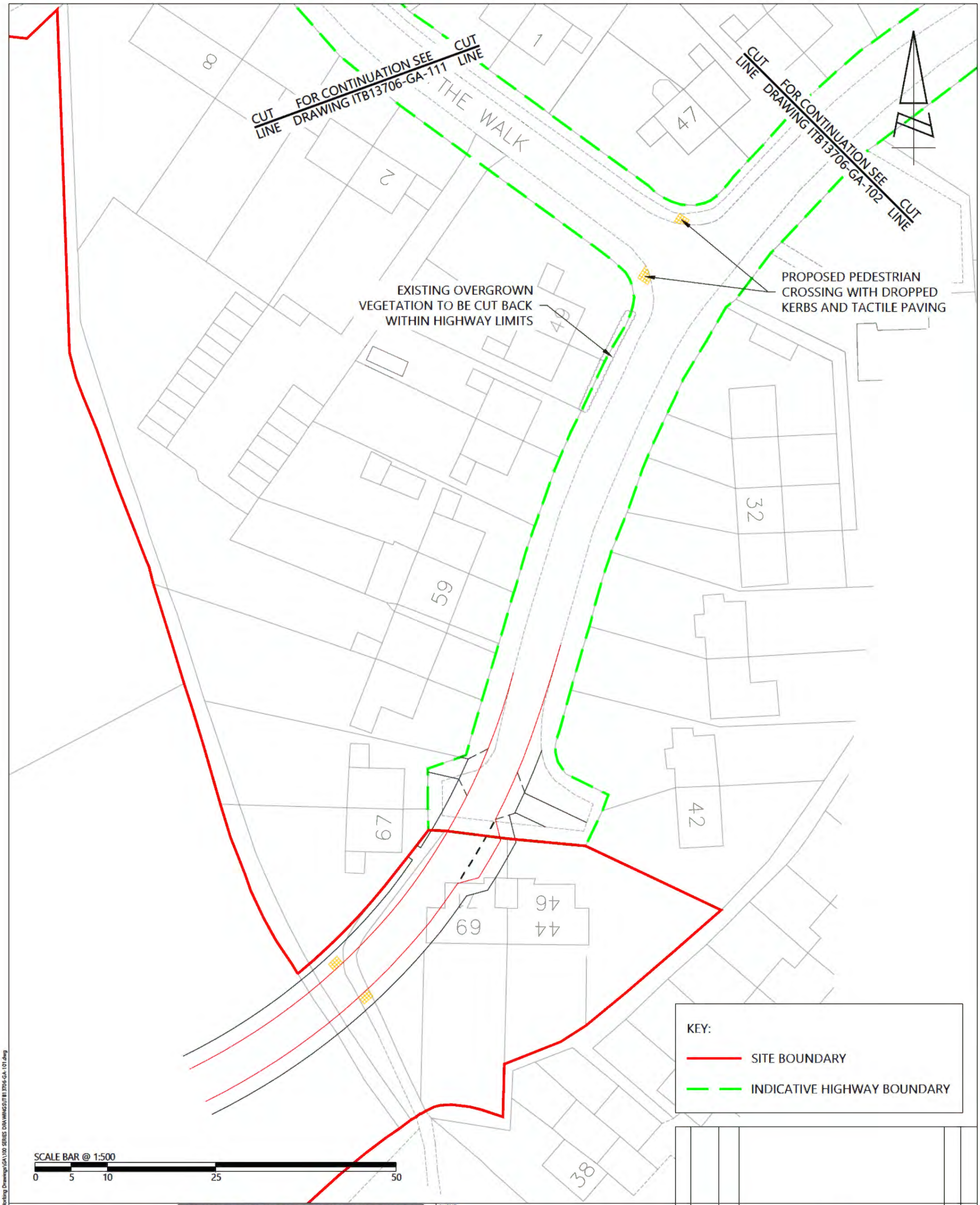

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CLIENT:

TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:

FOR INFORMATION

i-Transport

The Square, Basing View, Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE:

POTENTIAL PEDESTRIAN IMPROVEMENTS
ROUTE 1 - SHEET 1

PROJECT:

LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22

DRAWING No: ITB13706-GA-101

REV: -

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SCALE BAR @ 1:500

0 5 10 25 50

KEY:

INDICATIVE HIGHWAY BOUNDARY

i-Transport

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Basingstoke, Hampshire, RG21 4EB

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS
ROUTE 1 - SHEET 2

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

CLIENT: TAYLOR WIMPEY STRATEGIC LAND

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	SCALE @ A3:	DATE:
ITB13706	1:500	20.10.22

DRAWING No: ITB13706-GA-102

REV: -

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KEY:

INDICATIVE HIGHWAY BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APD

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CLIENT: TAYLOR WIMPEY STRATEGIC LAND

STATUS: FOR INFORMATION

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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 1 - SHEET 3

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22
DRAWING No:		**REV:**
ITB13706-GA-103		-

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PROPOSED ZEBRA CROSSING ON FLAT-TOP HUMP (IN LOCATION OF EXISTING SPEED CUSHIONS)

PROPOSED PEDESTRIAN CROSSING WITH DROPPED KERBS AND TACTILE PAVING

CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-105 CUT LINE

Jenner

TIPPENS CLOSE

Old House at Home

Hundred House

Ashleigh

PROPOSED PEDESTRIAN CROSSING WITH DROPPED KERBS AND TACTILE PAVING

Rammell House

EXISTING PARKING LAYBY

RAMMELL MEWS

EXISTING GRASS VERGE

EXISTING 1.8m WIDE FOOTWAY

CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-103 CUT LINE

SCALE BAR @ 1:500

0 5 10 25 50

KEY:

INDICATIVE HIGHWAY BOUNDARY

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CLIENT: TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport

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Tel: 01256 637940

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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 1 - SHEET 4

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22
DRAWING No:		**REV:**
ITB13706-GA-104		-

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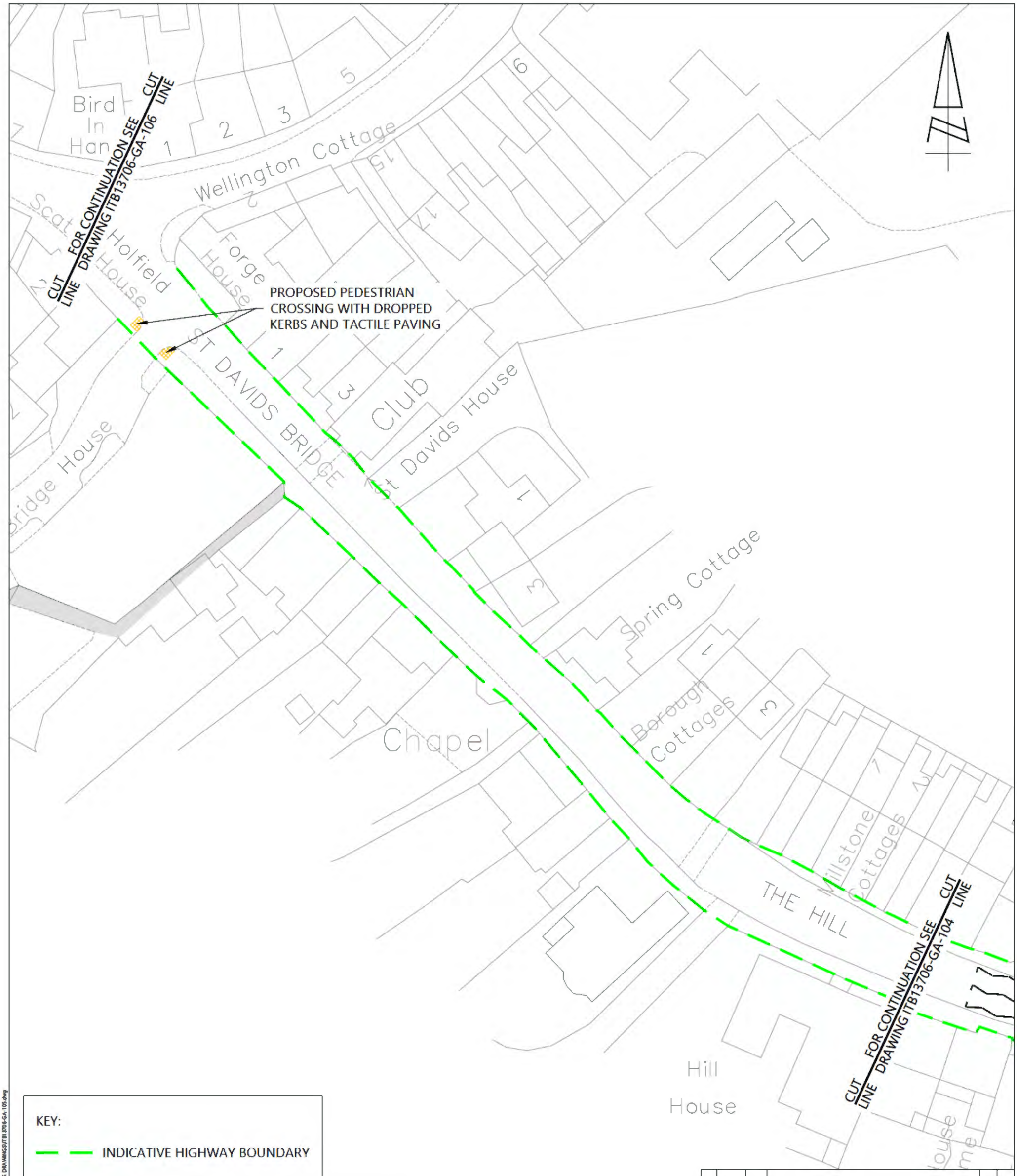

KEY:

INDICATIVE HIGHWAY BOUNDARY

SCALE BAR @ 1:500

0 5 10 25 50

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT: TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport

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Tel: 01256 637940

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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 1 - SHEET 5

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22
DRAWING No:		**REV:**
ITB13706-GA-105		-

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Church Gates
Hall
Pine Lodge
3
3a
7
9
13
15
16
17
21
21a
21b
21b
Burgage Cottage
STONE STREET
George Hotel
29
23
37
Bird In Han
1
Seat
Holfield House
3
4
Bridge Buildings
2
3
1
Albert House
Shipmans
1
2
1 2
House
The Carriage House
Tanyard Cottages
Tanyard Mews
Car Park

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY REF WC/111/2 WITHIN HIGHWAY LIMITS

EXISTING VEHICLE CROSSOVER ARRANGEMENT

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY REF WC/111/1

CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-105 CUT LINE

N

SCALE BAR @ 1:500
0 5 10 25 50

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CLIENT: TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport
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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 1 - SHEET 6

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22

DRAWING No: ITB13706-GA-106 REV: -

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Lane

11

CUT LINE — FOR CONTINUATION SEE DRAWING ITB13706-GA-112 — CUT LINE

ST DUNSTANS WALK

2

2
4

EXISTING OVERGROWN VEGETATION TO BE CUT BACK WITHIN HIGHWAY LIMITS

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY REF WC/110 (WITHIN HIGHWAY LIMITS) AND PROVISION OF SENSITIVE LIGHTING SCHEME

11

1

Pest House

PROPOSED PEDESTRIAN CROSSING WITH DROPPED KERBS AND TACTILE PAVING

PROVISION OF KERB BUILD-OUT AND FOOTWAY EXTENSION

LB

PROPOSED PEDESTRIAN CROSSING WITH DROPPED KERBS AND TACTILE PAVING

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING BYWAY REF WC/118A AND PROVISION OF SENSITIVE LIGHTING SCHEME

CUT LINE — FOR CONTINUATION SEE DRAWING ITB13706-GA-101 — CUT LINE

THE W

KEY:

SITE BOUNDARY

INDICATIVE HIGHWAY BOUNDARY

SCALE BAR @ 1:500

0 5 10 25 50

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CLIENT: TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

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Tel: 01256 637940

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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 2 - SHEET 1

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	SCALE @ A3:	DATE:
ITB13706	1:500	20.10.22
DRAWING No:		REV:
ITB13706-GA-111		-

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CUT LINE — FOR CONTINUATION SEE DRAWING ITB13706-GA-113 — CUT LINE

EXISTING 1.8m WIDE FOOTPATH

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY FOOTPATH WC/110 (WITHIN HIGHWAY LIMITS) AND PROVISION OF SENSITIVE LIGHTING SCHEME

PROPOSED PEDESTRIAN CROSSING WITH DROPPED KERBS AND TACTILE PAVING

EXISTING PEDESTRIAN CROSSING WITH DROPPED KERBS AND TACTILE PAVING

EXISTING 1.2m - 1.5m WIDE UNSURFACED FOOTPATH

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY REF WC/110 (WITHIN HIGHWAY LIMITS) AND PROVISION OF SENSITIVE LIGHTING SCHEME

CUT LINE — FOR CONTINUATION SEE DRAWING ITB13706-GA-111 — CUT LINE

Bottoms Bungalow

Hall

Cranebrook Lane

BROOKSIDE

11

12

8

18

7

4

23

11

KEY:

INDICATIVE HIGHWAY BOUNDARY

SCALE BAR @ 1:500

0 5 10 25 50

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CLIENT: TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 2 - SHEET 2

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT

PROJECT No:	SCALE @ A3:	DATE:
ITB13706	1:500	20.10.22

DRAWING No: ITB13706-GA-112 REV: -

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CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-114 CUT LINE

3.0m WIDE FOOTPATH

EXISTING BOLLARD

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY FOOTPATH WC/110/2 WITHIN HIGHWAY LIMITS

EXISTING 1.5m WIDE FOOTPATH

EXISTING OVERGROWN VEGETATION TO BE CUT BACK WITHIN HIGHWAY LIMITS

CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-115 CUT LINE

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY FOOTPATH WC/147A WITHIN HIGHWAY LIMITS

1.1m WIDE PATH OVER PEDESTRIAN FOOTBRIDGE

CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-112 CUT LINE

KEY:

INDICATIVE HIGHWAY BOUNDARY

SCALE BAR @ 1:500

0 5 10 25 50

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CLIENT: TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

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TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS ROUTE 2 - SHEET 3

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22

DRAWING No: ITB13706-GA-113 REV: -

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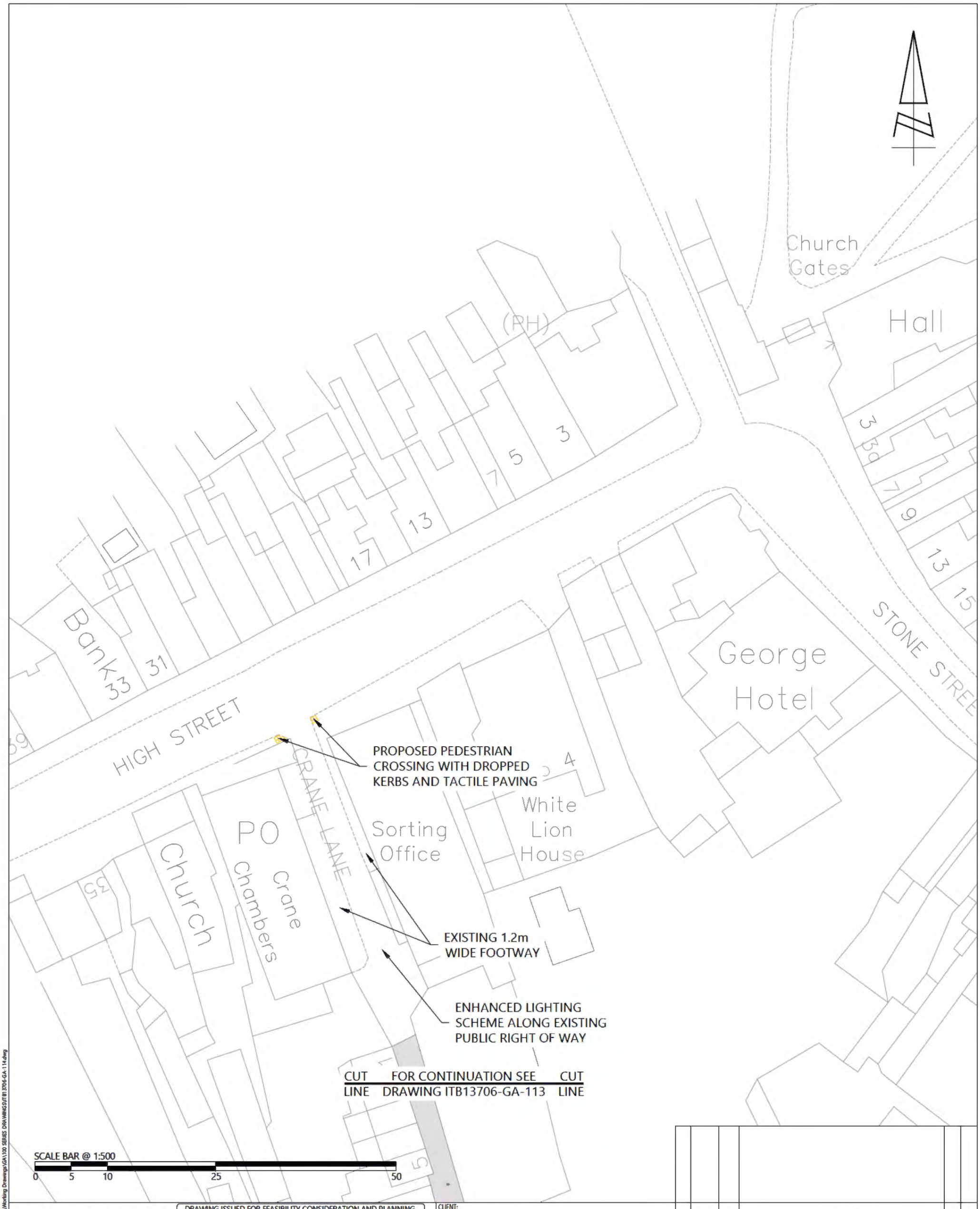

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CLIENT:

TAYLOR WIMPEY STRATEGIC LAND

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

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TITLE:

POTENTIAL PEDESTRIAN IMPROVEMENTS
ROUTE 2 - SHEET 4

PROJECT:

LAND AT FRYTHE WAY, CRANBROOK

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13706	1:500	20.10.22
DRAWING No:		**REV:**
ITB13706-GA-114		-

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The Carriage House
Cranebrook Cottage
Tanyard Cottages
Albert House
Shipmans
Tanyard Mews
Car Park
Bridge House
ST DAVIDS BRIDGE
THE TANYARD
Spring Cottages
Springbank
Pump
Surgery
1
2
16

EXISTING BOLLARD

EXISTING STREET LIGHTING ALONG FOOTPATH

POTENTIAL SURFACE AND DRAINAGE IMPROVEMENTS TO EXISTING PUBLIC RIGHT OF WAY FOOTPATH WC/147A WITHIN HIGHWAY LIMITS

CUT LINE FOR CONTINUATION SEE DRAWING ITB13706-GA-113 CUT LINE

KEY:
INDICATIVE HIGHWAY BOUNDARY

SCALE BAR @ 1:500
0 5 10 25 50

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

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Tel: 01256 637940
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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL PEDESTRIAN IMPROVEMENTS
ROUTE 2 - SHEET 5

PROJECT: LAND AT FRYTHE WAY, CRANBROOK

CLIENT: TAYLOR WIMPEY STRATEGIC LAND

DRAWN:	CHECKED:	APPROVED:
JD	BT	BT
PROJECT No:	SCALE @ A3:	DATE:
ITB13706	1:500	20.10.22

DRAWING No: ITB13706-GA-115 REV: -

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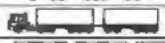
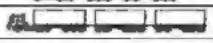
APPENDIX F. TRAFFIC SURVEY DATA

CHARGE SURVEYS

SITE: Frythe Way, Cranbrook (South of Junction) (51.093707, 0.539054)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>5	4	B-Double or Heavy truck and trailer	groups=4 & axles>5		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>5	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	7675	7442
Mean Speed	26.7	26.7
85%	31.5	31.7

CHARGE SURVEYS

SITE: Frythe Way, Cranb ook (South of Junction)

LOCAT ON: At ached to bushes

GRID REFERENCE: S1.093707, 0.53905

DIRECT ON: NORTHBOUND

SPEED LIMIT: 20

12 October 2022

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0 00			0	0	0	0	0	0	0	0	0	0	0	0	0	3 4	-
0200	3	2	0		0	0	0	0	0	0	0	0	0	0	0	26 2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	27 9	-
0500	9	8	0		0	0	0	0	0	0	0	0	0	0	0	29 4	37 7
0600	58	49	0	9	0	0	0	0	0	0	0	0	0	0	0	27	32 6
0700	42	23	0	7	0	0	0	0	0	0	0	0	0	2	0	28	32 6
0800	9	07	0		0	0	0	0	0	0	0	0	0		0	27 3	32 4
0900	87	79	0	6	0	0	0	0	0	0	0	0	0			26 4	3 3
000	60	5	0	9	0	0	0	0	0	0	0	0	0	0	0	27	3 8
00	57	52	0	5	0	0	0	0	0	0	0	0	0	0	0	27 6	32 7
200	52	48	0	4	0	0	0	0	0	0	0	0	0	0	0	26 8	3 8
300	57	52	0	4	0	0	0	0	0	0	0	0			0	26 3	29 9
400	76	67	0	5	3	0	0	0	0	0	0	0	0		0	27	3 8
500	58	53	0	5	0	0	0	0	0	0	0	0	0	0	0	27	3 8
600	66	59	0	5		0	0	0	0	0	0	0	0		0	25 9	32 3
700	66	60	0	5	0	0	0	0	0	0	0	0	0		0	27 2	3
800	73	69	0	4	0	0	0	0	0	0	0	0	0	0	0	26 6	3 8
900	42	37	0	5	0	0	0	0	0	0	0	0	0	0	0	25 3	30 3
2000	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	26 9	3 7
2 00	2	6	0	5	0	0	0	0	0	0	0	0	0	0	0	24 8	27 9
2200		9	0	0	0	0	0	0	0	0	0	0	0	0	0	27 6	-
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29 9	-
7- 9	**9**	**2**			**4**											**27**	
-22	**9**	**944**		**2**	**4**											**2 9**	**7**

13 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000			0	0	0	0	0	0	0	0	0	0	0	0	0	22 8	-
0 00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	35 8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27 6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	2		0	0	0	0	0	0	0	0	0	0	0		0	3 9	37 2
0600	5	45	0	5	0	0	0	0	0	0	0	0	0	0	0	29	33 5
0700	22	03	0	9	0	0	0	0	0	0	0	0	0	0	0	28	3 9
0800	09	91	0		0				0	0	0	0	0	2		23 9	29 2
0900	77	6	0	4	0	0		0	0	0	0	0	0		0	27 8	33
000	66	56		9	0	0	0	0	0	0	0	0	0	0	0	26	29 7
00	75	6		2	0	0	0	0	0	0	0	0	0		0	27	3 3
200	76	60	0		0	0	0	0	0	0	0	0	0	2	3	25	29
300	74	62		7	0	0	0	0	0	0	0	0	0	3		29 3	34
400	84	70	0	0	0	0	0	0	0	0	0	0	0	2	2	26 6	3
500	76	63	0	2		0	0	0	0	0	0	0	0	0	0	24 2	28 7
600		95	0	2	0	0	0	0	0	0	0	0	0	0	4	27 9	33
700	94	90	0	3	0	0	0	0	0	0	0	0	0	0	0	27	3
800	59	52	0	4	0	0	0	0	0	0	0	0	0	3	0	27 4	3 3
900	44	38		5	0	0	0	0	0	0	0	0	0	0	0	29 7	35
2000	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	29 8	34 7
2 00	24	23	0		0	0	0	0	0	0	0	0	0	0	0	29 6	34
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34 4
2300	5	4	0		0	0	0	0	0	0	0	0	0	0	0	3 8	-
7- 9	**2**			**24**				**2**						**4**	**2**	**2 7**	
-	**2**	**2**	**4**					**2**								**27 2**	

14 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000			0	0	0	0	0	0	0	0	0	0	0	0	0	24 8	-
0 00	4	2	0		0	0	0	0	0	0	0	0	0		0	27 2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2		0		0	0	0	0	0	0	0	0	0	0	0	27 6	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	0	29 5	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34 4	-
0600	53	42		6	0	0	0	0	0	0	0	0	0		0	29 8	33 6
0700	9	98		6	0	0		0	0	0	0	0	0	3	0	28	32
0800	08	87	0	7		0	0	0	0	0	0	0	0	0	2	25 2	30
0900	82	74	0	8	0	0	0	0	0	0	0	0	0	0	0	27 4	3 3
000	95	79		4	0	0	0	0	0	0	0	0	0		0	23 6	28 2
00	73	63		8	0	0	0	0	0	0	0	0	0	0		26	29 7
200	86	75		0	0	0	0	0	0	0	0	0	0	0	0	26	30 4
300	72	60		0	0	0	0	0	0	0	0	0	0		0	26 8	3 7
400	8	7		8	0	0	0	0	0	0	0	0	0	0	0	26 5	3 8
500	09	00	0	6	0	0	0	0	0	0	0	0	3	0		24 8	29 5
600	00	85	0		0	0	0	0	0	0	0	0	0	2	2	25 5	30 2
700	07	96		9	0	0	0	0	0	0	0	0	0		0	26	29 6
800	79	70	0	4	0	0	0	0	0	0	0	0	0		3	25	29 4
900	46	43	0	3	0	0	0	0	0	0	0	0	0	0	0	28 6	32 3
2000	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	28 5	35 3
2 00	9	7	0		0	0	0	0	0	0	0	0	0		0	27 5	33 4
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27 2	32 6
-22	**2 9**	**9**			**2**		**2**							**4**		**2**	**9**
-	**279**				**2**		**2**							**4**		**2**	**9**
-	**29**	**2**			**2**		**2**									**2**	

15 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4 3	-
0 00	3	2	0		0	0	0	0	0	0	0	0	0	0	0	34	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33 6	-
0300	0	0	0		0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	2	0		0	0	0	0	0	0	0	0	0	0	0	29 5	-
0500			0	0	0	0	0	0	0	0	0	0	0	0	0	40 6	-
0600	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	3 3	37
0700	4	33	3	4	0	0	0	0	0	0	0	0	0	0	0	28 8	34 5
0800	49	4	2	5	0	0	0	0	0	0	0	0	0	0	0	26 8	3 7
0900	68	55	0		0	0	0		0	0	0	0	0	0	0	26 4	3
000	90	84	0	5	0	0	0	0	0	0	0	0	0		0	26 9	3 5
00	85	76	0	5	0	0	0	0	0	0	0	0	0	3		27	3
200	84	77		6	0	0	0	0	0	0	0	0	0		0	27 5	3 8
300	7	65	0	6	0	0	0	0	0	0	0	0	0	0	0	28	33 2
400	56	52			0	0	0	0	0	0	0	0	0			27	32 6
500	54	47	2	3	0	0	0	0	0	0	0	0	0	2	0	27 9	33 6
600	64	57	0	7	0	0	0	0	0	0	0	0	0	0	0	26 8	30 7
700	66	60	0	6	0	0	0	0	0	0	0	0	0	0	0	27 7	3 3
800	36	35	0		0	0	0	0	0	0	0	0	0	0	0	28	30 9
900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28 7	35 8
2000	25	22	0	2	0	0	0	0	0	0	0	0	0		0	30	35 9
2 00	20	8	0	2	0	0	0	0	0	0	0	0	0	0	0	29 3	37 3
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28 8	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28 2	34 7
7- 9	**7 4**	**2**	**9**											**7**	**4**	**27**	
-22	**9**	**772**	**9**	**4**										**4**	**4**	**27**	**2**
-		**794**	**9**	**4**										**4**	**4**	**27**	**2**
-	**92**		**9**											**4**	**4**	**27 7**	**2 4**

16 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	33 2	-
0 00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29 4	-
0200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3 3	-
0300			0	0	0	0	0	0	0	0	0	0	0	0	0	9 6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34 6	-
0700	23	8		3	0	0	0	0	0	0	0	0	0		0	27 5	3 4
0800	35	28	0	3	0	0		0	0	0	0	0	0	2	0	27 5	34 3
0900	62	50	3	6	0	0	0	0	0	0	0	0	0	3	0	27 4	32 6
000	83	7	3	5	0	0	0		0	0	0	0	0	3	0	27	3 5
00	8	64	2	9	0	2	0	0	0	0	0	0	0	0	4	25 2	30 6
200	87	75	2	4	0		0		0	0	0	0	0	3		26 2	30 5
300	77	68		5	0	0	0		0	0	0	0	0			28 2	33
400	59	45	0	3	0	2	0	0	0	0	0	0	0	7	2	27 9	33 4
500	62	56	0	3	0		0	0	0	0	0	0	0	0	0	26	30 8
600	66	62	2		0	0	0	0	0	0	0	0	0		0	28 2	32 5
700	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	27 5	32 3
800	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	29 7	34 5
900	26	25	0		0	0	0	0	0	0	0	0	0	0	0	26 5	3 2
2000	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	29 5	33 8
2 00	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28 6	32 2
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28 8	-
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25 5	-
7- 9	**9**			**44**		**7**									**4**	**27**	
-22	**7 9**			**47**		**7**									**4**	**27**	**2**
-	**779**	**7**		**47**		**7**									**4**	**27**	**2**

17 Oct

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000			0	0	0	0	0	0	0	0	0	0	0	0	0	28 4	-
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	36 8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	27 5	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	0	32 2	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33 8	38
0600	47	39		5	0	0	0	0	0	0	0	0	0			30 3	36 8
0700	29	5		0	0	0	0	0	0	0	0	0	0	2		27 5	3 3
0800	09	88	0	7	0	0	0	0	0	0	0	0	0		3	24	29
0900	86	73	0	2	0	0	0		0	0	0	0	0	0	0	26	30 3
000	7	56			0	0	0	0	0	0	0	0	0	0	0	25 4	30 4
00	6	5	0	7	0	0	0	0	0	0	0	0	0		0	23 4	30 2
200	80	67	0	7	0		0		0	0	0	0	0	2		26	30 5
300	48	40	0	6	0	0	0	0	0	0	0	0	0	0	2	26 8	3 4
400	75	62		0	0	0	0	0	0	0	0	0	0	0	2	25 4	29 5
500	75	63	0	9	0	0		0	0	0	0	0	0	0	2	23 8	28
600	9	07	0	8	0	0	0	0	0	0	0	0	0	3		24	30
700	88	77	0	0	0	0	0	0	0	0	0	0	0		0	25 3	30 2
800	57	52	0	4	0	0	0	0	0	0	0	0	0	0		26 4	30 7
900	33	29	0	3	0	0	0	0	0	0	0	0	0	0		27 9	3 5
2000	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	29 7	33
2 00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26 3	34 9
2200	7	6	0		0	0	0	0	0	0	0	0	0	0	0	30 7	-
2300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	3	-
7- 9	**99**		**4**													**2**	**2**

18 Oct

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000			0	0	0	0	0	0	0	0	0	0	0	0	0	32 2	
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	37 5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	2	0			0	0	0	0	0	0	0	0	0	0	0	32 9	40 9
0600	57	49	0	4	0	0	0	0	0	0	0	0	0	2	2	29 7	33 9
0700	20	04		4	0	0	0	0	0	0	0	0	0		0	26 6	32 6
0800	2	9		4		2	0	0	0	0	0	0	0		2	23 4	29
0900	88	7		4	0		0	0	0	0	0	0	0	0		24 2	3
000	74	59	2	2	0	0	0	0	0	0	0	0	0		0	23 2	28 5
00	7	60	0	9	0	0	0	0	0	0	0	0	0	0	2	26	29 9
200	66	52	0	5	0	0	0	0	0	0	0	0	0		8	25 5	3 3
300	6	54	0	6	0	0	0	0	0	0	0	0	0	0		28	32 9
400	85	73	0	0	0	0	0	0	0	0	0	0	0			26 7	30 8
500	8	68			0	0	0	0	0	0	0	0	0	0	0	25 5	30 9
600	23	05			0	0	0	0	0	0	0	3	0	3	3	28 5	33 5
700	90	77	0	2	0	0	0	0	0	0	0	0	0			26 9	3 6
800	65	62	0	2	0	0	0	0	0	0	0	0	0			25 5	30
900	44	39		3	0	0	0	0	0	0	0	0	0			28 8	33 7
2000	36	32	0	3	0	0	0	0	0	0	0	0	0			28	33 3
2 00	24	23	0		0	0	0	0	0	0	0	0	0		0	29 4	35
2200	6	5	0		0	0	0	0	0	0	0	0	0	0	0	29 6	37 5
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30 5	-
-	**2**			**2**											**9**	**2**	**2**
-	**229**	**47**	**9**	**4**											**9**	**2**	**2**

CHARGE SURVEYS

SI E y he Way C anb ook (South o unc ion) OCA ON A tached to bushes

GRID RE ERENCE S 093707 0 539054 DIREC ION NOR HBOUND S EED IMI 20

2 e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000		0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	20 4	-
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3 4	-
0200	3	0	0		2	0	0	0	0	0	0	0	0	0	0	0	0	26 2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	9	0		2	2	4	0	0	0	0	0	0	0	0	0	0	0	27 9	-
0500	9		0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	29 4	27 7
0600	58		0	2	20	5	0	0	0	0	0	0	0	0	0	0	0	27	32 6
0700	42	0	4	28	73	34	2	0		0	0	0	0	0	0	0	0	28	32 6
0800	9	0		33	63	9	3	0	0	0	0	0	0	0	0	0	0	27 3	32 4
0900	87	0	9	9	46	2	0		0	0	0	0	0	0	0	0	0	26 4	3 3
000	60	0		20	26	2		0	0	0	0	0	0	0	0	0	0	27	3 8
00	57	0		4	30			0	0	0	0	0	0	0	0	0	0	27 6	32 7
200	52	0		5	27	8	0		0	0	0	0	0	0	0	0	0	26 8	3 8
300	57	0	4	7	30	3	0	2	0	0	0	0	0	0	0	0	0	26 3	29 9
400	76	0	3	22	38	0	2		0	0	0	0	0	0	0	0	0	27	3 8
500	58	0	2	6	29		0	0	0	0	0	0	0	0	0	0	0	27	3 8
600	66		3	27	23	0		0	0	0	0	0	0	0	0	0	0	25 9	32 3
700	66	0	3	9	34	9	0		0	0	0	0	0	0	0	0	0	27 2	3
800	73	2	3	2	3	3	2	0		0	0	0	0	0	0	0	0	26 6	3 8
900	42	0	4	7	7	4	0	0	0	0	0	0	0	0	0	0	0	25 3	30 3
2000	25	0	0	0		4	0	0	0	0	0	0	0	0	0	0	0	26 9	3 7
2 00	2	0	3	7	9	2	0	0	0	0	0	0	0	0	0	0	0	24 8	27 9
2200	9	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	27 6	-
2300	7	0		2	2	0	0		0	0	0	0	0	0	0	0	0	29 9	-
7- 9	9			2	4		2											27	
22	9	4	42		7	7												2 9	7
-			4		4		7		7	4								27	

e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22 8	-
0 00	2	0	0	0	0			0	0	0	0	0	0	0	0	0	0	35 8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27 6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0		4	6		0	0	0	0	0	0	0	0	0	0	3 9	37 2
0600	5	0	2	9	2	7		0	0	0	0	0	0	0	0	0	0	29	33 5
0700	22	2	2	20	75	8	4		0	0	0	0	0	0	0	0	0	28	3 9
0800	09	7	4	36	47	4		0	0	0	0	0	0	0	0	0	0	23 9	29 2
0900	77		3	5	37	20		0	0	0	0	0	0	0	0	0	0	27 8	33
000	66	0	3	7	4	5	0	0	0	0	0	0	0	0	0	0	0	26	29 7
00	75	0	2	27	3	2	0	0	0	0	0	0	0	0	0	0	0	27	3 3
200	76	3	5	26	36	5		0	0	0	0	0	0	0	0	0	0	25	29
300	74	0	2	0	40	7	5	0	0	0	0	0	0	0	0	0	0	29 3	34
400	84	0	5	22	45	0		0	0	0	0	0	0	0	0	0	0	26 6	3
500	76	4	8	32	28	3	0	0	0	0	0	0	0	0	0	0	0	24 2	28 7
600	0	6	23	59	7	6	0	0	0	0	0	0	0	0	0	0	0	27 9	33
700	94		3	8	58	3	0	0	0	0	0	0	0	0	0	0	0	27	3
800	59	0	2	6	30	8	3	0	0	0	0	0	0	0	0	0	0	27 4	3 3
900	44	0		7	20	2	4	0	0	0	0	0	0	0	0	0	0	29 7	35
2000	30	0	3		2		3	0	0	0	0	0	0	0	0	0	0	29 8	34 7
2 00	24	0		8	0	3	0	0	0	0	0	0	0	0	0	0	0	29 6	34
2200	2	0	0	3	2	7	0	0	0	0	0	0	0	0	0	0	0	30	34 4
2300	5	0	0	0	3		0		0	0	0	0	0	0	0	0	0	3 9	-
7- 9	2			2 2	27	2	27											2 7	
22	72		2	2 7	9	7												27	
-	2		2	292		9	7	4										27 2	

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24 8	-
0 00	4		0	0				0	0	0	0	0	0	0	0	0	0	27 2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	27 6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29 5	-
0500	6	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	34 4	-
0600	53	0	2	6	22	2	2	0	0	0	0	0	0	0	0	0	0	26 8	33 6
0700	9		3	6	79	8	2	0	0	0	0	0	0	0	0	0	0	28	32
0800	08	0	8	42	48	0	0	0	0	0	0	0	0	0	0	0	0	25 2	30
0900	82		4	6	48	2	0		0	0	0	0	0	0	0	0	0	27 4	3 3
000	95	2	9	48	29	6		0	0	0	0	0	0	0	0	0	0	23 6	28 2
00	73	0	5	9	43	5		0	0	0	0	0	0	0	0	0	0	26	29 7
200	86	0	5	23	5	7	0		0	0	0	0	0	0	0	0	0	26	30 4
300	72	2	2	6	4		0	0	0	0	0	0	0	0	0	0	0	26 8	3 7
400	8	0	5	23	39	4	0	0	0	0	0	0	0	0	0	0	0	26 5	3 8
500	09	3	0	38	46	2	0	0	0	0	0	0	0	0	0	0	0	24 8	29 5
600	00	3	5	35	44		2	0	0	0	0	0	0	0	0	0	0	25 5	30 2
700	07	0	5	34	57	0		0	0	0	0	0	0	0	0	0	0	26	29 6
800	79		7	28	37	6	0	0	0	0	0	0	0	0	0	0	0	25	29 4
900	46	0		8	24	0	3	0	0	0	0	0	0	0	0	0	0	28 6	32 3
2000	30	0	0	9	3	7		0	0	0	0	0	0	0	0	0	0	28 5	35 3
2 00	9	0		7	6	4	0		0	0	0	0	0	0	0	0	0	27 5	33 4
2200	3	0		3	6	3	0	0	0	0	0	0	0	0	0	0	0	27 2	32 6
7- 9					2	22	7											2 9	4
22	2 9		72		27	4		2										2	9
-	279		7	7		9		2										2	9

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4 3	-
0 00	3	0	0	0				0	0	0	0	0	0	0	0	0	0	34	-
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33 6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	29 5	-
0500		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	40 6	-
0600	9	0	0		8	9		0	0	0	0	0	0	0	0	0	0	2 3	37
0700	4			8	4	4	3	0	0	0	0	0	0	0	0	0	0	28 9	34 5
0800	49	0	3	2	26	8	0	0	0	0	0	0	0	0	0	0	0	26 8	3 7
0900	68		2	25	30	0	0	0	0	0	0	0	0	0	0	0	0	26 4	3
000	90	2		23	50	3	0	0	0	0	0	0	0	0	0	0	0	26 9	3 5
00	85	0	4	8	50		2	0	0	0	0	0	0	0	0	0	0	27	3
200	84		3	5	49	6	0	0	0	0	0	0	0	0	0	0	0	27 5	3 8
300	7	0		8	34	7		0	0	0	0	0	0	0	0	0	0	28	33 2
400	56	0	5	8	32	0	0		0	0	0	0	0	0	0	0	0	27	32 6
500	54	0	6	5	28		3	0	0	0	0	0	0	0	0	0	0	27 9	33 6
600	64			5	40	7	0	0	0	0	0	0	0	0	0	0	0	26 8	30 7
700	66	0	0	3	42	9	0	0	0	0	0	0	0	0	0	0	0	27 7	3 3
800	36	0	0	6	26	4	0	0	0	0	0	0	0	0	0	0	0	28	30 9
900	3	0	2	6	4	6	2	0	0	0	0	0	0	0	0	0	0	28 7	35 8
2000	25	0	0	5	9	0		0	0	0	0	0	0	0	0	0	0	30	35 9
2 00	20	0		4	9	3	2		0	0	0	0	0	0	0	0	0	29 3	37 3
2200	9	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	29 8	-
7- 9	7 4		2		42													27	
22	9			2 4				4										27	2
-			2		47		9	4										27	2

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000	9	0	0			6	0	0	0	0	0	0	0	0	0	0	0	33 2	-
0 00	5	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	29 4	-
0200	7	0	0		2	4	0	0	0	0	0	0	0	0	0	0	0	3 3	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9 6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	3	2		0	0	0	0	0	0	0	0	0	0	34 6	-
0700	23	0	0	5	4	4	0	0	0	0	0	0	0	0	0	0	0	27 5	3 4
0800	35		3	4	8	9	0	0	0	0	0	0	0	0	0	0	0	27 5	34 3
0900	62		2	0	38		0	0	0	0	0	0	0	0	0	0	0	27 4	32 6
000	83	0	2	9	45	7	0	0	0	0	0	0	0	0	0	0	0	27	3 5
00	8	4	7	22	37		0	0	0	0	0	0	0	0	0	0	0	25 2	30 6
200	87		2	3	44	8		0	0	0	0	0	0	0	0	0	0	26 2	30 5
300	77	0	2	2	44	7	2	0	0	0	0	0	0	0	0	0	0	28 2	33
400	59		5	3	36	4	0	0	0	0	0	0	0	0	0	0	0	27 9	33 4
500	62		5	3	37	6	0	0	0	0	0	0	0	0	0	0	0	26	30 8
600	66	0		3	36	6	0	0	0	0	0	0	0	0	0	0	0	28 2	32 5
700	36	0		8	20	6		0	0	0	0	0	0	0	0	0	0	27 5	33 3
800	27	0	0	2	9	3	2		0	0	0	0	0	0	0	0	0	29 7	34 5
900	26	0	0			3		0	0	0	0	0	0	0	0	0	0	26 5	3 2
2000	22	0	0	3	0	7	2	0	0	0	0	0	0	0	0	0	0	29 5	33 8
2 00	6	0	0	3	7	6	0	0	0	0	0	0	0	0	0	0	0	28 6	33 2
2200	4	0	0	0	3		0	0	0	0	0	0	0	0	0	0	0	28 8	-
7- 9	9	9			42		22											27	
22	7 9	9		9	4 9		4		2									27	2
-	779	9			424	42			2									27	2

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28 4	-
0 00		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	36 8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	27 5	-
0400		0	0	0	0			0	0	0	0	0	0	0	0	0	0	32 2	-
0500	3	0	0	0	4	6	3	0	0	0	0	0	0	0	0	0	0	33 8	38
0600	47	0		6	22	3	4		0	0	0	0	0	0	0	0	0	30 3	36 8
0700	29		4	27	75	20			0	0	0	0	0	0	0	0	0	27 5	3 3
0800	09	7	5	24	56	7	0	0	0	0	0	0	0	0	0	0	0	24	29
0900	86	2	3	26	47	8	0	0	0	0	0	0	0	0	0	0	0	26	30 3
000	7		5	24	36	5	0	0	0	0	0	0	0	0	0	0	0	25 4	30 4
00	6	5	5	0	24	7	0	0	0	0	0	0	0	0	0	0	0	23 4	30 2
200	80	2	5	27	37	6	2		0	0	0	0	0	0	0	0	0	26	30 5
300	46				27	8	0	0	0	0	0	0	0	0	0	0	0	26 8	3 4
400	75	0	6	22	44	3	0	0	0	0	0	0	0	0	0	0	0	25 4	29 5
500	75		8	3	30	5	0	0	0	0	0	0	0	0	0	0	0	23 8	28
600	9	2	4	52	40	9	2	0	0	0	0	0	0	0	0	0	0	24	30
700	88		5	33	39	0	0	0	0	0	0	0	0	0	0	0	0	25 3	30 2
800	57	0	3	6	3	7	0	0	0	0	0	0	0	0	0	0	0	26 4	30 7
900	33		0	6	2	4	0		0	0	0	0	0	0	0	0	0	27 9	3 5
2000	24	0	0	2	6	6	0	0	0	0	0	0	0	0	0	0	0	29 7	33
2 00	3	0	2	3	6	2	0	0	0	0	0	0	0	0	0	0	0	28 3	34 9
2200	7	0	0		4	0		0	0	0	0	0	0	0	0	0	0	30 7	-
2300	7	0	0	0	4	2		0	0	0	0	0	0	0	0	0	0	3	-
22		24	7	2		2	9	4										2 7	
-	29	24	7	2	9	22												2	
-	4	24	7	2			4											2 9	7

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4		2	2	7	7	7	9	99				
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32 2	-
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37 5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	2	3	3	4	0	0	0	0	0	0	0	0	0	0	32 9	40 9
0600	57	0	2	2	34	8	2		0	0	0	0	0	0	0	0	0	29 7	33 9
0700	20			3	74	28	3	0	0	0	0	0	0	0	0	0	0	28 6	32 6
0800	2	5	7	40	45	5	0	0	0	0	0	0	0	0	0	0	0	23 4	29
0900	88	2	2	33	29		0	0	0	0	0	0	0	0	0	0	0	24 2	3
000	74	4		26	30	3	0	0	0	0	0	0	0	0	0	0	0	23 2	28 5
00	7		5	8	43	3		0	0	0	0	0	0	0	0	0	0	26	29 9
200	66	3	7	3	3	0	2		0	0	0	0	0	0	0	0	0	25 5	3 3
300	6		3	8	32	5	2	0	0	0	0	0	0	0	0	0	0	28	32 9
400	85	0	3	25	47	7	3	0	0	0	0	0	0	0	0	0	0	26 7	30 8
500	8	2	6	24	40	7	2	0	0	0	0	0	0	0	0	0	0	25 5	30 9
600	23	0	3	8	75	25	2	0	0	0	0	0	0	0	0	0	0	28 5	33 5
700	90	0	6	20	48	4	2	0	0	0	0	0	0	0	0	0	0	26 9	3 6
800	65		4	22	30	7		0	0	0	0	0	0	0	0	0	0	25 5	30
900	44	0		5	25	0	3	0	0	0	0	0	0	0	0	0	0	28 8	33 7
2000	36	0	2	5	9	8	2	0	0	0	0	0	0	0	0	0	0	28	33 3
2 00	24	0	0	2	5	6		0	0	0	0	0	0	0	0	0	0	29 4	35
2200	6	0	0	3	9	2	2	0	0	0	0	0	0	0	0	0	0	29 6	37 5
2300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	30 5	-
22	97	2		274	7	7	27											2	
-	2	2		277	2	77	29											2	
-	229	2		279			4											2	

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
			2	9	2		7	4		2		7			9				
-	7 7	9	4	9	7		4	2	7									2 7	

CHARGE SURVEYS

SITE: Frythe Way, Cranbrook (South of Junction) LOCATION: Attached to bushes

GRID REFERENCE: 51.093707, 0.539054 DIRECTION: NORTHBOUND SPEED LIMIT: 20

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	17-Oct	18-Oct	1-5.	1-7.
Hour									
0000-0100	1	1	1	2	9	1	1	1	2
0100-0200	1	2	4	3	5	1	1	2	3
0200-0300	3	0	0	2	7	0	0	0	1
0300-0400	0	2	2	0	1	1	0	1	1
0400-0500	9	0	1	3	0	1	0	0	1
0500-0600	19	12	6	1	0	13	12	11	8
0600-0700	58	51	53	19	7	47	57	53	42
0700-0800	**142**	**122**	**119**	41	23	**129**	**120**	122	96
0800-0900	119	109	108	49	35	109	112	109	90
0900-1000	87	77	82	68	62	86	88	81	76
1000-1100	60	66	95	**90**	**83**	71	74	80	82
1100-1200	57	75	73	85	81	61	71	72	75
1200-1300	52	76	86	**84**	**87**	80	66	74	77
1300-1400	57	74	72	71	77	48	61	65	67
1400-1500	**76**	84	81	56	59	75	85	78	72
1500-1600	58	76	**109**	54	62	75	81	85	78
1600-1700	66	**111**	100	64	66	**119**	**123**	113	99
1700-1800	66	94	107	66	36	88	90	97	84
1800-1900	73	59	79	36	27	57	65	65	55
1900-2000	42	44	46	31	26	33	44	40	37
2000-2100	25	30	30	25	22	24	36	28	27
2100-2200	21	24	19	20	16	13	24	19	18
2200-2300	9	12	13	9	4	7	16	12	10
2300-2400	7	5	7	13	6	7	2	5	6
Totals									
0700-1900	913	1023	1111	764	698	998	1036	1040	951
0600-2200	1059	1172	1259	859	769	1115	1197	1179	1075
0600-0000	1075	1189	1279	881	779	1129	1215	1196	1091
0000-0000	1108	1206	1293	892	801	1146	1229	1211	1107
AM Peak	700	700	700	1000	1000	700	700		
	142	122	119	90	83	129	120		
PM Peak	1400	1600	1500	1200	1200	1600	1600		
	76	111	109	84	87	119	123		

CHARGE SURVEYS

SITE: Frythe Way, Cranb ook (South of Junction)

LOCAT ON: At ached to bushes

GRID REFERENCE: S1.093707, 0.53905

DIRECT ON: SOUTHBOUND

SPEED LIMIT: 20

12 October 2022

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	25 9	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2		0		0	0	0	0	0	0	0	0	0	0	20	-
0300			0	0	0	0	0	0	0	0	0	0	0	0	42 4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	4	0		0	0	0	0	0	0	0	0	0	0	28 8	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	7 9	-
0700	39	35	0	4	0	0	0	0	0	0	0	0	0	0	25 3	30
0800	63	55	0	7	0	0	0	0	0	0	0	0	0	0	23 4	29 5
0900	48	43	0	5	0	0	0	0	0	0	0	0	0	0	26	30 6
000	49	40	0	7	0	0	0	0	0	0	0	0			25 3	30 5
00	66	60		5	0	0	0	0	0	0	0	0	0	0	24 4	28 4
200	65	6	0	4	0	0	0	0	0	0	0	0	0	0	25 9	30 4
300	58	49	0	7		0	0	0	0	0	0	0	0	0	28	29 5
400	63	57		4	0	0	0	0	0	0	0	0		0	25	30 3
500	98	93	0	3	0	0	0	0	0	0	0	0			24 7	29 6
600	2	07	0	2	0	0	0	0	0	0	0	0	2	0	24 6	30 4
700	39	29	0	8	0		0		0	0	0	0	0	0	24 7	28 9
800		04	0	7	0	0	0	0	0	0	0	0	0	0	23 2	28 3
900	6	58	0	3	0	0	0	0	0	0	0	0	0	0	26	32
2000	40	38	0	2	0	0	0	0	0	0	0	0	0	0	25 8	3 6
2 00	36	29	0	5	0	0	0	0	0	0	0	0	0	2	26	32
2200	26	26	0	0	0	0	0	0	0	0	0	0	0	0	26	29 6
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	27 6	-
7- 9	92			7	2									2	24 7	29 7
-22		9	2		2									4	24	29

13 October 2022

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2		0		0	0	0	0	0	0	0	0	0	0	23 8	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	22 2	-
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	29 2	-
0600	29	24	0	5	0	0	0	0	0	0	0	0	0	0	32 8	39 2
0700	85	7	0	4	0	0	0	0	0	0	0	0	0	0	27 3	33 4
0800	86	75		9	0	0		0	0	0	0	0	0	0	25 2	3
0900	76	65		8	0				0	0	0	0	0	0	26	30 7
000	63	56	0	5	0	0	0	0	0	0	0	0			25 7	28 9
00	80	67			0	0	0	0	0	0	0	0	0	0	26 5	3 2
200	62	47	2	0		0		0	0	0	0	0	0		27 7	32
300	64	56	0	6	0	0	0	0	0	0	0	0	0	2	27 6	34 5
400	76	63	0		0	0	0	0	0	0	0	0		0	27 7	32 3
500	96	85	0	9	0	0	0	0	0	0	0	0	2	0	27	30 8
600	37	26	0	9	0		0	0	0	0	0	0		0	26 3	33
700	24	8	0	6	0	0	0	0	0	0	0	0			27 8	32 3
800	75	67		5	0	0	0	0	0	0	0	0	0	2	28	34
900	48	46			0	0	0	0	0	0	0	0	0	0	29 5	34 2
2000	24	24	0	0	0	0	0	0	0	0	0	0	0	0	27 2	30 9
2 00	26	24	0	2	0	0	0	0	0	0	0	0	0	0	33	42 6
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	3	
2300	3	2	0		0	0	0	0	0	0	0	0	0	0	33 2	-
7- 9	24	94			2	2								7	27 2	2 2
-	72	29	7		2	2								7	27	2 7

14 October 2022

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0 00	3		0	2	0	0	0	0	0	0	0	0	0	0	34	-
0200			0	0	0	0	0	0	0	0	0	0	0	0	33 4	-
0300			0	0	0	0	0	0	0	0	0	0	0	0	44 7	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	9 8	-
0500	2		0		0	0	0	0	0	0	0	0	0	0	26 2	-
0600	27	20	0	6	0	0	0	0	0	0	0	0		0	3 3	35
0700	82	72	0	0	0	0	0	0	0	0	0	0	0	0	28 6	3 6
0800	8	67	2		0	0	0	0	0	0	0	0	0		24 2	29
0900	93	76	0	3			0	0	0	0	0	0		0	25 6	30 8
000	59	45	0	2	0	0	0	0	0	0	0	0			23 5	29 5
00	75	62	2	9	0	0	0	0	0	0	0	0	0	2	26 5	30 6
200	94	89		4	0	0	0	0	0	0	0	0	0	0	27 3	3 3
300	03	94	0	6	0	0	0	0	0	0	0	0		2	25 2	30
400	89	80	0	9	0	0	0	0	0	0	0	0	0	0	26 8	3 6
500	85	74	0	8	0	0	0	0	0	0	0	2	2		23	28 7
600	26	2	0	2	0	0	0	0	0	0	0	0	2	0	26	30 2
700	97	9	0	3	0	0	0	0	0	0	0	0	3	0	25 8	30 8
800	78	74	0	4	0	0	0	0	0	0	0	0	0	0	24 8	29 5
900	54	52	0	0	0	0	0	0	0	0	0	0			29 4	34 8
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	28	36 4
2 00	7	5	0	2	0	0	0	0	0	0	0	0	0	0	28 5	34 7
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	32 7	4 2
-22	7	4											2	2	9	
-	2 9	7											2	2		
-	2 7	7		4									2	2		

15 October 2022

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	36 6	-
0 00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22 2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500			0	0	0	0	0	0	0	0	0	0	0	0	22 4	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	28 8	-
0700	20	9	0		0	0	0	0	0	0	0	0	0	0	28	34
0800	45	36	0	5	0	0	0	0	0	0	0	0	3		29	34 6
0900	65	57	0	3	0	2	0	0		0	0	0	0	2	26 2	3 7
000	66	58	0	7	0	0	0	0	0	0	0	0	0	0	25 7	30 3
00	82	72		6	0	0	0	0	0	0	0	0	3	0	26 5	30 7
200	59	52	3	3	0	0	0	0	0	0	0	0	0		26 6	3 8
300	50	45	3	2	0	0	0	0	0	0	0	0	0	0	28 2	33 4
400	67	62	0	5	0	0	0	0	0	0	0	0	0	0	25 5	30
500	72	62	0	5	0	0	0	0	0	0	0	0	0	4	26	30 8
600	74	66	0	4	0	0	0	0	0	0	0	0	4	0	27 6	32 4
700	60	56	2	2	0	0	0	0	0	0	0	0	0	0	27 7	3 7
800	62	58	0	3	0	0	0	0	0	0	0	0		0	28	33 7
900	36	34			0	0	0	0	0	0	0	0	0	0	27 7	35 4
2000	20	8	0	2	0	0	0	0	0	0	0	0	0	0	28 4	3 7
2 00	9	9	0	0	0	0	0	0	0	0	0	0	0	0	30 3	-
2200	2	0	0		0	0	0	0	0	0	0	0	0	0	28 5	35 4
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	36 9
7- 9	722	4	9	4		2									2 9	
-22	79	7 2		49		2									27	9
-	2	7 7				2									27 2	9
-	27	74				2									27 2	9

16 October 2022

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	30 2	-
0 00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	28 9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	27 4	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22 2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	28 4	-
0700	3		0		0	0	0	0	0	0	0	0	0		27 2	35 6
0800	27	22	0	3	0	0	0	0	0	0	0	0	0	0	27 5	35 2
0900	4	3		5	0	0	0	0	0	0	0	0		2	26 6	3 5
000	62	56	0	2	0	0	0	0	0	0	0	0	0	4	25 6	30 9
00	69	66	0	2	0	0	0	0	0	0	0	0	0		26 9	3 9
200	66	57	3	5	0	0	0	0	0	0	0	0	0		26 5	29 3
300	86	75	2	5	0	0	0	0	0	0	0	0	4	0	26 8	3
400	69	59	0	6	0	0	0	0	0	0	0	0	2		26 7	3 8
500	79	72	2		0	2	0	0	0	0	0	0	2	0	27 5	32
600	86	82	2	2	0	0	0	0		0	0	0	0	0	26 2	3 5
700	56	47	2	6	0	0	0	0	0	0	0	0	0	0	28 9	34 4
800	38	35	0	2	0	0	0	0	0	0	0	0	0	0	28 7	34
900	29	26			0	0	0	0	0	0	0	0	0	0	29 6	33
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	27 3	33 3
2 00	8	6	0	2	0	0	0	0	0	0	0	0	0	0	27 2	-
2200	6	5	0		0	0	0	0	0	0	0	0	0	0	30 2	-
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	32 7	-
7- 9	92			4		4									27	7
-22	747		4	4		4		2							27	7
-	7	7	4	44		4		2							27	7

17 Oct

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000			0	0	0	0	0	0	0	0	0	0	0	0	29 3	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200		0	0		0	0	0	0	0	0	0	0	0	0	22 8	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	32 8	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	9 7	-
0500	9	6	0	3	0	0	0	0	0	0	0	0	0	0	29 7	-
0600	22	9	0	3	0	0	0	0	0	0	0	0	0	0	28 7	36 4
0700	79	68		9	0	0	0	0	0	0	0	0		0	27 6	33 9
0800	00	86		3	0	0	0	0	0	0	0	0	0	0	25 9	30 6
0900	76	64	0	0	0	0	0	0	0	0	0	0		0	26 2	29 9
000	73	62	0		0	0	0	0	0	0	0	0	0	0	27 6	32 3
00	66	55	0		0	0	0	0	0	0	0	0	0	0	25 6	3 7
200	68	54	2	9	0	0	0	0	0	0	0	0		2	26 4	32 5
300	78	66	0	7	0	0	0	0	0	0	0	0	5	0	28 3	32 9
400	55	50	0	5	0	0	0	0	0	0	0	0	0	0	26	30 9
500	99	85		2	0	0	0	0	0	0	0	0	0		25 7	29 6
600	34	20	0	0	0	0	0	0	0	0	0	0	3		25 5	3 5
700	38	26	0	8	0	0	0	0	0	0	0	0	2	2	25 6	3 5
800	60	60	0	0	0	0	0	0	0	0	0	0	0	0	28	32 9
900	46	43	0	2	0	0	0	0	0	0	0	0	0		28 3	3 3
2000	28	24	0	3	0	0	0	0	0	0	0	0	0	0	28 8	34 6
2 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25 7	-
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	32	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	33 2	-
7- 9	2	9												7	2 4	

18 Oct

T me	T a	s	s 2	s	s 4	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	28 7	-
0 00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	33 5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0500	4	2			0	0	0	0	0	0	0	0	0	0	34 7	-
0600	25	9	0	6	0	0	0	0	0	0	0	0	0	0	3 6	39 9
0700	87	76	0	8	0	0	0	0	0	0	0	0			26 8	3 4
0800	70	63		6	0	0	0	0	0	0	0	0	0	0	25	30 2
0900	70	64		5	0	0	0	0	0	0	0	0	0	0	24	30
000	53	43	2	7	0	0	0	0		0	0	0	0	0	22 9	30 2
00	68	63	0	5	0	0	0	0	0	0	0	0	0	0	26 8	3 8
200	70	50	0	5	0	0	0	0	0	0	0	0	0	5	25 2	30 9
300	58	50	0	6	0	0	0	0	0	0	0	0			26 5	30 5
400	83	70	0	8	0	0	0	0	0	0	0	0	3	2	26 2	32
500	98	79	4	4	0	0	0	0	0	0	0	0		0	27	3 5
600	63	50	0		0	0	0	0	0	0	0	0		0	27 7	3 5
700	37	22		0	0	0	0	0	0	0	0	0		3	26 3	30 9
800	97	9		4	0	0	0	0	0	0	0	0		0	26	30 8
900	47	39	0	8	0	0	0	0	0	0	0	0	0	0	29 4	33 7
2000	22	20	0	2	0	0	0	0	0	0	0	0	0	0	30	37
2 00	9	9	0	0	0	0	0	0	0	0	0	0	0	0	28 4	33 3
2200	2		0	0	0	0	0	0	0	0	0	0	0	0	3 7	40
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	29 8	-
-														9	2	2
-	9	4	2											9	2	2

CHARGE SURVEYS

SI E y he Way C anb ook (South o unc ion) OCA ON A tached to bushes

GRID RE ERENCE 5 093707 0 539054 DIREC ION SOU HBOUND S EED IMI 20

2 e 2 22

T me	T a	V 2	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000	5	0	0		4	0	0	0	0	0	0	0	0	0	0	0	25 9	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0			0	0	0	0	0	0	0	0	0	0	0	0	20	-
0300		0	0	0	0	0	0		0	0	0	0	0	0	0	0	42 4	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0		2	3	0	0	0	0	0	0	0	0	0	0	28 8	-
0600	4	0	3		0	0	0	0	0	0	0	0	0	0	0	0	7 9	-
0700	39	0	4	8	3	3		0	0	0	0	0	0	0	0	0	25 3	30
0800	63	2		2	26	3	0	0	0	0	0	0	0	0	0	0	23 4	29 5
0900	48	0	2	6	25	5	0	0	0	0	0	0	0	0	0	0	26	30 6
000	49	0	2	23	8	6	0	0	0	0	0	0	0	0	0	0	25 3	30 5
00	66	2	5	28	24	7	0	0	0	0	0	0	0	0	0	0	24 4	28 4
200	65		4	7	35	8	0	0	0	0	0	0	0	0	0	0	25 9	30 4
300	58	0		25	27	5	0	0	0	0	0	0	0	0	0	0	26	29 5
400	63		5	25	26	6	0	0	0	0	0	0	0	0	0	0	25	30 3
500	98		0	37	4	9	0	0	0	0	0	0	0	0	0	0	24 7	29 6
600	2		9	4	44	5	0		0	0	0	0	0	0	0	0	24 6	30 4
700	39	3	4	48	64	9		0	0	0	0	0	0	0	0	0	24 7	28 9
800		3	3	54	35	5		0	0	0	0	0	0	0	0	0	23 2	28 3
900	6	2	2	2	27	7	2	0	0	0	0	0	0	0	0	0	26	32
2000	40	0	4	3	5	8	0	0	0	0	0	0	0	0	0	0	25 8	3 6
2 00	36	0	2	6		6		0	0	0	0	0	0	0	0	0	26	32
2200	26	0		8	5	2	0	0	0	0	0	0	0	0	0	0	26	29 6
2300	8	0	0	2	5	0		0	0	0	0	0	0	0	0	0	27 6	-
7- 9	**92**	**4**	**9**		**7**												**24 7**	**29 7**
22				**4 4**	**4**	**2**											**24**	**29**
-				**4 7**	**4 7**												**24 9**	**29**

e 2 22

T me	T a	V 4	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23 8	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22 2	-
0500	7	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	29 2	-
0600	29	0	0	2	8	3	4	2	0	0	0	0	0	0	0	0	32 6	33 2
0700	85	0	6	8	42	9	0	0	0	0	0	0	0	0	0	0	27 3	33 4
0800	86		7	36	30	2	0	0	0	0	0	0	0	0	0	0	25 2	3
0900	76	0	3	28	35	9		0	0	0	0	0	0	0	0	0	26	30 7
000	63	3	2	4	39	4	0		0	0	0	0	0	0	0	0	25 7	28 9
00	80	0	6	23	39	0		0	0	0	0	0	0	0	0	0	26 5	3 2
200	62		2	4	32		2	0	0	0	0	0	0	0	0	0	27 7	32
300	64		2	8	26	4	2		0	0	0	0	0	0	0	0	27 6	34 5
400	76	0	2	8	36	8	2	0	0	0	0	0	0	0	0	0	27 7	32 3
500	96	0	4	20	59	3	0	0	0	0	0	0	0	0	0	0	27	30 8
600	37	0	3	28	68	34	4	0	0	0	0	0	0	0	0	0	28 3	33
700	24	0	9	3	79	9	4	0	0	0	0	0	0	0	0	0	27 8	32 3
800	75			2	33	7	2	0	0	0	0	0	0	0	0	0	28	34
900	48	0	0	6	27	0	4	0	0	0	0	0	0	0	0	0	29 5	34 2
2000	24	0	0	5	6	3	0	0	0	0	0	0	0	0	0	0	27 2	30 9
2 00	26	0	0	3	9	9	2	2		0	0	0	0	0	0	0	33	42 6
2200	8	0		0	2		3	0	0	0	0	0	0	0	0	0	3	-
2300	3	0	0	0				0	0	0	0	0	0	0	0	0	33 2	-
7- 9	**24**	**7**	**47**	**2**													**27 2**	**2 2**
22		**7**	**4**	**2 7**	**7**	**2**	**2**	**7**									**27**	**2**
-		**72**	**7**		**27**	**4**	**22**	**2**	**7**								**27**	**2 7**

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T me	T a	V 2	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0 00	3	0	0	0				0	0	0	0	0	0	0	0	0	34	-
0200		0	0	0	0		0	0	0	0	0	0	0	0	0	0	33 4	-
0300		0	0	0	0	0	0		0	0	0	0	0	0	0	0	44 7	-
0400		0	0		0	0	0	0	0	0	0	0	0	0	0	0	9 8	-
0500	2	0	0			0	0	0	0	0	0	0	0	0	0	0	28 2	-
0600	27	0	0	2	2	0	2		0	0	0	0	0	0	0	0	3 3	35
0700	82		5	2	42		2	0	0	0	0	0	0	0	0	0	26 6	3 6
0800	8		8	34	35	2		0	0	0	0	0	0	0	0	0	24 2	29
0900	93	0		25	44	2		0	0	0	0	0	0	0	0	0	25 6	30 8
000	59	3	8	22	9	6	0		0	0	0	0	0	0	0	0	23 5	29 5
00	75		4	20	40	8	2	0	0	0	0	0	0	0	0	0	26 5	30 6
200	94		2	25	5	3	2	0	0	0	0	0	0	0	0	0	27 3	3 2
300	63			37	43	0		0	0	0	0	0	0	0	0	0	25 2	30
400	89		6	2	45	2	4	0	0	0	0	0	0	0	0	0	26 8	3 6
500	85		2	28	32	2		0	0	0	0	0	0	0	0	0	23	28 7
600	26		5	40	67	3	0	0	0	0	0	0	0	0	0	0	26	30 2
700	97	2	9	25	50		0	0	0	0	0	0	0	0	0	0	25 8	30 8
800	78	0	9	24	42	3	0	0	0	0	0	0	0	0	0	0	24 8	29 5
900	54	0		9	27	3	3		0	0	0	0	0	0	0	0	29 4	34 8
2000	27	0	3	6	8	7	3	0	0	0	0	0	0	0	0	0	28	36 4
2 00	7	0	0	6	8				0	0	0	0	0	0	0	0	28 5	34 7
2200	3	0	0		6	2	3		0	0	0	0	0	0	0	0	32 7	4 2
7- 9	**2**		**99**	**22**			**4**										**2**	
22	**7**			**4**		**4**	**2**	**2**	**2**								**2 9**	
-	**2 9**			**47**	**7**	**42**	**2**		**2**								**2**	

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T me	T a	V 4	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	36 6	-
0 00	2	0			0		0	0	0	0	0	0	0	0	0	0	22 2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500		0	0		0	0	0	0	0	0	0	0	0	0	0	0	22 4	-
0600	8	0	0		5	2	0	0	0	0	0	0	0	0	0	0	28 8	-
0700	20	0	2			5	0	0	0	0	0	0	0	0	0	0	28	34
0800	45		3	4	9	4	3		0	0	0	0	0	0	0	0	29	34 6
0900	65	3	4	4	33	0		0	0	0	0	0	0	0	0	0	28 2	3 7
000	66	0	4	24	33	4		0	0	0	0	0	0	0	0	0	25 7	30 3
00	82		2	25	44	0	0		0	0	0	0	0	0	0	0	26 5	30 7
200	59		4	0	35	8		0	0	0	0	0	0	0	0	0	26 6	3 8
300	50	0	0	3	24		0		0	0	0	0	0	0	0	0	28 2	33 4
400	67	0	8	20	32	5	2	0	0	0	0	0	0	0	0	0	25 5	30
500	72	4	3	7	40	8	0	0	0	0	0	0	0	0	0	0	25	30 8
600	74	0	5	7	29	23	0	0	0	0	0	0	0	0	0	0	27 6	32 4
700	60	0	2	2	35	9	2	0	0	0	0	0	0	0	0	0	27 7	3 7
800	62	0		5	33		2	0	0	0	0	0	0	0	0	0	28	33 7
900	36	2	3	4	8	0	0	0	0	0	0	0	0	0	0	0	27 7	35 4
2000	20	0			3	5	0	0	0	0	0	0	0	0	0	0	28 4	3 7
2 00	9	0	0	2	3	3	0		0	0	0	0	0	0	0	0	30 3	-
2200	2	0	0	3	6	3	0	0	0	0	0	0	0	0	0	0	28 5	35 4
7- 9	**722**			**72**			**4**	**2**									**2 9**	
22	**79**	**2**	**42**		**4 7**												**27**	**9**
-	**2**	**2**	**42**	**4**	**42**	**9**	**9**	**4**									**27 2**	**9**

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T me	T a	V 2	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000	5	0	0		2			0	0	0	0	0	0	0	0	0	30 2	-
0 00	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	28 9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0		0	0	0	0	0	0	0	0	0	0	0	0	27 4	-
0400	2	0	0			0	0	0	0	0	0	0	0	0	0	0	22 2	-
0500	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	0	0		4		0	0	0	0	0	0	0	0	0	0	28 4	-
0700	3	0	3		5	4	0	0	0	0	0	0	0	0	0	0	27 2	35 6
0800	27			8	8	7	2	0	0	0	0	0	0	0	0	0	27 5	35 2
0900	4	0	5	0	8	7		0	0	0	0	0	0	0	0	0	26 6	3 5
000	62		7	3	33	7	0		0	0	0	0	0	0	0	0	25 6	30 9
00	69	0	3	8	35	3	0	0	0	0	0	0	0	0	0	0	26 9	3 9
200	66			5	44	5	0	0	0	0	0	0	0	0	0	0	26 5	29 3
300	86		2	24	46	3	0	0	0	0	0	0	0	0	0	0	26 8	3
400	69		3	8	35	0	2	0	0	0	0	0	0	0	0	0	26 7	3 8
500	79		4	8	39	5		0	0	0	0	0	0	0	0	0	27 5	32
600	86	0	7	23	4	5	0	0	0	0	0	0	0	0	0	0	28 2	3 5
700	56	0		9	29	2	5	0	0	0	0	0	0	0	0	0	28 9	34 4
800	38	0	0	8	20	7	2		0	0	0	0	0	0	0	0	28 7	34
900	29	0	0	4	5	9		0	0	0	0	0	0	0	0	0	29 6	33
2000	2	0		2	7	2	0	0	0	0	0	0	0	0	0	0	27 3	33 3
2 00	8	0	0	2	5	0		0	0	0	0	0	0	0	0	0	27 2	-
2200	6	0	0		3			0	0	0	0	0	0	0	0	0	30 2	-
7- 9	**92**		**7**				**4**	**2**									**27**	**7**
22	**747**			**74**	**4**	**27**		**2**									**27**	**7**
-	**7**			**7**	**9**	**2**		**2**									**27**	**7**

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T me	T a	V 2	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29 3	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200		0	0		0	0	0	0	0	0	0	0	0	0	0	0	22 8	-
0300		0	0	0	0	0	0		0	0	0	0	0	0	0	0	32 8	-
0400		0	0			0	0	0	0	0	0	0	0	0	0	0	9 7	-
0500	9	0			2	3	2		0	0	0	0	0	0	0	0	29 7	-
0600	22	0	0	3		8	2	0	0	0	0	0	0	0	0	0	29 7	38 4
0700	79		6	7	3	20	4	0	0	0	0	0	0	0	0	0	27 6	33 9
0800	60		4	33	49	2		0	0	0	0	0	0	0	0	0	25 9	30 6
0900	76	0	4	22	44	5		0	0	0	0	0	0	0	0	0	26 2	29 9
000	73		3	3	4	4		0	0	0	0	0	0	0	0	0	27 6	32 3
00	66		9	7	26	2		0	0	0	0	0	0	0	0	0	25 6	3 7
200	68	2	4	20	25	7	0	0	0	0	0	0	0	0	0	0	26 4	32 5
300	78	0	4	6	32	23	2		0	0	0	0	0	0	0	0	28 3	32 9
400	55		4	4	29	7	0	0	0	0	0	0	0	0	0	0	26	30 9
500	99	0	7	29	57	6	0		0	0	0	0	0	0	0	0	25 7	29 6
600	34	3	7	32	59	2	2	0	0	0	0	0	0	0	0	0	25 5	3 5
700	38	4	7	49	57	20		0	0	0	0	0	0	0	0	0	25 6	3 5
800	60	0		3	30	5		0	0	0	0	0	0	0	0	0	28	32 9
900	46	0	0	6	30	8			0	0	0	0	0	0	0	0	28 3	3 3
2000	28	0		6	0		0	0	0	0	0	0	0	0	0	0	28 8	34 6
2 00	0	0		2	6		0	0	0	0	0	0	0	0	0	0	25 7	-
2200	8	0	0		2	4		0	0	0	0	0	0	0	0	0	32	-
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33 2	-
22	**2**	**4**	**72**	**292**		**7**	**0**	**7**	**2**								**2**	
-	**42**	**4**	**72**	**29**	**9**	**2 4**			**2**								**2**	**9**
-		**4**	**7**	**29**	**42**	**2**	**2**		**2**								**2 7**	**2**

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T me	T a	V 2	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9 99	Mea	V
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28 7	-
0 00	2	0	0	0		0	0	0	0	0	0	0	0	0	0	0	33 5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0500	4		0		2		0	0	0	0	0	0	0	0	0	0	34 7	-
0600	25	0		2	2	5	4		0	0	0	0	0	0	0	0	3 6	39 9
0700	87		8		52	5	0	0	0	0	0	0	0	0	0	0	26 8	3 4
0800	70		4	33	23	9		0	0	0	0	0	0	0	0	0	25	30 2
0900	70	3	6	26	3	3		0	0	0	0	0	0	0	0	0	24	30
000	53	5	7	7	2	2		0	0	0	0	0	0	0	0	0	22 9	30 2
00	68	0	4	5	37	9	3	0	0	0	0	0	0	0	0	0	26 8	3 8
200	70	2	9	3	36	9		0	0	0	0	0	0	0	0	0	25 2	30 9
300	58	2	2	3	34	5		0	0	0	0	0	0	0	0	0	26 5	30 5
400	83		8	22	37	5	0	0	0	0	0	0	0	0	0	0	26 2	32
500	98	0	4	2	57	4	2	0	0	0	0	0	0	0	0	0	27	3 5
600	63	2	5	23	06	23	4	0	0	0	0	0	0	0	0	0	27 7	3 5
700	37			39	69	5	2	0	0	0	0	0	0	0	0	0	26 3	30 9
800	97	0	7	27	50	3	0	0	0	0	0	0	0	0	0	0	26	30 6
900	47	0	2	6	8	8	3	0	0	0	0	0	0	0	0	0	29 4	33 7
2000	22	0		4	8	6	2		0	0	0	0	0	0	0	0	30	37
2 00	9	0	0	2	9	6		0	0	0	0	0	0	0	0	0	28 4	33 3
2200	2	0	0	3	2	0	4	3	0	0	0	0	0	0	0	0	3 7	40
2300	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	29 8	-
22	**7**	**9**	**79**	**274**		**7**	**2**										**2**	**4**
-	**9**	**9**	**79**	**277**		**72**	**2**										**2**	
-	**9**	**9**	**79**	**2**		**72**	**29**										**2**	

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T me	T a	V 4	V 2 9	V 9 2	V 2	V 7	V 7 4	V 4	V	V 2	V 2	V 7	V 7	V 7	V 7 9	V 9	Mea	V
--	7442	7	4 9	977		22		22		2							2 7	7

CHARGE SURVEYS

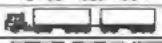
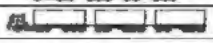
SITE: Frythe Way, Cranbrook (South of Junction) LOCATION: Attached to bushes

GRID REFERENCE: 51.093707, 0.539054 DIRECTION: SOUTHBOUND SPEED LIMIT: 20

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	17-Oct	18-Oct	1-5.	1-7.
Hour									
0000-0100	5	2	0	3	5	1	2	1	2
0100-0200	0	0	3	2	5	0	2	1	2
0200-0300	2	0	1	0	0	1	0	1	0
0300-0400	1	0	1	0	2	1	0	0	1
0400-0500	0	1	1	0	2	1	2	1	1
0500-0600	5	7	2	1	0	9	4	5	4
0600-0700	4	29	27	8	6	22	25	25	20
0700-0800	39	85	82	20	13	79	**87**	83	64
0800-0900	63	**86**	81	45	27	**100**	70	85	71
0900-1000	48	76	**93**	65	41	76	70	78	71
1000-1100	49	63	59	66	62	73	53	61	62
1100-1200	**66**	80	75	**82**	**69**	66	68	71	72
1200-1300	65	62	94	59	66	68	70	71	69
1300-1400	58	64	103	50	86	78	58	78	75
1400-1500	63	76	89	67	69	55	83	76	74
1500-1600	98	96	85	72	79	99	98	95	90
1600-1700	121	**137**	**126**	**74**	**86**	134	**163**	141	123
1700-1800	**139**	124	97	60	56	**138**	137	124	105
1800-1900	111	75	78	62	38	60	97	75	68
1900-2000	61	48	54	36	29	46	47	49	44
2000-2100	40	24	27	20	12	28	22	25	23
2100-2200	36	26	17	9	8	10	19	18	15
2200-2300	26	8	13	12	6	8	12	10	10
2300-2400	8	3	9	14	3	2	4	4	5
Totals									
0700-1900	920	1024	1062	722	692	1026	1054	1038	943
0600-2200	1061	1151	1187	795	747	1132	1167	1154	1045
0600-0000	1095	1162	1209	821	756	1142	1183	1169	1060
0000-0000	1108	1172	1217	827	770	1155	1193	1179	1070
AM Peak	1100	800	900	1100	1100	800	700		
	66	86	93	82	69	100	87		
PM Peak	1700	1600	1600	1600	1600	1700	1600		
	139	137	126	74	86	138	163		

CHARGE SURVEYS

SITE: The Hill, Cranbrook (West of Junction) (51.094711, 0.540074)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups>3		
10	BD	>5	4	B-Double or Heavy truck and trailer	groups=4 & axles>5		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>5	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**17044**	**17230**
Mean Speed	**21.2**	**21.6**
85%	**26.6**	**28.6**

CHARGE SURVEYS

SITE: The Hll, C anb ook (West of Junct on)

LOCAT ON: At ached to 20mph sign

GRID REFERENCE: S1.09 711, 0.5 007

DIRECT ON: EASTBOUND

SPEED LIMIT: 20

12 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20 2	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22 6	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	0	29 5	-
0500	5		0	3	0	0	0	0	0	0	0	0	0	0	0	25 9	3 9
0600	43	39	0	3	0		0	0	0	0	0	0	0	0	0	24 7	27 7
0700	205	8		9		0	0	0	0		0	0	0	2	0	23 4	28 6
0800	438	4 8	3	6		0	0	0	0	0	0	0	0	0	0	9	24
0900	232	2 8	0	4	0	0	0	0	0	0	0	0	0	0	0	22	27 2
000	80	58		9	0	0	0	0	0	0	0	0	0			2 2	25 9
00	64	42		2	0	0	0	0	0	0	0	0	0	0	0	20 5	25
200	73	57		4		0	0	0	0	0	0	0	0	0	0	2 3	26 6
300	6	4		7		0	0	0	0	0	0	0	0	0	0	22 6	29
400	98	86	0		0		0	0	0	0	0	0	0	0	0	9 4	24
500	300	280	2	3	2	0	0	0	0	0	0	0	0	2	0	20 7	25 8
600	303	276	3	9		0	0	0	0	0	0	0	0	2	0	2 2	25 8
700	328	30	3	9	0	2	0		0	0	0	0	0	2	0	9 9	24 8
800	97	84	0	3	0	0	0	0	0	0	0	0	0	0	0	20 3	25
900	54	46	0	6	2	0	0	0	0	0	0	0	0	0	0	22 3	28 2
2000	76	72	0	4	0	0	0	0	0	0	0	0	0	0	0	22 3	26 6
2 00	56	50	0	4	0	0	0	0	0	0	0	0	0	0		2 5	27 7
2200	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	20 2	24 2
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24	34 6
7- 9	2 79	2 44		9	7										9	2	3
-22	2	29		2 2	9	4									2	2	2 2

13 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	30
0 00	3	2	0		0	0	0	0	0	0	0	0	0	0	0	29 4	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22 5	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32 7	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25 8	-
0500	8	7	0		0	0	0	0	0	0	0	0	0	0	0	23 6	-
0600	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	23 6	29 7
0700	85	63	0	2		0	0	0	0		0	0	0	0	0	22 5	26 8
0800	389	368	0	6			0	0			0	0	0	0	2	2 3	26 5
0900	202	80		8			0		0	0	0	0	0	0	0	2 4	25 4
000	204	87	0	6	0	0		0	0	0	0	0	0	0	0	2	27
00	66	42		9			0	0	0	0	0	0	0	0		2 2	25 9
200	59	39		7	0	2	0	0	0	0	0	0	0	0	0	20 9	25 2
300	62	4	3	7	0	0	0	0	0	0	0	0	0	0	0	20 5	26
400	76	60	2	3	0	0	0	0	0	0	0	0	0	0		2	26 5
500	300	274		2			0	0	0	0	0	0	0	2	0	9 6	23 9
600	294	273	0	20	0	0	0	0	0	0	0	0	0		0	22	26 4
700	267	249	0	6	0	0	0	0	0	0	0	0	0			2	25 8
800	85	70		4	0	0	0	0	0	0	0	0	0	0	0	20 4	26 3
900	25	7	0	6	2	0	0	0	0	0	0	0	0	0	0	22 7	27 7
2000	89	85	0	4	0	0	0	0	0	0	0	0	0	0	0	22 3	27 3
2 00	54	5	0		0	0	0	0	0	0	0	0	0			2 5	28 6
2200	25	24	0		0	0	0	0	0	0	0	0	0	0	0	2 9	28
2300			0	0	0	0	0	0	0	0	0	0	0	0	0	24	32
7- 9	2 9	244		2												2	2
-		2		224	7										7	2	2 4

14 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26 3	-
0 00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24 8	-
0200			0	0	0	0	0	0	0	0	0	0	0	0	0	29 8	-
0300	5	4	0		0	0	0	0	0	0	0	0	0	0	0	24 8	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23 3	-
0500	6	5	0		0	0	0	0	0	0	0	0	0	0	0	24 5	-
0600	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	27 2	30 5
0700	62	47		2			0	0	0	0	0	0	0	0	0	23	27 5
0800	294	273	0	7		0	0	0	0		0	0	0	0	0	9 8	23 8
0900	65	45	0	6		0	0	0	0	0	0	0	0	2		2 8	26 8
000	27	09	0	7	0	0	0	0	0	0	0	0	0	0		22 2	26 8
00	42	3	0	0	0	0	0	0	0	0	0	0	0	0		2 2	26 6
200	35	25	0	8	0	0	0	0	0	0	0	0	0	0		2 2	26 4
300	60	44	0	4		0	0	0	0	0	0	0	0		0	2 4	26 5
400	6	54	0	6	0	0	0	0	0	0	0	0	0		0	2	26 4
500	276	255		8		0	0	0	0	0	0	0	0	0		9 6	25 2
600	269	252	4	2	0	0	0	0	0	0	0	0	0	0	0	20 8	26
700	242	22	0	5		0	0	2	0	0	0	0	0	3	0	2 2	26 5
800	80	67	0	0			0	0	0	0	0	0	0	0	0	9 6	25 8
900	24	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2 4	27
2000	64	57		6	0	0	0	0	0	0	0	0	0	0	0	22 7	28 6
2 00	56	54	0		0	0	0	0	0	0	0	0	0	0		2 4	26 7
2200	47	45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	26
-22	2 9	2		7	72	7									7	2	2 4
-	2 4	24		7	74	7									7	2	2 4
-	2	247		7	7	7									7	2	2

15 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22 7	29 8
0 00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9 3	-
0200	7	6	0		0	0	0	0	0	0	0	0	0	0	0	24 5	-
0300	3		0	2	0	0	0	0	0	0	0	0	0	0	0	22 -	
0400			0	0	0	0	0	0	0	0	0	0	0	0	0	26 3	-
0500	2		0		0	0	0	0	0	0	0	0	0	0	0	23 6	-
0600	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28 6	-
0700	39	36	0	3	0	0	0	0	0	0	0	0	0	0	0	24 2	30 8
0800	88	87	0	0	0	0	0	0	0	0	0	0	0	0	0	2 7	28
0900	6	53	0	5		0	0	0	0	0	0	0	0	0	0	9 8	26 3
000	70	58	0	0		0	0	0	0	0	0	0	0	0		9	23 5
00	8	69		8	2	0	0	0	0	0	0	0	0	0	0	9 9	24 7
200	83	74	0	8	0	0	0	0	0	0	0	0	0	0	0	2	25 5
300	49	39	2	7	0		0	0	0	0	0	0	0	0	0	20 3	25 3
400	39	32	2	3		0	0	0	0	0	0	0	0	0	0	20 8	26 3
500	46	36	0	9	0	0	0	0	0	0	0	0	0	0	0	22 5	28 4
600	43	32	0		0	0	0	0	0	0	0	0	0	0	0	2 7	27
700	28	2	0	5		0	0	0	0	0	0	0	0	0	0	2	26 6
800	25	6	0	6		0	0	0	0	0	0	0	0	2	0	20	25 7
900	99	92	0	5	2	0	0	0	0	0	0	0	0	0	0	2 4	26 9
2000	48	47	0		0	0	0	0	0	0	0	0	0	0	0	22 7	3
2 00	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	2 6	28 3
2200	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	20 9	27 5
2300	29	28	0		0	0	0	0	0	0	0	0	0	0	0	8	2
7- 9	2			7	7			2								2 7	2 2
-22	4	74		4	9			2								2 9	2 4
-	9				9			2								2	2
-	94	29		9	9			2								2 9	2 4

16 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000			0	0	0	0	0	0	0	0	0	0	0	0	0	24 3	33 7
0 00	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9 -	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26 2	-
0300			0	0	0	0	0	0	0	0	0	0	0	0	0	29 5	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22 5	-
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8 3	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27 5	-
0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	24 8	30
0800	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	22 5	30
0900	46	43	0	2	0	0	0	0	0	0	0	0	0	0	0	20 6	26 2
000	95	92	0		0	0	0	0	0	0	0	0	0			2 8	26 8
00	29	2	0	5		0	0	0	0	0	0	0	0	2	0	22 5	27 8
200	24	6		6	0	0	0	0	0	0	0	0	0	0	0	2 5	26 2
300	22	5	0	3	2	0	0	0	0	0	0	0	0			2	27 2
400	0	90	0	8		0	0	0	0	0	0	0	0	2	0	20 6	24 4
500	0	06	0	4	0	0	0	0	0	0	0	0	0	0	0	20 6	25 4
600	92	87	0	5	0	0	0	0	0	0	0	0	0	0	0	9 4	26
700	79	76	0	2	0	0	0	0	0	0	0	0	0			22 4	28 4
800	90	85	0	4		0	0	0	0	0	0	0	0	0	0	20	24 7
900	44	4	0	2	0	0	0	0	0	0	0	0	0	0		9 5	23 8
2000	52	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20 6	27 6
2 00	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	20 6	26 7
2200	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9 5	25
2300	5	4	0		0	0	0	0	0	0	0	0	0	0	0	7 7	-
7- 9	2	9		4											7	2	2 2
-22		9													7		2 2
-	2			2													2 2

17 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6 3	-
0 00	3	2	0		0	0	0	0	0	0	0	0	0	0	0	20 8	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23 7	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23 6	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	0	32 6	-
0500	2		0		0	0	0	0	0	0	0	0	0	0	0	23 6	30
0600	26	25	0		0	0	0	0	0	0	0	0	0	0	0	26 3	32 8
0700	06	94	0	9		0	0	0	0	0	0	0	0			23	29 7
0800	25	234		5		0	0	0	0	0	0	0	0	0	0	22	27
0900	25	4	0	0		0	0	0	0	0	0	0	0	0	0	22 3	28 4
000	23	2	0		0	0	0	0	0	0	0	0	0	0	0	22	28 2
00	0	96		3	0	0	0	0	0	0	0	0	0	0	0	22 3	27
200	37	27	0	0	0	0	0	0	0	0	0	0	0	0	0	2 9	26 9
300	42	9	2	7		0		0	0	0	0	0	0	0		20 6	25 4
400	62	44	0	2			0	0	0	0	0	0	0	2	0	20 5	25 3
500	243	223	0	3	6	0	0	0	0	0	0	0	0			20 6	26 2
600	220	209		8	0		0	0	0	0	0	0	0	0		22 4	27
700	226	206	2	5		0	0		0	0	0	0	0		0	2 3	27
800	72	58	0	3		0	0	0	0	0	0	0	0	0	0	9 7	24 8
900	0	92	0	8	0	0	0	0	0	0	0	0	0	0		2 6	28
2000	59	55	0		2	0	0	0	0	0	0	0	0		0	2 9	27 7
2 00	40	37	0		0	0	0	0	0	0	0	0	0	0	0	2 6	27
2200	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	23	28 5
2300			0	0	0	0	0	0	0	0	0	0	0	0	0	2 7	3 9
7- 9	2 7		7	4		2	2							4	4	2	2

18 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2	8	0	2	0	0	0	0	0	0	0	0	0	0	0	22 8	-
0 00	2		0		0	0	0	0	0	0	0	0	0	0	0	9 7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23 4	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25 2	-
0400			0	0	0	0	0	0	0	0	0	0	0	0	0	32 7	-
0500	8	8	0	0	0	0	0	0	0	0	0	0	0		0	26 7	-
0600	33	27	0	5	0	0	0	0	0	0	0	0	0			27 2	33 6
0700	44	26		3	2	0	0	0	0	0	0	0	0			23 5	28 6
0800	272	252	0	4	3		0	0	0	0	0	0	0			2 2	26 5
0900	59	40	0	7		0	0	0	0	0	0	0	0	0	0	2 4	25 6
000	54	40	0	3	0		0	0	0	0	0	0	0	0	0	22	27
00	40	26			0	0	0	0	0	0	0	0	0			22 6	28 3
200	48	27		7	2	0		0	0	0	0	0	0	0	0	2	26 2
300	55	40	0	2	2	0	0	0	0	0	0	0	0	0	0	2 9	27 6
400	38	30	0	5	0	0	0		0	0	0	0	0	0	0	22 2	28 7
500	260	236	0	9		2		0	0	0	0	0	0	0	0	9 2	25
600	252	226	4	9	0	0	0	0	0	0	0	0	0	2	0	20 4	25 5
700	232	2 3		4	0	0	0	0	0	0	0	0	0	2	0	20 8	26
800	54	46	0	7		0	0	0	0	0	0	0	0	0	0	20 7	26 3
900	93	86	0	6		0	0	0	0	0	0	0	0	0	0	2 8	28
2000	63	6	0			0	0	0	0	0	0	0	0	0	0	2 7	27 5
2 00	6	59	0			0	0	0	0	0	0	0	0	0	0	2 9	28 5
2200	35	3	0	3	0	0	0	0	0	0	0	0	0	0	0	9 8	24 6
2300	2		0	0	0	0	0	0	0	0	0	0	0	0	0	20 7	30 3
-	2	2277	9	74	9	4									7	2	2
-	2	2 7	9	77	9	4									7	2 4	2

CHARGE SURVEYS

SI E he Hil C anb ook (West o unc ion) OCA ON A tached to 20mph s gn

GRID RE ERENCE S 0947 0 540074 DIREC ION EAS BOUND S EED IMI 20

2 e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	2	7	7	7	7	7	9	99				
0000	8	0	3	3			0	0	0	0	0	0	0	0	0	22	-		
0 00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	2	0		0		0	0	0	0	0	0	0	0	0	0	20 2	-		
0300	4	0		2		0	0	0	0	0	0	0	0	0	0	22 6	-		
0400	0	0	0	0		0	0	0	0	0	0	0	0	0	0	29 5	-		
0500	5	0		6	5	3	0	0	0	0	0	0	0	0	0	25 9	3	9	
0600	43	0		9	2	2	0	0	0	0	0	0	0	0	0	24 7	27	7	
0700	205	4	34	94	62		0	0	0	0	0	0	0	0	0	23 4	28	6	
0800	438	42	57	86	50	3	0	0	0	0	0	0	0	0	0	9	24		
0900	232	4	52	5	54	7	0	0	0	0	0	0	0	0	0	22	27	2	
000	80	3	49	95	28	5	0	0	0	0	0	0	0	0	0	2 2	25	9	
00	64		43	85	8	7	0	0	0	0	0	0	0	0	0	20 5	25		
200	73	5	44	87	30	6		0	0	0	0	0	0	0	0	2 3	26	6	
300	6	3	42	57	44	5	0	0	0	0	0	0	0	0	0	22 6	29		
400	98	23	60	92	22		0	0	0	0	0	0	0	0	0	9 4	24		
500	300	2	9	37	52	7		0	0	0	0	0	0	0	0	20 7	25	8	
600	303	5	80	35	62	7	2		0	0	0	0	0	0	0	2 2	25	8	
700	328	2	4	44	46	2		0	0	0	0	0	0	0	0	9 9	24	6	
800	97	3	84	80	24	6	0	0	0	0	0	0	0	0	0	20 3	25		
900	54	2	42	64	38	8	0	0	0	0	0	0	0	0	0	22 3	28	2	
2000	76	0	4	42	8	2	0	0	0	0	0	0	0	0	0	22 3	26	6	
2 00	56	0	9	23		3	0	0	0	0	0	0	0	0	0	2 5	27	7	
2200	37	0	6	5	3	0	2	0	0	0	0	0	0	0	0	20 2	24	2	
2300	4	0	5	2	4	3	0	0	0	0	0	0	0	0	0	24	34	6	
7- 9	2 79	4		7	492	77										2	3		
22	2	4	92	4		92										2	2	2	
-		2 9	49	9	4	9										2	2		

e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	7	4		2	2	7	7	7	9	99		
0000	2	0	5	2	4	0	0	0	0	0	0	0	0	0	0	0	0	22	30
0 00	3	0	0		0	2	0	0	0	0	0	0	0	0	0	0	0	20 4	-
0200	2	0		0		0	0	0	0	0	0	0	0	0	0	0	0	22 5	-
0300	2	0	0	0				0	0	0	0	0	0	0	0	0	0	32 7	-
0400	2	0		0	0			0	0	0	0	0	0	0	0	0	0	25 8	-
0500	8	0	0	6	2	0		0	0	0	0	0	0	0	0	0	0	23 6	-
0600	46	0	0	7	5	4	0		0	0	0	0	0	0	0	0	0	23 6	29 7
0700	85	2	32	98	48	4		0	0	0	0	0	0	0	0	0	0	22 5	26 8
0800	389	2	92	66	05	5	0		0	0	0	0	0	0	0	0	0	2 3	26 5
0900	202		50	5	32	4	0		0	0	0	0	0	0	0	0	0	2 4	25 4
000	204	8	62	79	5	3		0	0	0	0	0	0	0	0	0	0	2	27
00	66	6	46	84	28		0	0	0	0	0	0	0	0	0	0	0	2 2	25 9
200	59	4	50	80	24		0	0	0	0	0	0	0	0	0	0	0	20 9	25 2
300	62	7	53	66	32	4	0		0	0	0	0	0	0	0	0	0	20 5	26
400	76	3	56	77	37	2		0	0	0	0	0	0	0	0	0	0	2	26 5
500	300	7	07	40	35	0		0	0	0	0	0	0	0	0	0	0	9 6	23 9
600	294	3	59	62	56	3		0	0	0	0	0	0	0	0	0	0	22	26 4
700	267	7	85	3	59	3	0		0	0	0	0	0	0	0	0	0	2	25 8
800	85	8	66	77	28	6	0		0	0	0	0	0	0	0	0	0	20 4	26 3
900	25		29	52	37	5	0		0	0	0	0	0	0	0	0	0	22 7	27 7
2000	89		28	35	9	5	0		0	0	0	0	0	0	0	0	0	22 3	27 3
2 00	54		8	2	0	3		0	0	0	0	0	0	0	0	0	0	2 5	28 6
2200	25	0	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	2 9	28
2300	0	0	3	3	4	0	0		0	0	0	0	0	0	0	0	0	24	32
7- 9	2 9	7	7	2 7		4										2	2		
22		9	4	2												2	2	2	
-		9	9	4	2	9										2	2	4	

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	7	0	2	0	2	3	0	0	0	0	0	0	0	0	0	0	0	26 3	-
0 00	2	0	0			0	0	0	0	0	0	0	0	0	0	0	0	24 8	-
0200		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	29 8	-
0300	5	0	2	0	2		0	0	0	0	0	0	0	0	0	0	0	24 8	-
0400	3	0			0		0	0	0	0	0	0	0	0	0	0	0	23 3	-
0500	6	0	2		3	0	0	0	0	0	0	0	0	0	0	0	0	24 5	-
0600	33	0	2	6	22	2		0	0	0	0	0	0	0	0	0	0	27 2	30 5
0700	62		23	80	49	9	0		0	0	0	0	0	0	0	0	0	22	27 5
0800	294	4	99	46	33		0	0	0	0	0	0	0	0	0	0	0	9 8	23 8
0900	65		46	79	32	6	0		0	0	0	0	0	0	0	0	0	2 8	26 8
000	27	0	28	7	2	7	0		0	0	0	0	0	0	0	0	0	22 2	26 8
00	42	2	43	63	30	4	0		0	0	0	0	0	0	0	0	0	2 2	26 6
200	35	3	40	63	25	4	0		0	0	0	0	0	0	0	0	0	2 2	26 4
300	60	6	42	70	38	4	0		0	0	0	0	0	0	0	0	0	2 4	26 5
400	6	7	47	68	33	6	0		0	0	0	0	0	0	0	0	0	2	26 4
500	276	5	7	99	39	6	0		0	0	0	0	0	0	0	0	0	9 6	25 2
600	269	4	80	6	50	7	0	2		0	0	0	0	0	0	0	0	20 8	26
700	242	7	74	00	57	4	0	0	0	0	0	0	0	0	0	0	0	2 2	26 5
800	80	9	83	56	25	7	0	0	0	0	0	0	0	0	0	0	0	9 6	25 8
900	24	2	39	56	20	6		0	0	0	0	0	0	0	0	0	0	2 4	27
2000	64	0	8	24	7	3	2		0	0	0	0	0	0	0	0	0	22 7	26 6
2 00	56	0	9	25	0			0	0	0	0	0	0	0	0	0	0	2 4	26 7
2200	47	0	4	25	7	0		0	0	0	0	0	0	0	0	0	0	2	26
7- 9	2	7	79	722		4 2		2										2 9	2 2
22	2 9				22		77	2										2	2 4
-	2 4	4	22		7		79	2										2	2 4

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		4	2	9	2	7	4	7	4		2	2	7	7	7	9	99		
0000	2	0		8	2	0	0	0	0	0	0	0	0	0	0	0	0	22 7	29 6
0 00	5	0	3			0	0	0	0	0	0	0	0	0	0	0	0	9 3	-
0200	7	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	24 5	-
0300	3	0	2	0	0		0	0	0	0	0	0	0	0	0	0	0	22	-
0400		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	26 3	-
0500	2	0		0		0	0	0	0	0	0	0	0	0	0	0	0	23 6	-
0600	8	0		6	5	3	0	0	0	0	0	0	0	0	0	0	0	28 6	-
0700	39	0	6	5	3	5	0	0	0	0	0	0	0	0	0	0	0	24 2	30 8
0800	88	3	29	29	22	5	0	0	0	0	0	0	0	0	0	0	0	2 7	28
0900	6	2	44	66	25	5	0	0	0	0	0	0	0	0	0	0	0	9 8	26 3
000	70	3	63	77	7	0	0	0	0	0	0	0	0	0	0	0	0	9	23 5
00	8	3	50	93	25	0	0	0	0	0	0	0	0	0	0	0	0	9 9	24 7
200	83	9	42	98	33		0	0	0	0	0	0	0	0	0	0	0	2	25 5
300	49	5	5	67	24	2	0	0	0	0	0	0	0	0	0	0	0	20 3	25 3
400	39	4	45	56	3	3	0	0	0	0	0	0	0	0	0	0	0	20 8	26 3
500	46		28	72	4	4	0	0	0	0	0	0	0	0	0	0	0	22 5	28 4
600	43	2	40	63	32	6	0	0	0	0	0	0	0	0	0	0	0	2 7	27
700	28	2	44	52	25	4	0	0	0	0	0	0	0	0	0	0	0	2	26 6
800	25		38	54	6	6	0	0	0	0	0	0	0	0	0	0	0	20	25 7
900	99		32	4	2	4	0	0	0	0	0	0	0	0	0	0	0	2 4	26 9
2000	48	0	4	2	6	6	0	0	0	0	0	0	0	0	0	0	0	22 7	3
2 00	46	0	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	2 6	28 3
2200	30	2	9	3	3	3	0	0	0	0	0	0	0	0	0	0	0	20 9	27 5
7- 9	2	4	4	742	4	4										2 7	2	2	
22	4		44	9	4		2									2 9	2	4	
-	9	7	9	4		9	2									2	2		

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	7	4		2	2	7	7	9	9	99		
0000	0	0	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	24 3	33 7
0 00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-
0200	2	0	0			0	0	0	0	0	0	0	0	0	0	0	0	26 2	-
0300		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	29 5	-
0400	2	0	0			0	0	0	0	0	0	0	0	0	0	0	0	22 5	-
0500	2	0	2	0	0	0		0	0	0	0	0	0	0	0	0	0	6 3	-
0600	4	0		0	2			0	0	0	0	0	0	0	0	0	0	27 5	-
0700	3	0	2	5	5		0	0	0	0	0	0	0	0	0	0	0	24 6	30
0800	27	0	9	9	6	3	0	0	0	0	0	0	0	0	0	0	0	22 5	30
0900	46	0	7	0	8	2	0	0	0	0	0	0	0	0	0	0	0	20 6	26 2
000	95		2	50	20	3	0	0	0	0	0	0	0	0	0	0	0	2 8	26 8
00	29		23	67	33	4	0	0	0	0	0	0	0	0	0	0	0	22 5	27 8
200	24		39	58	23	3	0	0	0	0	0	0	0	0	0	0	0	2 5	26 2
300	22	2	43	47	27	2		0	0	0	0	0	0	0	0	0	0	2	27 2
400	0	0	32	57		0	0	0	0	0	0	0	0	0	0	0	0	20 6	24 4
500	0	2	44	46	3	4		0	0	0	0	0	0	0	0	0	0	20 6	25 4
600	92	9	40	75	5	3	0	0	0	0	0	0	0	0	0	0	0	9 4	26
700	79	0	24	28	2	6	0	0	0	0	0	0	0	0	0	0	0	22 4	28 4
800	90		42	34		0	0	0	0	0	0	0	0	0	0	0	0	20	24 7
900	44	0	22	7	5	0	0	0	0	0	0	0	0	0	0	0	0	9 5	23 8
2000	52	4	22	4	9	2		0	0	0	0	0	0	0	0	0	0	20 6	27 6
2 00	32	0	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	20 6	26 7
2200	7	0		4			0	0	0	0	0	0	0	0	0	0	0	9 5	25
7- 9	2	7		44	9		4									2	2	2	
22		2	94	49	2 2											2	2		
-	2	2	4 9	49	2	9										2	2		

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		4	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6 3	-
0 00	3	0			0	0	0	0	0	0	0	0	0	0	0	0	0	20 8	-
0200	3	0		0	2	0	0	0	0	0	0	0	0	0	0	0	0	23 7	-
0300	3	0		0	2	0	0	0	0	0	0	0	0	0	0	0	0	23 6	-
0400		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	32 6	-
0500	2	0	2	4	5		0	0	0	0	0	0	0	0	0	0	0	23 6	30
0600	26	0	3	4	4	4		0	0	0	0	0	0	0	0	0	0	26 3	32 8
0700	66	3	24	36	35	6	2		0	0	0	0	0	0	0	0	0	23	29 7
0800	25	7	60		67	5	0		0	0	0	0	0	0	0	0	0	22	27
0900	25	2	32	52	32	7	0		0	0	0	0	0	0	0	0	0	22 3	28 4
000	23	3	3	53	26	9		0	0	0	0	0	0	0	0	0	0	22	28 2
00	0	2	24	53	27	3	0		0	0	0	0	0	0	0	0	0	22 3	27
200	37	0	37	64	33	3	0		0	0	0	0	0	0	0	0	0	2 9	26 9
300	42	3	48	65	25		0	0	0	0	0	0	0	0	0	0	0	20 6	25 4
400	62	0	46	77	26	3	0		0	0	0	0	0	0	0	0	0	20 5	25 3
500	243	6	85	00	47	5	0		0	0	0	0	0	0	0	0	0	20 6	25 2
600	220	3	46	02	63	4	0		0	0	2	0	0	0	0	0	0	22 4	27
700	226	4	69	03	46	4	0		0	0	0	0	0	0	0	0	0	2 3	27
800	72	8	74	65	2	4	0	0	0	0	0	0	0	0	0	0	0	9 7	24 8
900	0		36	35	25	3		0	0	0	0	0	0	0	0	0	0	2 6	28
2000	59	0	22	9	4	4	0		0	0	0	0	0	0	0	0	0	2 9	27 7
2 00	40		3	9	4	2	0	0	0	0	0	0	0	0	0	0	0	2 6	27
2200	34	0	8	4	0		0	0	0	0	0	0	0	0	0	0	0	23	28 5
2300		0	5	4		0	0	0	0	0	0	0	0	0	0	0	0	2 7	3 9
22	224			9			7		2	2								2	27
-	22			97			9	7		2	2							2	27
-	2		7	9	2	7	7			2	2							2	27

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	0	0	3	4	2			0	0	0	0	0	0	0	0	0	0	22 8	-
0 00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9 7	-
0200	0	0		8		0	0	0	0	0	0	0	0	0	0	0	0	23 4	-
0300	2	0			0	0	0	0	0	0	0	0	0	0	0	0	0	25 2	-
0400		0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	32 7	-
0500	8	0	0	3	3	2		0	0	0	0	0	0	0	0	0	0	26 7	-
0600	33			0	4	5	2		0	0	0	0	0	0	0	0	0	27 2	33 6
0700	44	2	25	62	49	5		0	0	0	0	0	0	0	0	0	0	22 5	28 6
0800	272	6	83	24	54	5	0		0	0	0	0	0	0	0	0	0	2 2	26 5
0900	59	0	38	89	32	0	0		0	0	0	0	0	0	0	0	0	2 4	25 6
000	54		37	7	4	4	0		0	0	0	0	0	0	0	0	0	22	27
00	40	4	3	59	35	0		0	0	0	0	0	0	0	0	0	0	22 6	28 3
200	48	8	4	64	29	5		0	0	0	0	0	0	0	0	0	0	2	28 2
300	55	3	40	70	25	7	0		0	0	0	0	0	0	0	0	0	2 9	27 6
400	38	6	32	52	4	7	0		0	0	0	0	0	0	0	0	0	22 2	28 7
500	260	3	4	94	35	4	0		0	0	0	0	0	0	0	0	0	9 2	25
600	252	7	82	20	40	3	0		0	0	0	0	0	0	0	0	0	20 4	25 5
700	232	3	84	9	52	2	0		0	0	0	0	0	0	0	0	0	20 8	26
800	54	3	53	68	24	5		0	0	0	0	0	0	0	0	0	0	20 7	26 3
900	93	0	3	38	8	5		0	0	0	0	0	0	0	0	0	0	2 8	28
2000	63		7	28	3	4	0		0	0	0	0	0	0	0	0	0	2 7	27 5
2 00	6	0	6	32	7	5		0	0	0	0	0	0	0	0	0	0	2 9	28 5
2200	35	0	6	4	4		0	0	0	0	0	0	0	0	0	0	0	9 9	24 6
2300	2	0	6	4			0	0	0	0	0	0	0	0	0	0	0	20 7	30 3
22	24			72	72	9	7											2	2
-	2			747	9	24	7											2	2
-	2			7			2											2 4	2

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
			2	9	2		7	4			2		7		7	9			
--	7 44	42			7499	7	9	4	4									2 2	2

CHARGE SURVEYS

SITE: The Hill, Cranbrook (West of Junction) LOCATION: Attached to 20mph sign

GRID REFERENCE: 51.094711, 0.540074 DIRECTION: EASTBOUND SPEED LIMIT: 20

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	17-Oct	18-Oct	1-5.	1-7.
Hour									
0000-0100	8	12	7	12	11	3	10	8	9
0100-0200	0	3	2	5	5	3	2	2	2.9
0200-0300	2	2	1	7	2	3	10	3.6	3.9
0300-0400	4	2	5	3	1	3	2	3.2	2.9
0400-0500	1	2	3	1	2	1	1	1.6	1.6
0500-0600	15	8	6	2	2	12	8	9.8	7.6
0600-0700	43	46	33	9	4	26	33	36.2	27.7
0700-0800	205	185	162	39	13	106	144	160.4	122
0800-0900	**438**	**389**	**294**	88	27	**251**	**272**	328.8	251.3
0900-1000	232	202	165	161	46	125	159	176.6	155.7
1000-1100	180	204	127	170	95	123	154	157.6	150.4
1100-1200	164	166	142	**181**	**129**	110	140	144.4	147.4
1200-1300	173	159	135	**183**	**124**	137	148	150.4	151.3
1300-1400	161	162	160	149	122	142	155	156	150.1
1400-1500	198	176	161	139	101	162	138	167	153.6
1500-1600	300	**300**	**276**	146	110	**243**	**260**	275.8	233.6
1600-1700	303	294	269	143	92	220	252	267.6	224.7
1700-1800	**328**	267	242	128	79	226	232	259	214.6
1800-1900	197	185	180	125	90	172	154	177.6	157.6
1900-2000	154	125	124	99	44	101	93	119.4	105.7
2000-2100	76	89	64	48	52	59	63	70.2	64.4
2100-2200	56	54	56	46	32	40	61	53.4	49.3
2200-2300	37	25	47	30	17	34	35	35.6	32.1
2300-2400	14	11	27	29	5	11	12	15	15.6
Totals									
0700-1900	2879	2689	2313	1652	1028	2017	2208	2421.2	2112.3
0600-2200	3208	3003	2590	1854	1160	2243	2458	2700.4	2359.4
0600-0000	3259	3039	2664	1913	1182	2288	2505	2751	2407.1
0000-0000	3289	3068	2688	1943	1205	2313	2538	2779.2	2434.9
AM Peak	800	800	800	1100	1100	800	800		
	438	389	294	181	129	251	272		
PM Peak	1700	1500	1500	1200	1200	1500	1500		
	328	300	276	183	124	243	260		

CHARGE SURVEYS

SITE: The Hll, C anb ook (West of Junct on)

LOCAT ON: At ached to 20mph sign

GRID REFERENCE: S1.09 711, 0.5 007

DIRECT ON: WESTBOUND

SPEED LIMIT: 20

12 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	25 5	-
0 00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23 8	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7 2	-
0300	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3 9	-
0400		0	0		0	0	0	0	0	0	0	0	0	0	0	20 4	29 4
0500	44	37	0	7	0	0	0	0	0	0	0	0	0	0	0	27	39
0600	38	29	0	4	2	0	0	0	0	0	0	0	0	0	2	23 6	3 3
0700	326	292	0	30	0	0	0		0	0	0	0	0	3	0	22 4	30 3
0800	428	402		5	5		0	0			0	0	0			20	25 9
0900	243	225	0	5	6	2	0	0	2	0	0	0	0		2	23	28 6
000	2 3	87		8	6	0	0	0	0	0	0	0	0	0		22	29
00	84	66	0		4		0		0	0	0	0	0		0	22	28 2
200	94	74	3	8	5			0	0	0	0	0	0	2	0	2 5	28 7
300	202	84	0	8	8		0	0	0	0	0	0	0	0		22 6	29 5
400	25	230	0	6	2	0	0	0	0	0	0	0	0	2		2 5	27 2
500	247	226	2	0	3	4		0	0	0	0	0	0		0	22 4	28
600	32	298	2	9	9			0	0	0	0	0	0		0	23 6	28 8
700	290	27	0	9	8			0	0	0	0	0	0	0		23 2	28 2
800	66	5	0	3				0	0	0	0	0	0	0	0	2 3	27 7
900	03	88	0	4	8	0		0	0	0	0	0	0	3	0	2 5	28
2000	48	47	0	0		0		0	0	0	0	0	0	0	0	23 5	32 9
2 00	32	29	0	3	0	0		0	0	0	0	0	0	0	0	9 8	29 9
2200	22	2	0		0	0		0	0	0	0	0	0	0	0	22 8	3 3
2300	9	9	0	0	0	0		0	0	0	0	0	0	0	0	23 7	-
7- 9		2		2				2						2	7	22	2 2
-22		99			99			2							9	22	2

13 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
0 00	4	3	0		0	0	0	0	0	0	0	0	0	0	0	3 7	-
0200	3	2	0		0	0	0	0	0	0	0	0	0	0	0	6	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	6 2	-
0400	8	7	0		0	0	0	0	0	0	0	0	0	0	0	24 8	-
0500	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	22 2	3 3
0600	4	07	0	5	0	0	0	0	0	0	0	0	0	0	0	22 6	30
0700	255	229		0	5	4	0	2	0	0	0	0	0		2	22 4	29 8
0800	434	403		7	9	4	0	0	0	0	0	0	0	0	0	2 3	27
0900	220	20	0	3	3	0	0	0	0	0	0	0	0		2	23 3	29 3
000	203	87	0	6	6	3	0	0	0	0	0	0	0	0		2 8	27
00	75	59	0	7	7	0	0	0	0	0	0	0	0	0		2	27 2
200	70	60	0	7	2	0	0	0	0	0	0	0	0	0		22 8	29
300	96	8		6	6	2	0	0	0	0	0	0	0	0	0	22	28 7
400	207	90	3	9	5	0	0	0	0	0	0	0	0	0	0	22	27 8
500	272	255	0	2	2			0	0	0	0	0	0			22	27
600	276	260	0	8	5	0	0	0	0	0	0	0	0		2	23	29 5
700	220	207	0	6	7	0	0	0	0	0	0	0	0	0	0	22 7	29
800	42	29	0	5	6	0	0	0	0	0	0	0	0	0	2	2	28 2
900	06	02	0	0	3		0	0	0	0	0	0	0	0	0	2 2	27
2000	49	44	0	0	4	0	0	0	0	0	0	0	0	0	0	2 6	28
2 00	34	33	0		0	0	0	0	0	0	0	0	0	0	0	20 3	29 8
2200	0	8	0		0	0	0	0	0	0	0	0	0	0	0	8 3	-
2300	9	8	0		0	0	0	0	0	0	0	0	0	0	0	22 7	-
7- 9	277	2				4		2						4	2	22	2
-	44	29		99	9					2				4		22	2 4

14 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27 9	-
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6 4	-
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22 9	-
0400	7	7	0	0		0	0	0	0	0	0	0	0	0	0	23 2	-
0500	26	24	0			0	0	0	0	0	0	0	0	0	0	20 3	32
0600	84	77	0	5		0	0	0	0	0	0	0	0	0		2 8	32 3
0700	88	66	0	2	6			0	0	0	0	0	0	2	0	22 5	28 9
0800	363	334	0		3	3	0	0	0	0	0	0	0			9 6	25 6
0900	78	66	0	3	7	0	0	0	0	0	0	0	0			2 2	26 7
000	25	6	0	5	4	0	0	0	0	0	0	0	0	0	0	22 5	30 3
00	79	69	0	6	2	0	0	0	0	0	0	0	0			2 9	28 7
200	32	23	0	5		0	0	0	0	0	0	0	0	0	3	22 4	29 9
300	36	32	0	2		0	0	0	0	0	0	0	0	0		2 5	28 9
400	95	86	0	5		0	0	0	0	0	0	0	0	3	0	2 3	28 4
500	9	8	0	6	3	0	0	0	0	0	0	0	0		0	2 9	28
600	266	246	0	5			0	0	0	0	0	0	0		2	2 8	27 6
700	79	70	0	4	5	0	0	0	0	0	0	0	0	0	0	22	28 9
800	59	47	0		7	3	0	0	0	0	0	0	0		0	20 3	26 6
900	86	8	0		4	0	0	0	0	0	0	0	0		0	2 6	28 9
2000	48	45	0		2	0	0	0	0	0	0	0	0	0	0	7	22 4
2 00	26	25	0	0		0	0	0	0	0	0	0	0	0	0	23	33
2200	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	9 8	30
-22	2	2 4		72	9											2 4	2 2
-	2 7	24		7	9											2	2
-	2 2	244		74	7											2	2

15 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	23 4	-
0 00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6 5	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2 9	-
0300	3	2	0		0	0	0	0	0	0	0	0	0	0	0	5	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30 4	-
0500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20 9	-
0600	8	7	0		0	0	0	0	0	0	0	0	0	0	0	2 8	33
0700	69	62	0	7	0	0	0	0	0	0	0	0	0	0	0	20 7	3
0800	37	28	0	5	0	0	0	0	0	0	0	0	0	2	0	20 9	30 2
0900	77	66	0	4	4	3	0	0	0	0	0	0	0	0	0	20 4	28
000	58	50	0	0	4	2	0	0	0	0	0	0	0			2	27 6
00	89	79	0	0	7	0	0	0	0	0	0	0	0	0	2	2	28 2
200	202	92	0	3	3	0	0	0	0	0	0	0	0	2	2	20 9	27 7
300	48	42	0	3	0	0	0	0	0	0	0	0	0	2		2 6	29 9
400	6	08	0	3	2		0	0	0	0	0	0	0	0	2	2 5	29
500	38	3		3	2	0	0	0	0	0	0	0	0		0	2	28 7
600	3	08	0	0	4		0	0	0	0	0	0	0	0	0	23 4	30 3
700	27	20			3	0	0	0	0	0	0	0	0	2	0	20 7	30 3
800	4	09	0	2	2		0	0	0	0	0	0	0	0	0	22	29
900	64	54			8	0	0	0	0	0	0	0	0	0	0	9	27 9
2000	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	20 4	27 8
2 00	28	27	0	0		0	0	0	0	0	0	0	0	0	0	20 5	30
2200	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	8 6	26 4
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2 8	28 6
7- 9		9	2		2											2 2	2 7
-22		7			4											2	2 7
-		77			4											2	2 7
-	9 9			4	4											2	2 7

16 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6 4	23 7
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	30 8	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25 3	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23 9	-
0400		0	0	0	0	0	0	0	0	0	0	0	0	0	0	4 4	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7 6	-
0600		0	0	0	0	0	0	0	0	0	0	0	0	0		6 4	26 7
0700	27	24	0	2		0	0	0	0	0	0	0	0	0	0	6 3	24 6
0800	48	45	0		2	0	0	0	0	0	0	0	0	0	0	2	29 9
0900	08	04	0	2	2	0	0	0	0	0	0	0	0	0	0	20 6	29 4
000	25	5	0		4		0	0	0	0	0	0	0	3		9 7	28
00	42	29	2	6	2	0	0	0	0	0	0	0	0	2		20 7	28 3
200	00	92	0	4	3	0	0	0	0	0	0	0	0	0		20	28
300	0	02	0	3			0	0	0	0	0	0	0	2	0	22 2	30
400	96	89	0	2	2	0	0	0	0	0	0	0	0	2	2	5	30 8
500	9	8	0	4	5	0	0	0	0	0	0	0	0	0	0	20 9	29 6
600	8	79	0		0	0	0	0	0	0	0	0	0			9 7	28
700	6	55	0	4	2	0	0	0	0	0	0	0	0	0	0	2	30 4
800	67	65	0	0	2		0	0	0	0	0	0	0	0	0	9	25
900	42	39	0				0	0	0	0	0	0	0			8 6	28
2000	40	38	0				0	0	0	0	0	0	0	0	0	7 3	25 6
2 00	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	8 5	24 5
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4 5	-
2300	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7	-
7- 9		9	2		2	2	2								9	2	29
-22		7	2	2	2	2									9	7 2	2
-			2	2	2										9	7 2	2

17 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 3	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	6 7	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2 6	-
0500	30	28	0		0	0	0	0	0	0	0	0	0	0		9 4	28 6
0600	72	66	0		3	0	0	0	0	0	0	0	0	0	2	9	28 5
0700	203	75	0		2	0	0	0	0	0	0	0	0			9 7	27
0800	353	329	2	6	4	2	0	0	0	0	0	0	0	0	0	2 7	28 5
0900	72	55	0	6	9	2	0	0	0	0	0	0	0	0	0	22 7	29 9
000	24	09		0	4	0	0	0	0	0	0	0	0	0	0	22 3	29 2
00	44	33	0	8	3	0	0	0	0	0	0	0	0	0	0	22 4	29 2
200	23	6	0	7	0	0	0	0	0	0	0	0	0	0	0	22 6	28 3
300	30	9	0	9	0	0	0	0	0	0	0	0	0			22 6	28 8
400	46	3	0				0	0	0	0	0	0	0	2	0	22	29 6
500	96	82	0		2	0	0	0	0	0	0	0	0	0	0	2 6	29 2
600	95	87	0	4	2	0	0	0	0	0	0	0	0	0	2	22 7	29
700	77	67	0	7	3	0	0	0	0	0	0	0	0	0	0	22 3	29
800	38	33	0	3	2	0	0	0	0	0	0	0	0	0	0	22	28 5
900	70	64	0	2	2		0	0	0	0	0	0	0	0	0	8 6	25 6
2000	48	44	0	0		0	0	0	0	0	0	0	0	0	0	20 8	29 5
2 00	25	22	0	0	2	0	0	0	0	0	0	0	0	0	0	9 3	3 6
2200	8	7	0		0	0	0	0	0	0	0	0	0	0	0	23	32 6
2300	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	-
7- 9	2	9 9	4	9	2									4	4	22	2 7

18 October 2022

T me	T a	s	s 2	s	s 4	s	s	s 7	s	s 9	s	s	s 2	s 4	s	Mea	V
0000	3	2	0		0	0	0	0	0	0	0	0	0	0	0	25 8	-
0 00	3	2	0	0	0		0	0	0	0	0	0	0	0	0	5 7	-
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	26 2	-
0300	3	2	0		0	0	0	0	0	0	0	0	0	0	0	5 2	-
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2 9	-
0500	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	2	33 3
0600	79	72	0	4	0		0	0	0	0	0	0	0	0	2	9 4	30 4
0700	2 2	79	0	8	9	4	0	0	0	0	0	0	2	0	0	20 5	28 6
0800	347	322		6	4		0	0	0	0	0	0	2			22 7	28 4
0900	88	72	0	6	8		0	0	0	0	0	0	0			22 5	29
000	40	25	0	3	7	3	0	0	0	0	0	0	0		2	2 6	28 8
00	47	40	0	5		0	0	0	0	0	0	0	0		0	2 4	28 3
200	44	33		6			0	0	0	0	0	0	0		2	22	29 2
300	48	35	0	7	4			0	0	0	0	0	0	0		22	29 5
400	5	43	0	7	0	0	0	0	0	0	0	0	0		0	22 6	29 6
500	2 5	99	0	7	6	0	0	0	0	0	0	0	0	0	3	2 3	28 5
600	234	2 6	0	8	5	2	0	0	0	0	0	0	0	3	0	2 6	28 2
700	66	56		5	3	0	0	0	0	0	0	0	0	0		22 6	29 9
800	05	98	0		6	0	0	0	0	0	0	0	0	0	0	9 3	26 7
900	74	7	0	2	0		0	0	0	0	0	0	0	0	0	20 7	28 2
2000	44	42	0	0			0	0	0	0	0	0	0	0	0	9 7	27 9
2 00	25	2	0	0	3	0	0	0	0	0	0	0	0	0		22 5	3 8
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22	34 9
2300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20 5	-
-	2444	2249													9	4	2 7	2 7
-	24 7	22		9		7									9	4	2 7	2 7

CHARGE SURVEYS

SI E he Hil C anb ook (West o unc ion) OCA ON A tached to 20mph s gn

GRID RE ERENCE S 6947 0 540074 DIREC ION WES BOUND S EED IMI 20

2 e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	8	0		3	2	2	0	0	0	0	0	0	0	0	0	0	0	25 5	-
0 00	2	0		0		0	0	0	0	0	0	0	0	0	0	0	0	23 8	-
0200	3			0		0	0	0	0	0	0	0	0	0	0	0	0	7 2	-
0300	4	0	0	0	3	0			0	0	0	0	0	0	0	0	0	3 9	-
0400			5	3		0			0	0	0	0	0	0	0	0	0	20 4	29 4
0500	44	0	3	4		9	6			0	0	0	0	0	0	0	0	27	39
0600	38	8	45	4	49	8	5			0	0	0	0	0	0	0	0	23 6	3 3
0700	326	22	93	69	69	3	2		0	0	0	0	0	0	0	0	0	22 4	30 3
0800	428	64	93	73	9	6			0	0	0	0	0	0	0	0	0	20	25 9
0900	243	8	47	89	87	0	2		0	0	0	0	0	0	0	0	0	23	28 6
000	2 3	8	59	75	58	2			0	0	0	0	0	0	0	0	0	22	29
00	84	9	46	76	40	9	4		0	0	0	0	0	0	0	0	0	22	28 2
200	94	2	56	56	60	0	0		0	0	0	0	0	0	0	0	0	2 5	28 7
300	202	0	46	73	54	7	2		0	0	0	0	0	0	0	0	0	22 6	29 5
400	25		69	96	70	5	0		0	0	0	0	0	0	0	0	0	2 5	27 2
500	247	5	49	97	7	4			0	0	0	0	0	0	0	0	0	22 4	28
600	32	5	6		23	5	4		0	2	0	0	0	0	0	0	0	23 6	28 8
700	290	4	53	2	08	3	0		0	0	0	0	0	0	0	0	0	23 2	28 2
800	66	8	58	44	48	7			0	0	0	0	0	0	0	0	0	2 3	27 7
900	63	8	28	30	3	6	0		0	0	0	0	0	0	0	0	0	2 5	28
2000	48	3	7	3	7	6				0	0	0	0	0	0	0	0	23 5	32 9
2 00	32	7	0	2	0	3	0		0	0	0	0	0	0	0	0	0	9 8	29 9
2200	22	2	7	4	6	3	0		0	0	0	0	0	0	0	0	0	22 8	3 3
2300	9			3	3	0	0		0	0	0	0	0	0	0	0	0	23 7	-
7- 9		**7**	**7**	**7**	**9 9**	**49**				**2**								**22**	**2 2**
22		**2 2**		**2**	**2**		**24**											**22**	**2**
-	**4 9**	**2 7**		**9**	**7**	**4**	**9**	**2**	**2**									**22 2**	**2 7**

e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	6		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	27	-
0 00	4		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3 7	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	-
0300		0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6 2	-
0400	8	0	2			2			0	0	0	0	0	0	0	0	0	24 8	-
0500	30		2	2		4	0		0	0	0	0	0	0	0	0	0	22 2	3 3
0600	4	6	34	8	44				0	0	0	0	0	0	0	0	0	22 6	30
0700	255	8	76	72	76	22			0	0	0	0	0	0	0	0	0	22 4	29 8
0800	434	26		74					0	0	0	0	0	0	0	0	0	2 3	27
0900	220	4	55	67	78	4	2		0	0	0	0	0	0	0	0	0	23 3	29 3
000	203		42	86	58	5			0	0	0	0	0	0	0	0	0	2 8	27
00	75	4	48	69	33		0		0	0	0	0	0	0	0	0	0	2	27 2
200	70	6	4	54	57	2	0		0	0	0	0	0	0	0	0	0	22 8	29
300	96	9	53	64	62	7			0	0	0	0	0	0	0	0	0	22	28 7
400	207	9	47	82	60	7	2		0	0	0	0	0	0	0	0	0	22	27 8
500	272		56	09	92	3	0		0	0	0	0	0	0	0	0	0	22	27
600	276	9	57	92	92	23	2			0	0	0	0	0	0	0	0	23	29 5
700	220	0	5	68	80	0			0	0	0	0	0	0	0	0	0	22 7	29
800	42	0	47	37	42	5			0	0	0	0	0	0	0	0	0	2	28 2
900	66	4	55	37	25	5	0		0	0	0	0	0	0	0	0	0	2 2	27
2000	49		9	4	3				0	0	0	0	0	0	0	0	0	2 6	28
2 00	34	4	5	5	6	3	0		0	0	0	0	0	0	0	0	0	20 3	29 8
2200	0	2	3	4		0	0	0	0	0	0	0	0	0	0	0	0	8 3	-
2300	9	0	4		3		0		0	0	0	0	0	0	0	0	0	22 7	-
7- 9	**277**		**27**	**4**	**974**	**4**												**22**	**2**
22	**7**	**42**	**7 7**	**4**	**929**													**22**	**2 4**
-	**44**	**4**			**94**	**7**												**22**	**2 4**

4 e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	5	0		0	3	0	0	0	0	0	0	0	0	0	0	0	0	27 9	-
0 00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-
0200	2	0			0	0	0	0	0	0	0	0	0	0	0	0	0	6 4	-
0300	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22 5	-
0400	7		3	0	0	2			0	0	0	0	0	0	0	0	0	23 2	-
0500	28	2	4	3	3	2	2		0	0	0	0	0	0	0	0	0	20 3	32
0600	84	0	33	8	8	3				0	0	0	0	0	0	0	0	2 8	32 3
0700	88	0	48	53	59	7			0	0	0	0	0	0	0	0	0	22 5	28 9
0800	363	46		34	63	8			0	0	0	0	0	0	0	0	0	9 6	25 6
0900	78	9	50	75	35	6	2		0	0	0	0	0	0	0	0	0	2 2	26 7
000	25	3	43	29	35	4			0	0	0	0	0	0	0	0	0	22 5	30 3
00	79	2	48	57	50	2	0		0	0	0	0	0	0	0	0	0	2 9	28 7
200	32	6	38	4	34	2			0	0	0	0	0	0	0	0	0	22 4	29 9
300	36	8	46	39	3		0		0	0	0	0	0	0	0	0	0	2 5	28 9
400	95	5	64	47	57			0	0	0	0	0	0	0	0	0	0	2 3	28 4
500	9	6	42	65	57		0	0	0	0	0	0	0	0	0	0	0	2 9	28
600	266	3	67	00	68	7	0			0	0	0	0	0	0	0	0	2 8	27 6
700	79	7	55	49	58	9		0	0	0	0	0	0	0	0	0	0	22	28 9
800	59	9	69	38	34	8		0	0	0	0	0	0	0	0	0	0	20 3	26 6
900	86	2	35	2	2	5	2	0	0	0	0	0	0	0	0	0	0	2 6	28 9
2000	48	6	30		0	2	0	0	0	0	0	0	0	0	0	0	0	7	22 4
2 00	26	3	6	7	4	6	0	0	0	0	0	0	0	0	0	0	0	23	33
2200	25	6	8	4	5	2	0	0	0	0	0	0	0	0	0	0	0	9 8	30
7- 9	**225**		**4**		**727**			**9**	**2**									**2 4**	**2**
22	**2**	**7**	**7**		**77**	**2**		**2**	**2**									**2 4**	**2 2**
-	**2 7**	**2**			**779**			**2**	**2**									**2**	**2**

e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	7	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23 4	-
0 00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6 5	-
0200	2			0	0	0	0	0	0	0	0	0	0	0	0	0	0	2 9	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	-
0400	2	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	30 4	-
0500	9	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	29 9	-
0600	8	4	3	2		6	0	0	0	0	0	0	0	0	0	0	0	2 8	33
0700	69	4	37	3	5	9			0	0	0	0	0	0	0	0	0	20 7	3
0800	37	2	45	2	36	4	0	0	0	0	0	0	0	0	0	0	0	20 9	30 2
0900	77	7	63	45	38	4	0	0	0	0	0	0	0	0	0	0	0	20 4	28
000	58		45	58	40	3		0	0	0	0	0	0	0	0	0	0	2	27 6
00	89		59	68	4	9		0	0	0	0	0	0	0	0	0	0	2	28 2
200	202	9	57	65	48	2		0	0	0	0	0	0	0	0	0	0	20 9	27 7
300	48	3	45	38	36	5		0	0	0	0	0	0	0	0	0	0	2 6	29 9
400	6	7	38	3	28			0	0	0	0	0	0	0	0	0	0	2 5	29
500	38	5	44	29	39	0		0	0	0	0	0	0	0	0	0	0	2	28 7
600	3	7	26	23	44			0	0	0	0	0	0	0	0	0	0	23 4	30 3
700	27	9	60	6	29	3	0	0	0	0	0	0	0	0	0	0	0	20 7	30 3
800	4	3	35	38	25	2		0	0	0	0	0	0	0	0	0	0	22	29
900	64	7	30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9	27 9
2000	40	5	4	9	9	3	0	0	0	0	0	0	0	0	0	0	0	20 4	27 8
2 00	28		5	2	8	2	0	0	0	0	0	0	0	0	0	0	0	20 5	30
2200	24	3		6	3		0	0	0	0	0	0	0	0	0	0	0	8 6	26 4
7- 9		**7**	**4**	**4**	**4 9**		**9**											**2 2**	**2 7**
22		**4**		**4**	**469**	**4**	**9**											**2**	**2 7**
-		**7**		**474**	**4**	**4**	**9**											**2**	**2 7**

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	2	3	6	2	0		0	0	0	0	0	0	0	0	0	0	0	6 4	23 7
0 00		0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	30 8	-
0200	2	0			0	0		0	0	0	0	0	0	0	0	0	0	25 3	-
0300	3	0		0	2	0	0	0	0	0	0	0	0	0	0	0	0	23 9	-
0400		0		0	0	0	0		0	0	0	0	0	0	0	0	0	4 4	-
0500	3	0	2		0	0	0		0	0	0	0	0	0	0	0	0	7 6	-
0600			8	0	2	0	0		0	0	0	0	0	0	0	0	0	6 4	26 7
0700	27	4	9	0	2	2	0		0	0	0	0	0	0	0	0	0	6 3	24 6
0800	48	8	8	4	2	5			0	0	0	0	0	0	0	0	0	2	29 9
0900	08	9	44	9	25		0		0	0	0	0	0	0	0	0	0	20 6	29 4
000	25	7	5	22	26	9	0		0	0	0	0	0	0	0	0	0	9 7	28
00	42	0	57	3	33		0		0	0	0	0	0	0	0	0	0	20 7	28 3
200	00	8	44	23	8	7	0		0	0	0	0	0	0	0	0	0	20	28
300	0		30	20	35	4	0		0	0	0	0	0	0	0	0	0	22 2	30
400	96	4	37	2	20	4	0		0	0	0	0	0	0	0	0	0	2 5	30 8
500	9	0	32	8	24	5	2		0	0	0	0	0	0	0	0	0	20 9	29 6
600	8	7	35	9	4	6	0		0	0	0	0	0	0	0	0	0	9 7	28
700	6	5	24	4	9	8			0	0	0	0	0	0	0	0	0	2	30 4
800	67	5	29	23	8	2	0		0	0	0	0	0	0	0	0	0	9	25
900	42	6	20	7	7	2	0		0	0	0	0	0	0	0	0	0	8 6	28
2000	40	5	23	6	5		0		0	0	0	0	0	0	0	0	0	7 3	25 6
2 00	9	3	9	5	0	2	0		0	0	0	0	0	0	0	0	0	8 5	24 5
2200	0	3	6		0	0	0	0	0	0	0	0	0	0	0	0	0	4 5	-
7- 9		**9**	**42**	**2 4**	**22**	**94**	**4**											**2**	**29**
22			**4**	**2 2**	**24**	**99**	**4**											**2 2**	**2**
-			**492**	**2**	**24**		**4**											**2 2**	**2**

7 e 2 22

T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-
0 00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	7 3	-
0200	2	0		0		0	0	0	0	0	0	0	0	0	0	0	0	2	-
0300		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	6 7	-
0400	4	0	3	0	0	0			0	0	0	0	0	0	0	0	0	2 6	-
0500	30	3	7	3	5				0	0	0	0	0	0	0	0	0	9 4	28 6
0600	72	0	37	7		5	2		0	0	0	0	0	0	0	0	0	9	28 5
0700	202	0	99	39	45	0	0		0	0	0	0	0	0	0	0	0	9 7	27
0800	353	5	08	2	96	20	0	0	2	0	0	0	0	0	0	0	0	2 7	28 5
0900	72	9	43	46	6	3		0	0	0	0	0	0	0	0	0	0	22 7	29 9
000	24	4	39	34	36	7	3		0	0	0	0	0	0	0	0	0	22 3	29 2
00	44	9	4	30	55	9	0	0	0	0	0	0	0	0	0	0	0	22 4	29 2
200	23	6	29	33	46	9	0	0	0	0	0	0	0	0	0	0	0	22 6	28 3
300	30	7	35	29	52	7	0		0	0	0	0	0	0	0	0	0	22 6	28 8
400	46	8	44	36	48	0	0	0	0	0	0	0	0	0	0	0	0	22	29 6
500	96	7	49	66	56	7		0	0	0	0	0	0	0	0	0	0	2 6	28 2
600	95	8	45	6	70	0	0		0	0	0	0	0	0	0	0	0	22 7	29
700	77	5	5	53	60	8	0	0	0	0	0	0	0	0	0	0	0	22 3	29
800	38	6	43	35	45	9	0	0	0	0	0	0	0	0	0	0	0	22	28 5
900	70	4	39	3	2	0		0	0	0	0	0	0	0	0	0	0	8 6	25 6
2000	46	4	8	7	4	3	0		0	0	0	0	0	0	0	0	0	20 8	29 5
2 00	25	5	2	2	2	2	0		0	0	0	0	0	0	0	0	0	9 3	3 6
2200	8	0	5	6	4	3	0	0	0	0	0	0	0	0	0	0	0	23	32 6
2300	4		2		0	0	0		0	0	0	0	0	0	0	0	0	6	-
22	**2 4**	**27**	**7 2**	**2**	**7 9**		**9**											**2 7**	**2 7**
-	**2**	**2**	**7 9**	**9**	**7**		**9**											**2 7**	**2 7**
-	**2 74**		**7 2**	**2**	**7 9**	**4**												**2 7**	**2 7**

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
0000	3	0			0		0	0	0	0	0	0	0	0	0	0	0	25 9	-
0 00	3			0	0	0	0	0	0	0	0	0	0	0	0	0	0	5 7	-
0200	8	0		2	4	0		0	0	0	0	0	0	0	0	0	0	26 2	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5 2	-
0400	7		4	0	0	0			0	0	0	0	0	0	0	0	0	2 9	-
0500	5	2	0	0	3	3			0	0	0	0	0	0	0	0	0	2	33 3
0600	79		40	8	9	9	2		0	0	0	0	0	0	0	0	0	9 4	30 4
0700	2 2	8	75	57	46	8	0		0	0	0	0	0	0	0	0	0	20 5	28 6
0800	347	9	66	4	9	2	0		0	0	0	0	0	0	0	0	0	22 7	28 4
0900	88	9	50	54	67	7			0	0	0	0	0	0	0	0	0	22 5	29
000	40	7	38	32	43	8	2		0	0	0	0	0	0	0	0	0	2 6	28 8
00	47	2	44	37	47	7	0		0	0	0	0	0	0	0	0	0	2 4	28 3
200	44	8	40	42	46	8	0		0	0	0	0	0	0	0	0	0	22	29 2
300	48	3	44	24	57	0	0	0	0	0	0	0	0	0	0	0	0	22	29 5
400	5	8	45	32	54	0		0	0	0	0	0	0	0	0	0	0	22 6	29 6
500	2 5	2	64	77	49	2		0	0	0	0	0	0	0	0	0	0	2 3	28 5
600	234	8	60	78	64	4	0	0	0	0	0	0	0	0	0	0	0	2 6	28 2
700	66		39	53	48	4		0	0	0	0	0	0	0	0	0	0	22 6	29 9
800	05	6	5	25	8	4		0	0	0	0	0	0	0	0	0	0	9 3	26 7
900	74	4	32	6	7	2	2		0	0	0	0	0	0	0	0	0	20 7	28 2
2000	44	4	20	0	8	2	0		0	0	0	0	0	0	0	0	0	9 7	27 9
2 00	25	2	8	5	6	3	0	0	0	0	0	0	0	0	0	0	0	22 5	3 8
2200	7		8	3	2	2	0		0	0	0	0	0	0	0	0	0	22	34 9
2300	8	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	20 5	-
22	**26 9**	**2**	**7**		**9**	**9**	**9**		**2**									**2 7**	**2 7**
-	**2444**		**723**		**94**	**7**	**4**											**2 7**	**2 7**
-	**26 7**	**7**	**749**		**9**	**7**	**4**	**4**										**2 7**	**2 7**

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T me	T a	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	Mea	V
		2	2	9	2	7	4	4		2	2	7	7	7	9	9	99		
--	72		**9**	**4**	**4774**													**2**	**2**

CHARGE SURVEYS

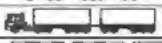
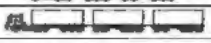
SITE: The Hill, Cranbrook (West of Junction) LOCATION: Attached to 20mph sign

GRID REFERENCE: 51.094711, 0.540074 DIRECTION: WESTBOUND SPEED LIMIT: 20

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	17-Oct	18-Oct	1-5.	1-7.
Hour									
0000-0100	8	6	5	7	12	0	3	4.4	5.9
0100-0200	2	4	1	3	1	1	3	2.2	2.1
0200-0300	3	3	2	2	2	2	8	3.6	3.1
0300-0400	4	1	4	3	3	1	3	2.6	2.7
0400-0500	11	8	7	2	1	4	7	7.4	5.7
0500-0600	44	30	26	9	3	30	19	29.8	23
0600-0700	138	114	84	18	11	72	79	97.4	73.7
0700-0800	326	255	188	69	27	203	212	236.8	182.9
0800-0900	**428**	**434**	**363**	137	48	**353**	**347**	385	301.4
0900-1000	243	220	178	177	108	172	188	200.2	183.7
1000-1100	213	203	125	158	125	124	140	161	155.4
1100-1200	184	175	179	**189**	**142**	144	147	165.8	165.7
1200-1300	194	170	132	**202**	100	123	144	152.6	152.1
1300-1400	202	196	136	148	**110**	130	148	162.4	152.9
1400-1500	251	207	195	116	96	146	151	190	166
1500-1600	247	272	191	138	91	196	215	224.2	192.9
1600-1700	**321**	**276**	**266**	113	81	**195**	234	258.4	212.3
1700-1800	290	220	179	127	61	177	**166**	206.4	174.3
1800-1900	166	142	159	114	67	138	105	142	127.3
1900-2000	103	106	86	64	42	70	74	87.8	77.9
2000-2100	48	49	48	40	40	46	44	47	45
2100-2200	32	34	26	28	19	25	25	28.4	27
2200-2300	22	10	25	24	10	18	17	18.4	18
2300-2400	9	9	15	21	7	4	8	9	10.4
Totals									
0700-1900	3065	2770	2291	1688	1056	2101	2197	2484.8	2166.9
0600-2200	3386	3073	2535	1838	1168	2314	2419	2745.4	2390.4
0600-0000	3417	3092	2575	1883	1185	2336	2444	2772.8	2418.9
0000-0000	3489	3144	2620	1909	1207	2374	2487	2822.8	2461.4
AM Peak	800	800	800	1100	1100	800	800		
	428	434	363	189	142	353	347		
PM Peak	1600	1600	1600	1200	1300	1500	1600		
	321	276	266	202	110	196	234		

CHARGE SURVEYS

SITE: Bakers Cross, Cranbrook (East of Junction) (51.094606, 0.540668)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>5	4	B-Double or Heavy truck and trailer	groups=4 & axles>5		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>5	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**6480**	**9824**
Mean Speed	**21.5**	**26**
85%	**27.5**	**30.7**

CHARGE SURVEYS

SITE: Bakers Cross, Cranbrook (East of Junction) LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.094606, 0.540668 DIRECTION: EASTBOUND SPEED LIMIT: 20

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0700	127	119	1	5	0	1	0	0	0	0	0	0	0	0	1	22	27
0800	190	180	1	2	4	3	0	0	0	0	0	0	0	0	0	16.6	22.9
0900	128	118	1	6	1	1	0	0	0	0	0	0	0	0	1	22.7	29.1
1000	116	107	0	5	1	3	0	0	0	0	0	0	0	0	0	22.3	26.9
1100	97	90	0	1	2	2	0	0	0	0	0	0	0	0	2	23.1	28.5
1200	115	106	1	1	6	1	0	0	0	0	0	0	0	0	0	21.3	25.4
1300	124	103	2	9	7	2	0	0	0	1	0	0	0	0	0	21.9	26.6
1400	141	124	0	0	6	6	0	0	0	1	0	0	0	1	3	21.1	25.7
1500	200	179	1	2	6	3	0	0	0	1	0	0	0		8	18.1	23.1
1600	184	173	0	0	3	5	0	0	0	0	0	0	0	0	3	19.8	25.5
1700	148	128	1	0	7	5	1	0	0	0	0	0	0	1	5	21	27.1
1800	100	91	0	0	2	4	0	0	0	0	0	0	0	1	2	22.7	30.5
1900	92	85	0	2	4	0	0	0	0	1	0	0	0	0	0	24.7	30.3
2000	60	56	1	2	1	0	0	0	0	0	0	0	0	0	0	24.1	28.3
2100	36	34	0	0	2	0	0	0	0	0	0	0	0	0	0	26.6	29.9
2200	27	26	0	0	0	0	0	0	0	0	0	0	0	1	0	26.8	32.3
2300	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	28.9	37.2
07 19	**1670**	**1518**	**8**	**31**	**45**	**36**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**25**	**20.6**	**26.6**
06 22	**1858**	**1693**	**9**	**35**	**52**	**36**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**25**	**21**	**27.2**
06 00	**1896**	**1729**	**9**	**35**	**52**	**36**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**26**	**21.2**	**27.4**
00 00	**1896**	**1729**	**9**	**35**	**52**	**36**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**26**	**21.2**	**27.4**

12 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0500	15	14	0	0	0	1	0	0	0	0	0	0	0	0	0	25.7	31.5
0600	50	46	0	4	0	0	0	0	0	0	0	0	0	0	0	24.8	29.2
0700	148	131	0	3	6	3	0	0	0	1	1	0	0	0	3	22.6	26.7
0800	221	194	0	3	5	11	0	0	0	2	1	0	0	0	5	16.9	22.9
0900	121	102	0	1	9	8	0	0	0	0	0	0	0	0	1	19.6	24.5
1000	89	72	0	0	8	6	0	1	0	0	0	0	0	0	2	22.2	26.6
1100	108	88	1	2	8	8	0	0	0	0	0	0	0	1	0	23	26.6
1200	108	93	1	4	5	4	0	0	0	1	0	0	0	0	0	22.7	28.3
1300	111	95	2	4	4	4	0	0	0	0	0	0	0	0	2	23.8	29
1400	150	141	0	2	3	0	0	0	0	0	1	0	0	0	3	20.5	26.1
1500	221	212	0	0	5	3	0	0	1	0	0	0	0	0	0	20.7	27.1
1600	190	174	1	0	7	7	1	0	0	0	0	0	0	0	0	21.7	27.2
1700	179	155	0	1	8	9	0	0	0	0	0	0	0	5	1	20.7	26.3
1800	81	73	0	0	4	4	0	0	0	0	0	0	0	0	0	23.9	28.2
1900	59	53	0	2	1	3	0	0	0	0	0	0	0	0	0	25.7	31.1
2000	41	37	0	0	2	1	0	0	0	1	0	0	0	0	0	24.6	28.2
2100	24	19	0	0	2	3	0	0	0	0	0	0	0	0	0	24.6	31.6
2200	11	9	0	0	2	0	0	0	0	0	0	0	0	0	0	26.5	30.9
2300	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	29.7	-
07 19	**1727**	**1530**	**5**	**20**	**72**	**67**	**1**	**1**	**1**	**4**	**3**	**0**	**0**	**6**	**17**	**21.1**	**26.7**
06 22	**1901**	**1685**	**5**	**26**	**77**	**74**	**1**	**1**	**1**	**5**	**3**	**0**	**0**	**6**	**17**	**21.4**	**27.3**
06 00	**1922**	**1703**	**5**	**26**	**80**	**74**	**1**	**1**	**1**	**5**	**3**	**0**	**0**	**6**	**17**	**21.5**	**27.5**
00 00	**1949**	**1729**	**5**	**26**	**80**	**75**	**1**	**1**	**1**	**5**	**3**	**0**	**0**	**6**	**17**	**21.6**	**27.5**

13 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0100	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	30	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0500	9	6	0	0	3	0	0	0	0	0	0	0	0	0	0	23.2	-
0600	44	42	1	0	1	0	0	0	0	0	0	0	0	0	0	26	29.8
0700	118	106	0	5	3	3	0	0	1	0	0	0	0	0	0	20.8	28.8
0800	227	202	0	0	10	13	0	0	0	0	0	0	0	0	2	17.5	22
0900	115	95	0	2	5	11	0	0	0	0	0	0	0	1	1	20.4	25.3
1000	115	102	1	2	5	4	0	0	0	0	0	0	0	0	1	23.1	28.7
1100	101	79	0	4	8	8	0	0	0	0	0	0	0	0	2	21.9	26.1
1200	111	101	0	1	4	5	0	0	0	0	0	0	0	0	0	23	27.6
1300	83	73	1	0	3	6	0	0	0	0	0	0	0	0	0	22.5	28.3
1400	111	100	0	2	3	5	0	0	0	0	0	0	0	0	1	21.6	27.4
1500	195	178	1	4	7	3	0	0	0	1	0	0	0	1	0	19.8	24.4
1600	172	148	0	1	11	11	0	0	0	0	0	0	0	1	0	20	27.2
1700	143	122	1	1	10	8	0	0	0	0	0	0	0	0	1	21.5	27.2
1800	76	67	1	0	5	3	0	0	0	0	0	0	0	0	0	24.1	28.7
1900	60	55	0	0	3	1	0	0	0	0	0	0	0	0	1	26.2	30.9
2000	31	28	0	0	2	1	0	0	0	0	0	0	0	0	0	27.9	31.3
2100	17	15	0	0	2	0	0	0	0	0	0	0	0	0	0	31.6	37.9
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
07 19	**1567**	**1373**	**5**	**22**	**74**	**80**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**8**	**20.8**	**26.6**
06 22	**1719**	**1513**	**6**	**22**	**82**	**82**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**9**	**21.4**	**27.5**
06 00	**1734**	**1528**	**6**	**22**	**82**	**82**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**9**	**21.5**	**27.5**
00 00	**1757**	**1547**	**6**	**22**	**86**	**82**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**9**	**21.5**	**27.6**

14 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	23.3	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0600	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	30.8
0700	104	91	1	0	7	5	0	0	0	0	0	0	0	0	0	23.1	27.7
0800	179	156	0	1	9	10	0	0	0	1	0	0	0	0	2	19.7	26.3
0900	102	83	1	3	8	7	0	0	0	0	0	0	0	0	0	23.4	28.5
1000	88	77	0	2	5	3	0	0	0	0	0	0	0	0	1	21.6	28
1100	92	77	2	0	5	7	0	0	0	0	0	0	0	0	1	19.5	24.3
1200	86	75	0	4	0	5	0	1	0	0	0	0	0	0	1	22.4	27.5
1300	94	84	0	0	5	5	0	0	0	0	0	0	0	0	0	22.3	26.1
1400	77	75	0	0	2	0	0	0	0	0	0	0	0	0	0	22.4	26.6
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07 19	**822**	**718**	**4**	**10**	**41**	**42**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**21.6**	**27**
06 22	**857**	**752**	**4**	**11**	**41**	**42**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**21.8**	**27.3**
06 00	**857**	**752**	**4**	**11**	**41**	**42**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**21.8**	**27.3**
00 00	**878**	**771**	**4**	**12**	**42**	**42**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**21.9**	**27.5**
06 00	**1,360**	**1,203**	**7**	**18**	**65**	**67**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**9**	**21.8**	**27.3**
00 00	**1,394**	**1,234**	**7**	**20**	**67**	**67**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**9**	**21.9**	**27.5**

CHARGE SURVEYS

SITE: Bakers Cross, Cranbrook (East of Junction) LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.094606, 0.540668 DIRECTION: EASTBOUND SPEED LIMIT: 20

11 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0700	127	2	32	55	34	4	0	0	0	0	0	0	0	0	0	0	22	27
0800	190	51	72	52	14	1	0	0	0	0	0	0	0	0	0	0	16.6	22.9
0900	128	8	28	40	44	8	0	0	0	0	0	0	0	0	0	0	22.7	29.1
1000	116	5	16	61	30	4	0	0	0	0	0	0	0	0	0	0	22.3	26.9
1100	97	9	11	35	37	3	0	0	2	0	0	0	0	0	0	0	23.1	28.5
1200	115	7	19	67	20	2	0	0	0	0	0	0	0	0	0	0	21.3	25.4
1300	124	6	28	54	30	6	0	0	0	0	0	0	0		0	0	21.9	26.6
1400	141	7	36	72	24	2	0	0	0	0	0	0	0	0	0	0	21.1	25.7
1500	200	29	92	55	22	2	0	0	0	0	0	0	0	0	0	0	18.1	23.1
1600	184	20	61	68	27	8	0	0	0	0	0	0	0	0	0	0	19.8	25.5
1700	148	23	32	57	26	6	0	3	0	0	1	0	0	0	0	0	21	27.1
1800	100	12	15	37	25	9	2	0	0	0	0	0	0	0	0	0	22.7	30.5
1900	92	4	16	11	50	9	2	0	0	0	0	0	0	0	0	0	24.7	30.3
2000	60	3	0	31	21	3	2	0	0	0	0	0	0	0	0	0	24.1	28.3
2100	36	0	1	10	21	3	1	0	0	0	0	0	0	0	0	0	26.6	29.9
2200	27	0	0	9	14	3	1	0	0	0	0	0	0	0	0	0	26.8	32.3
2300	11	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	28.9	37.2
07 19	**1670**	**179**	**442**	**653**	**333**	**55**	**2**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**20.6**	**26.6**
06 22	**1858**	**186**	**459**	**705**	**425**	**70**	**7**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**27.2**
06 00	**1896**	**186**	**460**	**715**	**443**	**77**	**9**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**21.2**	**27.4**
00 00	**1896**	**186**	**460**	**715**	**443**	**77**	**9**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**21.2**	**27.4**

12 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	28.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.1	-
0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0500	15	0	1	5	5	4	0	0	0	0	0	0	0	0	0	0	25.7	31.5
0600	50	0	4	16	26	4	0	0	0	0	0	0	0	0	0	0	24.8	29.2
0700	148	8	15	78	40	6	0	1	0	0	0	0	0	0	0	0	22.6	26.7
0800	221	39	115	47	19	1	0	0	0	0	0	0	0	0	0	0	16.9	22.9
0900	121	16	34	57	11	2	1	0	0	0	0	0	0	0	0	0	19.6	24.5
1000	89	5	12	46	21	5	0	0	0	0	0	0	0	0	0	0	22.2	26.6
1100	108	1	14	66	19	8	0	0	0	0	0	0	0	0	0	0	23	26.6
1200	108	7	16	50	28	7	0	0	0	0	0	0	0	0	0	0	22.7	28.3
1300	111	4	13	49	36	9	0	0	0	0	0	0	0	0	0	0	23.8	29
1400	150	12	40	71	24	3	0	0	0	0	0	0	0	0	0	0	20.5	26.1
1500	221	26	48	95	42	10	0	0	0	0	0	0	0	0	0	0	20.7	27.1
1600	190	19	40	90	28	6	0	5	0	0	2	0	0	0	0	0	21.7	27.2
1700	179	19	53	63	36	6	0	0	0	2	0	0	0	0	0	0	20.7	26.3
1800	81	2	7	42	23	6	1	0	0	0	0	0	0	0	0	0	23.9	28.2
1900	59	1	6	19	24	8	1	0	0	0	0	0	0	0	0	0	25.7	31.1
2000	41	1	1	18	20	1	0	0	0	0	0	0	0	0	0	0	24.6	28.2
2100	24	2	3	8	7	3	1	0	0	0	0	0	0	0	0	0	24.6	31.6
2200	11	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	26.5	30.9
2300	10	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	29.7	-
07 19	**1727**	**158**	**407**	**754**	**327**	**69**	**2**	**6**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**21.1**	**26.7**
06 22	**1901**	**162**	**421**	**815**	**404**	**85**	**4**	**6**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**21.4**	**27.3**
06 00	**1922**	**162**	**421**	**820**	**416**	**89**	**4**	**6**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**21.5**	**27.5**
00 00	**1949**	**162**	**423**	**827**	**428**	**95**	**4**	**6**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**21.6**	**27.5**

13 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	29.3	-
0100	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	30	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	23	-
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	34.5	-
0400	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	25	-
0500	9	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0600	44	0	4	15	21	4	0	0	0	0	0	0	0	0	0	0	26	29.8
0700	118	13	36	33	30	5	1	0	0	0	0	0	0	0	0	0	20.8	28.8
0800	227	31	108	73	14	1	0	0	0	0	0	0	0	0	0	0	17.5	22
0900	115	8	38	46	20	2	1	0	0	0	0	0	0	0	0	0	20.4	25.3
1000	115	4	16	57	33	5	0	0	0	0	0	0	0	0	0	0	23.1	28.7
1100	101	7	19	47	25	2	1	0	0	0	0	0	0	0	0	0	21.9	26.1
1200	111	2	13	58	37	1	0	0	0	0	0	0	0	0	0	0	23	27.6
1300	83	3	15	39	23	3	0	0	0	0	0	0	0	0	0	0	22.5	28.3
1400	111	6	23	47	34	1	0	0	0	0	0	0	0	0	0	0	21.6	27.4
1500	195	10	67	96	21	0	1	0	0	0	0	0	0	0	0	0	19.8	24.4
1600	172	16	60	53	36	7	0	0	0	0	0	0	0	0	0	0	20	27.2
1700	143	16	34	57	33	0	1	0	0	1	0	0	0	0	0	1	21.5	27.2
1800	76	1	10	31	29	4	0	1	0	0	0	0	0	0	0	0	24.1	28.7
1900	60	1	5	11	35	7	1	0	0	0	0	0	0	0	0	0	26.2	30.9
2000	31	0	3	5	18	3	0	1	0	0	1	0	0	0	0	0	27.9	31.3
2100	17	0	0	1	7	5	4	0	0	0	0	0	0	0	0	0	31.6	37.9
2200	10	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	28.7	-
2300	5	0	0	1	1	2	0	0	1	0	0	0	0	0	0	0	33.2	-
07 19	**1567**	**117**	**439**	**637**	**335**	**31**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**20.8**	**26.6**
06 22	**1719**	**118**	**451**	**669**	**416**	**50**	**10**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**21.4**	**27.5**
06 00	**1734**	**118**	**451**	**672**	**424**	**53**	**10**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**21.5**	**27.5**
00 00	**1757**	**118**	**452**	**681**	**434**	**55**	**11**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**21.5**	**27.6**

14 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	31.5	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.5	-
0400	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-
0500	7	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	24.8	-
0600	35	0	4	9	19	2	1	0	0	0	0	0	0	0	0	0	26.1	30.8
0700	104	2	16	47	36	3	0	0	0	0	0	0	0	0	0	0	23.1	27.7
0800	179	17	66	61	28	7	0	0	0	0	0	0	0	0	0	0	19.7	26.3
0900	102	6	11	44	34	7	0	0	0	0	0	0	0	0	0	0	23.4	28.5
1000	88	4	22	38	20	3	1	0	0	0	0	0	0	0	0	0	21.6	28
1100	92	8	28	48	5	3	0	0	0	0	0	0	0	0	0	0	19.5	24.3
1200	86	3	15	48	14	6	0	0	0	0	0	0	0	0	0	0	22.4	27.5
1300	94	5	12	52	23	2	0	0	0	0	0	0	0	0	0	0	22.3	26.1
1400	77	2	13	32	28	2	0	0	0	0	0	0	0	0	0	0	22.4	26.6
07 19	**822**	**47**	**183**	**370**	**188**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**27**
06 22	**857**	**47**	**187**	**379**	**207**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.8**	**27.3**
06 00	**857**	**47**	**187**	**379**	**207**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.8**	**27.3**
00 00	**878**	**47**	**189**	**384**	**213**	**43**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.9**	**27.5**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
	6480	**513**	**1524**	**2607**	**1518**	**270**	**26**	**11**	**3**	**3**	**4**	**0**	**0**	**0**	**0**	**1**	**21.5**	**27.5**

CHARGE SURVEYS

SITE: Bakers Cross, Cranbrook (East of Junction) LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.094606, 0.540668 DIRECTION: EASTBOUND SPEED LIMIT: 20

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	1-5.	1-7.
Hour									
0000-0100	*	*	5	4	5	0	0	4.7	2.8
0100-0200	*	*	0	3	1	0	0	1.3	0.8
0200-0300	*	*	2	2	2	0	0	2	1.2
0300-0400	*	*	2	2	3	0	0	2.3	1.4
0400-0500	*	*	3	3	3	0	0	3	1.8
0500-0600	*	*	15	9	7	0	0	10.3	6.2
0600-0700	*	*	50	44	35	0	0	43	25.8
0700-0800	*	127	148	118	104	0	0	124.3	82.8
0800-0900	*	**190**	**221**	**227**	**179**	0	0	204.3	136.2
0900-1000	*	128	121	115	102	0	0	116.5	77.7
1000-1100	*	116	89	115	88	0	0	102	68
1100-1200	*	97	108	101	92	0	0	99.5	66.3
1200-1300	*	115	108	111	86	0	0	105	70
1300-1400	*	124	111	83	**94**	0	0	103	68.7
1400-1500	*	141	150	111	77	0	0	119.8	79.8
1500-1600	*	**200**	**221**	**195**	0	0	0	154	102.7
1600-1700	*	184	190	172	0	0	0	136.5	91
1700-1800	*	148	179	143	0	0	0	117.5	78.3
1800-1900	*	100	81	76	0	0	0	64.3	42.8
1900-2000	*	92	59	60	0	0	0	52.8	35.2
2000-2100	*	60	41	31	0	0	0	33	22
2100-2200	*	36	24	17	0	0	0	19.3	12.8
2200-2300	*	27	11	10	0	0	0	12	8
2300-2400	*	11	10	5	0	0	0	6.5	4.3
Totals									
0700-1900	*	1670	1727	1567	822	0	0	1446.5	964.3
0600-2200	*	*	1901	1719	857	0	0	1594.5	1060.1
0600-0000	*	*	1922	1734	857	0	0	1613	1072.5
0000-0000	*	*	1949	1757	878	0	0	1636.7	1086.7
AM Peak	*	*	800	800	800	1100	1100		
	*	*	221	227	179	0	0		
PM Peak	*	1500	1500	1500	1300	2300	2300		
	*	200	221	195	94	0	0		

CHARGE SURVEYS

SITE: Bakers Cross, Cranbrook (East of Junction) LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.094606, 0.540668 DIRECTION: WESTBOUND SPEED LIMIT: 20

11 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0700	190	177	1	11	0	0	0	0	0	0	0	0	0	1	0	26.7	30.8
0800	328	309	0	17	1	1	0	0	0	0	0	0	0	0	0	24.6	28.5
0900	197	172	0	23	0	0	0	0	0	0	0	0	0	0	2	26	31.1
1000	162	143	1	17	1	0	0	0	0	0	0	0	0	0	0	27.3	31.2
1100	160	146	0	13	1	0	0	0	0	0	0	0	0	0	0	26.4	30.4
1200	158	148	0	6	2	0	0	0	0	0	0	0	0	1	1	24.3	28.9
1300	216	193	1	16	1	0	0	1	0	0	0	0	0		2	25.6	29.5
1400	194	181	1	11	0	0	0	1	0	0	0	0	0	0	0	25.7	30.2
1500	250	233	0	13	0	0	1	0	0	0	0	0	0	0	3	22.8	28
1600	305	288	1	11	0	0	0	1	0	0	0	0	0	2	2	24.1	28.8
1700	302	277	2	18	3	0	0	0	0	0	0	0	0	1	1	24.2	28.9
1800	181	179	0	1	1	0	0	0	0	0	0	0	0	0	0	26.6	32.2
1900	118	114	0	2	1	0	0	0	0	1	0	0	0	0	0	27.9	32.2
2000	81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	31.5
2100	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	38.8
2200	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	34.4
2300	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	38.5
07 19	**2643**	**2446**	**7**	**157**	**10**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**11**	**25.1**	**29.8**
06 22	**2879**	**2678**	**7**	**159**	**11**	**1**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**7**	**11**	**25.4**	**30.1**
06 00	**2921**	**2719**	**7**	**160**	**11**	**1**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**7**	**11**	**25.5**	**30.2**
00 00	**2921**	**2719**	**7**	**160**	**11**	**1**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**7**	**11**	**25.5**	**30.2**

12 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	4	3	0	0	0	0	0	1	0	0	0	0	0	0	0	33.5	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0500	34	30	0	4	0	0	0	0	0	0	0	0	0	0	0	32.9	39.7
0600	97	90	0	4	0	0	0	0	0	0	0	0	0	1	2	30.1	34.2
0700	251	232	0	13	5	0	0	0	0	0	0	0	0	1	0	27.5	31.7
0800	399	375	1	13	8	0	0	0	1	0	0	0	0	0	1	23.9	29.1
0900	245	232	0	10	2	0	0	0	0	0	0	0	0	0	1	26.9	31.1
1000	190	169	0	20	0	0	0	0	0	1	0	0	0	0	0	28.1	32.1
1100	159	139	1	17	1	0	0	0	0	0	0	0	0	1	0	25.7	30.4
1200	161	146	2	10	0	0	1	1	0	0	0	0	0	1	0	26.8	31.2
1300	165	152	0	13	0	0	0	0	0	0	0	0	0	0	0	27.1	32
1400	199	188	0	10	0	0	0	0	0	0	0	0	0	1	0	24.5	28.9
1500	207	194	3	9	0	0	0	0	0	1	0	0	0	0	0	25.2	29.2
1600	306	288	1	15	2	0	0	0	0	0	0	0	0	0	0	25.4	29.6
1700	267	254	0	13	0	0	0	0	0	0	0	0	0	0	0	26.1	29.6
1800	139	133	1	5	0	0	0	0	0	0	0	0	0	0	0	26.2	30.3
1900	77	72	0	1	0	0	0	1	0	0	0	0	0	3	0	26.3	30.7
2000	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	34.8
2100	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	26.4	32.4
2200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	33.2
2300	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	27.1	-
07 19	**2688**	**2502**	**9**	**148**	**18**	**0**	**1**	**1**	**1**	**2**	**0**	**0**	**0**	**4**	**2**	**25.9**	**30.4**
06 22	**2934**	**2732**	**9**	**157**	**18**	**0**	**1**	**2**	**1**	**2**	**0**	**0**	**0**	**8**	**4**	**26.2**	**30.7**
06 00	**2956**	**2752**	**9**	**158**	**19**	**0**	**1**	**2**	**1**	**2**	**0**	**0**	**0**	**8**	**4**	**26.2**	**30.8**
00 00	**3010**	**2799**	**9**	**164**	**19**	**0**	**1**	**3**	**1**	**2**	**0**	**0**	**0**	**8**	**4**	**26.3**	**30.9**

13 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0500	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34.9
0600	75	67	0	6	1	0	0	1	0	0	0	0	0	0	0	28.6	32.6
0700	185	170	1	11	2	0	0	0	0	0	0	0	0	1	0	27.3	31.9
0800	385	368	1	16	0	0	0	0	0	0	0	0	0	0	0	25.9	30.3
0900	198	186	0	10	2	0	0	0	0	0	0	0	0	0	0	27.4	31.2
1000	160	145	1	12	2	0	0	0	0	0	0	0	0	0	0	26.3	30.6
1100	149	132	1	15	0	0	0	0	0	0	0	0	0	0	1	25.5	29.6
1200	163	151	0	12	0	0	0	0	0	0	0	0	0	0	0	26.8	32.3
1300	154	142	1	11	0	0	0	0	0	0	0	0	0	0	0	26.9	31.3
1400	168	158	2	7	1	0	0	0	0	0	0	0	0	0	0	25	30.1
1500	257	234	0	22	1	0	0	0	0	0	0	0	0	0	0	24.9	28.5
1600	250	238	0	9	1	0	0	0	0	0	0	0	0	1	1	25.8	31.2
1700	215	209	0	5	1	0	0	0	0	0	0	0	0	0	0	26.3	30.7
1800	115	108	0	6	1	0	0	0	0	0	0	0	0	0	0	26.3	30.2
1900	90	89	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	31.1
2000	48	47	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	32.4
2100	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	33.6
2200	10	8	0	1	0	0	0	1	0	0	0	0	0	0	0	25.3	-
2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	-
07 19	**2399**	**2241**	**7**	**136**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**26.1**	**30.7**
06 22	**2635**	**2466**	**7**	**145**	**12**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**26.3**	**30.8**
06 00	**2653**	**2481**	**7**	**147**	**12**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**26.3**	**30.8**
00 00	**2686**	**2511**	**7**	**150**	**12**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**26.3**	**30.9**

14 October 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0600	49	44	0	3	0	0	0	0	0	0	0	0	0	0	2	30.7	35.5
0700	127	110	0	11	2	0	1	0	0	0	0	0	0	1	2	27.5	31.9
0800	288	272	1	12	2	0	0	0	0	0	0	0	0	0	1	23.3	28.8
0900	141	128	0	12	1	0	0	0	0	0	0	0	0	0	0	27.2	30.9
1000	95	88	0	7	0	0	0	0	0	0	0	0	0	0	0	27.2	32.2
1100	146	139	0	7	0	0	0	0	0	0	0	0	0	0	0	26.9	30.8
1200	108	99	0	8	0	0	0	0	0	0	0	0	0	0	1	26.8	31.8
1300	110	104	0	5	0	0	0	0	0	0	0	0	0	0	1	25.1	30.6
1400	118	112	0	4	0	0	0	0	0	0	0	0	0	1	1	26.1	30.2
07 19	**1133**	**1052**	**1**	**66**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**25.9**	**30.6**
06 22	**1182**	**1096**	**1**	**69**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**26.1**	**30.9**
06 00	**1182**	**1096**	**1**	**69**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**26.1**	**30.9**
00 00	**1207**	**1120**	**1**	**70**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**26.2**	**31.1**

CHARGE SURVEYS

SITE: Bakers Cross, Cranbrook (East of Junction) LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.094606, 0.540668 DIRECTION: WESTBOUND SPEED LIMIT: 20

11 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0700	190	3	13	40	108	24	2	0	0	0	0	0	0	0	0	0	26.7	30.8
0800	328	3	17	144	148	16	0	0	0	0	0	0	0	0	0	0	24.6	28.5
0900	197	2	10	61	95	29	0	0	0	0	0	0	0	0	0	0	26	31.1
1000	162	1	0	41	95	24	0	1	0	0	0	0	0	0	0	0	27.3	31.2
1100	160	0	6	52	85	15	1	0	1	0	0	0	0	0	0	0	26.4	30.4
1200	158	4	10	70	64	8	1	1	0	0	0	0	0	0	0	0	24.3	28.9
1300	216	2	11	74	111	18	0	0	0	0	0	0	0		0	0	25.6	29.5
1400	194	1	12	63	100	16	1	1	0	0	0	0	0	0	0	0	25.7	30.2
1500	250	14	32	109	84	11	0	0	0	0	0	0	0	0	0	0	22.8	28
1600	305	9	30	116	132	17	1	0	0	0	0	0	0	0	0	0	24.1	28.8
1700	302	10	18	128	134	12	0	0	0	0	0	0	0	0	0	0	24.2	28.9
1800	181	8	8	42	85	36	2	0	0	0	0	0	0	0	0	0	26.6	32.2
1900	118	1	1	26	63	24	2	1	0	0	0	0	0	0	0	0	27.9	32.2
2000	81	1	1	15	50	13	1	0	0	0	0	0	0	0	0	0	27.6	31.5
2100	37	0	1	5	20	5	3	3	0	0	0	0	0	0	0	0	30.5	38.8
2200	29	0	1	10	9	6	2	0	1	0	0	0	0	0	0	0	28.8	34.4
2300	13	0	0	0	4	6	3	0	0	0	0	0	0	0	0	0	33.2	38.5
07 19	**2643**	**57**	**167**	**940**	**1241**	**226**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.1**	**29.8**
06 22	**2879**	**59**	**170**	**986**	**1374**	**268**	**14**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**30.1**
06 00	**2921**	**59**	**171**	**996**	**1387**	**280**	**19**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**30.2**
00 00	**2921**	**59**	**171**	**996**	**1387**	**280**	**19**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**30.2**

12 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	29.5	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.9	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0300	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33.5	-
0400	5	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	29.3	-
0500	34	0	0	2	14	10	6	1	1	0	0	0	0	0	0	0	32.9	39.7
0600	97	2	1	11	42	32	7	1	1	0	0	0	0	0	0	0	30.1	34.2
0700	251	3	5	55	144	39	5	0	0	0	0	0	0	0	0	0	27.5	31.7
0800	399	10	49	165	152	22	1	0	0	0	0	0	0	0	0	0	23.9	29.1
0900	245	1	9	64	135	32	3	1	0	0	0	0	0	0	0	0	26.9	31.1
1000	190	0	1	39	108	38	4	0	0	0	0	0	0	0	0	0	28.1	32.1
1100	159	0	12	52	79	15	1	0	0	0	0	0	0	0	0	0	25.7	30.4
1200	161	1	5	45	85	25	0	0	0	0	0	0	0	0	0	0	26.8	31.2
1300	165	0	9	35	86	33	2	0	0	0	0	0	0	0	0	0	27.1	32
1400	199	3	23	67	95	10	1	0	0	0	0	0	0	0	0	0	24.5	28.9
1500	207	1	11	74	106	15	0	0	0	0	0	0	0	0	0	0	25.2	29.2
1600	306	0	24	112	145	23	1	0	0	0	1	0	0	0	0	0	25.4	29.6
1700	267	0	9	86	151	21	0	0	0	0	0	0	0	0	0	0	26.1	29.6
1800	139	2	7	41	72	14	1	2	0	0	0	0	0	0	0	0	26.2	30.3
1900	77	1	4	18	45	9	0	0	0	0	0	0	0	0	0	0	26.3	30.7
2000	48	0	1	9	20	15	1	1	0	1	0	0	0	0	0	0	29.6	34.8
2100	24	1	2	6	10	5	0	0	0	0	0	0	0	0	0	0	26.4	32.4
2200	14	0	1	3	6	4	0	0	0	0	0	0	0	0	0	0	27.4	33.2
2300	8	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	27.1	-
07 19	**2688**	**21**	**164**	**835**	**1358**	**287**	**19**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**25.9**	**30.4**
06 22	**2934**	**25**	**172**	**879**	**1475**	**348**	**27**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.2**	**30.7**
06 00	**2956**	**25**	**173**	**885**	**1484**	**353**	**28**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.2**	**30.8**
00 00	**3010**	**25**	**173**	**890**	**1508**	**367**	**37**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**26.3**	**30.9**

13 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	2	2	0	2	0	0	0	0	0	0	0	0	0	31.2	-
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	8	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	28.5	-
0500	16	0	0	3	6	6	1	0	0	0	0	0	0	0	0	0	30	34.9
0600	75	0	1	12	41	19	1	1	0	0	0	0	0	0	0	0	28.6	32.6
0700	185	1	6	46	90	42	0	0	0	0	0	0	0	0	0	0	27.3	31.9
0800	385	4	6	145	198	30	2	0	0	0	0	0	0	0	0	0	25.9	30.3
0900	198	3	3	41	113	36	2	0	0	0	0	0	0	0	0	0	27.4	31.2
1000	160	0	6	54	82	17	0	1	0	0	0	0	0	0	0	0	26.3	30.6
1100	149	3	6	52	72	15	1	0	0	0	0	0	0	0	0	0	25.5	29.6
1200	163	0	14	38	81	26	4	0	0	0	0	0	0	0	0	0	26.8	32.3
1300	154	0	5	41	83	22	2	1	0	0	0	0	0	0	0	0	26.9	31.3
1400	168	4	16	57	74	17	0	0	0	0	0	0	0	0	0	0	25	30.1
1500	257	2	13	105	121	15	1	0	0	0	0	0	0	0	0	0	24.9	28.5
1600	250	4	21	68	118	36	3	0	0	0	0	0	0	0	0	0	25.8	31.2
1700	215	0	8	81	98	25	2	0	0	0	0	0	0	0	0	1	26.3	30.7
1800	115	0	1	39	66	7	2	0	0	0	0	0	0	0	0	0	26.3	30.2
1900	90	0	3	29	45	11	1	1	0	0	0	0	0	0	0	0	26.6	31.1
2000	48	0	3	15	19	9	2	0	0	0	0	0	0	0	0	0	26.6	32.4
2100	23	0	1	2	13	5	1	0	1	0	0	0	0	0	0	0	29.4	33.6
2200	10	0	0	5	4	0	1	0	0	0	0	0	0	0	0	0	25.3	-
2300	8	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	27.5	-
07 19	**2399**	**21**	**105**	**767**	**1196**	**288**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26.1**	**30.7**
06 22	**2635**	**21**	**113**	**825**	**1314**	**332**	**24**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26.3**	**30.8**
06 00	**2653**	**21**	**113**	**833**	**1321**	**334**	**25**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26.3**	**30.8**
00 00	**2686**	**21**	**114**	**843**	**1331**	**343**	**28**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26.3**	**30.9**

14 October 2022

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0	28.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.5	-
0300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.3	-
0400	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	37.7	-
0500	10	0	1	0	4	2	3	0	0	0	0	0	0	0	0	0	32.4	-
0600	49	1	2	2	16	25	2	1	0	0	0	0	0	0	0	0	30.7	35.5
0700	127	1	7	22	75	21	1	0	0	0	0	0	0	0	0	0	27.5	31.9
0800	288	10	44	112	113	8	1	0	0	0	0	0	0	0	0	0	23.3	28.8
0900	141	0	4	35	83	15	4	0	0	0	0	0	0	0	0	0	27.2	30.9
1000	95	1	2	23	50	16	3	0	0	0	0	0	0	0	0	0	27.2	32.2
1100	146	0	2	38	86	19	1	0	0	0	0	0	0	0	0	0	26.9	30.8
1200	108	1	4	30	51	22	0	0	0	0	0	0	0	0	0	0	26.8	31.8
1300	110	2	7	48	39	13	1	0	0	0	0	0	0	0	0	0	25.1	30.6
1400	118	2	6	32	63	15	0	0	0	0	0	0	0	0	0	0	26.1	30.2
07 19	**1133**	**17**	**76**	**340**	**560**	**129**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.9**	**30.6**
06 22	**1182**	**18**	**78**	**342**	**576**	**154**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**30.9**
06 00	**1182**	**18**	**78**	**342**	**576**	**154**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.1**	**30.9**
00 00	**1207**	**18**	**79**	**346**	**581**	**161**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**31.1**

Grand Total

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
	9824	**123**	**537**	**3075**	**4807**	**1151**	**105**	**18**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**26**	**30.7**

SITE: Bakers Cross, Cranbrook (East of Junction) LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.094606, 0.540668 DIRECTION: WESTBOUND SPEED LIMIT: 20

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	10-Oct	11-Oct	12-Oct	13-Oct	14-Oct	15-Oct	16-Oct	1-5.	1-7.
Hour									
0000-0100	*	*	8	6	8	0	0	7.3	4.4
0100-0200	*	*	1	2	0	0	0	1	0.6
0200-0300	*	*	2	1	1	0	0	1.3	0.8
0300-0400	*	*	4	0	2	0	0	2	1.2
0400-0500	*	*	5	8	4	0	0	5.7	3.4
0500-0600	*	*	34	16	10	0	0	20	12
0600-0700	*	*	97	75	49	0	0	73.7	44.2
0700-0800	*	190	251	185	127	0	0	188.3	125.5
0800-0900	*	**328**	**399**	**385**	**288**	0	0	350	233.3
0900-1000	*	197	245	198	141	0	0	195.3	130.2
1000-1100	*	162	190	160	95	0	0	151.8	101.2
1100-1200	*	160	159	149	146	0	0	153.5	102.3
1200-1300	*	158	161	163	108	0	0	147.5	98.3
1300-1400	*	216	165	154	110	0	0	161.3	107.5
1400-1500	*	194	199	168	**118**	0	0	169.8	113.2
1500-1600	*	250	207	**257**	0	0	0	178.5	119
1600-1700	*	**305**	**306**	250	0	0	0	215.3	143.5
1700-1800	*	302	267	215	0	0	0	196	130.7
1800-1900	*	181	139	115	0	0	0	108.8	72.5
1900-2000	*	118	77	90	0	0	0	71.3	47.5
2000-2100	*	81	48	48	0	0	0	44.3	29.5
2100-2200	*	37	24	23	0	0	0	21	14
2200-2300	*	29	14	10	0	0	0	13.3	8.8
2300-2400	*	13	8	8	0	0	0	7.3	4.8
Totals									
0700-1900	*	2643	2688	2399	1133	0	0	2215.8	1477.2
0600-2200	*	2879	2934	2635	1182	0	0	2425.9	1612.4
0600-0000	*	2921	2956	2653	1182	0	0	2446.4	1626
0000-0000	*	2921	3010	2686	1207	0	0	2483.8	1648.4
AM Peak	*	800	800	800	800	1100	1100		
	*	328	399	385	288	0	0		
PM Peak	*	1600	1600	1500	1400	2300	2300		
	*	305	306	257	118	0	0		

APPENDIX G. STAGE ONE ROAD SAFETY AUDIT – FRYTHE WAY

Road Safety Assessment Report

Incorporating
Stage F – Feasibility; and
Design Organisation Response to items raised.

Use of Frythe Way to provide access to a development of 70 dwellings Cranbrook

Client:
i-Transport

Client reference:
ITB13706

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	**RSA-20-095**	**Issue no**	3	**Date**	October 2020
Prepared by	JJF	**Verified by**	FB	**Approved by**	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-095-3				

1.0 PROJECT DETAILS

Report Title:	Stage F Road Safety Assessment
Date:	October 2020
Document reference and revision:	RSA-20-095-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Kent County Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Taylor Wimpey Strategic Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Assessment drafted for Audit Team discussions	FB			14th September 2020
1	Stage 1 Road Safety Assessment finalised and issued to the Design Organisation	JJF	FB	JJF	28th September 2020
2	Stage 1 Road Safety Assessment Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			28th September 2020
3	Design Organisation Response incorporated	Ben Thomas on behalf of i-Transport			5th October 2020

Contents:

Appendices:

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Feasibility Stage Road Safety Assessment to review the road safety of the proposed use of Frythe Way in Cranbrook, to facilitate access to a development of 70 dwellings. The Frythe Estate is accessed via the Frythe Way junction with The Hill and Bakers Cross and serves in excess of 480 dwellings off a network of cul-de-sacs and loops. It is noted that the majority of dwellings are accessed via Brickenden Road and Turner Avenue off the north and south side of Frythe Way, respectively, within 300 metres its junction with The Hill and Bakers Cross.

2.2 The Road Safety Assessment was undertaken during September 2020 in accordance with the Road Safety Assessment Brief that includes a parking survey and was provided, on the 16th September 2020 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Taylor Wimpey Strategic Land. The proposed development of 70 dwellings is to be accessed via a continuation of Frythe Way at it south-western boundary that is subject to a Stage 1 Road Safety Audit, ref: RSA-20-077 and is forecast to generate 30 outbound vehicular movements and 11 inbound during the morning peak hour and 8 and 24 respectively, during the afternoon peak hour.

2.3 The Road Safety Assessment comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Assessment Brief was sufficient for the purpose of the Assessment instructed.

2.4 The Road Safety Assessment has been undertaken by a Team of Road Safety Auditors whose qualifications and experience accord with the requirements of GG119. The Assessment Team consists of the following members:

Assessment Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Assessment Team Member
Farouk Bhatti *MCIHT*
Road Safety Auditor

2.5 The site visit associated with this Road Safety Assessment was undertaken by the Audit Team Leader and Audit Team Member, during the afternoon of Monday 7th September 2020 between 5:30pm and 6:15pm. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was overcast, the road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic to include cars and light goods vehicles were also observed with occasional congestion at the junction of Frythe Way with The Hill and Bakers Cross. Frythe

Way accommodates both on-street parking in proximity of its junction with The Hill and Bakers Cross and pavement parking along it's length. Some on-street parking is quite typical of streets throughout Cranbrook and Kent in general and is not considered to be an unusual arrangement.

2.6 The terms of reference of this Road Safety Assessment are as described in the national standards for road safety audits as detailed within GG119 and reviews the existing infrastructure with reference to the proposed intensification of traffic. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the existing highway. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Assessment Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the existing infrastructure and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

2.7 In accordance with national standards, this Road Safety Assessment was finalised and issued to the Design Organisation, which can be provided upon request from either the Assessment Team or Design Organisation. The format of the Assessment Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.8 The Design Organisation Response has been prepared by:

Name:	Ben Thomas
Position / Organisation:	Associate Partner, i-Transport LLP

2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3,** if applicable.

3.0 ITEMS RAISED AT THIS ROAD SAFETY ASSESSMENT

F.1	**LOCAL ALIGNMENT**
	Frythe Way allows for a good level of forward visibility, accommodates pavement parking allowing for two-way traffic flow along much of its length and observes low speeds, as such No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.
F.2	**GENERAL**
F.2.1	**PROBLEM**
Location:	Frythe Way in proximity to its junction with The Hill / Bakers Cross
Summary:	Parking along the carriageway renders it insufficient to accommodate two-way traffic
Acc Type:	Sideswipes

In proximity of its junction with The Hill and Bakers Cross, Frythe Way is 6.2 metres wide and subject to double-yellow line parking restrictions for the first 30 metres. Following this initial 30 metre section, the carriageway is not subject to parking restriction and accommodates a series of parking laybys along the western side. The existing parking laybys can accommodate up to twelve cars. During the site visit associated with this assessment, eight cars were observed to be parked on-street along the eastern side of the carriageway and seven within the lay-bys, immediately beyond the double-yellow line parking restrictions. A 6.2 metre carriageway that observes on-street parking along one side, should be sufficient to accommodate two-way car / light goods vehicle traffic, however, the parking laybys are just 1.5 metres wide and insufficient to fully accommodate a car. As such, the vehicles that utilise the laybys, encroach the carriageway restricting the traffic flow to one-way shuttle working only. At the time of the site visit, a car was observed to be partly parking over the existing poorly marked double-yellow lines on the southern side of the carriageway. The site visit associated with this Audit was undertaken during the afternoon peak hour and observations show that northbound traffic travelling towards the Frythe Way junction with The Hill and Bakers Cross, takes priority over southbound traffic entering the estate which results in occasional queuing back from the give-way into the area of one-way working. This congestion was observed for a short temporary period only, however, the impact was that traffic could not turn into Frythe Way which caused temporary minor congestion along The Hill and Bakers Cross. The Assessment Brief identifies that the proposed development of 70 dwelling is expected to generate 24 inbound movements and 8 outbound movements during the afternoon peak hour. It is therefore possible, that an additional vehicle could attempt to turn into Frythe Way whilst congestion is present, which would add to the existing queue of vehicles waiting to turn right off The Hill and extend the period of time when rear end impact and sideswipe collisions may occur as a result of stationary traffic and driver frustration. It is noted that the Assessment Brief identifies that the grass verge beyond the existing parking bays on the northern

side of the carriageway and alongside the footway to the south, does not form part of the public highway and therefore it is not possible to widen these bays or carriageway to allow for two-way traffic.

Further to the west, no additional problems have been identified along Frythe Way which is considered to be capable of safely accommodating the forecast development generated traffic.

RECOMMENDATION:

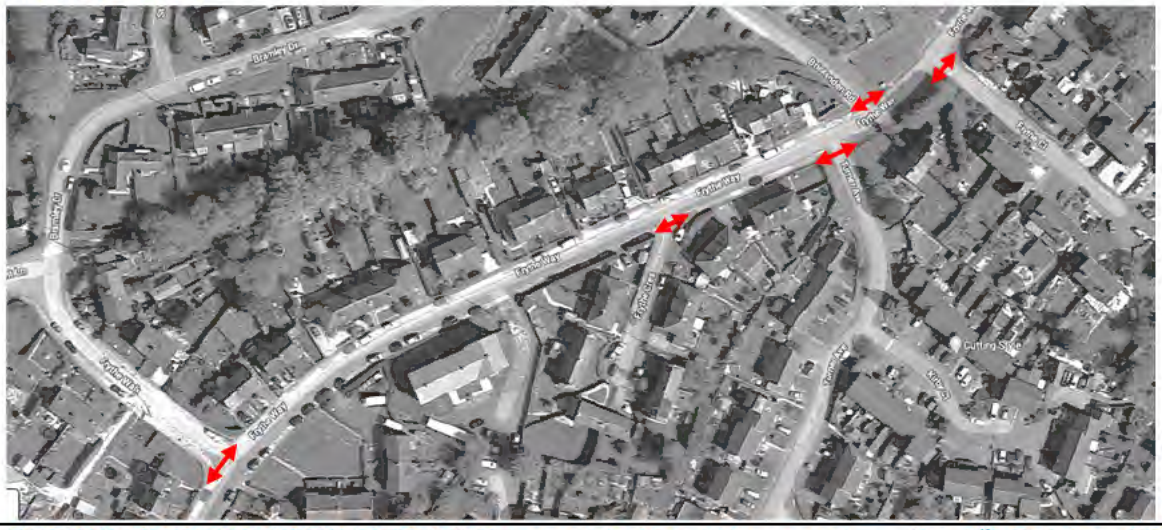
It is recommended that the existing double-yellow line parking restrictions are refreshed to make it clearer to motorists the extent of the existing parking restrictions. Furthermore, it is recommended that the potential to extend the parking restrictions is explored to further minimise the potential for traffic to queue through and block within the one-way working section.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th October 2020 following formal issue of this Stage 1 Road Safety Audit on the 28th September 2020	
It is considered that the minor congestion set out above is an infrequent event that may occur occasionally due to the randomness of arrivals but is typically cleared within a short period of time. Twenty four additional inbound movement is expected along Frythe Way in the evening peak equating to less than one additional movement every 2 minutes and therefore the potential for this event to occur will not materially increase as a result of the proposed development site. The developer is willing to fund refreshing the existing double-yellow markings in the vicinity of the junction to increase adherence with existing parking restrictions and will make a financial contribution to fund all reasonable costs related to the Traffic Regulation Order (TRO) necessary to extend the existing parking restrictions on Frythe Way but this is considered desirable not essential due to the relatively few times the minor congestion described above will occur which the proposed development will not make materially worse.	
F.3	**JUNCTIONS**
	The priority junctions that are taken off either side of Frythe Way along its length, benefit from a good level of visibility albeit some pavement parking is present that results in the need for a vehicle to edge out on occasions. The proposed development of 70 dwellings accessed via a continuation of Frythe Way, will not exacerbate the existing parking within the visibility envelopes and should not have an adverse impact on the operation of the junctions. As such, No Road Safety Concerns regarding JUNCTIONS have been raised at this stage.
F.4	**WALKING, CYCLING AND HORSE RIDING**
F.4.1	**PROBLEM**
Location:	Frythe Way in proximity to its junction with The Hill / Bakers Cross
Summary:	Parking along the carriageway renders it insufficient to accommodate two-way traffic
Acc Type:	Sideswipes
Following an initial 200 metre length of Frythe Way, the road benefits from a footway either side of the carriageway that allow for the safe passage of pedestrians. Dropped kerb crossing points are provided across some of the side roads off Frythe Way, however, the upstands are mostly in excess of 6mm and the crossing points do not benefit from tactile paving. The Assessment Brief identifies that the proposed development of 70 dwellings is accessed off a continuation of Frythe Way and that good pedestrian cyclist links are available to Cranbrook Town Centre to the north, nonetheless, the presence of kerbs with an upstand in excess of 6mm, could be a trip hazard resulting in a fall.	
RECOMMENDATION:	

It is recommended that all crossing points along pedestrian desire lines, accommodate an upstand of between 0 and 6mm and tactile paving is provided.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th October 2020 following formal issue of this Stage 1 Road Safety Audit on the 28th September 2020

As stated in the Brief, the proposed development will not generate a significant footfall along Frythe Way due to the presence of a footpath to the north to the Town Centre, which is likely to be the principal destination for the majority of journey purposes for future residents on the site. The proposed development will accommodate dropped kerbs with tactile paving where appropriate but it is not considered necessary to upgrade all the existing crossing points along Frythe Way albeit, discussions will be held with Kent County Council as Highway Authority.

F.5	**ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**
	Frythe Way accommodates a number of road signs, minimal carriageway markings except at give-ways and street lighting. The provision of a development of 70 dwellings accessed off a continuation of Frythe Way does not have an adverse impact on these elements and therefore No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

4.0 STAGE F ROAD SAFETY ASSESSMENT TEAM STATEMENT

4.1 We certify that this Road Safety Assessment has been carried out in accordance with the requirements for Road Safety Audit as detailed within GG119.

Audit Team Leader

[redacted]

Organisation: Fenley Road Safety Limited
Date: 28th September 2020

Audit Team Member

[redacted]

Organisation: Fenley Road Safety Limited
Date: 28 h September 2020

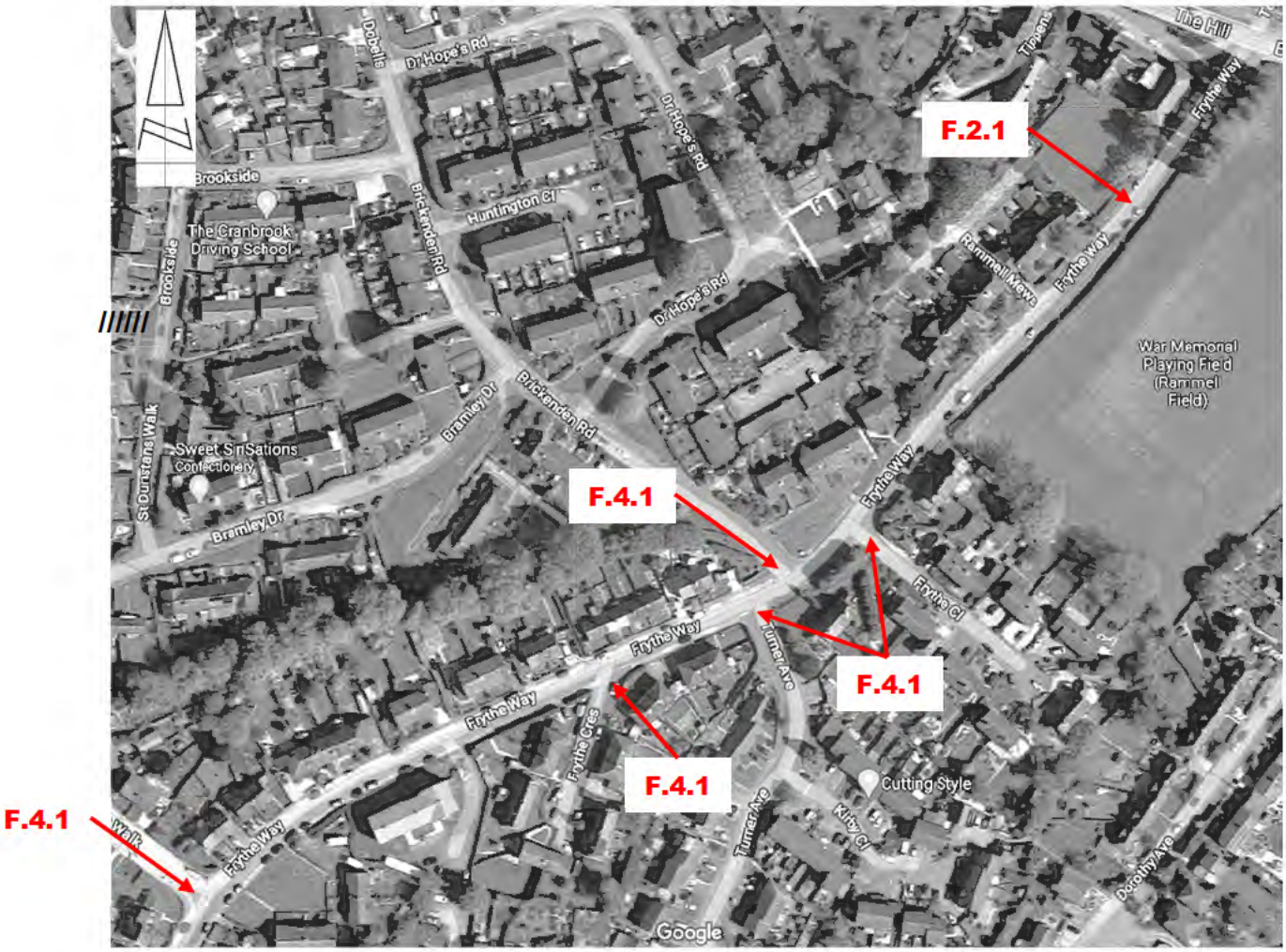
Appendix F1

Documents and Drawings provided for this Stage F Road Safety Assessment

Audit Stage	Doc. No.	Rev	Title
Stage F	Email dated 16th Sept '20		Road Safety Audit Brief
	ITB13706-002 TN		Access Appraisal
	Cranbrook 5 year		Personal Injury Collision Report
	Dwg No.	Rev	Title
	ITB11290-SK-006	A	Initial Site Access Arrangement

Appendix F2

Item Location Plan


F.2.1
F.4.1
F.4.1
F.4.1
F.4.1
Brookside
The Cranbrook Driving School
Dr Hope's Rd
Huntington Cl
Brickenden Rd
Bramley Dr
Sweet Sensations Confectionery
St Dunstans Walk
Frythe Way
Frythe Cl
Frythe Cres
Turner Ave
Kirby Cl
Rammell Mews
War Memorial Playing Field (Rammell Field)
Cutting Style
Dobells
The Hill
Google

Appendix F3

Drawings associated with the Design Organisation Response

Audit Stage	Drawing No.	Rev	Title
Stage F			


fenley

APPENDIX H. TRICS OUTPUT

Calculation Reference: AUDIT-236601-201002-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SM	SOMERSET	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary 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: No of Dwellings
Actual Range: 32 to 110 (units:)
Range Selected by User: 30 to 110 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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	1 days
Thursday	3 days
Friday	3 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 undertaking using machines.

Selected Locations:

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	7
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	8 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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 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	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	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.

LIST OF SITES relevant to selection parameters

1 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

2 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

3 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

4 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

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

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

6 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

7 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

8 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.091	8	66	0.281	8	66	0.372
08:00 - 09:00	8	66	0.152	8	66	0.427	8	66	0.579
09:00 - 10:00	8	66	0.156	8	66	0.194	8	66	0.350
10:00 - 11:00	8	66	0.123	8	66	0.171	8	66	0.294
11:00 - 12:00	8	66	0.165	8	66	0.148	8	66	0.313
12:00 - 13:00	8	66	0.152	8	66	0.154	8	66	0.306
13:00 - 14:00	8	66	0.190	8	66	0.188	8	66	0.378
14:00 - 15:00	8	66	0.175	8	66	0.180	8	66	0.355
15:00 - 16:00	8	66	0.283	8	66	0.192	8	66	0.475
16:00 - 17:00	8	66	0.285	8	66	0.171	8	66	0.456
17:00 - 18:00	8	66	0.336	8	66	0.116	8	66	0.452
18:00 - 19:00	8	66	0.254	8	66	0.123	8	66	0.377
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.362			2.345			4.707

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:	32 - 110 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.008	8	66	0.009	8	66	0.017
08:00 - 09:00	8	66	0.004	8	66	0.004	8	66	0.008
09:00 - 10:00	8	66	0.006	8	66	0.006	8	66	0.012
10:00 - 11:00	8	66	0.006	8	66	0.006	8	66	0.012
11:00 - 12:00	8	66	0.004	8	66	0.004	8	66	0.008
12:00 - 13:00	8	66	0.004	8	66	0.004	8	66	0.008
13:00 - 14:00	8	66	0.006	8	66	0.006	8	66	0.012
14:00 - 15:00	8	66	0.008	8	66	0.008	8	66	0.016
15:00 - 16:00	8	66	0.008	8	66	0.008	8	66	0.016
16:00 - 17:00	8	66	0.006	8	66	0.006	8	66	0.012
17:00 - 18:00	8	66	0.006	8	66	0.006	8	66	0.012
18:00 - 19:00	8	66	0.008	8	66	0.008	8	66	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.075			0.149

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.004	8	66	0.002	8	66	0.006
08:00 - 09:00	8	66	0.002	8	66	0.002	8	66	0.004
09:00 - 10:00	8	66	0.002	8	66	0.002	8	66	0.004
10:00 - 11:00	8	66	0.004	8	66	0.004	8	66	0.008
11:00 - 12:00	8	66	0.004	8	66	0.002	8	66	0.006
12:00 - 13:00	8	66	0.000	8	66	0.002	8	66	0.002
13:00 - 14:00	8	66	0.004	8	66	0.002	8	66	0.006
14:00 - 15:00	8	66	0.000	8	66	0.002	8	66	0.002
15:00 - 16:00	8	66	0.002	8	66	0.002	8	66	0.004
16:00 - 17:00	8	66	0.004	8	66	0.006	8	66	0.010
17:00 - 18:00	8	66	0.000	8	66	0.000	8	66	0.000
18:00 - 19:00	8	66	0.000	8	66	0.000	8	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.000	8	66	0.000	8	66	0.000
08:00 - 09:00	8	66	0.000	8	66	0.000	8	66	0.000
09:00 - 10:00	8	66	0.000	8	66	0.000	8	66	0.000
10:00 - 11:00	8	66	0.000	8	66	0.000	8	66	0.000
11:00 - 12:00	8	66	0.004	8	66	0.004	8	66	0.008
12:00 - 13:00	8	66	0.000	8	66	0.000	8	66	0.000
13:00 - 14:00	8	66	0.000	8	66	0.000	8	66	0.000
14:00 - 15:00	8	66	0.000	8	66	0.000	8	66	0.000
15:00 - 16:00	8	66	0.000	8	66	0.000	8	66	0.000
16:00 - 17:00	8	66	0.000	8	66	0.000	8	66	0.000
17:00 - 18:00	8	66	0.002	8	66	0.000	8	66	0.002
18:00 - 19:00	8	66	0.000	8	66	0.000	8	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.004			0.010

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.015	8	66	0.006	8	66	0.021
08:00 - 09:00	8	66	0.017	8	66	0.023	8	66	0.040
09:00 - 10:00	8	66	0.002	8	66	0.006	8	66	0.008
10:00 - 11:00	8	66	0.000	8	66	0.011	8	66	0.011
11:00 - 12:00	8	66	0.004	8	66	0.008	8	66	0.012
12:00 - 13:00	8	66	0.004	8	66	0.006	8	66	0.010
13:00 - 14:00	8	66	0.008	8	66	0.002	8	66	0.010
14:00 - 15:00	8	66	0.006	8	66	0.006	8	66	0.012
15:00 - 16:00	8	66	0.004	8	66	0.013	8	66	0.017
16:00 - 17:00	8	66	0.015	8	66	0.008	8	66	0.023
17:00 - 18:00	8	66	0.019	8	66	0.006	8	66	0.025
18:00 - 19:00	8	66	0.011	8	66	0.004	8	66	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.099			0.204

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.040	8	66	0.188	8	66	0.228
08:00 - 09:00	8	66	0.083	8	66	0.279	8	66	0.362
09:00 - 10:00	8	66	0.099	8	66	0.139	8	66	0.238
10:00 - 11:00	8	66	0.068	8	66	0.108	8	66	0.176
11:00 - 12:00	8	66	0.097	8	66	0.078	8	66	0.175
12:00 - 13:00	8	66	0.093	8	66	0.091	8	66	0.184
13:00 - 14:00	8	66	0.125	8	66	0.114	8	66	0.239
14:00 - 15:00	8	66	0.120	8	66	0.116	8	66	0.236
15:00 - 16:00	8	66	0.207	8	66	0.137	8	66	0.344
16:00 - 17:00	8	66	0.178	8	66	0.114	8	66	0.292
17:00 - 18:00	8	66	0.207	8	66	0.074	8	66	0.281
18:00 - 19:00	8	66	0.171	8	66	0.072	8	66	0.243
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.488			1.510			2.998

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.023	8	66	0.030	8	66	0.053
08:00 - 09:00	8	66	0.032	8	66	0.040	8	66	0.072
09:00 - 10:00	8	66	0.025	8	66	0.013	8	66	0.038
10:00 - 11:00	8	66	0.023	8	66	0.030	8	66	0.053
11:00 - 12:00	8	66	0.025	8	66	0.032	8	66	0.057
12:00 - 13:00	8	66	0.023	8	66	0.027	8	66	0.050
13:00 - 14:00	8	66	0.030	8	66	0.023	8	66	0.053
14:00 - 15:00	8	66	0.019	8	66	0.023	8	66	0.042
15:00 - 16:00	8	66	0.021	8	66	0.017	8	66	0.038
16:00 - 17:00	8	66	0.021	8	66	0.015	8	66	0.036
17:00 - 18:00	8	66	0.046	8	66	0.013	8	66	0.059
18:00 - 19:00	8	66	0.017	8	66	0.023	8	66	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.286			0.591

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	66	0.000	8	66	0.000	8	66	0.000
08:00 - 09:00	8	66	0.000	8	66	0.006	8	66	0.006
09:00 - 10:00	8	66	0.000	8	66	0.002	8	66	0.002
10:00 - 11:00	8	66	0.006	8	66	0.000	8	66	0.006
11:00 - 12:00	8	66	0.002	8	66	0.000	8	66	0.002
12:00 - 13:00	8	66	0.002	8	66	0.002	8	66	0.004
13:00 - 14:00	8	66	0.000	8	66	0.002	8	66	0.002
14:00 - 15:00	8	66	0.000	8	66	0.006	8	66	0.006
15:00 - 16:00	8	66	0.002	8	66	0.000	8	66	0.002
16:00 - 17:00	8	66	0.008	8	66	0.002	8	66	0.010
17:00 - 18:00	8	66	0.002	8	66	0.002	8	66	0.004
18:00 - 19:00	8	66	0.002	8	66	0.000	8	66	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

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

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

APPENDIX I. JUNCTIONS 10 OUTPUT

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10 0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Bakers Cross-Frythe Way-The Hill.j10
Path: T:\Projects\13000 Series\13706ITB Frythe Way, Cranbrook\Tech\Junction Assessments\Picady
Report generation date: 27/10/2022 12:02:12

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2022									
Stream B-ACD	D1	0.5	12.42	0.31	B	D2	0.2	10.24	0.20	B
Stream A-BCD		0.0	0 00	0.00	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	6 00	0.16	A		0.6	7.30	0.29	A
	2027 Without Dev									
Stream B-ACD	D3	0.5	12.81	0.33	B	D4	0.3	10.48	0.21	B
Stream A-BCD		0.0	0 00	0.00	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	6 02	0.17	A		0.6	7.41	0.31	A
	2027 With Dev									
Stream B-ACD	D5	0.7	13.96	0.40	B	D6	0.3	11.18	0.24	B
Stream A-BCD		0.0	0 00	0.00	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		0.4	6 09	0.19	A		0.8	7.90	0.36	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	
Location	
Site number	
Date	25/10/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36 00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:15	17:45	15	✓
D3	2027 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2027 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D5	2027 With Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bakers Cross Fythe Way Junction	Crossroads	Two-way	Two-way	Two-way	Two-way		2 51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.51	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bakers Cross		Major
B	Fythe Way		Minor
C	The Hill		Major
D	Town Meadow		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Bakers Cross	6.10			0 0	✓	0 00
C - The Hill	6.10			150.0	✓	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 - Fythe Way	One lane	3.00	26	19
D - Town Meadow	One lane	2.20	14	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/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
A-D	574	-	-	-	-	-	-	0 221	0.316	0.221	-	-	-
B-A	495	0.090	0.227	0.227	-	-	-	0.143	0.324	-	0.227	0.227	0.114
B-C	636	0.097	0.245	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	495	0.090	0.227	0.227	-	-	-	0.143	0.324	0.143	-	-	-
B-D, offside lane	495	0.090	0.227	0.227	-	-	-	0.143	0.324	0.143	-	-	-
C-B	661	0.255	0.255	0.364	-	-	-	-	-	-	-	-	-
D-A	582	-	-	-	-	-	-	0 225	-	0.089	-	-	-
D-B, nearside lane	450	0.130	0.130	0.295	-	-	-	0 206	0.206	0.082	-	-	-
D-B, offside lane	450	0.130	0.130	0.295	-	-	-	0 206	0.206	0.082	-	-	-
D-C	450	-	0.130	0.295	0.103	0.206	0.206	0 206	0.206	0.082	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bakers Cross		ONE HOUR	✓	384	100.000
B - Fythe Way		ONE HOUR	✓	121	100.000
C - The Hill		ONE HOUR	✓	362	100.000
D - Town Meadow		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	11	373	0
	B - Fythe Way	24	0	97	0
	C - The Hill	307	54	0	1
	D - Town Meadow	1	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	9	2	0
	B - Fythe Way	13	0	11	0
	C - The Hill	7	17	0	0
	D - Town Meadow	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.31	12.42	0.5	B	111	167
A-BCD	0.00	0.00	0.0	A	0	0
A-B					10	15
A-C					342	513
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.16	6.00	0.3	A	86	129
C-D					0 80	1
C-A					245	368

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	461	0.197	90	0.0	0.2	9.672	A
A-BCD	0	0	491	0 000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	281	70			281				
D-ABC	0	0	377	0 000	0	0.0	0.0	0.000	A
C-ABD	63	16	663	0 094	62	0.0	0.2	5.983	A
C-D	0.68	0.17			0 68				
C-A	209	52			209				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	27	445	0.244	108	0.2	0.3	10 672	B
A-BCD	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	335	84			335				
D-ABC	0	0	357	0.000	0	0.0	0.0	0.000	A
C-ABD	82	20	685	0.119	82	0.2	0.2	5.986	A
C-D	0.79	0.20			0.79				
C-A	243	61			243				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133	33	423	0.315	133	0.3	0.5	12 372	B
A-BCD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	411	103			411				
D-ABC	0	0	329	0.000	0	0.0	0.0	0.000	A
C-ABD	114	28	715	0.159	113	0.2	0.3	6.003	A
C-D	0.93	0.23			0.93				
C-A	284	71			284				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133	33	423	0.315	133	0.5	0.5	12.418	B
A-BCD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	411	103			411				
D-ABC	0	0	329	0.000	0	0.0	0.0	0.000	A
C-ABD	114	28	716	0.159	114	0.3	0.3	5.994	A
C-D	0.92	0.23			0.92				
C-A	284	71			284				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	27	445	0.244	109	0.5	0.3	10.727	B
A-BCD	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	335	84			335				
D-ABC	0	0	357	0.000	0	0.0	0.0	0.000	A
C-ABD	82	20	685	0.120	82	0.3	0.2	5.960	A
C-D	0.79	0.20			0.79				
C-A	243	61			243				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	461	0.197	91	0.3	0.2	9.740	A
A-BCD	0	0	490	0 000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	281	70			281				
D-ABC	0	0	377	0 000	0	0.0	0.0	0.000	A
C-ABD	63	16	664	0 095	63	0.2	0.2	5.980	A
C-D	0.68	0.17			0 68				
C-A	209	52			209				

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bakers Cross Fythe Way Junction	Crossroads	Two-way	Two-way	Two-way	Two-way		3 06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D2	2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bakers Cross		ONE HOUR	✓	274	100.000
B - Fythe Way		ONE HOUR	✓	80	100.000
C - The Hill		ONE HOUR	✓	360	100.000
D - Town Meadow		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	28	246	0
	B - Fythe Way	16	0	64	0
	C - The Hill	247	113	0	0
	D - Town Meadow	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	4	1	0
	B - Fythe Way	13	0	14	0
	C - The Hill	10	14	0	0
	D - Town Meadow	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.20	10.24	0.2	B	73	110
A-BCD	0.00	0.00	0.0	A	0	0
A-B					26	39
A-C					226	339
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.29	7.30	0.6	A	158	238
C-D					0	0
C-A					172	258

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	60	15	469	0.128	60	0.0	0.1	8.774	A
A-BCD	0	0	492	0 000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	185	46			185				
D-ABC	0	0	390	0 000	0	0.0	0.0	0.000	A
C-ABD	119	30	658	0.180	117	0.0	0.3	6.647	A
C-D	0	0			0				
C-A	152	38			152				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	18	457	0.157	72	0.1	0.2	9.339	A
A-BCD	0	0	477	0 000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	221	55			221				
D-ABC	0	0	372	0 000	0	0.0	0.0	0.000	A
C-ABD	152	38	675	0 225	151	0.3	0.4	6.885	A
C-D	0	0			0				
C-A	172	43			172				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	88	22	440	0.200	88	0.2	0.2	10 226	B
A-BCD	0	0	457	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	271	68			271				
D-ABC	0	0	348	0.000	0	0.0	0.0	0.000	A
C-ABD	204	51	699	0.293	204	0.4	0.6	7.292	A
C-D	0	0			0				
C-A	192	48			192				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	88	22	440	0.200	88	0.2	0.2	10 242	B
A-BCD	0	0	456	0.000	0	0.0	0.0	0.000	A
A-B	31	8			31				
A-C	271	68			271				
D-ABC	0	0	348	0.000	0	0.0	0.0	0.000	A
C-ABD	205	51	699	0.293	205	0.6	0.6	7.302	A
C-D	0	0			0				
C-A	192	48			192				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	18	457	0.157	72	0.2	0.2	9.361	A
A-BCD	0	0	477	0 000	0	0.0	0.0	0.000	A
A-B	25	6			25				
A-C	221	55			221				
D-ABC	0	0	372	0 000	0	0.0	0.0	0.000	A
C-ABD	152	38	676	0 225	153	0.6	0.4	6.897	A
C-D	0	0			0				
C-A	171	43			171				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	60	15	469	0.128	60	0.2	0.1	8.810	A
A-BCD	0	0	491	0 000	0	0.0	0.0	0.000	A
A-B	21	5			21				
A-C	185	46			185				
D-ABC	0	0	389	0 000	0	0.0	0.0	0.000	A
C-ABD	119	30	659	0.181	119	0.4	0.3	6.681	A
C-D	0	0			0				
C-A	152	38			152				

2027 Without Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bakers Cross Fythe Way Junction	Crossroads	Two-way	Two-way	Two-way	Two-way		2 59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D3	2027 Without Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bakers Cross		ONE HOUR	✓	396	100.000
B - Fythe Way		ONE HOUR	✓	125	100.000
C - The Hill		ONE HOUR	✓	374	100.000
D - Town Meadow		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	11	385	0
	B - Fythe Way	25	0	100	0
	C - The Hill	317	56	0	1
	D - Town Meadow	1	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	9	2	0
	B - Fythe Way	13	0	11	0
	C - The Hill	7	17	0	0
	D - Town Meadow	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	12.81	0.5	B	115	172
A-BCD	0.00	0.00	0.0	A	0	0
A-B					10	15
A-C					353	530
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.17	6.02	0.3	A	91	136
C-D					0.79	1
C-A					251	377

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	458	0 205	93	0.0	0.3	9.827	A
A-BCD	0	0	488	0 000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	290	72			290				
D-ABC	0	0	374	0 000	0	0.0	0.0	0.000	A
C-ABD	66	16	667	0 099	65	0.0	0.2	5.980	A
C-D	0.68	0.17			0 68				
C-A	215	54			215				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	112	28	442	0.254	112	0.3	0.3	10 902	B
A-BCD	0	0	474	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	346	87			346				
D-ABC	0	0	353	0.000	0	0.0	0.0	0.000	A
C-ABD	86	22	689	0.125	86	0.2	0.2	5.988	A
C-D	0.79	0.20			0.79				
C-A	249	62			249				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	138	34	419	0.329	137	0.3	0.5	12.756	B
A-BCD	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	424	106			424				
D-ABC	0	0	324	0.000	0	0.0	0.0	0.000	A
C-ABD	120	30	721	0.167	120	0.2	0.3	6.018	A
C-D	0.92	0.23			0.92				
C-A	290	73			290				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	138	34	419	0.329	138	0.5	0.5	12 808	B
A-BCD	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	424	106			424				
D-ABC	0	0	324	0.000	0	0.0	0.0	0.000	A
C-ABD	121	30	721	0.167	121	0.3	0.3	6.005	A
C-D	0.92	0.23			0.92				
C-A	290	73			290				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	112	28	442	0.254	113	0.5	0.3	10 964	B
A-BCD	0	0	474	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	346	87			346				
D-ABC	0	0	353	0.000	0	0.0	0.0	0.000	A
C-ABD	87	22	690	0.126	87	0.3	0.2	5.962	A
C-D	0.79	0.20			0.79				
C-A	249	62			249				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	458	0 205	94	0.3	0.3	9.904	A
A-BCD	0	0	488	0 000	0	0.0	0.0	0.000	A
A-B	8	2			8				
A-C	290	72			290				
D-ABC	0	0	374	0 000	0	0.0	0.0	0.000	A
C-ABD	66	17	667	0 099	66	0.2	0.2	5.980	A
C-D	0.68	0.17			0 68				
C-A	215	54			215				

2027 Without Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bakers Cross Fythe Way Junction	Crossroads	Two-way	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D4	2027 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bakers Cross		ONE HOUR	✓	284	100.000
B - Fythe Way		ONE HOUR	✓	83	100.000
C - The Hill		ONE HOUR	✓	372	100.000
D - Town Meadow		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	29	255	0
	B - Fythe Way	17	0	66	0
	C - The Hill	255	117	0	0
	D - Town Meadow	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	4	1	0
	B - Fythe Way	13	0	14	0
	C - The Hill	10	14	0	0
	D - Town Meadow	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.21	10.48	0.3	B	76	114
A-BCD	0.00	0.00	0.0	A	0	0
A-B					27	40
A-C					234	351
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.31	7.41	0.6	A	166	250
C-D					0	0
C-A					175	262

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	466	0.134	62	0.0	0.2	8.892	A
A-BCD	0	0	489	0 000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	192	48			192				
D-ABC	0	0	387	0 000	0	0.0	0.0	0.000	A
C-ABD	124	31	661	0.188	123	0.0	0.3	6.685	A
C-D	0	0			0				
C-A	156	39			156				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	19	453	0.165	74	0.2	0.2	9.501	A
A-BCD	0	0	474	0 000	0	0.0	0.0	0.000	A
A-B	26	7			26				
A-C	229	57			229				
D-ABC	0	0	368	0 000	0	0.0	0.0	0.000	A
C-ABD	159	40	678	0 235	159	0.3	0.4	6.944	A
C-D	0	0			0				
C-A	175	44			175				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	435	0.210	91	0.2	0.3	10.461	B
A-BCD	0	0	453	0.000	0	0.0	0.0	0.000	A
A-B	32	8			32				
A-C	281	70			281				
D-ABC	0	0	343	0.000	0	0.0	0.0	0.000	A
C-ABD	215	54	703	0.307	215	0.4	0.6	7.393	A
C-D	0	0			0				
C-A	194	49			194				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	435	0.210	91	0.3	0.3	10.480	B
A-BCD	0	0	453	0.000	0	0.0	0.0	0.000	A
A-B	32	8			32				
A-C	281	70			281				
D-ABC	0	0	343	0.000	0	0.0	0.0	0.000	A
C-ABD	216	54	703	0.307	216	0.6	0.6	7.407	A
C-D	0	0			0				
C-A	194	48			194				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	19	453	0.165	75	0.3	0.2	9.526	A
A-BCD	0	0	473	0 000	0	0.0	0.0	0.000	A
A-B	26	7			26				
A-C	229	57			229				
D-ABC	0	0	368	0 000	0	0.0	0.0	0.000	A
C-ABD	160	40	679	0 235	161	0.6	0.4	6.960	A
C-D	0	0			0				
C-A	175	44			175				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	466	0.134	63	0.2	0.2	8.929	A
A-BCD	0	0	489	0 000	0	0.0	0.0	0.000	A
A-B	22	5			22				
A-C	192	48			192				
D-ABC	0	0	386	0 000	0	0.0	0.0	0.000	A
C-ABD	125	31	661	0.188	125	0.4	0.3	6.718	A
C-D	0	0			0				
C-A	155	39			155				

2027 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bakers Cross Fythe Way Junction	Crossroads	Two-way	Two-way	Two-way	Two-way		3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D5	2027 With Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bakers Cross		ONE HOUR	✓	397	100.000
B - Fythe Way		ONE HOUR	✓	155	100.000
C - The Hill		ONE HOUR	✓	383	100.000
D - Town Meadow		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	12	385	0
	B - Fythe Way	29	0	126	0
	C - The Hill	317	65	0	1
	D - Town Meadow	1	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	8	2	0
	B - Fythe Way	11	0	9	0
	C - The Hill	7	14	0	0
	D - Town Meadow	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.40	13.96	0.7	B	142	213
A-BCD	0.00	0.00	0.0	A	0	0
A-B					11	17
A-C					353	530
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.19	6.09	0.4	A	104	157
C-D					0.78	1
C-A					246	369

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	469	0.249	115	0.0	0.3	10.146	B
A-BCD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	290	72			290				
D-ABC	0	0	371	0.000	0	0.0	0.0	0.000	A
C-ABD	76	19	678	0.112	75	0.0	0.2	5.966	A
C-D	0.67	0.17			0.67				
C-A	212	53			212				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	139	35	452	0.308	139	0.3	0.4	11.475	B
A-BCD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	346	87			346				
D-ABC	0	0	350	0.000	0	0.0	0.0	0.000	A
C-ABD	99	25	700	0.142	99	0.2	0.3	6.007	A
C-D	0.77	0.19			0.77				
C-A	244	61			244				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	171	43	428	0.398	170	0.4	0.6	13 877	B
A-BCD	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	424	106			424				
D-ABC	0	0	320	0.000	0	0.0	0.0	0.000	A
C-ABD	138	35	730	0.189	138	0.3	0.4	6.095	A
C-D	0.89	0.22			0.89				
C-A	283	71			283				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	171	43	428	0.398	171	0.6	0.7	13 964	B
A-BCD	0	0	453	0.000	0	0.0	0.0	0.000	A
A-B	13	3			13				
A-C	424	106			424				
D-ABC	0	0	320	0.000	0	0.0	0.0	0.000	A
C-ABD	138	35	731	0.189	138	0.4	0.4	6.091	A
C-D	0.89	0.22			0.89				
C-A	283	71			283				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	139	35	452	0.308	140	0.7	0.5	11 573	B
A-BCD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	11	3			11				
A-C	346	87			346				
D-ABC	0	0	349	0.000	0	0.0	0.0	0.000	A
C-ABD	99	25	700	0.142	100	0.4	0.3	5.993	A
C-D	0.77	0.19			0.77				
C-A	244	61			244				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117	29	469	0.249	117	0.5	0.3	10 250	B
A-BCD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	9	2			9				
A-C	290	72			290				
D-ABC	0	0	371	0.000	0	0.0	0.0	0.000	A
C-ABD	76	19	678	0.112	76	0.3	0.2	5.975	A
C-D	0.67	0.17			0.67				
C-A	212	53			212				

2027 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bakers Cross Fythe Way Junction	Crossroads	Two-way	Two-way	Two-way	Two-way		3 64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH mm)	Finish time (HH mm)	Time segment length (min)	Run automatically
D6	2027 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bakers Cross		ONE HOUR	✓	287	100.000
B - Fythe Way		ONE HOUR	✓	91	100.000
C - The Hill		ONE HOUR	✓	393	100.000
D - Town Meadow		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	32	255	0
	B - Fythe Way	24	0	67	0
	C - The Hill	255	138	0	0
	D - Town Meadow	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bakers Cross	B - Fythe Way	C - The Hill	D - Town Meadow
From	A - Bakers Cross	0	3	1	0
	B - Fythe Way	9	0	14	0
	C - The Hill	10	12	0	0
	D - Town Meadow	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.24	11.18	0.3	B	84	125
A-BCD	0.00	0.00	0.0	A	0	0
A-B					29	44
A-C					234	351
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.36	7.90	0.8	A	195	293
C-D					0	0
C-A					165	248

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	457	0.150	68	0.0	0.2	9.225	A
A-BCD	0	0	486	0 000	0	0.0	0.0	0.000	A
A-B	24	6			24				
A-C	192	48			192				
D-ABC	0	0	383	0 000	0	0.0	0.0	0.000	A
C-ABD	146	36	669	0 218	144	0.0	0.4	6.854	A
C-D	0	0			0				
C-A	150	38			150				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	20	443	0.185	82	0.2	0.2	9.961	A
A-BCD	0	0	469	0 000	0	0.0	0.0	0.000	A
A-B	29	7			29				
A-C	229	57			229				
D-ABC	0	0	364	0 000	0	0.0	0.0	0.000	A
C-ABD	187	47	686	0 273	186	0.4	0.5	7.219	A
C-D	0	0			0				
C-A	166	42			166				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100	25	422	0.237	100	0.2	0.3	11.155	B
A-BCD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	35	9			35				
A-C	281	70			281				
D-ABC	0	0	338	0.000	0	0.0	0.0	0.000	A
C-ABD	252	63	710	0.356	251	0.5	0.8	7.871	A
C-D	0	0			0				
C-A	180	45			180				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100	25	422	0.237	100	0.3	0.3	11.182	B
A-BCD	0	0	446	0.000	0	0.0	0.0	0.000	A
A-B	35	9			35				
A-C	281	70			281				
D-ABC	0	0	338	0.000	0	0.0	0.0	0.000	A
C-ABD	253	63	710	0.356	253	0.8	0.8	7.902	A
C-D	0	0			0				
C-A	180	45			180				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	20	443	0.185	82	0.3	0.2	9.996	A
A-BCD	0	0	469	0 000	0	0.0	0.0	0.000	A
A-B	29	7			29				
A-C	229	57			229				
D-ABC	0	0	364	0 000	0	0.0	0.0	0.000	A
C-ABD	187	47	686	0 273	188	0.8	0.5	7.252	A
C-D	0	0			0				
C-A	166	41			166				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	457	0.150	69	0.2	0.2	9.276	A
A-BCD	0	0	485	0 000	0	0.0	0.0	0.000	A
A-B	24	6			24				
A-C	192	48			192				
D-ABC	0	0	383	0 000	0	0.0	0.0	0.000	A
C-ABD	146	37	669	0 219	147	0.5	0.4	6.902	A
C-D	0	0			0				
C-A	150	37			150				