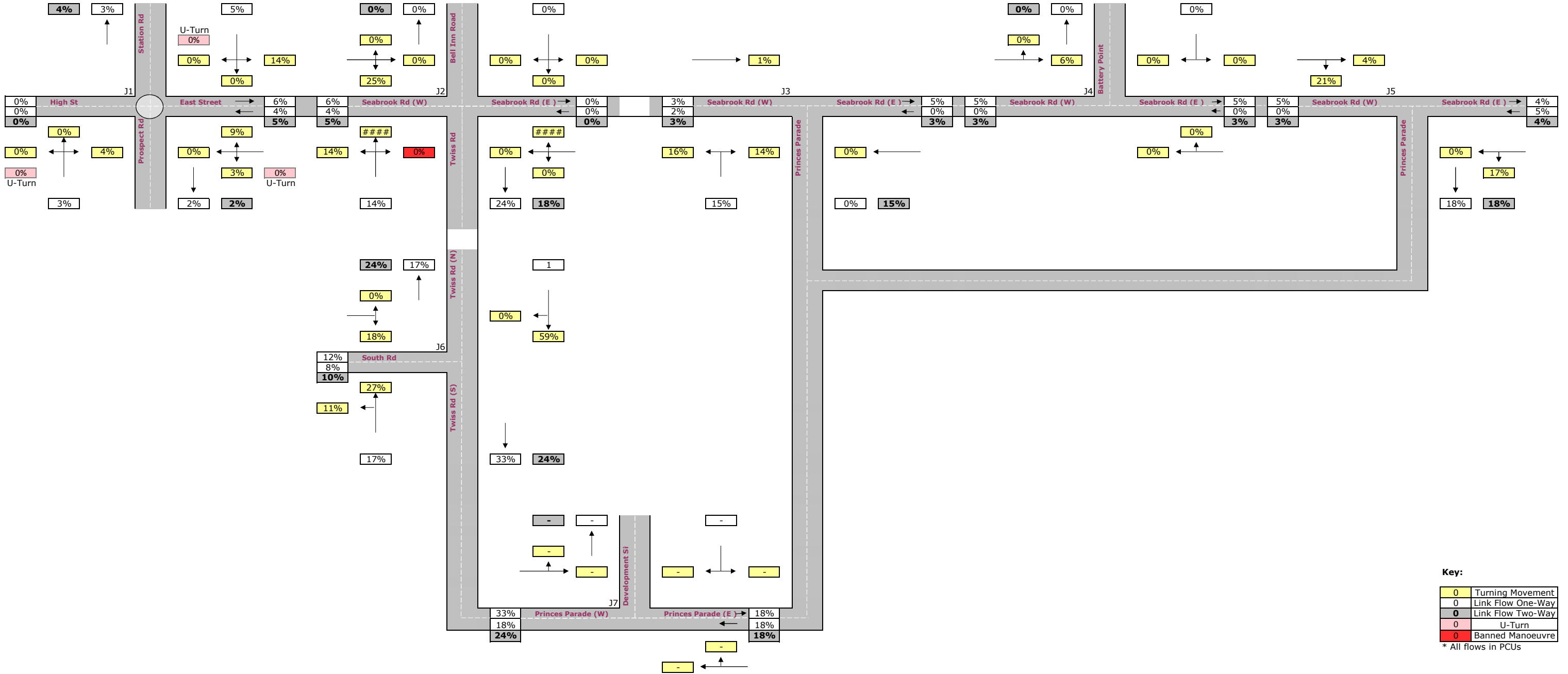
**Princes Parade Traffic Model
Proposed Traffic: 2023 PM**



617845

Proposed Traffic: 2023 PM

**Princes Parade Traffic Model
Impact: 2023 PM**



617845

Impact: 2023 PM

Appendix 16

Junction Capacity Assessments

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: 617845-CIV-CALC-Princes Parade Seabrook Rd.j9
Path: \\MLMIPS.com\Work\MLM\6_1617_161784_1617845\CALC\Capacity
Report generation date: 03/08/17 14:40:00

- »Ex 2016, AM
- »Ex 2016, PM
- »Ex 2018, AM
- »Ex 2018, PM
- »Pro 2018, AM
- »Pro 2018, PM
- »Ex 2023, AM
- »Ex 2023, PM
- »Pro 2023, AM
- »Pro 2023, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Ex 2016								
Junction 1 - Stream B-AC	0.7	14.94	0.41	B	1.4	21.68	0.57	C
Junction 1 - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream AB-CD	0.0	7.12	0.01	A	0.0	0.00	0.00	A
Junction 2 - Stream D-AB	0.1	8.67	0.05	A	0.0	8.15	0.03	A
Junction 2 - Stream D-C	0.0	14.10	0.02	B	0.0	14.05	0.01	B
Junction 2 - Stream CD-AB	0.2	7.51	0.12	A	0.2	8.29	0.15	A
Ex 2018								
Junction 1 - Stream B-AC	0.8	15.50	0.42	C	1.6	23.22	0.60	C
Junction 1 - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream AB-CD	0.0	7.20	0.01	A	0.0	0.00	0.00	A
Junction 2 - Stream D-AB	0.1	8.79	0.05	A	0.0	8.23	0.03	A
Junction 2 - Stream D-C	0.0	14.42	0.02	B	0.0	14.34	0.01	B
Junction 2 - Stream CD-AB	0.2	7.57	0.13	A	0.2	8.39	0.15	A
Pro 2018								
Junction 1 - Stream B-AC	1.1	18.23	0.51	C	2.4	30.73	0.70	D
Junction 1 - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream AB-CD	0.0	7.31	0.01	A	0.0	0.00	0.00	A
Junction 2 - Stream D-AB	0.1	8.93	0.05	A	0.0	8.40	0.03	A
Junction 2 - Stream D-C	0.0	14.76	0.02	B	0.0	14.80	0.01	B
Junction 2 - Stream CD-AB	0.2	7.69	0.14	A	0.3	8.80	0.19	A
Ex 2023								
Junction 1 - Stream B-AC	0.9	17.04	0.46	C	2.0	27.98	0.66	D
Junction 1 - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream AB-CD	0.0	7.39	0.01	A	0.0	0.00	0.00	A
Junction 2 - Stream D-AB	0.1	9.05	0.06	A	0.0	8.44	0.04	A
Junction 2 - Stream D-C	0.0	15.15	0.02	C	0.0	15.07	0.01	C
Junction 2 - Stream CD-AB	0.2	7.72	0.14	A	0.2	8.63	0.17	A
Pro 2023								
Junction 1 - Stream B-AC	1.3	20.42	0.55	C	3.2	39.19	0.76	E
Junction 1 - Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream B-ACD	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Junction 2 - Stream AB-CD	0.0	7.52	0.01	A	0.0	0.00	0.00	A
Junction 2 - Stream D-AB	0.1	9.21	0.06	A	0.0	8.62	0.04	A
Junction 2 - Stream D-C	0.0	15.55	0.02	C	0.0	15.57	0.01	C
Junction 2 - Stream CD-AB	0.2	7.85	0.15	A	0.3	9.04	0.20	A

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

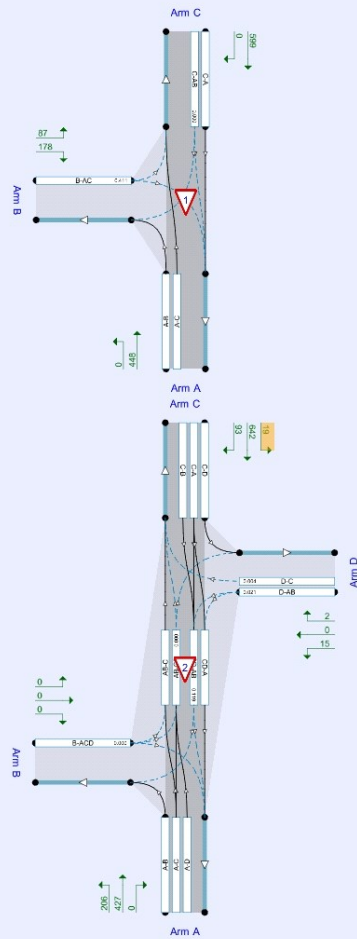
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	02/12/16
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MLMIPS\laurene
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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Ex 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	2.29	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	Seabrook Road E		Major
	B	Princes Parade		Minor
	C	Princes Parade W		Major
2	A	Seabrook Road E		Major
	B	Princes Parade		Minor
	C	Seabrook Road W		Major
	D	Battery Point		Minor

Major Arm Geometry

Junction	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)
1	C	8.44				250.0	✓	0.00
2	A	9.10		✓	3.02	250.0	✓	2.70
	C	9.21		✓	2.92	133.7	✓	2.50

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	4.81								14	14
2	B	One lane	2.20								0	0
	D	One lane plus flare		10.00	4.68	2.83	2.81	2.80	✓	1.00	17	26

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	578	0.094	0.238	0.150	0.340
1	B-C	748	0.102	0.259	-	-
1	C-B	719	0.249	0.249	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
2	AB-D	783	-	-	-	-	-	0.262	0.262	0.262	-	-
2	B-A	440	0.069	0.174	0.174	-	-	0.110	0.249	-	0.110	0.249
2	B-CD	574	0.076	0.191	0.191	-	-	-	-	-	-	-
2	CD-B	702	0.234	0.234	0.234	-	-	-	-	-	-	-
2	D-AB	671	-	-	-	-	-	0.225	0.225	0.089	-	-
2	D-C	489	-	0.123	0.278	0.123	0.278	0.195	0.195	0.077	-	-

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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	303	100.000
	B		✓	164	100.000
	C		✓	603	100.000
2	A		✓	419	100.000
	B		✓	0	100.000
	C		✓	765	100.000
	D		✓	26	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	303
	B	121	0	43
	C	603	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	121	293	5
	B	0	0	0	0
	C	697	58	0	10
	D	14	8	4	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.41	14.94	0.7	B
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.01	7.12	0.0	A
	AB-C				
	D-AB	0.05	8.67	0.1	A
	D-C	0.02	14.10	0.0	B
	C-D				
	C-A				
	C-B				
	CD-AB	0.12	7.51	0.2	A
CD-A					

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	123	500	0.247	122	0.4	10.440	B
	C-AB	0	662	0.000	0	0.0	0.000	A
	C-A	454			454			
	A-B	0			0			
	A-C	228			228			
2	B-ACD	0	400	0.000	0	0.0	0.000	A
	A-B	91			91			
	A-C	221			221			
	A-D	4			4			
	AB-CD	4	632	0.006	4	0.0	6.307	A
	AB-C	221			221			
	D-AB	17	541	0.031	16	0.0	7.541	A
	D-C	3	350	0.009	3	0.0	11.423	B
	C-D	8			8			
	C-A	525			525			
	C-B	44			44			
	CD-AB	50	630	0.079	49	0.1	6.814	A
CD-A	535			535				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	147	477	0.309	147	0.5	11.968	B
	C-AB	0	651	0.000	0	0.0	0.000	A
	C-A	542			542			
	A-B	0			0			
	A-C	272			272			
2	B-ACD	0	379	0.000	0	0.0	0.000	A
	A-B	109			109			
	A-C	263			263			
	A-D	4			4			
	AB-CD	4	602	0.007	4	0.0	6.624	A
	AB-C	263			263			
	D-AB	20	516	0.038	20	0.0	7.978	A
	D-C	4	323	0.011	4	0.0	12.414	B
	C-D	9			9			
	C-A	627			627			
	C-B	52			52			
	CD-AB	60	617	0.097	60	0.1	7.100	A
CD-A	639			639				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	181	445	0.405	180	0.7	14.838	B
	C-AB	0	636	0.000	0	0.0	0.000	A
	C-A	664			664			
	A-B	0			0			
	A-C	334			334			
2	B-ACD	0	350	0.000	0	0.0	0.000	A
	A-B	133			133			
	A-C	323			323			
	A-D	6			6			
	AB-CD	6	562	0.010	5	0.0	7.119	A
	AB-C	323			323			
	D-AB	24	481	0.050	24	0.1	8.663	A
	D-C	4	285	0.015	4	0.0	14.105	B
	C-D	11			11			
	C-A	767			767			
	C-B	64			64			
	CD-AB	73	601	0.122	73	0.2	7.504	A
	CD-A	782			782			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	181	445	0.405	181	0.7	14.943	B
	C-AB	0	636	0.000	0	0.0	0.000	A
	C-A	664			664			
	A-B	0			0			
	A-C	334			334			
2	B-ACD	0	350	0.000	0	0.0	0.000	A
	A-B	133			133			
	A-C	323			323			
	A-D	6			6			
	AB-CD	6	562	0.010	6	0.0	7.119	A
	AB-C	323			323			
	D-AB	24	481	0.050	24	0.1	8.665	A
	D-C	4	285	0.015	4	0.0	14.104	B
	C-D	11			11			
	C-A	767			767			
	C-B	64			64			
	CD-AB	73	601	0.122	73	0.2	7.510	A
	CD-A	782			782			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	147	477	0.309	148	0.5	12.078	B
	C-AB	0	651	0.000	0	0.0	0.000	A
	C-A	542			542			
	A-B	0			0			
	A-C	272			272			
2	B-ACD	0	379	0.000	0	0.0	0.000	A
	A-B	109			109			
	A-C	263			263			
	A-D	4			4			
	AB-CD	4	602	0.007	5	0.0	6.626	A
	AB-C	263			263			
	D-AB	20	516	0.038	20	0.0	7.982	A
	D-C	4	323	0.011	4	0.0	12.414	B
	C-D	9			9			
	C-A	627			627			
	C-B	52			52			
	CD-AB	60	617	0.097	60	0.1	7.104	A
	CD-A	639			639			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	123	500	0.247	124	0.4	10.549	B
	C-AB	0	662	0.000	0	0.0	0.000	A
	C-A	454			454			
	A-B	0			0			
	A-C	228			228			
2	B-ACD	0	400	0.000	0	0.0	0.000	A
	A-B	91			91			
	A-C	221			221			
	A-D	4			4			
	AB-CD	4	632	0.006	4	0.0	6.309	A
	AB-C	221			221			
	D-AB	17	541	0.031	17	0.0	7.549	A
	D-C	3	350	0.009	3	0.0	11.424	B
	C-D	8			8			
	C-A	525			525			
	C-B	44			44			
	CD-AB	50	630	0.079	50	0.1	6.828	A
	CD-A	535			535			

Ex 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	3.93	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.32	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)
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	436	100.000
	B		✓	222	100.000
	C		✓	566	100.000
2	A		✓	585	100.000
	B		✓	0	100.000
	C		✓	694	100.000
	D		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	436
	B	150	0	72
	C	566	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	170	415	0
	B	0	0	0	0
	C	602	74	0	18
	D	15	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.57	21.68	1.4	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.00	0.00	0.0	A
	AB-C				
	D-AB	0.03	8.15	0.0	A
	D-C	0.01	14.05	0.0	B
	C-D				
	C-A				
	C-B				
	CD-AB	0.15	8.29	0.2	A
	CD-A				

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	167	490	0.341	165	0.6	12.086	B
	C-AB	0	637	0.000	0	0.0	0.000	A
	C-A	426			426			
	A-B	0			0			
	A-C	328			328			
2	B-ACD	0	385	0.000	0	0.0	0.000	A
	A-B	128			128			
	A-C	312			312			
	A-D	0			0			
	AB-CD	0	1291	0.000	0	0.0	0.000	A
	AB-C	312			312			
	D-AB	11	557	0.020	11	0.0	7.261	A
	D-C	2	347	0.004	1	0.0	11.445	B
	C-D	14			14			
	C-A	453			453			
	C-B	56			56			
	CD-AB	56	601	0.093	55	0.1	7.248	A
CD-A	464			464				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	200	464	0.430	199	0.8	14.871	B
	C-AB	0	621	0.000	0	0.0	0.000	A
	C-A	509			509			
	A-B	0			0			
	A-C	392			392			
2	B-ACD	0	362	0.000	0	0.0	0.000	A
	A-B	153			153			
	A-C	373			373			
	A-D	0			0			
	AB-CD	0	1238	0.000	0	0.0	0.000	A
	AB-C	373			373			
	D-AB	13	534	0.025	13	0.0	7.608	A
	D-C	2	321	0.006	2	0.0	12.409	B
	C-D	16			16			
	C-A	541			541			
	C-B	67			67			
	CD-AB	67	583	0.115	67	0.1	7.667	A
CD-A	554			554				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	244	427	0.573	242	1.4	21.183	C
	C-AB	0	599	0.000	0	0.0	0.000	A
	C-A	623			623			
	A-B	0			0			
	A-C	480			480			
2	B-ACD	0	329	0.000	0	0.0	0.000	A
	A-B	187			187			
	A-C	457			457			
	A-D	0			0			
	AB-CD	0	1164	0.000	0	0.0	0.000	A
	AB-C	457			457			
	D-AB	17	503	0.033	16	0.0	8.148	A
	D-C	2	284	0.008	2	0.0	14.049	B
	C-D	20			20			
	C-A	663			663			
	C-B	81			81			
	CD-AB	83	560	0.148	83	0.2	8.283	A
	CD-A	678			678			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	244	427	0.573	244	1.4	21.679	C
	C-AB	0	599	0.000	0	0.0	0.000	A
	C-A	623			623			
	A-B	0			0			
	A-C	480			480			
2	B-ACD	0	329	0.000	0	0.0	0.000	A
	A-B	187			187			
	A-C	457			457			
	A-D	0			0			
	AB-CD	0	1164	0.000	0	0.0	0.000	A
	AB-C	457			457			
	D-AB	17	502	0.033	17	0.0	8.148	A
	D-C	2	284	0.008	2	0.0	14.048	B
	C-D	20			20			
	C-A	663			663			
	C-B	81			81			
	CD-AB	83	560	0.148	83	0.2	8.292	A
	CD-A	678			678			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	200	464	0.430	202	0.9	15.252	C
	C-AB	0	621	0.000	0	0.0	0.000	A
	C-A	509			509			
	A-B	0			0			
	A-C	392			392			
2	B-ACD	0	362	0.000	0	0.0	0.000	A
	A-B	153			153			
	A-C	373			373			
	A-D	0			0			
	AB-CD	0	1238	0.000	0	0.0	0.000	A
	AB-C	373			373			
	D-AB	13	534	0.025	14	0.0	7.612	A
	D-C	2	321	0.006	2	0.0	12.411	B
	C-D	16			16			
	C-A	541			541			
	C-B	67			67			
	CD-AB	67	583	0.115	67	0.1	7.675	A
	CD-A	554			554			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	167	490	0.341	168	0.6	12.335	B
	C-AB	0	637	0.000	0	0.0	0.000	A
	C-A	426			426			
	A-B	0			0			
	A-C	328			328			
2	B-ACD	0	385	0.000	0	0.0	0.000	A
	A-B	128			128			
	A-C	312			312			
	A-D	0			0			
	AB-CD	0	1291	0.000	0	0.0	0.000	A
	AB-C	312			312			
	D-AB	11	557	0.020	11	0.0	7.265	A
	D-C	2	348	0.004	2	0.0	11.445	B
	C-D	14			14			
	C-A	453			453			
	C-B	56			56			
	CD-AB	56	601	0.093	56	0.1	7.266	A
	CD-A	464			464			

Ex 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	2.37	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.35	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)
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	312	100.000
	B		✓	168	100.000
	C		✓	620	100.000
2	A		✓	430	100.000
	B		✓	0	100.000
	C		✓	787	100.000
	D		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	312
	B	124	0	44
	C	620	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	124	301	5
	B	0	0	0	0
	C	717	60	0	10
	D	15	8	4	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.42	15.50	0.8	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.01	7.20	0.0	A
	AB-C				
	D-AB	0.05	8.79	0.1	A
	D-C	0.02	14.42	0.0	B
	C-D				
	C-A				
	C-B				
	CD-AB	0.13	7.57	0.2	A
CD-A					

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	126	497	0.255	125	0.4	10.608	B
	C-AB	0	660	0.000	0	0.0	0.000	A
	C-A	467			467			
	A-B	0			0			
	A-C	235			235			
2	B-ACD	0	397	0.000	0	0.0	0.000	A
	A-B	93			93			
	A-C	227			227			
	A-D	4			4			
	AB-CD	4	627	0.006	4	0.0	6.351	A
	AB-C	227			227			
	D-AB	17	538	0.032	17	0.0	7.602	A
	D-C	3	345	0.009	3	0.0	11.571	B
	C-D	8			8			
	C-A	540			540			
	C-B	45			45			
	CD-AB	51	628	0.082	51	0.1	6.853	A
CD-A	551			551				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	151	473	0.319	150	0.5	12.253	B
	C-AB	0	649	0.000	0	0.0	0.000	A
	C-A	557			557			
	A-B	0			0			
	A-C	280			280			
2	B-ACD	0	376	0.000	0	0.0	0.000	A
	A-B	111			111			
	A-C	271			271			
	A-D	4			4			
	AB-CD	4	597	0.008	4	0.0	6.682	A
	AB-C	271			271			
	D-AB	21	512	0.040	21	0.0	8.060	A
	D-C	4	317	0.011	4	0.0	12.619	B
	C-D	9			9			
	C-A	645			645			
	C-B	54			54			
	CD-AB	61	615	0.100	61	0.1	7.149	A
CD-A	658			658				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	185	440	0.420	184	0.8	15.374	C
	C-AB	0	633	0.000	0	0.0	0.000	A
	C-A	683			683			
	A-B	0			0			
	A-C	344			344			
2	B-ACD	0	346	0.000	0	0.0	0.000	A
	A-B	137			137			
	A-C	331			331			
	A-D	6			6			
	AB-CD	6	555	0.010	5	0.0	7.201	A
	AB-C	331			331			
	D-AB	25	476	0.053	25	0.1	8.785	A
	D-C	4	279	0.016	4	0.0	14.422	B
	C-D	11			11			
	C-A	789			789			
	C-B	66			66			
	CD-AB	76	599	0.127	76	0.2	7.567	A
	CD-A	805			805			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	185	440	0.420	185	0.8	15.497	C
	C-AB	0	633	0.000	0	0.0	0.000	A
	C-A	683			683			
	A-B	0			0			
	A-C	344			344			
2	B-ACD	0	346	0.000	0	0.0	0.000	A
	A-B	137			137			
	A-C	331			331			
	A-D	6			6			
	AB-CD	6	555	0.010	6	0.0	7.201	A
	AB-C	331			331			
	D-AB	25	476	0.053	25	0.1	8.787	A
	D-C	4	279	0.016	4	0.0	14.421	B
	C-D	11			11			
	C-A	789			789			
	C-B	66			66			
	CD-AB	76	599	0.127	76	0.2	7.573	A
	CD-A	805			805			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	151	473	0.319	152	0.5	12.375	B
	C-AB	0	649	0.000	0	0.0	0.000	A
	C-A	557			557			
	A-B	0			0			
	A-C	280			280			
2	B-ACD	0	376	0.000	0	0.0	0.000	A
	A-B	111			111			
	A-C	271			271			
	A-D	4			4			
	AB-CD	4	597	0.008	5	0.0	6.682	A
	AB-C	271			271			
	D-AB	21	512	0.040	21	0.0	8.065	A
	D-C	4	317	0.011	4	0.0	12.621	B
	C-D	9			9			
	C-A	645			645			
	C-B	54			54			
	CD-AB	62	615	0.100	62	0.1	7.156	A
	CD-A	658			658			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	126	497	0.255	127	0.4	10.733	B
	C-AB	0	660	0.000	0	0.0	0.000	A
	C-A	467			467			
	A-B	0			0			
	A-C	235			235			
2	B-ACD	0	397	0.000	0	0.0	0.000	A
	A-B	93			93			
	A-C	227			227			
	A-D	4			4			
	AB-CD	4	627	0.006	4	0.0	6.353	A
	AB-C	227			227			
	D-AB	17	538	0.032	17	0.0	7.610	A
	D-C	3	345	0.009	3	0.0	11.574	B
	C-D	8			8			
	C-A	540			540			
	C-B	45			45			
	CD-AB	51	628	0.082	51	0.1	6.867	A
	CD-A	551			551			

Ex 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	4.21	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.32	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)
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	448	100.000
	B		✓	228	100.000
	C		✓	582	100.000
2	A		✓	602	100.000
	B		✓	0	100.000
	C		✓	714	100.000
	D		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	448
	B	154	0	74
	C	582	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	175	427	0
	B	0	0	0	0
	C	619	76	0	19
	D	15	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.60	23.22	1.6	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.00	0.00	0.0	A
	AB-C				
	D-AB	0.03	8.23	0.0	A
	D-C	0.01	14.34	0.0	B
	C-D				
	C-A				
	C-B				
	CD-AB	0.15	8.39	0.2	A
CD-A					

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	172	487	0.353	169	0.6	12.391	B
	C-AB	0	635	0.000	0	0.0	0.000	A
	C-A	438			438			
	A-B	0			0			
	A-C	337			337			
2	B-ACD	0	382	0.000	0	0.0	0.000	A
	A-B	132			132			
	A-C	321			321			
	A-D	0			0			
	AB-CD	0	1283	0.000	0	0.0	0.000	A
	AB-C	321			321			
	D-AB	11	553	0.020	11	0.0	7.305	A
	D-C	2	344	0.004	1	0.0	11.576	B
	C-D	14			14			
	C-A	466			466			
	C-B	57			57			
	CD-AB	57	598	0.096	57	0.1	7.306	A
CD-A	477			477				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	205	459	0.446	204	0.9	15.434	C
	C-AB	0	618	0.000	0	0.0	0.000	A
	C-A	523			523			
	A-B	0			0			
	A-C	403			403			
2	B-ACD	0	358	0.000	0	0.0	0.000	A
	A-B	157			157			
	A-C	384			384			
	A-D	0			0			
	AB-CD	0	1229	0.000	0	0.0	0.000	A
	AB-C	384			384			
	D-AB	13	530	0.025	13	0.0	7.666	A
	D-C	2	316	0.006	2	0.0	12.594	B
	C-D	17			17			
	C-A	556			556			
	C-B	68			68			
	CD-AB	69	580	0.119	69	0.1	7.742	A
CD-A	569			569				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	251	421	0.596	248	1.5	22.589	C
	C-AB	0	596	0.000	0	0.0	0.000	A
	C-A	641			641			
	A-B	0			0			
	A-C	493			493			
2	B-ACD	0	324	0.000	0	0.0	0.000	A
	A-B	193			193			
	A-C	470			470			
	A-D	0			0			
	AB-CD	0	1153	0.000	0	0.0	0.000	A
	AB-C	470			470			
	D-AB	17	498	0.033	16	0.0	8.229	A
	D-C	2	278	0.008	2	0.0	14.341	B
	C-D	21			21			
	C-A	682			682			
	C-B	84			84			
	CD-AB	85	557	0.153	85	0.2	8.388	A
	CD-A	697			697			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	251	421	0.596	251	1.6	23.224	C
	C-AB	0	596	0.000	0	0.0	0.000	A
	C-A	641			641			
	A-B	0			0			
	A-C	493			493			
2	B-ACD	0	324	0.000	0	0.0	0.000	A
	A-B	193			193			
	A-C	470			470			
	A-D	0			0			
	AB-CD	0	1153	0.000	0	0.0	0.000	A
	AB-C	470			470			
	D-AB	17	498	0.033	17	0.0	8.230	A
	D-C	2	278	0.008	2	0.0	14.340	B
	C-D	21			21			
	C-A	682			682			
	C-B	84			84			
	CD-AB	85	557	0.153	85	0.2	8.394	A
	CD-A	697			697			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	205	459	0.446	208	0.9	15.897	C
	C-AB	0	618	0.000	0	0.0	0.000	A
	C-A	523			523			
	A-B	0			0			
	A-C	403			403			
2	B-ACD	0	358	0.000	0	0.0	0.000	A
	A-B	157			157			
	A-C	384			384			
	A-D	0			0			
	AB-CD	0	1229	0.000	0	0.0	0.000	A
	AB-C	384			384			
	D-AB	13	530	0.025	14	0.0	7.671	A
	D-C	2	316	0.006	2	0.0	12.596	B
	C-D	17			17			
	C-A	556			556			
	C-B	68			68			
	CD-AB	69	580	0.119	69	0.2	7.752	A
	CD-A	569			569			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	172	487	0.353	173	0.6	12.669	B
	C-AB	0	635	0.000	0	0.0	0.000	A
	C-A	438			438			
	A-B	0			0			
	A-C	337			337			
2	B-ACD	0	382	0.000	0	0.0	0.000	A
	A-B	132			132			
	A-C	321			321			
	A-D	0			0			
	AB-CD	0	1283	0.000	0	0.0	0.000	A
	AB-C	321			321			
	D-AB	11	553	0.020	11	0.0	7.309	A
	D-C	2	344	0.004	2	0.0	11.576	B
	C-D	14			14			
	C-A	466			466			
	C-B	57			57			
	CD-AB	57	598	0.096	58	0.1	7.321	A
	CD-A	477			477			

Pro 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	3.27	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.36	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)
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	312	100.000
	B		✓	205	100.000
	C		✓	626	100.000
2	A		✓	442	100.000
	B		✓	0	100.000
	C		✓	816	100.000
	D		✓	27	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	312
	B	148	0	57
	C	626	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	136	301	5
	B	0	0	0	0
	C	740	66	0	10
	D	15	8	4	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.51	18.23	1.1	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.01	7.31	0.0	A
	AB-C				
	D-AB	0.05	8.93	0.1	A
	D-C	0.02	14.76	0.0	B
	C-D				
	C-A				
	C-B				
	CD-AB	0.14	7.69	0.2	A
	CD-A				

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	154	499	0.309	152	0.5	11.365	B
	C-AB	0	660	0.000	0	0.0	0.000	A
	C-A	471			471			
	A-B	0			0			
	A-C	235			235			
2	B-ACD	0	394	0.000	0	0.0	0.000	A
	A-B	102			102			
	A-C	227			227			
	A-D	4			4			
	AB-CD	4	621	0.006	4	0.0	6.409	A
	AB-C	227			227			
	D-AB	17	533	0.032	17	0.0	7.675	A
	D-C	3	341	0.009	3	0.0	11.716	B
	C-D	8			8			
	C-A	557			557			
	C-B	50			50			
	CD-AB	56	627	0.089	55	0.1	6.928	A
CD-A	568			568				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	184	476	0.388	184	0.7	13.522	B
	C-AB	0	649	0.000	0	0.0	0.000	A
	C-A	563			563			
	A-B	0			0			
	A-C	280			280			
2	B-ACD	0	372	0.000	0	0.0	0.000	A
	A-B	122			122			
	A-C	271			271			
	A-D	4			4			
	AB-CD	4	590	0.008	4	0.0	6.760	A
	AB-C	271			271			
	D-AB	21	506	0.041	21	0.0	8.158	A
	D-C	4	312	0.012	4	0.0	12.826	B
	C-D	9			9			
	C-A	665			665			
	C-B	59			59			
	CD-AB	67	614	0.109	67	0.1	7.239	A
CD-A	678			678				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	226	443	0.510	224	1.1	17.969	C
	C-AB	0	633	0.000	0	0.0	0.000	A
	C-A	689			689			
	A-B	0			0			
	A-C	344			344			
2	B-ACD	0	341	0.000	0	0.0	0.000	A
	A-B	150			150			
	A-C	331			331			
	A-D	6			6			
	AB-CD	6	547	0.010	5	0.0	7.312	A
	AB-C	331			331			
	D-AB	25	469	0.054	25	0.1	8.928	A
	D-C	4	273	0.016	4	0.0	14.756	B
	C-D	11			11			
	C-A	815			815			
	C-B	73			73			
	CD-AB	83	598	0.138	83	0.2	7.686	A
	CD-A	830			830			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	226	443	0.510	226	1.1	18.227	C
	C-AB	0	633	0.000	0	0.0	0.000	A
	C-A	689			689			
	A-B	0			0			
	A-C	344			344			
2	B-ACD	0	341	0.000	0	0.0	0.000	A
	A-B	150			150			
	A-C	331			331			
	A-D	6			6			
	AB-CD	6	547	0.010	6	0.0	7.312	A
	AB-C	331			331			
	D-AB	25	469	0.054	25	0.1	8.930	A
	D-C	4	273	0.016	4	0.0	14.755	B
	C-D	11			11			
	C-A	815			815			
	C-B	73			73			
	CD-AB	83	598	0.138	83	0.2	7.692	A
	CD-A	830			830			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	184	476	0.388	186	0.7	13.752	B
	C-AB	0	649	0.000	0	0.0	0.000	A
	C-A	563			563			
	A-B	0			0			
	A-C	280			280			
2	B-ACD	0	372	0.000	0	0.0	0.000	A
	A-B	122			122			
	A-C	271			271			
	A-D	4			4			
	AB-CD	4	590	0.008	5	0.0	6.760	A
	AB-C	271			271			
	D-AB	21	506	0.041	21	0.0	8.162	A
	D-C	4	312	0.012	4	0.0	12.829	B
	C-D	9			9			
	C-A	665			665			
	C-B	59			59			
	CD-AB	67	614	0.109	67	0.1	7.247	A
	CD-A	678			678			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	154	499	0.309	155	0.5	11.545	B
	C-AB	0	660	0.000	0	0.0	0.000	A
	C-A	471			471			
	A-B	0			0			
	A-C	235			235			
2	B-ACD	0	394	0.000	0	0.0	0.000	A
	A-B	102			102			
	A-C	227			227			
	A-D	4			4			
	AB-CD	4	621	0.006	4	0.0	6.412	A
	AB-C	227			227			
	D-AB	17	533	0.032	17	0.0	7.680	A
	D-C	3	341	0.009	3	0.0	11.718	B
	C-D	8			8			
	C-A	557			557			
	C-B	50			50			
	CD-AB	56	627	0.089	56	0.1	6.942	A
	CD-A	568			568			

Pro 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	6.21	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.38	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)
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	448	100.000
	B		✓	265	100.000
	C		✓	599	100.000
2	A		✓	633	100.000
	B		✓	0	100.000
	C		✓	754	100.000
	D		✓	17	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	448
	B	178	0	87
	C	599	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	206	427	0
	B	0	0	0	0
	C	642	93	0	19
	D	15	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.70	30.73	2.4	D
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.00	0.00	0.0	A
	AB-C				
	D-AB	0.03	8.40	0.0	A
	D-C	0.01	14.80	0.0	B
	C-D				
	C-A				
	C-B				
	CD-AB	0.19	8.80	0.3	A
CD-A					

Main Results for each time segment
16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	200	486	0.411	197	0.7	13.559	B
	C-AB	0	635	0.000	0	0.0	0.000	A
	C-A	451			451			
	A-B	0			0			
	A-C	337			337			
2	B-ACD	0	376	0.000	0	0.0	0.000	A
	A-B	155			155			
	A-C	321			321			
	A-D	0			0			
	AB-CD	0	1267	0.000	0	0.0	0.000	A
	AB-C	321			321			
	D-AB	11	546	0.021	11	0.0	7.398	A
	D-C	2	338	0.004	1	0.0	11.776	B
	C-D	14			14			
	C-A	483			483			
	C-B	70			70			
	CD-AB	70	595	0.119	70	0.1	7.539	A
CD-A	494			494				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	238	458	0.520	237	1.1	17.752	C
	C-AB	0	618	0.000	0	0.0	0.000	A
	C-A	538			538			
	A-B	0			0			
	A-C	403			403			
2	B-ACD	0	351	0.000	0	0.0	0.000	A
	A-B	185			185			
	A-C	384			384			
	A-D	0			0			
	AB-CD	0	1210	0.000	0	0.0	0.000	A
	AB-C	384			384			
	D-AB	13	522	0.026	13	0.0	7.789	A
	D-C	2	309	0.006	2	0.0	12.878	B
	C-D	17			17			
	C-A	577			577			
	C-B	84			84			
	CD-AB	85	577	0.147	85	0.2	8.045	A
CD-A	589			589				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	292	419	0.696	287	2.3	29.027	D
	C-AB	0	596	0.000	0	0.0	0.000	A
	C-A	660			660			
	A-B	0			0			
	A-C	493			493			
2	B-ACD	0	315	0.000	0	0.0	0.000	A
	A-B	227			227			
	A-C	470			470			
	A-D	0			0			
	AB-CD	0	1130	0.000	0	0.0	0.000	A
	AB-C	470			470			
	D-AB	17	488	0.034	16	0.0	8.403	A
	D-C	2	270	0.008	2	0.0	14.796	B
	C-D	21			21			
	C-A	707			707			
	C-B	102			102			
	CD-AB	106	556	0.190	105	0.3	8.785	A
	CD-A	720			720			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	292	419	0.696	291	2.4	30.728	D
	C-AB	0	596	0.000	0	0.0	0.000	A
	C-A	660			660			
	A-B	0			0			
	A-C	493			493			
2	B-ACD	0	314	0.000	0	0.0	0.000	A
	A-B	227			227			
	A-C	470			470			
	A-D	0			0			
	AB-CD	0	1130	0.000	0	0.0	0.000	A
	AB-C	470			470			
	D-AB	17	488	0.034	17	0.0	8.403	A
	D-C	2	270	0.008	2	0.0	14.795	B
	C-D	21			21			
	C-A	707			707			
	C-B	102			102			
	CD-AB	106	556	0.190	106	0.3	8.797	A
	CD-A	720			720			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	238	458	0.520	243	1.2	18.772	C
	C-AB	0	618	0.000	0	0.0	0.000	A
	C-A	538			538			
	A-B	0			0			
	A-C	403			403			
2	B-ACD	0	351	0.000	0	0.0	0.000	A
	A-B	185			185			
	A-C	384			384			
	A-D	0			0			
	AB-CD	0	1210	0.000	0	0.0	0.000	A
	AB-C	384			384			
	D-AB	13	522	0.026	14	0.0	7.792	A
	D-C	2	309	0.006	2	0.0	12.880	B
	C-D	17			17			
	C-A	577			577			
	C-B	84			84			
	CD-AB	85	577	0.147	85	0.2	8.061	A
	CD-A	590			590			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	200	486	0.411	201	0.8	14.010	B
	C-AB	0	635	0.000	0	0.0	0.000	A
	C-A	451			451			
	A-B	0			0			
	A-C	337			337			
2	B-ACD	0	376	0.000	0	0.0	0.000	A
	A-B	155			155			
	A-C	321			321			
	A-D	0			0			
	AB-CD	0	1267	0.000	0	0.0	0.000	A
	AB-C	321			321			
	D-AB	11	546	0.021	11	0.0	7.399	A
	D-C	2	338	0.004	2	0.0	11.776	B
	C-D	14			14			
	C-A	483			483			
	C-B	70			70			
	CD-AB	70	595	0.119	71	0.2	7.562	A
	CD-A	494			494			

Ex 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	2.61	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.35	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)
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	331	100.000
	B		✓	179	100.000
	C		✓	659	100.000
2	A		✓	457	100.000
	B		✓	0	100.000
	C		✓	836	100.000
	D		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	331
	B	132	0	47
	C	659	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	132	320	5
	B	0	0	0	0
	C	762	63	0	11
	D	15	9	4	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.46	17.04	0.9	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.01	7.39	0.0	A
	AB-C				
	D-AB	0.06	9.05	0.1	A
	D-C	0.02	15.15	0.0	C
	C-D				
	C-A				
	C-B				
	CD-AB	0.14	7.72	0.2	A
CD-A					

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	135	489	0.275	133	0.4	11.070	B
	C-AB	0	657	0.000	0	0.0	0.000	A
	C-A	496			496			
	A-B	0			0			
	A-C	249			249			
2	B-ACD	0	390	0.000	0	0.0	0.000	A
	A-B	99			99			
	A-C	241			241			
	A-D	4			4			
	AB-CD	4	618	0.006	4	0.0	6.451	A
	AB-C	241			241			
	D-AB	18	530	0.034	18	0.0	7.731	A
	D-C	3	336	0.009	3	0.0	11.893	B
	C-D	8			8			
	C-A	574			574			
	C-B	47			47			
	CD-AB	54	624	0.087	54	0.1	6.942	A
CD-A	585			585				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	161	464	0.347	160	0.6	12.997	B
	C-AB	0	645	0.000	0	0.0	0.000	A
	C-A	592			592			
	A-B	0			0			
	A-C	298			298			
2	B-ACD	0	368	0.000	0	0.0	0.000	A
	A-B	119			119			
	A-C	288			288			
	A-D	4			4			
	AB-CD	4	585	0.008	4	0.0	6.815	A
	AB-C	288			288			
	D-AB	22	502	0.043	22	0.0	8.236	A
	D-C	4	306	0.012	4	0.0	13.075	B
	C-D	10			10			
	C-A	685			685			
	C-B	57			57			
	CD-AB	65	610	0.107	65	0.1	7.261	A
CD-A	698			698				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	197	429	0.459	196	0.9	16.854	C
	C-AB	0	628	0.000	0	0.0	0.000	A
	C-A	726			726			
	A-B	0			0			
	A-C	364			364			
2	B-ACD	0	335	0.000	0	0.0	0.000	A
	A-B	145			145			
	A-C	352			352			
	A-D	6			6			
	AB-CD	6	541	0.010	5	0.0	7.391	A
	AB-C	352			352			
	D-AB	26	464	0.057	26	0.1	9.044	A
	D-C	4	266	0.017	4	0.0	15.154	C
	C-D	12			12			
	C-A	839			839			
	C-B	69			69			
	CD-AB	80	594	0.136	80	0.2	7.712	A
	CD-A	854			854			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	197	429	0.459	197	0.9	17.036	C
	C-AB	0	628	0.000	0	0.0	0.000	A
	C-A	726			726			
	A-B	0			0			
	A-C	364			364			
2	B-ACD	0	335	0.000	0	0.0	0.000	A
	A-B	145			145			
	A-C	352			352			
	A-D	6			6			
	AB-CD	6	541	0.010	6	0.0	7.391	A
	AB-C	352			352			
	D-AB	26	464	0.057	26	0.1	9.046	A
	D-C	4	266	0.017	4	0.0	15.154	C
	C-D	12			12			
	C-A	839			839			
	C-B	69			69			
	CD-AB	81	594	0.136	81	0.2	7.719	A
	CD-A	854			854			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	161	464	0.347	162	0.6	13.164	B
	C-AB	0	645	0.000	0	0.0	0.000	A
	C-A	592			592			
	A-B	0			0			
	A-C	298			298			
2	B-ACD	0	368	0.000	0	0.0	0.000	A
	A-B	119			119			
	A-C	288			288			
	A-D	4			4			
	AB-CD	4	585	0.008	5	0.0	6.817	A
	AB-C	288			288			
	D-AB	22	502	0.043	22	0.0	8.241	A
	D-C	4	306	0.012	4	0.0	13.077	B
	C-D	10			10			
	C-A	685			685			
	C-B	57			57			
	CD-AB	65	610	0.107	65	0.1	7.269	A
	CD-A	698			698			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	135	489	0.275	135	0.4	11.216	B
	C-AB	0	657	0.000	0	0.0	0.000	A
	C-A	496			496			
	A-B	0			0			
	A-C	249			249			
2	B-ACD	0	390	0.000	0	0.0	0.000	A
	A-B	99			99			
	A-C	241			241			
	A-D	4			4			
	AB-CD	4	618	0.006	4	0.0	6.451	A
	AB-C	241			241			
	D-AB	18	530	0.034	18	0.0	7.738	A
	D-C	3	336	0.009	3	0.0	11.897	B
	C-D	8			8			
	C-A	574			574			
	C-B	47			47			
	CD-AB	54	624	0.087	55	0.1	6.956	A
	CD-A	585			585			

Ex 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	5.09	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.33	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)
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	476	100.000
	B		✓	243	100.000
	C		✓	617	100.000
2	A		✓	639	100.000
	B		✓	0	100.000
	C		✓	759	100.000
	D		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	476
	B	164	0	79
	C	617	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	186	453	0
	B	0	0	0	0
	C	658	81	0	20
	D	16	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.66	27.98	2.0	D
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.00	0.00	0.0	A
	AB-C				
	D-AB	0.04	8.44	0.0	A
	D-C	0.01	15.07	0.0	C
	C-D				
	C-A				
	C-B				
	CD-AB	0.17	8.63	0.2	A
CD-A					

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	183	478	0.383	180	0.7	13.185	B
	C-AB	0	630	0.000	0	0.0	0.000	A
	C-A	465			465			
	A-B	0			0			
	A-C	358			358			
2	B-ACD	0	374	0.000	0	0.0	0.000	A
	A-B	140			140			
	A-C	341			341			
	A-D	0			0			
	AB-CD	0	1265	0.000	0	0.0	0.000	A
	AB-C	341			341			
	D-AB	12	546	0.022	12	0.0	7.414	A
	D-C	2	334	0.005	1	0.0	11.901	B
	C-D	15			15			
	C-A	495			495			
	C-B	61			61			
	CD-AB	61	593	0.103	61	0.1	7.440	A
CD-A	507			507				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	218	449	0.487	217	1.0	16.974	C
	C-AB	0	612	0.000	0	0.0	0.000	A
	C-A	555			555			
	A-B	0			0			
	A-C	428			428			
2	B-ACD	0	349	0.000	0	0.0	0.000	A
	A-B	167			167			
	A-C	407			407			
	A-D	0			0			
	AB-CD	0	1207	0.000	0	0.0	0.000	A
	AB-C	407			407			
	D-AB	14	521	0.028	14	0.0	7.812	A
	D-C	2	305	0.006	2	0.0	13.052	B
	C-D	18			18			
	C-A	592			592			
	C-B	73			73			
	CD-AB	74	573	0.128	73	0.2	7.917	A
CD-A	605			605				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	268	408	0.656	264	1.9	26.781	D
	C-AB	0	588	0.000	0	0.0	0.000	A
	C-A	679			679			
	A-B	0			0			
	A-C	524			524			
2	B-ACD	0	312	0.000	0	0.0	0.000	A
	A-B	205			205			
	A-C	499			499			
	A-D	0			0			
	AB-CD	0	1127	0.000	0	0.0	0.000	A
	AB-C	499			499			
	D-AB	18	487	0.036	18	0.0	8.438	A
	D-C	2	265	0.008	2	0.0	15.068	C
	C-D	22			22			
	C-A	724			724			
	C-B	89			89			
	CD-AB	91	550	0.166	91	0.2	8.623	A
	CD-A	740			740			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	268	408	0.656	267	2.0	27.981	D
	C-AB	0	588	0.000	0	0.0	0.000	A
	C-A	679			679			
	A-B	0			0			
	A-C	524			524			
2	B-ACD	0	312	0.000	0	0.0	0.000	A
	A-B	205			205			
	A-C	499			499			
	A-D	0			0			
	AB-CD	0	1127	0.000	0	0.0	0.000	A
	AB-C	499			499			
	D-AB	18	487	0.036	18	0.0	8.438	A
	D-C	2	265	0.008	2	0.0	15.067	C
	C-D	22			22			
	C-A	724			724			
	C-B	89			89			
	CD-AB	91	550	0.166	91	0.2	8.632	A
	CD-A	740			740			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	218	449	0.487	222	1.1	17.734	C
	C-AB	0	612	0.000	0	0.0	0.000	A
	C-A	555			555			
	A-B	0			0			
	A-C	428			428			
2	B-ACD	0	348	0.000	0	0.0	0.000	A
	A-B	167			167			
	A-C	407			407			
	A-D	0			0			
	AB-CD	0	1207	0.000	0	0.0	0.000	A
	AB-C	407			407			
	D-AB	14	521	0.028	14	0.0	7.815	A
	D-C	2	305	0.006	2	0.0	13.051	B
	C-D	18			18			
	C-A	592			592			
	C-B	73			73			
	CD-AB	74	573	0.128	74	0.2	7.929	A
	CD-A	605			605			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	183	478	0.383	184	0.7	13.557	B
	C-AB	0	630	0.000	0	0.0	0.000	A
	C-A	465			465			
	A-B	0			0			
	A-C	358			358			
2	B-ACD	0	374	0.000	0	0.0	0.000	A
	A-B	140			140			
	A-C	341			341			
	A-D	0			0			
	AB-CD	0	1265	0.000	0	0.0	0.000	A
	AB-C	341			341			
	D-AB	12	546	0.022	12	0.0	7.418	A
	D-C	2	334	0.005	2	0.0	11.900	B
	C-D	15			15			
	C-A	495			495			
	C-B	61			61			
	CD-AB	61	593	0.103	61	0.1	7.456	A
	CD-A	507			507			

Pro 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	3.64	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.37	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)
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	331	100.000
	B		✓	216	100.000
	C		✓	666	100.000
2	A		✓	469	100.000
	B		✓	0	100.000
	C		✓	867	100.000
	D		✓	28	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	331
	B	156	0	60
	C	666	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	144	320	5
	B	0	0	0	0
	C	786	70	0	11
	D	15	9	4	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
From		A	B	C	D
	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.55	20.42	1.3	C
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.01	7.52	0.0	A
	AB-C				
	D-AB	0.06	9.21	0.1	A
	D-C	0.02	15.55	0.0	C
	C-D				
	C-A				
	C-B				
	CD-AB	0.15	7.85	0.2	A
	CD-A				

Main Results for each time segment
07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	163	491	0.331	160	0.5	11.892	B
	C-AB	0	657	0.000	0	0.0	0.000	A
	C-A	501			501			
	A-B	0			0			
	A-C	249			249			
2	B-ACD	0	387	0.000	0	0.0	0.000	A
	A-B	108			108			
	A-C	241			241			
	A-D	4			4			
	AB-CD	4	611	0.006	4	0.0	6.516	A
	AB-C	241			241			
	D-AB	18	525	0.034	18	0.0	7.811	A
	D-C	3	331	0.009	3	0.0	12.057	B
	C-D	8			8			
	C-A	592			592			
	C-B	53			53			
	CD-AB	60	623	0.096	59	0.1	7.023	A
CD-A	603			603				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	194	466	0.416	193	0.8	14.447	B
	C-AB	0	645	0.000	0	0.0	0.000	A
	C-A	599			599			
	A-B	0			0			
	A-C	298			298			
2	B-ACD	0	364	0.000	0	0.0	0.000	A
	A-B	129			129			
	A-C	288			288			
	A-D	4			4			
	AB-CD	4	578	0.008	4	0.0	6.901	A
	AB-C	288			288			
	D-AB	22	496	0.043	22	0.0	8.345	A
	D-C	4	301	0.012	4	0.0	13.313	B
	C-D	10			10			
	C-A	707			707			
	C-B	63			63			
	CD-AB	72	609	0.118	72	0.1	7.363	A
CD-A	719			719				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	238	431	0.551	236	1.3	20.024	C
	C-AB	0	628	0.000	0	0.0	0.000	A
	C-A	733			733			
	A-B	0			0			
	A-C	364			364			
2	B-ACD	0	330	0.000	0	0.0	0.000	A
	A-B	159			159			
	A-C	352			352			
	A-D	6			6			
	AB-CD	6	532	0.010	5	0.0	7.517	A
	AB-C	352			352			
	D-AB	26	456	0.058	26	0.1	9.206	A
	D-C	4	259	0.017	4	0.0	15.549	C
	C-D	12			12			
	C-A	865			865			
	C-B	77			77			
	CD-AB	89	593	0.150	89	0.2	7.845	A
	CD-A	880			880			

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	238	431	0.551	238	1.3	20.420	C
	C-AB	0	628	0.000	0	0.0	0.000	A
	C-A	733			733			
	A-B	0			0			
	A-C	364			364			
2	B-ACD	0	330	0.000	0	0.0	0.000	A
	A-B	159			159			
	A-C	352			352			
	A-D	6			6			
	AB-CD	6	532	0.010	6	0.0	7.517	A
	AB-C	352			352			
	D-AB	26	456	0.058	26	0.1	9.208	A
	D-C	4	259	0.017	4	0.0	15.549	C
	C-D	12			12			
	C-A	865			865			
	C-B	77			77			
	CD-AB	89	593	0.150	89	0.2	7.850	A
	CD-A	880			880			

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	194	466	0.416	196	0.8	14.770	B
	C-AB	0	645	0.000	0	0.0	0.000	A
	C-A	599			599			
	A-B	0			0			
	A-C	298			298			
2	B-ACD	0	364	0.000	0	0.0	0.000	A
	A-B	129			129			
	A-C	288			288			
	A-D	4			4			
	AB-CD	4	578	0.008	5	0.0	6.904	A
	AB-C	288			288			
	D-AB	22	496	0.044	22	0.1	8.350	A
	D-C	4	301	0.012	4	0.0	13.315	B
	C-D	10			10			
	C-A	707			707			
	C-B	63			63			
	CD-AB	72	609	0.118	72	0.1	7.375	A
	CD-A	719			719			

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	163	491	0.331	164	0.6	12.117	B
	C-AB	0	657	0.000	0	0.0	0.000	A
	C-A	501			501			
	A-B	0			0			
	A-C	249			249			
2	B-ACD	0	387	0.000	0	0.0	0.000	A
	A-B	108			108			
	A-C	241			241			
	A-D	4			4			
	AB-CD	4	611	0.006	4	0.0	6.516	A
	AB-C	241			241			
	D-AB	18	525	0.034	18	0.0	7.818	A
	D-C	3	331	0.009	3	0.0	12.061	B
	C-D	8			8			
	C-A	592			592			
	C-B	53			53			
	CD-AB	60	623	0.096	60	0.1	7.038	A
	CD-A	603			603			

Pro 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Princes Parade Exit	T-Junction	Two-way	7.87	A
2	Princes Parade In	Left-Right Stagger	Two-way	0.39	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)
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	A		✓	476	100.000
	B		✓	279	100.000
	C		✓	635	100.000
2	A		✓	670	100.000
	B		✓	0	100.000
	C		✓	799	100.000
	D		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		A	B	C
From	A	0	0	476
	B	188	0	91
	C	635	0	0

Demand (PCU/hr)

Junction 2

		To			
		A	B	C	D
From	A	0	217	453	0
	B	0	0	0	0
	C	681	98	0	20
	D	16	0	2	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Heavy Vehicle Percentages

Junction 2

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	B-AC	0.76	39.19	3.2	E
	C-AB	0.00	0.00	0.0	A
	C-A				
	A-B				
	A-C				
2	B-ACD	0.00	0.00	0.0	A
	A-B				
	A-C				
	A-D				
	AB-CD	0.00	0.00	0.0	A
	AB-C				
	D-AB	0.04	8.62	0.0	A
	D-C	0.01	15.57	0.0	C
	C-D				
	C-A				
	C-B				
	CD-AB	0.20	9.04	0.3	A
CD-A					

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	210	477	0.441	207	0.8	14.503	B
	C-AB	0	630	0.000	0	0.0	0.000	A
	C-A	478			478			
	A-B	0			0			
	A-C	358			358			
2	B-ACD	0	369	0.000	0	0.0	0.000	A
	A-B	163			163			
	A-C	341			341			
	A-D	0			0			
	AB-CD	0	1250	0.000	0	0.0	0.000	A
	AB-C	341			341			
	D-AB	12	539	0.022	12	0.0	7.510	A
	D-C	2	328	0.005	1	0.0	12.112	B
	C-D	15			15			
	C-A	513			513			
	C-B	74			74			
	CD-AB	74	589	0.126	74	0.2	7.677	A
CD-A	524			524				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	251	447	0.561	249	1.3	19.771	C
	C-AB	0	612	0.000	0	0.0	0.000	A
	C-A	571			571			
	A-B	0			0			
	A-C	428			428			
2	B-ACD	0	341	0.000	0	0.0	0.000	A
	A-B	195			195			
	A-C	407			407			
	A-D	0			0			
	AB-CD	0	1188	0.000	0	0.0	0.000	A
	AB-C	407			407			
	D-AB	14	513	0.028	14	0.0	7.940	A
	D-C	2	298	0.006	2	0.0	13.357	B
	C-D	18			18			
	C-A	612			612			
	C-B	88			88			
	CD-AB	90	571	0.157	89	0.2	8.227	A
CD-A	625			625				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	307	406	0.758	301	3.0	35.691	E
	C-AB	0	588	0.000	0	0.0	0.000	A
	C-A	699			699			
	A-B	0			0			
	A-C	524			524			
2	B-ACD	0	302	0.000	0	0.0	0.000	A
	A-B	239			239			
	A-C	499			499			
	A-D	0			0			
	AB-CD	0	1104	0.000	0	0.0	0.000	A
	AB-C	499			499			
	D-AB	18	477	0.037	18	0.0	8.620	A
	D-C	2	256	0.009	2	0.0	15.572	C
	C-D	22			22			
	C-A	750			750			
	C-B	108			108			
	CD-AB	112	550	0.204	112	0.3	9.027	A
	CD-A	763			763			

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	307	406	0.758	306	3.2	39.186	E
	C-AB	0	588	0.000	0	0.0	0.000	A
	C-A	699			699			
	A-B	0			0			
	A-C	524			524			
2	B-ACD	0	302	0.000	0	0.0	0.000	A
	A-B	239			239			
	A-C	499			499			
	A-D	0			0			
	AB-CD	0	1104	0.000	0	0.0	0.000	A
	AB-C	499			499			
	D-AB	18	477	0.037	18	0.0	8.621	A
	D-C	2	257	0.009	2	0.0	15.571	C
	C-D	22			22			
	C-A	750			750			
	C-B	108			108			
	CD-AB	112	550	0.204	112	0.3	9.041	A
	CD-A	763			763			

17:45 - 18:00

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	251	447	0.561	258	1.5	21.583	C
	C-AB	0	612	0.000	0	0.0	0.000	A
	C-A	571			571			
	A-B	0			0			
	A-C	428			428			
2	B-ACD	0	341	0.000	0	0.0	0.000	A
	A-B	195			195			
	A-C	407			407			
	A-D	0			0			
	AB-CD	0	1188	0.000	0	0.0	0.000	A
	AB-C	407			407			
	D-AB	14	513	0.028	14	0.0	7.943	A
	D-C	2	298	0.006	2	0.0	13.356	B
	C-D	18			18			
	C-A	612			612			
	C-B	88			88			
	CD-AB	90	571	0.157	90	0.2	8.243	A
	CD-A	625			625			

18:00 - 18:15

Junction	Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	B-AC	210	477	0.441	212	0.9	15.120	C
	C-AB	0	630	0.000	0	0.0	0.000	A
	C-A	478			478			
	A-B	0			0			
	A-C	358			358			
2	B-ACD	0	368	0.000	0	0.0	0.000	A
	A-B	163			163			
	A-C	341			341			
	A-D	0			0			
	AB-CD	0	1250	0.000	0	0.0	0.000	A
	AB-C	341			341			
	D-AB	12	539	0.022	12	0.0	7.511	A
	D-C	2	328	0.005	2	0.0	12.111	B
	C-D	15			15			
	C-A	513			513			
	C-B	74			74			
	CD-AB	74	589	0.126	75	0.2	7.703	A
	CD-A	524			524			

Junctions 9
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Filename: 617845-CIV-CALC-South Rd-Twiss Rd.j9
Path: \\MLMIPS.com\Work\MLM\6_1617_161784_1617845\CALC\Capacity
Report generation date: 03/08/17 14:28:40

- »Ex 2016, AM
- »Ex 2016, PM
- »Ex 2018, AM
- »Ex 2018, PM
- »Pro 2018, AM
- »Pro 2018, PM
- »Ex 2023, AM
- »Ex 2023, PM
- »Pro 2023, AM
- »Pro 2023, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Ex 2016								
Stream B-AC	0.6	11.89	0.37	B	0.7	12.58	0.39	B
Stream C-AB	0.1	6.90	0.05	A	0.1	7.37	0.09	A
Ex 2018								
Stream B-AC	0.7	12.14	0.38	B	0.7	12.86	0.40	B
Stream C-AB	0.1	6.90	0.05	A	0.1	7.39	0.09	A
Pro 2018								
Stream B-AC	0.7	13.01	0.40	B	1.0	15.16	0.47	C
Stream C-AB	0.1	6.91	0.05	A	0.1	7.17	0.09	A
Ex 2023								
Stream B-AC	0.7	12.71	0.40	B	0.8	13.63	0.43	B
Stream C-AB	0.1	6.93	0.06	A	0.1	7.46	0.10	A
Pro 2023								
Stream B-AC	0.8	13.65	0.43	B	1.1	16.14	0.50	C
Stream C-AB	0.1	6.93	0.06	A	0.2	7.24	0.10	A

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	(untitled)
Location	
Site number	
Date	31/08/16
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MLMIPS\laurene
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Ex 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Twiss Road (S)		Major
B	South Rd		Minor
C	Twiss Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.33			44.1	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.95	23	94

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	528	0.086	0.219	0.138	0.312
1	B-C	680	0.094	0.237	-	-
1	C-B	600	0.209	0.209	-	-

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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	166	100.000
B		✓	174	100.000
C		✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	115	51
	B	126	0	48
	C	58	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.37	11.89	0.6	B
C-AB	0.05	6.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	131	537	0.244	130	0.4	9.694	A
C-AB	20	603	0.034	20	0.0	6.790	A
C-A	42			42			
A-B	87			87			
A-C	38			38			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	156	532	0.294	156	0.5	10.531	B
C-AB	25	604	0.041	25	0.1	6.833	A
C-A	50			50			
A-B	103			103			
A-C	46			46			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	192	525	0.365	191	0.6	11.843	B
C-AB	31	605	0.051	31	0.1	6.891	A
C-A	61			61			
A-B	127			127			
A-C	56			56			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	192	525	0.365	192	0.6	11.890	B
C-AB	31	605	0.051	31	0.1	6.895	A
C-A	61			61			
A-B	127			127			
A-C	56			56			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	156	532	0.294	157	0.5	10.593	B
C-AB	25	604	0.041	25	0.1	6.838	A
C-A	50			50			
A-B	103			103			
A-C	46			46			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	131	537	0.244	131	0.4	9.782	A
C-AB	20	603	0.034	20	0.0	6.797	A
C-A	42			42			
A-B	87			87			
A-C	38			38			

Ex 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.82	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)
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	257	100.000
B		✓	181	100.000
C		✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	153	104
	B	117	0	64
	C	63	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	12.58	0.7	B
C-AB	0.09	7.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	136	533	0.256	135	0.4	9.909	A
C-AB	34	592	0.057	33	0.1	7.087	A
C-A	45			45			
A-B	115			115			
A-C	78			78			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	163	525	0.310	162	0.5	10.901	B
C-AB	41	591	0.069	41	0.1	7.201	A
C-A	53			53			
A-B	138			138			
A-C	93			93			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	199	514	0.388	199	0.7	12.516	B
C-AB	51	589	0.087	51	0.1	7.362	A
C-A	63			63			
A-B	168			168			
A-C	115			115			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	199	514	0.388	199	0.7	12.579	B
C-AB	51	589	0.087	51	0.1	7.367	A
C-A	63			63			
A-B	168			168			
A-C	115			115			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	163	525	0.310	163	0.5	10.976	B
C-AB	41	591	0.069	41	0.1	7.205	A
C-A	53			53			
A-B	138			138			
A-C	93			93			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	136	533	0.256	137	0.4	10.007	B
C-AB	34	592	0.057	34	0.1	7.098	A
C-A	45			45			
A-B	115			115			
A-C	78			78			

Ex 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.45	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)
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	170	100.000
B		✓	179	100.000
C		✓	86	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	118	52
	B	130	0	49
	C	60	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	12.14	0.7	B
C-AB	0.05	6.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	135	536	0.252	133	0.4	9.806	A
C-AB	21	604	0.035	21	0.0	6.795	A
C-A	44			44			
A-B	89			89			
A-C	39			39			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	161	530	0.303	160	0.5	10.690	B
C-AB	26	605	0.042	26	0.1	6.840	A
C-A	52			52			
A-B	106			106			
A-C	47			47			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	197	523	0.377	196	0.7	12.088	B
C-AB	32	606	0.053	32	0.1	6.900	A
C-A	63			63			
A-B	130			130			
A-C	57			57			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	197	523	0.377	197	0.7	12.141	B
C-AB	32	606	0.053	32	0.1	6.901	A
C-A	63			63			
A-B	130			130			
A-C	57			57			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	161	530	0.303	162	0.5	10.759	B
C-AB	26	605	0.042	26	0.1	6.842	A
C-A	52			52			
A-B	106			106			
A-C	47			47			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	135	536	0.252	135	0.4	9.901	A
C-AB	21	604	0.035	21	0.0	6.802	A
C-A	44			44			
A-B	89			89			
A-C	39			39			

Ex 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	4.92	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)
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	264	100.000
B		✓	186	100.000
C		✓	107	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	157	107
	B	120	0	66
	C	65	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	12.86	0.7	B
C-AB	0.09	7.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	140	532	0.263	138	0.4	10.024	B
C-AB	34	592	0.058	34	0.1	7.099	A
C-A	46			46			
A-B	118			118			
A-C	81			81			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	167	524	0.319	167	0.5	11.072	B
C-AB	42	591	0.071	42	0.1	7.217	A
C-A	54			54			
A-B	141			141			
A-C	96			96			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	205	513	0.400	204	0.7	12.795	B
C-AB	53	589	0.089	53	0.1	7.382	A
C-A	65			65			
A-B	173			173			
A-C	118			118			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	205	513	0.400	205	0.7	12.861	B
C-AB	53	589	0.089	53	0.1	7.387	A
C-A	65			65			
A-B	173			173			
A-C	118			118			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	167	524	0.319	168	0.5	11.154	B
C-AB	42	591	0.071	42	0.1	7.224	A
C-A	54			54			
A-B	141			141			
A-C	96			96			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	140	532	0.263	141	0.4	10.131	B
C-AB	35	592	0.058	35	0.1	7.107	A
C-A	46			46			
A-B	118			118			
A-C	81			81			

Pro 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.21	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)
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	219	100.000
B		✓	187	100.000
C		✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	136	83
	B	138	0	49
	C	74	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	13.01	0.7	B
C-AB	0.05	6.91	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	141	526	0.267	139	0.4	10.186	B
C-AB	22	603	0.036	21	0.0	6.803	A
C-A	54			54			
A-B	102			102			
A-C	62			62			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	168	520	0.324	168	0.5	11.234	B
C-AB	26	604	0.044	26	0.1	6.850	A
C-A	64			64			
A-B	122			122			
A-C	75			75			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	206	510	0.404	205	0.7	12.936	B
C-AB	33	606	0.055	33	0.1	6.913	A
C-A	77			77			
A-B	150			150			
A-C	91			91			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	206	510	0.404	206	0.7	13.005	B
C-AB	33	606	0.055	33	0.1	6.915	A
C-A	77			77			
A-B	150			150			
A-C	91			91			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	168	520	0.324	169	0.5	11.320	B
C-AB	26	604	0.044	26	0.1	6.852	A
C-A	64			64			
A-B	122			122			
A-C	75			75			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	141	526	0.267	141	0.4	10.297	B
C-AB	22	603	0.036	22	0.0	6.808	A
C-A	54			54			
A-B	102			102			
A-C	62			62			

Pro 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.30	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)
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	312	100.000
B		✓	210	100.000
C		✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	175	137
	B	144	0	66
	C	105	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	15.16	1.0	C
C-AB	0.09	7.17	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	158	516	0.306	156	0.5	10.937	B
C-AB	36	605	0.060	36	0.1	6.953	A
C-A	74			74			
A-B	132			132			
A-C	103			103			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	189	506	0.373	188	0.6	12.424	B
C-AB	45	607	0.074	45	0.1	7.042	A
C-A	87			87			
A-B	157			157			
A-C	123			123			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	231	492	0.470	230	0.9	15.032	C
C-AB	57	610	0.094	57	0.1	7.167	A
C-A	105			105			
A-B	193			193			
A-C	151			151			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	231	492	0.470	231	1.0	15.164	C
C-AB	57	610	0.094	57	0.1	7.170	A
C-A	105			105			
A-B	193			193			
A-C	151			151			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	189	506	0.373	190	0.7	12.572	B
C-AB	45	607	0.074	45	0.1	7.047	A
C-A	87			87			
A-B	157			157			
A-C	123			123			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	158	516	0.306	159	0.5	11.098	B
C-AB	36	605	0.060	37	0.1	6.962	A
C-A	74			74			
A-B	132			132			
A-C	103			103			

Ex 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.67	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)
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	182	100.000
B		✓	190	100.000
C		✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	126	56
	B	138	0	52
	C	63	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.40	12.71	0.7	B
C-AB	0.06	6.93	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	143	534	0.268	141	0.4	10.048	B
C-AB	22	603	0.037	22	0.0	6.809	A
C-A	46			46			
A-B	95			95			
A-C	42			42			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	171	528	0.323	170	0.5	11.042	B
C-AB	27	604	0.044	27	0.1	6.857	A
C-A	54			54			
A-B	113			113			
A-C	50			50			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	209	521	0.402	208	0.7	12.644	B
C-AB	34	606	0.055	34	0.1	6.922	A
C-A	65			65			
A-B	139			139			
A-C	62			62			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	209	521	0.402	209	0.7	12.705	B
C-AB	34	606	0.056	34	0.1	6.926	A
C-A	65			65			
A-B	139			139			
A-C	62			62			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	171	528	0.323	172	0.5	11.122	B
C-AB	27	604	0.044	27	0.1	6.859	A
C-A	54			54			
A-B	113			113			
A-C	50			50			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	143	534	0.268	144	0.4	10.157	B
C-AB	22	603	0.037	22	0.0	6.816	A
C-A	46			46			
A-B	95			95			
A-C	42			42			

Ex 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.19	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)
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	281	100.000
B		✓	198	100.000
C		✓	114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	167	114
	B	128	0	70
	C	69	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	13.63	0.8	B
C-AB	0.10	7.46	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	149	529	0.282	147	0.4	10.329	B
C-AB	37	591	0.063	37	0.1	7.139	A
C-A	49			49			
A-B	126			126			
A-C	86			86			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	178	520	0.342	177	0.6	11.529	B
C-AB	45	590	0.077	45	0.1	7.268	A
C-A	57			57			
A-B	150			150			
A-C	102			102			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	218	508	0.429	217	0.8	13.546	B
C-AB	57	588	0.097	57	0.1	7.451	A
C-A	69			69			
A-B	184			184			
A-C	126			126			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	218	508	0.429	218	0.8	13.635	B
C-AB	57	588	0.097	57	0.1	7.456	A
C-A	69			69			
A-B	184			184			
A-C	126			126			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	178	520	0.342	179	0.6	11.633	B
C-AB	45	590	0.077	45	0.1	7.273	A
C-A	57			57			
A-B	150			150			
A-C	102			102			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	149	529	0.282	150	0.4	10.456	B
C-AB	37	591	0.063	37	0.1	7.148	A
C-A	49			49			
A-B	126			126			
A-C	86			86			

Pro 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.47	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)
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	230	100.000
B		✓	198	100.000
C		✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	144	86
	B	146	0	52
	C	78	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.43	13.65	0.8	B
C-AB	0.06	6.93	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	149	525	0.284	147	0.4	10.443	B
C-AB	23	604	0.037	22	0.1	6.810	A
C-A	57			57			
A-B	108			108			
A-C	65			65			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	178	518	0.344	177	0.6	11.617	B
C-AB	27	605	0.045	27	0.1	6.858	A
C-A	67			67			
A-B	129			129			
A-C	77			77			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	218	508	0.429	217	0.8	13.563	B
C-AB	35	606	0.057	35	0.1	6.924	A
C-A	81			81			
A-B	159			159			
A-C	95			95			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	218	508	0.429	218	0.8	13.650	B
C-AB	35	606	0.057	35	0.1	6.926	A
C-A	81			81			
A-B	159			159			
A-C	95			95			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	178	518	0.344	179	0.6	11.720	B
C-AB	27	605	0.045	28	0.1	6.863	A
C-A	67			67			
A-B	129			129			
A-C	77			77			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	149	525	0.284	150	0.4	10.572	B
C-AB	23	604	0.037	23	0.1	6.814	A
C-A	57			57			
A-B	108			108			
A-C	65			65			

Pro 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.62	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)
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	329	100.000
B		✓	221	100.000
C		✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	185	144
	B	151	0	70
	C	109	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.50	16.14	1.1	C
C-AB	0.10	7.24	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	166	514	0.324	164	0.5	11.260	B
C-AB	39	605	0.065	39	0.1	6.993	A
C-A	77			77			
A-B	139			139			
A-C	108			108			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	199	503	0.395	198	0.7	12.938	B
C-AB	48	607	0.080	48	0.1	7.093	A
C-A	90			90			
A-B	166			166			
A-C	129			129			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	243	488	0.498	242	1.1	15.966	C
C-AB	62	609	0.101	62	0.2	7.235	A
C-A	108			108			
A-B	204			204			
A-C	159			159			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	243	488	0.498	243	1.1	16.140	C
C-AB	62	609	0.102	62	0.2	7.241	A
C-A	108			108			
A-B	204			204			
A-C	159			159			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	199	503	0.395	200	0.7	13.123	B
C-AB	48	607	0.080	49	0.1	7.099	A
C-A	90			90			
A-B	166			166			
A-C	129			129			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	166	514	0.324	167	0.5	11.448	B
C-AB	39	605	0.065	39	0.1	7.006	A
C-A	77			77			
A-B	139			139			
A-C	108			108			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: 617845-CIV-CALC-Twiss Rd- Seabrook Rd- Bell Inn Rd.j9

Path: \\MLMIPS.com\Work\MLM\6_1617_161784_1617845\CALC\Capacity

Report generation date: 03/08/17 14:23:28

-
- »Ex 2016, AM
 - »Ex 2016, PM
 - »Ex 2018, AM
 - »Ex 2018, PM
 - »Pro 2018, AM
 - »Pro 2018, PM
 - »Ex 2023, AM
 - »Ex 2023, PM
 - »Pro 2023, AM
 - »Pro 2023, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Ex 2016								
Stream B-ACD	0.4	9.56	0.25	A	0.7	11.93	0.40	B
Stream A-BCD	0.0	5.15	0.01	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.2	7.45	0.16	A	0.4	8.56	0.26	A
Ex 2018								
Stream B-ACD	0.4	9.72	0.26	A	0.8	12.26	0.41	B
Stream A-BCD	0.0	5.12	0.01	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.2	7.54	0.16	A	0.4	8.69	0.27	A
Pro 2018								
Stream B-ACD	0.5	10.55	0.32	B	1.0	13.65	0.47	B
Stream A-BCD	0.0	5.14	0.01	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.3	7.76	0.19	A	0.6	9.62	0.34	A
Ex 2023								
Stream B-ACD	0.4	10.06	0.28	B	0.9	13.03	0.44	B
Stream A-BCD	0.0	5.06	0.01	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.2	7.72	0.18	A	0.4	9.04	0.29	A
Pro 2023								
Stream B-ACD	0.6	10.95	0.34	B	1.1	14.67	0.50	B
Stream A-BCD	0.0	5.08	0.01	A	0.0	0.00	0.00	A
Stream D-ABC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-ABD	0.3	7.96	0.20	A	0.6	10.01	0.36	B

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	(untitled)
Location	
Site number	
Date	31/08/16
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MLMIPS\laurene
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Ex 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Seabrook Road (E)		Major
B	Twiss Road		Minor
C	Seabrook Road (W)		Major
D	Bell In Road		Minor

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)
A	13.28				119.3	✓	0.00
C	13.28		✓	3.40	114.5	✓	5.40

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.99	18	26
D	One lane	2.20	12	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	643	-	-	-	-	-	-	0.170	0.243	0.170	-	-	-
1	B-A	496	0.062	0.156	0.156	-	-	-	0.098	0.223	-	0.156	0.156	0.078
1	B-C	640	0.067	0.169	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	496	0.062	0.156	0.156	-	-	-	0.098	0.223	0.098	-	-	-
1	B-D, offside lane	496	0.062	0.156	0.156	-	-	-	0.098	0.223	0.098	-	-	-
1	C-B	724	0.192	0.192	0.274	-	-	-	-	-	-	-	-	-
1	D-A	584	-	-	-	-	-	-	0.155	-	0.061	-	-	-
1	D-B, nearside lane	451	0.089	0.089	0.203	-	-	-	0.142	0.142	0.056	-	-	-
1	D-B, offside lane	451	0.089	0.089	0.203	-	-	-	0.142	0.142	0.056	-	-	-
1	D-C	451	-	0.089	0.203	0.071	0.142	0.142	0.142	0.142	0.056	-	-	-

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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	437	100.000
B		✓	128	100.000
C		✓	712	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	19	414	4
	B	0	0	126	2
	C	615	91	0	6
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.25	9.56	0.4	A
A-BCD	0.01	5.15	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.16	7.45	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	96	581	0.166	95	0.2	8.139	A
A-BCD	5	774	0.007	5	0.0	5.151	A
A-B	14			14			
A-C	310			310			
D-ABC	0	372	0.000	0	0.0	0.000	A
C-ABD	69	661	0.104	68	0.1	6.673	A
C-D	5			5			
C-A	463			463			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	115	570	0.202	115	0.3	8.691	A
A-BCD	7	803	0.009	7	0.0	4.973	A
A-B	17			17			
A-C	369			369			
D-ABC	0	351	0.000	0	0.0	0.000	A
C-ABD	82	649	0.126	82	0.2	6.983	A
C-D	5			5			
C-A	553			553			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	141	555	0.254	141	0.4	9.544	A
A-BCD	10	846	0.012	10	0.0	4.737	A
A-B	21			21			
A-C	450			450			
D-ABC	0	322	0.000	0	0.0	0.000	A
C-ABD	100	632	0.159	100	0.2	7.447	A
C-D	7			7			
C-A	677			677			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	141	555	0.254	141	0.4	9.560	A
A-BCD	10	846	0.012	10	0.0	4.739	A
A-B	21			21			
A-C	450			450			
D-ABC	0	322	0.000	0	0.0	0.000	A
C-ABD	100	632	0.159	100	0.2	7.450	A
C-D	7			7			
C-A	677			677			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	115	570	0.202	115	0.3	8.713	A
A-BCD	7	803	0.009	7	0.0	4.976	A
A-B	17			17			
A-C	369			369			
D-ABC	0	351	0.000	0	0.0	0.000	A
C-ABD	82	649	0.126	82	0.2	6.990	A
C-D	5			5			
C-A	553			553			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	96	581	0.166	97	0.2	8.178	A
A-BCD	5	774	0.007	5	0.0	5.152	A
A-B	14			14			
A-C	310			310			
D-ABC	0	372	0.000	0	0.0	0.000	A
C-ABD	69	661	0.104	69	0.1	6.689	A
C-D	5			5			
C-A	463			463			

Ex 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.70	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)
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	481	100.000
B		✓	199	100.000
C		✓	664	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	10	471	0
	B	0	0	199	0
	C	515	146	0	3
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.40	11.93	0.7	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.26	8.56	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	150	579	0.259	148	0.4	9.161	A
A-BCD	0	550	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	355			355			
D-ABC	0	373	0.000	0	0.0	0.000	A
C-ABD	110	655	0.168	109	0.2	7.243	A
C-D	2			2			
C-A	388			388			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	179	567	0.315	178	0.5	10.168	B
A-BCD	0	532	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	423			423			
D-ABC	0	352	0.000	0	0.0	0.000	A
C-ABD	131	641	0.205	131	0.3	7.755	A
C-D	3			3			
C-A	463			463			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	219	551	0.398	218	0.7	11.867	B
A-BCD	0	507	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	519			519			
D-ABC	0	323	0.000	0	0.0	0.000	A
C-ABD	161	623	0.258	161	0.4	8.549	A
C-D	3			3			
C-A	567			567			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	219	551	0.398	219	0.7	11.925	B
A-BCD	0	507	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	519			519			
D-ABC	0	323	0.000	0	0.0	0.000	A
C-ABD	161	623	0.258	161	0.4	8.562	A
C-D	3			3			
C-A	567			567			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	179	567	0.315	180	0.5	10.237	B
A-BCD	0	532	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	423			423			
D-ABC	0	352	0.000	0	0.0	0.000	A
C-ABD	131	641	0.205	132	0.3	7.773	A
C-D	3			3			
C-A	463			463			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	150	579	0.259	150	0.4	9.248	A
A-BCD	0	550	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	355			355			
D-ABC	0	373	0.000	0	0.0	0.000	A
C-ABD	110	655	0.168	110	0.2	7.273	A
C-D	2			2			
C-A	388			388			

Ex 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.55	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)
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	450	100.000
B		✓	132	100.000
C		✓	732	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	426	4
	B	0	0	130	2
	C	632	94	0	6
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.26	9.72	0.4	A
A-BCD	0.01	5.12	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.16	7.54	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	99	580	0.171	98	0.2	8.216	A
A-BCD	5	778	0.007	5	0.0	5.121	A
A-B	15			15			
A-C	319			319			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	71	659	0.107	70	0.1	6.720	A
C-D	5			5			
C-A	476			476			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	119	568	0.209	118	0.3	8.795	A
A-BCD	7	809	0.009	7	0.0	4.939	A
A-B	18			18			
A-C	380			380			
D-ABC	0	348	0.000	0	0.0	0.000	A
C-ABD	85	646	0.131	84	0.2	7.044	A
C-D	5			5			
C-A	568			568			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	145	553	0.263	145	0.4	9.698	A
A-BCD	10	853	0.012	10	0.0	4.697	A
A-B	22			22			
A-C	463			463			
D-ABC	0	318	0.000	0	0.0	0.000	A
C-ABD	104	629	0.165	103	0.2	7.528	A
C-D	7			7			
C-A	696			696			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	145	553	0.263	145	0.4	9.717	A
A-BCD	10	853	0.012	10	0.0	4.699	A
A-B	22			22			
A-C	463			463			
D-ABC	0	317	0.000	0	0.0	0.000	A
C-ABD	104	629	0.165	104	0.2	7.535	A
C-D	7			7			
C-A	696			696			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	119	568	0.209	119	0.3	8.821	A
A-BCD	7	809	0.009	7	0.0	4.939	A
A-B	18			18			
A-C	380			380			
D-ABC	0	348	0.000	0	0.0	0.000	A
C-ABD	85	646	0.131	85	0.2	7.055	A
C-D	5			5			
C-A	568			568			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	99	580	0.171	100	0.2	8.254	A
A-BCD	5	778	0.007	5	0.0	5.124	A
A-B	15			15			
A-C	319			319			
D-ABC	0	369	0.000	0	0.0	0.000	A
C-ABD	71	659	0.107	71	0.1	6.737	A
C-D	5			5			
C-A	476			476			

Ex 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.76	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)
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	494	100.000
B		✓	205	100.000
C		✓	682	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	10	484	0
	B	0	0	205	0
	C	529	150	0	3
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.41	12.26	0.8	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.27	8.69	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	154	577	0.267	153	0.4	9.291	A
A-BCD	0	547	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	364			364			
D-ABC	0	370	0.000	0	0.0	0.000	A
C-ABD	113	653	0.173	112	0.2	7.309	A
C-D	2			2			
C-A	398			398			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	184	565	0.326	184	0.5	10.363	B
A-BCD	0	529	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	435			435			
D-ABC	0	349	0.000	0	0.0	0.000	A
C-ABD	135	639	0.211	135	0.3	7.843	A
C-D	3			3			
C-A	476			476			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	226	549	0.411	225	0.8	12.192	B
A-BCD	0	503	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	533			533			
D-ABC	0	318	0.000	0	0.0	0.000	A
C-ABD	165	621	0.266	165	0.4	8.679	A
C-D	3			3			
C-A	582			582			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	226	549	0.411	226	0.8	12.255	B
A-BCD	0	503	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	533			533			
D-ABC	0	318	0.000	0	0.0	0.000	A
C-ABD	165	621	0.266	165	0.4	8.694	A
C-D	3			3			
C-A	582			582			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	184	565	0.326	185	0.5	10.442	B
A-BCD	0	528	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	435			435			
D-ABC	0	349	0.000	0	0.0	0.000	A
C-ABD	135	639	0.211	135	0.3	7.864	A
C-D	3			3			
C-A	476			476			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	154	577	0.267	155	0.4	9.385	A
A-BCD	0	547	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	364			364			
D-ABC	0	370	0.000	0	0.0	0.000	A
C-ABD	113	653	0.173	113	0.2	7.342	A
C-D	2			2			
C-A	398			398			

Pro 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.91	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)
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	450	100.000
B		✓	162	100.000
C		✓	746	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	20	426	4
	B	0	0	160	2
	C	632	108	0	6
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.32	10.55	0.5	B
A-BCD	0.01	5.14	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.19	7.76	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	122	580	0.210	121	0.3	8.595	A
A-BCD	5	776	0.007	5	0.0	5.135	A
A-B	15			15			
A-C	319			319			
D-ABC	0	367	0.000	0	0.0	0.000	A
C-ABD	81	659	0.123	81	0.2	6.840	A
C-D	5			5			
C-A	476			476			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	146	569	0.256	145	0.4	9.332	A
A-BCD	7	806	0.009	7	0.0	4.954	A
A-B	18			18			
A-C	380			380			
D-ABC	0	345	0.000	0	0.0	0.000	A
C-ABD	97	646	0.150	97	0.2	7.205	A
C-D	5			5			
C-A	568			568			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	178	554	0.322	178	0.5	10.516	B
A-BCD	10	851	0.012	10	0.0	4.713	A
A-B	22			22			
A-C	463			463			
D-ABC	0	314	0.000	0	0.0	0.000	A
C-ABD	119	629	0.189	119	0.3	7.755	A
C-D	7			7			
C-A	696			696			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	178	554	0.322	178	0.5	10.547	B
A-BCD	10	851	0.012	10	0.0	4.713	A
A-B	22			22			
A-C	463			463			
D-ABC	0	314	0.000	0	0.0	0.000	A
C-ABD	119	629	0.189	119	0.3	7.763	A
C-D	7			7			
C-A	696			696			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	146	569	0.256	146	0.4	9.371	A
A-BCD	7	806	0.009	7	0.0	4.954	A
A-B	18			18			
A-C	380			380			
D-ABC	0	345	0.000	0	0.0	0.000	A
C-ABD	97	646	0.150	97	0.2	7.217	A
C-D	5			5			
C-A	568			568			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	122	580	0.210	122	0.3	8.650	A
A-BCD	5	776	0.007	5	0.0	5.139	A
A-B	15			15			
A-C	319			319			
D-ABC	0	367	0.000	0	0.0	0.000	A
C-ABD	81	659	0.123	81	0.2	6.860	A
C-D	5			5			
C-A	476			476			

Pro 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.48	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)
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	494	100.000
B		✓	235	100.000
C		✓	723	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	10	484	0
	B	0	0	235	0
	C	529	191	0	3
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.47	13.65	1.0	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.34	9.62	0.6	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	177	577	0.306	175	0.5	9.796	A
A-BCD	0	540	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	364			364			
D-ABC	0	365	0.000	0	0.0	0.000	A
C-ABD	144	653	0.220	143	0.3	7.739	A
C-D	2			2			
C-A	398			398			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	211	565	0.374	211	0.6	11.141	B
A-BCD	0	520	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	435			435			
D-ABC	0	343	0.000	0	0.0	0.000	A
C-ABD	172	640	0.269	172	0.4	8.449	A
C-D	3			3			
C-A	475			475			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	259	549	0.472	257	1.0	13.541	B
A-BCD	0	492	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	533			533			
D-ABC	0	311	0.000	0	0.0	0.000	A
C-ABD	211	623	0.339	211	0.6	9.593	A
C-D	3			3			
C-A	581			581			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	259	549	0.472	259	1.0	13.650	B
A-BCD	0	492	0.000	0	0.0	0.000	A
A-B	11			11			
A-C	533			533			
D-ABC	0	310	0.000	0	0.0	0.000	A
C-ABD	211	623	0.339	211	0.6	9.621	A
C-D	3			3			
C-A	581			581			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	211	565	0.374	212	0.7	11.261	B
A-BCD	0	519	0.000	0	0.0	0.000	A
A-B	9			9			
A-C	435			435			
D-ABC	0	342	0.000	0	0.0	0.000	A
C-ABD	172	640	0.269	173	0.4	8.485	A
C-D	3			3			
C-A	475			475			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	177	577	0.306	178	0.5	9.924	A
A-BCD	0	540	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	364			364			
D-ABC	0	365	0.000	0	0.0	0.000	A
C-ABD	144	653	0.220	144	0.3	7.788	A
C-D	2			2			
C-A	398			398			

Ex 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.59	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)
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	478	100.000
B		✓	140	100.000
C		✓	780	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	21	453	4
	B	0	0	138	2
	C	673	100	0	7
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.28	10.06	0.4	B
A-BCD	0.01	5.06	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.18	7.72	0.2	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	105	576	0.183	104	0.2	8.376	A
A-BCD	6	788	0.007	5	0.0	5.060	A
A-B	16			16			
A-C	339			339			
D-ABC	0	362	0.000	0	0.0	0.000	A
C-ABD	75	655	0.115	75	0.1	6.819	A
C-D	5			5			
C-A	507			507			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	126	564	0.223	126	0.3	9.019	A
A-BCD	7	821	0.009	7	0.0	4.868	A
A-B	19			19			
A-C	404			404			
D-ABC	0	339	0.000	0	0.0	0.000	A
C-ABD	90	642	0.140	90	0.2	7.174	A
C-D	6			6			
C-A	605			605			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	154	548	0.281	154	0.4	10.040	B
A-BCD	11	869	0.013	11	0.0	4.615	A
A-B	23			23			
A-C	492			492			
D-ABC	0	307	0.000	0	0.0	0.000	A
C-ABD	110	623	0.177	110	0.2	7.713	A
C-D	8			8			
C-A	741			741			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	154	548	0.281	154	0.4	10.059	B
A-BCD	11	869	0.013	11	0.0	4.617	A
A-B	23			23			
A-C	492			492			
D-ABC	0	307	0.000	0	0.0	0.000	A
C-ABD	110	623	0.177	110	0.2	7.719	A
C-D	8			8			
C-A	741			741			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	126	564	0.223	126	0.3	9.048	A
A-BCD	8	821	0.009	8	0.0	4.869	A
A-B	19			19			
A-C	404			404			
D-ABC	0	339	0.000	0	0.0	0.000	A
C-ABD	90	642	0.140	90	0.2	7.183	A
C-D	6			6			
C-A	605			605			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	105	576	0.183	106	0.2	8.421	A
A-BCD	6	788	0.007	6	0.0	5.062	A
A-B	16			16			
A-C	339			339			
D-ABC	0	362	0.000	0	0.0	0.000	A
C-ABD	75	655	0.115	75	0.1	6.834	A
C-D	5			5			
C-A	507			507			

Ex 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	2.91	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)
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	526	100.000
B		✓	217	100.000
C		✓	726	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	11	515	0
	B	0	0	217	0
	C	563	160	0	3
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.44	13.03	0.9	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.29	9.04	0.4	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	163	573	0.285	162	0.4	9.577	A
A-BCD	0	541	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	388			388			
D-ABC	0	363	0.000	0	0.0	0.000	A
C-ABD	120	648	0.186	119	0.2	7.474	A
C-D	2			2			
C-A	424			424			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	195	561	0.348	194	0.6	10.800	B
A-BCD	0	521	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	463			463			
D-ABC	0	340	0.000	0	0.0	0.000	A
C-ABD	144	634	0.227	144	0.3	8.072	A
C-D	3			3			
C-A	506			506			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	239	543	0.440	238	0.8	12.939	B
A-BCD	0	494	0.000	0	0.0	0.000	A
A-B	12			12			
A-C	567			567			
D-ABC	0	308	0.000	0	0.0	0.000	A
C-ABD	177	615	0.287	176	0.4	9.021	A
C-D	3			3			
C-A	619			619			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	239	543	0.440	239	0.9	13.025	B
A-BCD	0	494	0.000	0	0.0	0.000	A
A-B	12			12			
A-C	567			567			
D-ABC	0	308	0.000	0	0.0	0.000	A
C-ABD	177	615	0.287	177	0.4	9.041	A
C-D	3			3			
C-A	619			619			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	195	561	0.348	196	0.6	10.895	B
A-BCD	0	521	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	463			463			
D-ABC	0	340	0.000	0	0.0	0.000	A
C-ABD	144	634	0.227	144	0.3	8.098	A
C-D	3			3			
C-A	506			506			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	163	573	0.285	164	0.4	9.686	A
A-BCD	0	541	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	388			388			
D-ABC	0	363	0.000	0	0.0	0.000	A
C-ABD	120	648	0.186	121	0.3	7.511	A
C-D	2			2			
C-A	424			424			

Pro 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	1.95	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)
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	478	100.000
B		✓	170	100.000
C		✓	794	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	21	453	4
	B	0	0	168	2
	C	673	114	0	7
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.34	10.95	0.6	B
A-BCD	0.01	5.08	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.20	7.96	0.3	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	128	577	0.222	127	0.3	8.772	A
A-BCD	6	786	0.007	5	0.0	5.074	A
A-B	16			16			
A-C	339			339			
D-ABC	0	360	0.000	0	0.0	0.000	A
C-ABD	86	655	0.131	85	0.2	6.943	A
C-D	5			5			
C-A	507			507			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	153	565	0.270	152	0.4	9.586	A
A-BCD	8	818	0.009	8	0.0	4.883	A
A-B	19			19			
A-C	403			403			
D-ABC	0	336	0.000	0	0.0	0.000	A
C-ABD	102	642	0.160	102	0.2	7.341	A
C-D	6			6			
C-A	605			605			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	187	549	0.341	187	0.6	10.914	B
A-BCD	11	866	0.013	11	0.0	4.630	A
A-B	23			23			
A-C	492			492			
D-ABC	0	303	0.000	0	0.0	0.000	A
C-ABD	126	623	0.201	125	0.3	7.949	A
C-D	8			8			
C-A	741			741			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	187	549	0.341	187	0.6	10.951	B
A-BCD	11	866	0.013	11	0.0	4.632	A
A-B	23			23			
A-C	492			492			
D-ABC	0	303	0.000	0	0.0	0.000	A
C-ABD	126	623	0.202	126	0.3	7.957	A
C-D	8			8			
C-A	741			741			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	153	565	0.270	153	0.4	9.634	A
A-BCD	8	818	0.009	8	0.0	4.885	A
A-B	19			19			
A-C	403			403			
D-ABC	0	336	0.000	0	0.0	0.000	A
C-ABD	102	642	0.160	103	0.2	7.352	A
C-D	6			6			
C-A	605			605			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	128	577	0.222	128	0.3	8.836	A
A-BCD	6	786	0.007	6	0.0	5.075	A
A-B	16			16			
A-C	339			339			
D-ABC	0	360	0.000	0	0.0	0.000	A
C-ABD	86	655	0.131	86	0.2	6.964	A
C-D	5			5			
C-A	507			507			

Pro 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	3.67	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)
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	526	100.000
B		✓	248	100.000
C		✓	766	100.000
D		✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	11	515	0
	B	0	0	248	0
	C	563	200	0	3
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.50	14.67	1.1	B
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.00	0.00	0.0	A
C-ABD	0.36	10.01	0.6	B
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	187	573	0.326	185	0.5	10.133	B
A-BCD	0	534	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	388			388			
D-ABC	0	358	0.000	0	0.0	0.000	A
C-ABD	151	649	0.232	149	0.3	7.911	A
C-D	2			2			
C-A	424			424			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	223	561	0.398	222	0.7	11.675	B
A-BCD	0	512	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	463			463			
D-ABC	0	334	0.000	0	0.0	0.000	A
C-ABD	180	635	0.284	180	0.4	8.697	A
C-D	3			3			
C-A	506			506			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	273	543	0.503	272	1.1	14.518	B
A-BCD	0	483	0.000	0	0.0	0.000	A
A-B	12			12			
A-C	567			567			
D-ABC	0	300	0.000	0	0.0	0.000	A
C-ABD	222	617	0.359	221	0.6	9.974	A
C-D	3			3			
C-A	618			618			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	273	543	0.503	273	1.1	14.667	B
A-BCD	0	483	0.000	0	0.0	0.000	A
A-B	12			12			
A-C	567			567			
D-ABC	0	300	0.000	0	0.0	0.000	A
C-ABD	222	617	0.359	222	0.6	10.010	B
C-D	3			3			
C-A	618			618			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	223	561	0.398	224	0.7	11.827	B
A-BCD	0	512	0.000	0	0.0	0.000	A
A-B	10			10			
A-C	463			463			
D-ABC	0	334	0.000	0	0.0	0.000	A
C-ABD	180	635	0.284	181	0.4	8.741	A
C-D	3			3			
C-A	506			506			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-ACD	187	573	0.326	188	0.5	10.285	B
A-BCD	0	533	0.000	0	0.0	0.000	A
A-B	8			8			
A-C	388			388			
D-ABC	0	358	0.000	0	0.0	0.000	A
C-ABD	151	649	0.232	151	0.3	7.966	A
C-D	2			2			
C-A	424			424			

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: 617845-CIV-CALC-East St-Prospect Rd-High St-Station Rd.j9
 Path: \\MLMIPS.com\Work\MLM\6_1617_161784_1617845\CALC\Capacity
 Report generation date: 03/08/17 14:19:00

- »Ex 2016, AM
- »Ex 2016, PM
- »Ex 2018, AM
- »Ex 2018, PM
- »Pro 2018, AM
- »Pro 2018, PM
- »Ex 2023, AM
- »Ex 2023, PM
- »Pro 2023, AM
- »Pro 2023, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Ex 2016								
Arm 1	0.6	3.77	0.36	A	0.9	4.44	0.45	A
Arm 2	2.6	10.37	0.70	B	2.7	10.82	0.72	B
Arm 4	0.8	7.13	0.43	A	0.7	6.60	0.38	A
Ex 2018								
Arm 1	0.6	3.85	0.37	A	1.0	4.57	0.47	A
Arm 2	2.9	11.20	0.73	B	3.1	11.77	0.74	B
Arm 4	0.9	7.42	0.45	A	0.7	6.83	0.40	A
Pro 2018								
Arm 1	0.7	4.13	0.40	A	1.0	4.75	0.49	A
Arm 2	3.0	11.82	0.74	B	3.5	13.07	0.76	B
Arm 4	1.1	8.39	0.51	A	0.8	7.24	0.42	A
Ex 2023								
Arm 1	0.7	4.06	0.40	A	1.1	4.92	0.50	A
Arm 2	3.7	13.84	0.78	B	4.0	14.72	0.79	B
Arm 4	1.0	8.21	0.49	A	0.8	7.44	0.43	A
Pro 2023								
Arm 1	0.8	4.20	0.42	A	1.2	5.13	0.52	A
Arm 2	4.0	14.78	0.79	B	4.7	16.87	0.82	C
Arm 4	1.1	8.42	0.50	A	0.9	7.94	0.46	A

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	(untitled)
Location	
Site number	
Date	31/08/16
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MLMIPS\laurene
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Ex 2016, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	7.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	East St	
2	Prospect Rd	
3	High St	
4	Station Rd	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.98	7.15	4.6	78.9	29.7	30.2	
2	3.65	5.62	6.2	30.6	29.7	31.2	
3							✓
4	3.82	5.67	6.3	20.7	29.7	52.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.697	1835
2	0.605	1421
3		
4	0.561	1338

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

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)
D1	Ex 2016	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	536	100.000
2		✓	826	100.000
3				
4		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	353	22	150
	2	560	10	33	223
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	141	231	11	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.36	3.77	0.6	A
2	0.70	10.37	2.6	B
3				
4	0.43	7.13	0.8	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	404	190	1702	0.237	402	0.3	3.044	A
2	622	147	1332	0.467	618	1.0	5.516	A
3		716						
4	290	435	1094	0.265	288	0.4	4.906	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	482	228	1676	0.288	481	0.4	3.316	A
2	743	176	1315	0.565	741	1.4	6.875	A
3		858						
4	346	521	1046	0.331	346	0.5	5.651	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	590	279	1640	0.360	589	0.6	3.767	A
2	909	216	1291	0.704	905	2.5	10.140	B
3		1048						
4	424	637	981	0.432	423	0.8	7.080	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	590	280	1640	0.360	590	0.6	3.771	A
2	909	216	1291	0.705	909	2.6	10.365	B
3		1052						
4	424	640	979	0.433	424	0.8	7.130	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	482	229	1675	0.288	483	0.4	3.322	A
2	743	176	1315	0.565	747	1.5	7.033	A
3		864						
4	346	525	1043	0.332	347	0.6	5.700	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	404	192	1701	0.237	404	0.3	3.053	A
2	622	148	1332	0.467	624	1.0	5.608	A
3		722						
4	290	439	1092	0.265	290	0.4	4.946	A

Ex 2016, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	7.74	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)
D2	Ex 2016	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	670	100.000
2		✓	843	100.000
3				
4		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	25	482	41	122
	2	529	40	30	244
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	110	223	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.45	4.44	0.9	A
2	0.72	10.82	2.7	B
3				
4	0.38	6.60	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	504	200	1695	0.298	503	0.5	3.316	A
2	635	144	1334	0.476	631	1.0	5.598	A
3		719						
4	254	444	1089	0.233	252	0.3	4.727	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	602	240	1668	0.361	602	0.6	3.713	A
2	758	172	1317	0.575	756	1.5	7.033	A
3		861						
4	303	533	1039	0.292	302	0.4	5.372	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	738	293	1630	0.452	737	0.9	4.425	A
2	928	211	1294	0.717	923	2.7	10.553	B
3		1052						
4	371	651	973	0.381	370	0.7	6.560	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	738	294	1630	0.453	738	0.9	4.438	A
2	928	211	1293	0.718	928	2.7	10.817	B
3		1057						
4	371	654	971	0.382	371	0.7	6.597	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	602	241	1667	0.361	603	0.6	3.727	A
2	758	173	1317	0.576	763	1.5	7.211	A
3		868						
4	303	537	1037	0.292	304	0.5	5.410	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	504	201	1694	0.298	505	0.5	3.330	A
2	635	145	1334	0.476	637	1.0	5.698	A
3		725						
4	254	449	1086	0.234	254	0.3	4.763	A

Ex 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	8.11	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)
D3	Ex 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	551	100.000
2		✓	849	100.000
3				
4		✓	396	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	363	23	154
	2	576	10	34	229
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	145	238	11	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.37	3.85	0.6	A
2	0.73	11.20	2.9	B
3				
4	0.45	7.42	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	415	195	1698	0.244	413	0.4	3.079	A
2	639	151	1330	0.481	635	1.0	5.665	A
3		735						
4	298	447	1087	0.274	296	0.4	4.997	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	495	234	1671	0.296	495	0.5	3.366	A
2	763	181	1312	0.582	761	1.5	7.163	A
3		881						
4	356	535	1038	0.343	355	0.6	5.799	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	607	287	1635	0.371	606	0.6	3.846	A
2	935	221	1288	0.726	930	2.8	10.902	B
3		1076						
4	436	654	971	0.449	435	0.9	7.362	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	607	287	1634	0.371	607	0.6	3.852	A
2	935	221	1287	0.726	935	2.9	11.201	B
3		1081						
4	436	657	969	0.450	436	0.9	7.423	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	495	235	1671	0.297	496	0.5	3.373	A
2	763	181	1312	0.582	768	1.6	7.353	A
3		888						
4	356	540	1035	0.344	357	0.6	5.853	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	415	197	1697	0.244	415	0.4	3.091	A
2	639	151	1330	0.481	641	1.0	5.771	A
3		741						
4	298	451	1085	0.275	299	0.4	5.042	A

Ex 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	8.26	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)
D4	Ex 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	688	100.000
2		✓	867	100.000
3				
4		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	26	495	42	125
	2	544	41	31	251
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	113	229	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.47	4.57	1.0	A
2	0.74	11.77	3.1	B
3				
4	0.40	6.83	0.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	518	205	1692	0.306	516	0.5	3.362	A
2	653	148	1332	0.490	649	1.0	5.761	A
3		739						
4	260	457	1082	0.241	259	0.3	4.807	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	618	246	1663	0.372	618	0.6	3.786	A
2	779	177	1314	0.593	777	1.6	7.344	A
3		885						
4	311	548	1031	0.302	311	0.5	5.495	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	758	301	1625	0.466	756	1.0	4.551	A
2	955	217	1290	0.740	949	3.0	11.409	B
3		1081						
4	381	669	963	0.396	380	0.7	6.784	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	758	302	1624	0.466	757	1.0	4.567	A
2	955	217	1290	0.740	954	3.1	11.767	B
3		1086						
4	381	673	961	0.397	381	0.7	6.829	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	618	247	1662	0.372	620	0.7	3.804	A
2	779	177	1314	0.593	785	1.6	7.567	A
3		893						
4	311	553	1028	0.303	312	0.5	5.542	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	518	207	1691	0.306	519	0.5	3.380	A
2	653	149	1331	0.490	655	1.1	5.874	A
3		745						
4	260	462	1079	0.241	261	0.4	4.845	A

Pro 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	8.63	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)
D5	Pro 2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	582	100.000
2		✓	858	100.000
3				
4		✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	11	381	23	167
	2	585	10	34	229
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	151	283	11	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.40	4.13	0.7	A
2	0.74	11.82	3.0	B
3				
4	0.51	8.39	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	438	229	1675	0.262	437	0.4	3.193	A
2	646	161	1324	0.488	642	1.0	5.769	A
3		751						
4	337	453	1084	0.311	335	0.5	5.272	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	523	275	1643	0.318	523	0.5	3.531	A
2	771	192	1305	0.591	769	1.6	7.360	A
3		900						
4	402	543	1033	0.389	401	0.7	6.256	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	641	336	1601	0.400	640	0.7	4.118	A
2	945	235	1279	0.739	939	3.0	11.458	B
3		1100						
4	492	663	966	0.510	490	1.1	8.298	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	641	337	1600	0.401	641	0.7	4.128	A
2	945	236	1279	0.739	944	3.0	11.817	B
3		1105						
4	492	667	964	0.511	492	1.1	8.392	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	523	276	1642	0.319	524	0.5	3.546	A
2	771	193	1305	0.591	777	1.6	7.580	A
3		908						
4	402	549	1030	0.390	404	0.7	6.335	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	438	231	1674	0.262	439	0.4	3.206	A
2	646	161	1324	0.488	648	1.1	5.880	A
3		758						
4	337	458	1081	0.311	337	0.5	5.329	A

Pro 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	8.97	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)
D6	Pro 2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	719	100.000
2		✓	890	100.000
3				
4		✓	363	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	26	513	42	138
	2	567	41	31	251
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	130	229	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.49	4.75	1.0	A
2	0.76	13.07	3.5	B
3				
4	0.42	7.24	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	541	205	1692	0.320	539	0.5	3.430	A
2	670	157	1326	0.505	666	1.1	5.957	A
3		765						
4	273	474	1072	0.255	272	0.4	4.940	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	646	246	1663	0.389	646	0.7	3.889	A
2	800	189	1307	0.612	798	1.7	7.723	A
3		917						
4	326	568	1019	0.320	326	0.5	5.706	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	792	301	1625	0.487	790	1.0	4.735	A
2	980	231	1282	0.765	973	3.4	12.565	B
3		1120						
4	400	693	949	0.421	399	0.8	7.179	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	792	302	1624	0.487	792	1.0	4.754	A
2	980	231	1281	0.765	980	3.5	13.072	B
3		1126						
4	400	698	947	0.422	400	0.8	7.240	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	646	247	1662	0.389	648	0.7	3.909	A
2	800	189	1307	0.612	807	1.8	8.023	A
3		927						
4	326	575	1016	0.321	327	0.5	5.764	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	541	207	1691	0.320	542	0.5	3.449	A
2	670	158	1326	0.505	673	1.1	6.087	A
3		773						
4	273	479	1069	0.256	274	0.4	4.981	A

Ex 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	9.59	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)
D7	Ex 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	586	100.000
2		✓	903	100.000
3				
4		✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	12	386	24	164
	2	612	11	36	244
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	154	253	12	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.40	4.06	0.7	A
2	0.78	13.84	3.7	B
3				
4	0.49	8.21	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	441	208	1690	0.261	440	0.4	3.163	A
2	680	161	1324	0.513	675	1.1	6.060	A
3		782						
4	317	475	1072	0.296	315	0.5	5.222	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	527	249	1661	0.317	526	0.5	3.488	A
2	812	192	1305	0.622	809	1.8	7.946	A
3		937						
4	378	569	1019	0.372	378	0.6	6.173	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	645	305	1622	0.398	644	0.7	4.047	A
2	994	235	1279	0.777	987	3.6	13.226	B
3		1143						
4	464	694	949	0.489	462	1.0	8.110	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	645	306	1621	0.398	645	0.7	4.056	A
2	994	236	1279	0.777	994	3.7	13.836	B
3		1150						
4	464	699	946	0.490	463	1.0	8.206	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	527	251	1660	0.317	528	0.5	3.499	A
2	812	193	1305	0.622	819	1.9	8.277	A
3		947						
4	378	576	1015	0.373	380	0.7	6.254	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	441	210	1688	0.261	442	0.4	3.179	A
2	680	161	1324	0.514	683	1.2	6.203	A
3		789						
4	317	480	1069	0.297	318	0.5	5.277	A

Ex 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	9.85	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)
D8	Ex 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	732	100.000
2		✓	922	100.000
3				
4		✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	27	527	45	133
	2	578	44	33	267
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	120	244	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.50	4.92	1.1	A
2	0.79	14.72	4.0	B
3				
4	0.43	7.44	0.8	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	551	219	1682	0.328	549	0.5	3.488	A
2	694	157	1327	0.523	689	1.2	6.170	A
3		785						
4	277	485	1066	0.260	276	0.4	5.002	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	658	262	1652	0.398	657	0.7	3.978	A
2	829	188	1308	0.634	826	1.9	8.175	A
3		940						
4	331	582	1012	0.327	330	0.5	5.806	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	806	320	1611	0.500	804	1.1	4.898	A
2	1015	230	1282	0.792	1007	3.9	13.975	B
3		1147						
4	405	709	940	0.431	404	0.8	7.368	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	806	321	1611	0.500	806	1.1	4.920	A
2	1015	230	1282	0.792	1015	4.0	14.724	B
3		1154						
4	405	714	937	0.432	405	0.8	7.440	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	658	264	1651	0.399	659	0.7	3.999	A
2	829	188	1307	0.634	837	2.0	8.563	A
3		951						
4	331	589	1008	0.328	332	0.5	5.873	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	551	220	1681	0.328	552	0.5	3.511	A
2	694	158	1326	0.523	697	1.2	6.326	A
3		793						
4	277	491	1063	0.261	278	0.4	5.049	A

Pro 2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	10.05	B

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)
D9	Pro 2023	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	617	100.000
2		✓	912	100.000
3				
4		✓	427	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	12	404	24	177
	2	621	11	36	244
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	160	253	12	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.42	4.20	0.8	A
2	0.79	14.78	4.0	B
3				
4	0.50	8.42	1.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	465	208	1690	0.275	463	0.4	3.223	A
2	687	170	1318	0.521	682	1.2	6.177	A
3		798						
4	321	482	1068	0.301	320	0.5	5.280	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	555	249	1661	0.334	554	0.5	3.576	A
2	820	204	1298	0.632	817	1.8	8.189	A
3		956						
4	384	577	1014	0.378	383	0.7	6.266	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	679	305	1622	0.419	678	0.8	4.191	A
2	1004	250	1270	0.790	996	3.9	14.028	B
3		1167						
4	470	703	943	0.498	468	1.1	8.310	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	679	306	1621	0.419	679	0.8	4.203	A
2	1004	250	1270	0.791	1004	4.0	14.779	B
3		1174						
4	470	709	940	0.500	470	1.1	8.416	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	555	251	1660	0.334	556	0.6	3.588	A
2	820	204	1298	0.632	828	1.9	8.578	A
3		967						
4	384	585	1010	0.380	385	0.7	6.356	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	465	210	1688	0.275	465	0.4	3.237	A
2	687	171	1318	0.521	689	1.2	6.332	A
3		806						
4	321	487	1065	0.302	322	0.5	5.339	A

Pro 2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	10.95	B

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)
D10	Pro 2023	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	762	100.000
2		✓	946	100.000
3				
4		✓	385	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	27	544	45	146
	2	602	44	33	267
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	137	244	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	10	10	10
	2	10	10	10	10
	3	Exit-only	Exit-only	Exit-only	Exit-only
	4	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.52	5.13	1.2	A
2	0.82	16.87	4.7	C
3				
4	0.46	7.94	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	574	219	1682	0.341	571	0.6	3.557	A
2	712	166	1321	0.539	707	1.3	6.403	A
3		812						
4	290	503	1056	0.275	288	0.4	5.149	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	685	262	1652	0.415	684	0.8	4.088	A
2	850	199	1301	0.654	847	2.0	8.676	A
3		973						
4	346	603	1000	0.346	345	0.6	6.045	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	839	320	1612	0.521	837	1.2	5.105	A
2	1042	244	1274	0.818	1032	4.5	15.731	C
3		1186						
4	424	734	926	0.458	423	0.9	7.842	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	839	321	1611	0.521	839	1.2	5.131	A
2	1042	244	1273	0.818	1041	4.7	16.871	C
3		1195						
4	424	740	923	0.459	424	0.9	7.938	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	685	264	1651	0.415	687	0.8	4.115	A
2	850	200	1300	0.654	861	2.1	9.210	A
3		987						
4	346	612	995	0.348	347	0.6	6.130	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	574	220	1681	0.341	575	0.6	3.583	A
2	712	167	1320	0.540	716	1.3	6.587	A
3		821						
4	290	509	1052	0.275	291	0.4	5.201	A